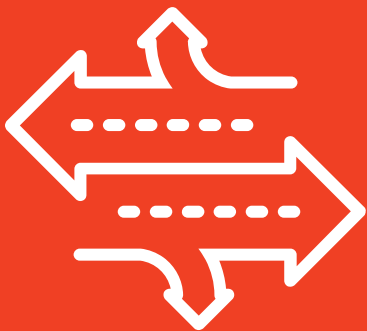
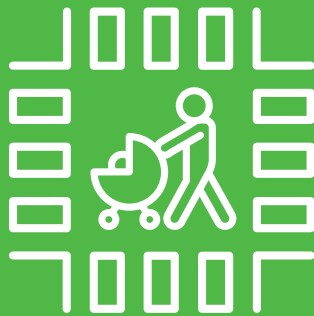


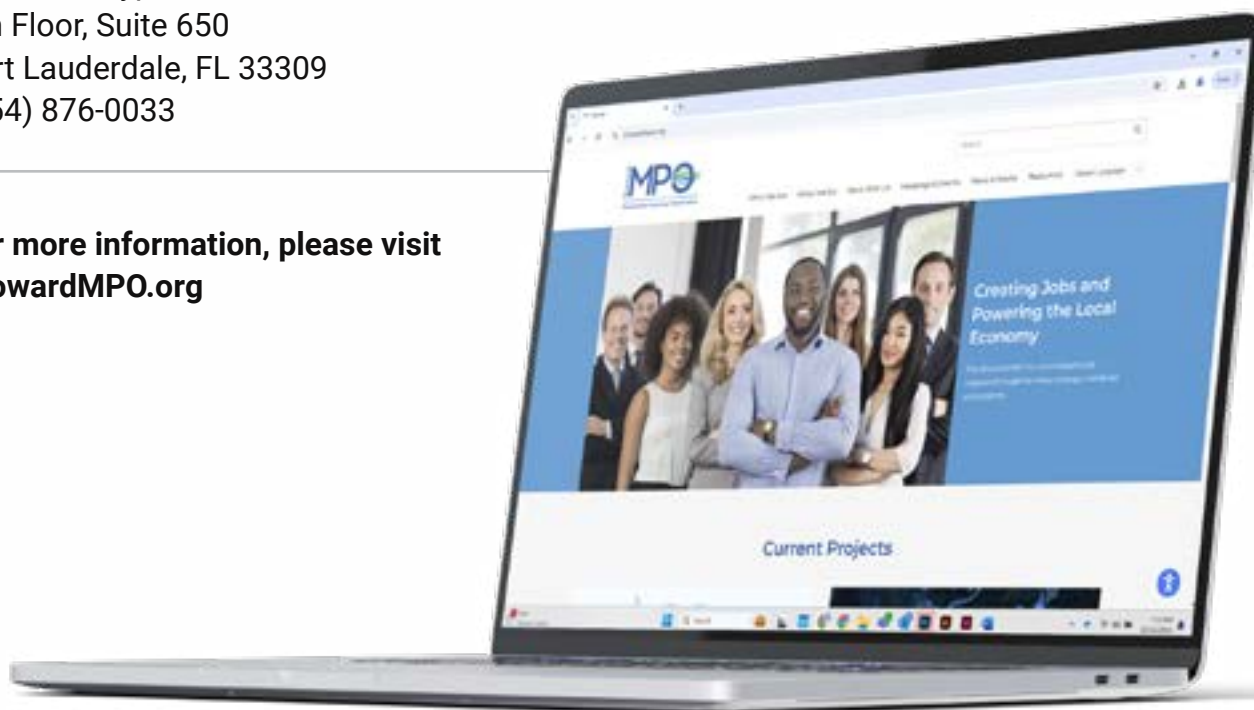
Metropolitan Transportation Plan

Adopted December 12, 2024



100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, FL 33309
(954) 876-0033

**For more information, please visit
BrowardMPO.org**





The Route to 2050 Metropolitan Transportation Plan (MTP) is the result of a two-year collaboration of the MPO and its partners. The Plan lays out a transportation system from 2025 through 2050.

Board of Directors

The voting members of the MPO Board are elected officials who represent the Broward County Board of County Commissioners, Broward's 31 municipalities, the South Florida Regional Transportation Authority (SFRTA), and the Broward County School Board. Below is the membership at the time of plan adoption (December 12, 2024).

Executive Committee



Commissioner Yvette Colbourne, Chair, Representative Miramar



Mayor Joy Cooper, Vice Chair, Representative Hollywood



Commissioner Byron Jaffe, Deputy Vice Chair, Representative Weston



Mayor Rich Walker, Representative Parkland



Commissioner Andrea McGee, Representative Pompano Beach



Commissioner Lawrence "Jabbow" Martin, Representative Lauderdale



Vice Mayor Beam Furr, Representing Broward County Board of County Commissioners

Voting Members



School Board Member Torey Alston, Representing School Board of Broward County



Commissioner Vinnie Andreano, Representing Hillsboro Beach



Commissioner Antonio V. Arserio, Representing Margate



Mayor-at-Large Samson Borgelin, Representing North Lauderdale



Mayor Felicia M. Brunson, Representing West Park



Commissioner Chris Caputo, Representing Wilton Manors



Commissioner Tycie Causwell, Representing Lauderdale Lakes



Commissioner Kicia Daniel, Representing Tamarac



Commissioner Richard Dinapoli, Representing Lauderdale-By-The-Sea



Councilmember Tim Fadgen, Representing Plantation



Commissioner Lamar Fisher, Representing Broward County Board of County Commissioners



Mayor Bill Ganz, Representing Deerfield Beach



Vice Mayor Thomas Good, Jr., Representing
Pembroke Pines



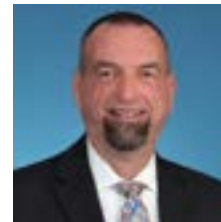
Council Member Bob Hartmann,
Representing
Southwest Ranches



Commissioner William "Bill" Hodgkins,
Representing
Pembroke Park



Vice Mayor Lori Lewellen, Representing
Dania Beach



Vice Mayor Tim Lonergan,
Representing
Oakland Park



Commissioner Lisa Mallozzi, Representing
Cooper City



Commissioner Hazelle Rogers, Representing
Broward County Board of
County Commissioners



Commissioner Tim Ryan, Representing
South Florida Regional
Transportation Authority



Deputy Mayor Joseph
A. Scuotto,
Representing Sunrise



Commissioner Caryl S. Shuham, Representing
Hollywood



Commissioner Joshua Simmons,
Representing Coral
Springs



Commissioner Warren Sturman, Representing
Fort Lauderdale



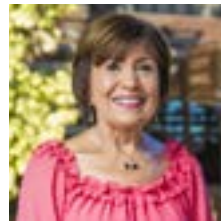
Mayor Dean Trantalis,
Representing Fort
Lauderdale



Commissioner Michael Udine, Representing
Broward County Board
of County
Commissioners



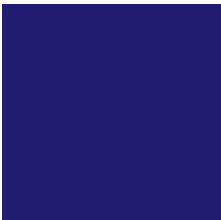
Mayor Kyle Van
Buskirk, Representing
Lighthouse Point



Mayor Sandra Welch,
Representing
Coconut Creek



Councilmember
Michelle Whitman,
Representing Davie



Vacant, Sea Ranch
Lakes



Vacant, Lazy Lake

Senior Advisory Council



Gregory Stuart,
Executive Director,
Representing
Broward MPO



Steven C. Braun, P.E.,
District IV Secretary,
Non-voting
Representative of
Florida Department
of Transportation



Alan Gabriel, General
Counsel, Representing
Broward MPO

Advisory Committee Acknowledgment

The MPO's advisory committees also played an important role in the development of the Route to 2050, and we'd like to thank them for their efforts.

- Citizens Advisory Committee
- Freight Transportation Advisory Committee
- Infrastructure Hardening & Housing Coordination Committee
- Local Coordinating Board
- Roads for Families Advisory Committee
- Technical Advisory Committee



The preparation of this document was funded in part by the Federal Highway Administration, an agency of the U.S. Department of Transportation, under the State Planning and Research Program, Section 505 (or Metropolitan Planning Program, Section 104(f)), of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Acronyms

AADT	Annual Average Daily Traffic
ACS	American Community Survey
BCT	Broward County Transit
BSAP	Broward Safety Action Plan
CAC	Citizens' Advisory Committee
CEI	Construction Engineering and Inspection
CFP	Cost Feasible Plan
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Plan
CO	Carbon Monoxide
EJ	Environmental Justice
F.S.	Florida Statutes
FAST Act	Fixing America's Surface Transportation Act
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTP	Florida Transportation Plan
HIN	High Injury Network
HSIP	Florida Highway Safety Improvement Program
IJA	Infrastructure Investment and Jobs Act
LEP	Limited English Proficiency
MAP	Mobility Advancement Program
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
MPOAC	Metropolitan Planning Organization Advisory Council
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
NHFP	National Highway Freight Program Plan
NHPP	National Highway Performance Program
NHS	National Highway System
NOx	Nitric Oxide

Acronyms

PEL	Planning and Environmental Linkages
PHED	Peak Hour Excessive Delay
PM	Performance Measure
PM10	Particulate Matter larger than 10 micrometers
PM2.5	Particulate Matter smaller than 2.5 micrometers
PREMO	Premium Mobility Transit System Plan
PTASP	Public Transportation Agency Safety Plan
REV	Roads for Economic Vitality
SEFTC	Southeast Florida Transportation Council
SFRTA	South Florida Regional Transportation Authority
SHSP	Strategic Highway Safety Plan
SIS	Strategic Intermodal System
SIT	Strategic Investment Tool
SOV	Single Occupant Vehicle
SR	State Road
SSPP	System Safety Program Plan
TAC	Technical Advisory Committee
TAM(P)	Transit Asset Management (Plan)
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Program
TPA	Transportation Planning Agency
TPM	Transportation Performance Management
TPO	Transportation Planning Organization
TTTR	Truck Travel Time Reliability Index
ULB	Useful Life Benchmark
UPA	Units Per Acre
UPWP	Unified Planning Work Program
USC	United States Code
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
YOE	Year of Expenditure



01

Executive Summary

This chapter introduces the Broward MPO, Vision 2100, Route to 2050, and provides an overview of what to expect of this plan.

What You Will Find in this Report

Figure 1-1: MTP Document Walkthrough

Broward MPO & Vision 2100

Sets the call to action for an innovative future.

Route to 2050

Our mid-century check point of Vision 2100.

Emphasis Areas

Making Route to 2050 Different.

Challenges & Opportunities

Exploring the unique conditions that face Broward today and in the future.

Route Markers

Addressing challenges head-on, while ensuring sustainability and safety.

Programs

Funding projects that get us closer to Vision 2100!

The Broward Region

We live in the center of the Miami Urbanized Area (UZA) which includes Miami-Dade and Palm Beach County. Over the years, the Miami UZA has grown into 4th largest Urbanized Area in the United States, behind Chicago, Los Angeles, and New York. Broward's location in the center is vitally important for our local, national, and global economies, with Port Everglades, the Fort Lauderdale–Hollywood International Airport, and multinational businesses serving as gateways to Latin America, the Caribbean, and the world. Being in the middle means the regional transportation system is Broward's transportation system – we keep the region running.



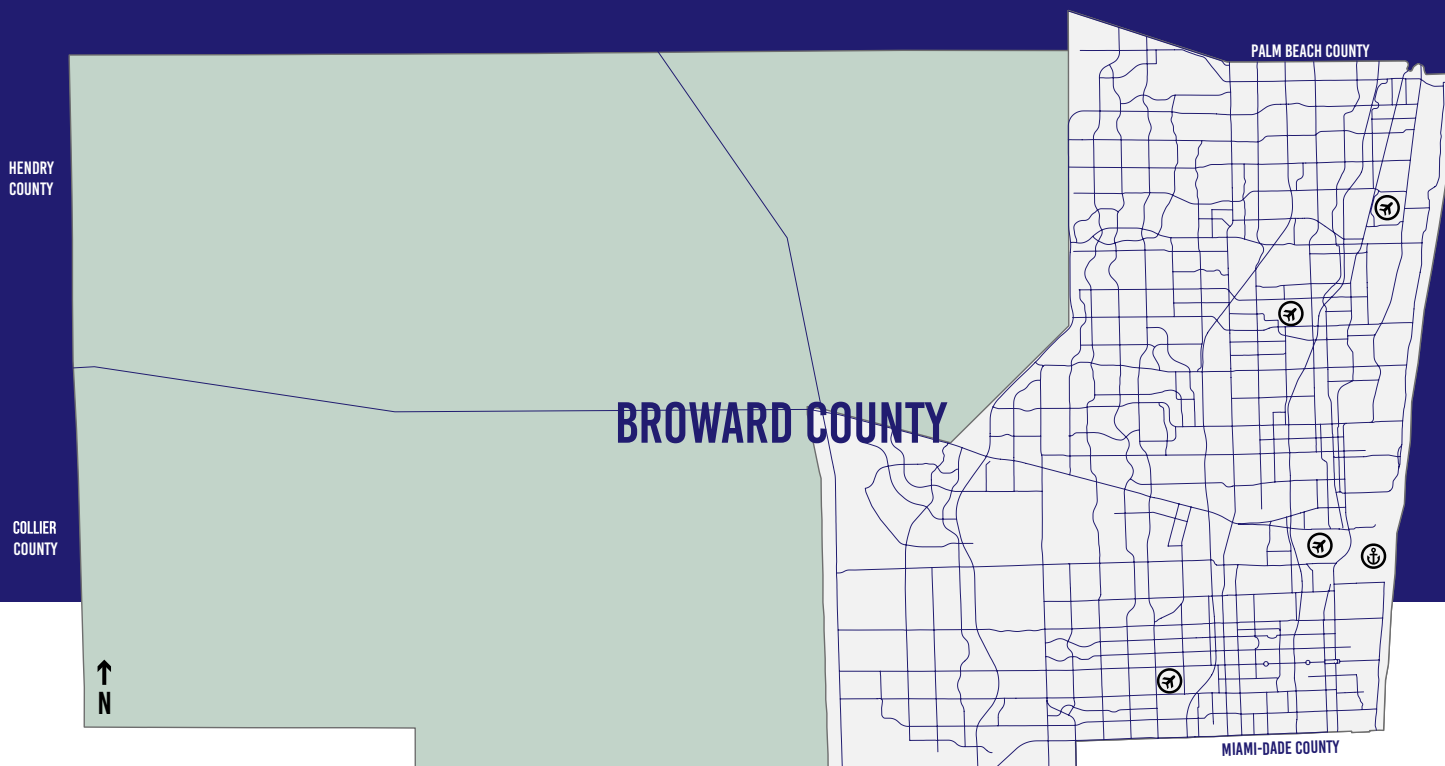
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**BEST BUSINESS
ATMOSPHERE IN NATION**

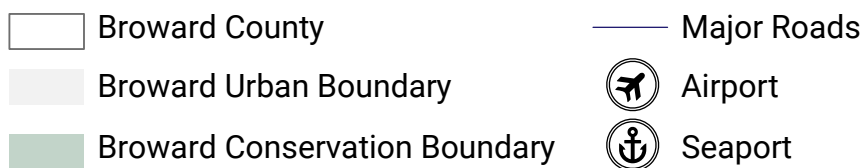


The Broward Region

Broward MPO Planning Area



Broward MPO Planning Area



Source: Broward MPO

The Broward MPO



The Broward MPO is responsible for making policy on local transportation issues and deciding how to collaboratively spend Federal money on important transportation projects that deliver solutions. Your MPO is led by 31 municipalities, Broward County Government, Broward County Public Schools, and the South Florida Regional Transportation Authority (SFRTA) whom transform a federally mandated public agency into a dynamic, catalyst for change in transportation.

Our transportation system serves more than 1.9 million residents, and over 13 million visitors each year. Through thoughtful, collaborative planning, the Broward MPO enables seamless transportation and redevelopment in Broward County that provides an opportunity for people and communities to grow and thrive.

Mission

To collaboratively plan, prioritize and fund the delivery of transportation options.

Vision

Our work will have measurable positive impact by ensuring transportation projects are well selected, funded and delivered.

Broward MPO's Operations

The MPO keeps Broward County moving via the operation and application of six (6) Core Products. Three (3) Core Products focus on internal agency operations, while the other three (3) focus on project programming for our transportation planning priorities.

Figure 1-3: Core Products of the Broward MPO

Vision 2100	
Core Products	
Internal Operations	Project Programming
UPWP Unified Planning Work Program (Agency Budget Guide)	MTP Metropolitan Transportation Plan (Project Identification)
SBP Strategic Business Plan (Agency Operations Guide)	LOPP List of Priority Projects (Project Prioritization)
PPP Public Participation Plan (Agency Outreach Guide)	TIP Transportation Improvement Program (Project Funding)

What is Route to 2050?

Every MPO across the country must develop a Metropolitan Transportation Plan (MTP); a 25-year planning horizon document that is updated every five years which turns transportation goals into prioritized projects. Your MTP, Route to 2050, emphasizes the need for reliable highway, freight, transit, bicycle, and pedestrian, projects that promote infrastructure hardening, technology, safety, and improve quality of life. The plan is the initial step to improving coordination between housing and transportation planning, and sets the stage for the future development of a Housing Coordination Plan. Building on the previous MTP, Commitment 2045, this plan also enhances its technology funding program to address current and prospective transportation technologies.

The MPO uses the MTP to guide the use of Federal, State, and other funds to create a transportation system that safely moves people and goods, creates jobs, and fosters vibrant communities within its planning area. The MPO also works with citizens, the private sector, and its planning partners to ensure that the transportation options funded in the MTP best represent the direction chosen in the context of policy direction from the MPO Board. The MTP outlines the plan development process, transportation needs in the Broward region, and establishes a transportation plan that can be funded with sources that are reasonably expected to be available between today and the year 2050.

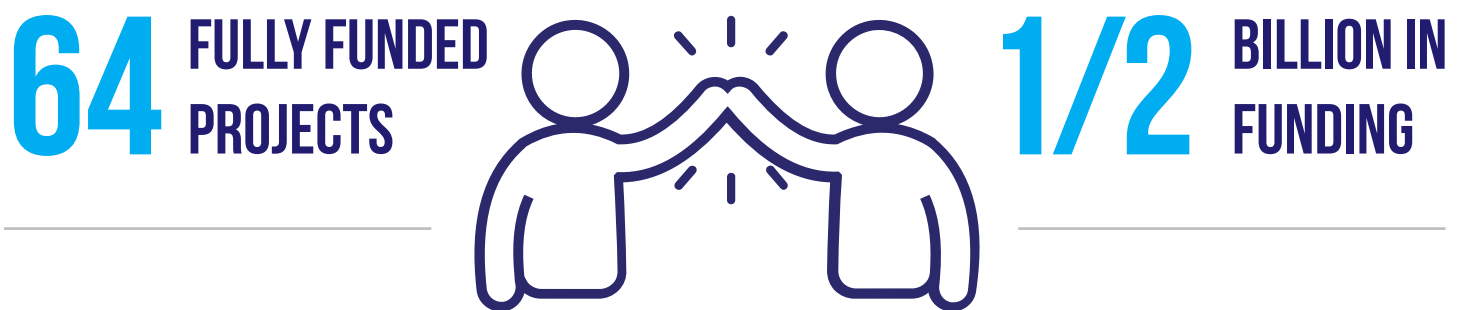
Route to 2050

During the development of the Commitment 2045 MTP, the MPO established The Path to 2100. The Path to 2100 is a visionary document developed to facilitate a paradigm shift from the historical approach to growth, development, and transportation investments.

With this vision, the MPO illustrated what that paradigm shift should look like and what the MPO and its partners can do to move the Broward region along the desired path to the year 2100.

The Route to 2050 MTP advances the Path to 2100 priorities by addressing road safety, managing congestion, and supporting Broward County's planned transit improvements. It identifies Smart City investments such as the Digital Twin (a real-time model that improves planning and decision-making efforts) and the installation of advanced communications systems. The MTP identifies the most susceptible corridors in Broward so they can be hardened against extreme weather events and support a more advanced transportation network.

Vision 2100 & Commitment 2045



The Commitment 2045 MTP funded 64 exciting projects worth nearly half a billion dollars. These included transforming Old Dixie Highway into a road for families, rebuilding Loxahatchee Road, boosting infrastructure hardening on A1A, enhancing Tri-Rail stations, rail monitoring technology along railroad crossings, and improving first-last mile connections on key transit corridors like SR-7 and University Drive.

Your Route to 2050 MTP builds on this momentum, pushing the Path to 2100 vision forward. It provides clear priorities for six funding programs, laying out a structure to guide projects into the MPO's annual List of Priority Projects and Transportation Improvement Program. As MTPs are updated, they must build on the past to maintain continuity, but also be flexible enough to adapt to change. We are proud to say the Route to 2050 MTP balances both.

Route to 2050

The Route to 2050 MTP continues the MPO's commitments, established in **Commitment 2045**, to:

Figure 1-4: Route to 2050 MTP Commitments



Fund projects that improve Broward's transportation system within the existing planning and transportation programming framework, with a focus on safety and infrastructure hardening.



Collaborate among transportation partners to ensure funding provided by the Federal and State governments allow for sufficient flexibility to address the public's needs.



Continue on The Path to 2100, an aspirational vision for the region's transportation that reflects opportunities presented by growth, technology, infrastructure hardening, and other emerging issues that will influence the future of the region.

The transportation investments set forth in the Route to 2050 MTP emphasize the need for a safe, hardened, and reliable network that provides for the needs of all users, while supporting the economic vitality, and quality of life in our communities.

Key Goals & Objectives

Development of the Route to 2050 MTP is driven by the MPO's three key goals:

Figure 1-5: MTP Key Goals & Objectives



**Safely Move
People & Goods**



**Create
Jobs**



**Foster Vibrant
Communities**

To achieve these goals, the MPO developed the MTP using a systematic process designed to implement policy guidance from the MPO Board; collaborate with MPO partners throughout the region, including the Florida Department of Transportation (FDOT), Broward County, its 31 municipalities, local and regional agencies, and the neighboring Palm Beach TPA and Miami-Dade TPO; and address Federal and State metropolitan planning requirements.

Route to 2050

The result is the Route to 2050 MTP has identified \$9.2 billion of transportation improvements from the year 2025 to 2050 that will aid the Broward MPO and our partners in advancing the Path to 2100.

Here’s a highlight of the plan:

Emphasis Areas

Following Federal Highway Administration’s (FHWA) Planning Emphasis Areas, the Broward MPO has developed its own emphasis areas that will help drive the MTP development process. They are:

Figure 1-6: MTP Emphasis Areas



Safety



Housing



Infrastructure
Hardening



Technology

Route Markers

To address MTP emphasis areas the MPO has developed route markers that will provide context to enhance the scopes of projects within the Funding Programs. These are:

Figure 1-7: MTP Route Markers



Bicycle
Suitability



Congested
Corridors



High Injury
Network



Susceptible
Roadway



Housing

Route to 2050

Funding Programs

To support the allocation and monitoring of transportation investments, the Broward MPO developed and manages six funding programs. These six funding programs address the variety of needs of Broward's evolving transportation system. They are:

Figure 1-8: MTP Funding Programs



Guiding Principles

With the adoption of the Route to 2050 MTP, the MPO will have an updated guiding document for its other plans and programs. It will be critical for the MPO to monitor and track implementation of the MTP as part of its Call to Action, reflected in Figure 1-9.

Figure 1-9: MTP Guiding Principles



Now that you have an overview on what the Route to 2050 MTP is all about, it's time to dive deep into the magic behind a long-range transportation plan. In the 2050 MTP, you'll discover what makes Broward County special — from our unique challenges and opportunities to the emphasis areas that matter most. We'll show you how we prioritized the projects that make life here even better, so get ready to embark on a journey of innovation, community, and mobility—because the future of Broward is bright, and you're part of the ride!



02

Setting the Context

This chapter focuses on the importance of partnerships, how the plan was developed to be consistent with Federal, State, and Regional goals and policies, provides an overview of the funding programs established for the plan, and how the identified needs were prioritized to make effective use of the available funds.

Setting the Context

Partnerships

The Broward MPO works closely with federal, state, regional, and local partners. At the federal level, both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) establish requirements for and oversee the metropolitan planning process to ensure compliance with federal standards. Both agencies provide funding to the Broward MPO to support its required planning activities and conduct certification reviews every four years to ensure transportation needs are being addressed in an effective manner.

The Florida Department of Transportation (FDOT) is a key partner for the Broward MPO. At the district level (FDOT's District Four), FDOT and the MPO work closely to program and implement state and federally-funded projects in Broward. At the state level, FDOT provides resources for MPOs, including the revenue projections used to determine available funding for Route to 2050, policy guidance and procedures through its MPO Program Management Handbook and other related materials, and develops the Florida Transportation Plan, or FTP, which is the long-range transportation plan for the entire state.

At the regional level, the MPO works with the Palm Beach TPA and the Miami-Dade TPO through Southeast Florida Transportation Council (SEFTC), whose goals are to foster coordination among the three planning agencies and to develop a Regional Transportation Plan (RTP) that identifies transportation issues that cross county boundaries and impact the overall region (the entire Miami Urbanized Area). SEFTC was created through an Interlocal Agreement on January 9, 2006. Through SEFTC, the three planning agencies work with FDOT and others on a variety of regional plans, including the 2040 Southeast Florida Regional Freight Plan, the Regional Transportation System Management & Operations Strategic Plan, and many others.

Local partners include Broward County, its 31 municipalities, the South Florida Regional Transportation Authority, and numerous non-profit agencies and organizations. Each of these entities provides representatives for the MPO's committees, with elected officials serving on the MPO Board of Directors. The MPO's municipal and non-profit partners assist with public engagement. The cities and SFRTA implement projects funded by the MPO, in addition to partnering with the MPO where appropriate for grant opportunities.

Broward County is a funding and implementation partner, collaborating with the MPO on the:

- **Distribution of transportation surtax funds for municipal projects,**
- **Implementation of federal grants, and**
- **Coordination of transportation services.**

Setting the Context

Key Goals & Objectives

Using the goals from the Commitment 2045 MTP as the basis, the goals for the Route to 2050 MTP were modified to reflect the enhanced emphasis on Infrastructure Hardening and safety in this plan. Specifically, “safely” was added to the first goal to reflect the MPO’s emphasis on safety for all transportation users. The third goal was modified from “Strengthen Communities” to “Foster Vibrant Communities” to recognize the need for hardening to both weather and economic-related factors. Figure 2-1 on the following displays the plan’s adopted goals and objectives.

Figure 2-1: MTP Key Goals & Objectives



Safely Move People & Goods

- Eliminate all crashes, fatalities, and serious injuries.
- Improve safety for susceptible users
- Maintain infrastructure
- Improve travel reliability
- Reduce congestion
- Provide options to driving alone
- Implement new technologies to improve safety, promote efficiency, and meet travelers needs
- Increase opportunities for federal grant funding



Create Jobs

- Improve travel times to activity centers
- Promote hardened and efficient growth patterns
- Expand non-auto accessibility to activity centers, essential destinations, and tourist destinations
- Support reliable goods movement
- Enhance accessibility to the port and airport
- Encourage the development of renewable and alternative fuel infrastructure



Foster Vibrant Communities

- Ensure investment
- Expand non-auto access to essential destinations for residents
- Reduce pollutant emissions by transportation sources
- Protect natural, cultural, and historic resources and minimize community disruption
- Improve the infrastructure hardening of the transportation system
- Coordinate transportation investments with housing

Setting the Context

Aligning with Federal, State & Regional Goals

The FAST Act established 10 planning factors to be considered during the metropolitan planning process. These planning factors are shown in Table 2-1 below along with the adopted goals for Route to 2050. Much of Route to 2050 was built upon the Commitment 2045 effort, ensuring that these planning factors were reflected throughout the plan development process, including project prioritization.

Table 2-1: Relationship of FAST Act Planning Factors to Route To 2050 Goals

Route to 2050 MTP Goals			
Fast Act Planning Factors	Goal # Safely Move People & Goods	Goal #2 Create Jobs	Goal #3 Foster Vibrant Communities
Support Economic Vitality	✓	✓	✓
Increase Safety	✓		✓
Increase Security	✓		✓
Increase Accessibility and Mobility of People and Freight	✓	✓	✓
Improve Quality of Life, Environment, Energy Conservation, and Plan Consistency	✓	✓	✓
Enhance Integration and Connectivity Across and Between Modes	✓		✓
Promote System Management and Operations	✓		✓
Emphasize Preservation of the Existing System	✓		✓
Improve Infrastructure Hardening and Reliability	✓	✓	✓
Enhance Travel and Tourism	✓	✓	✓

The State of Florida adopts the Florida Transportation Plan (FTP) as its long-range transportation plan. This plan is updated every five years and FDOT is currently working on the update for the year 2055. The plan provides strategic direction to FDOT and its planning partners. **The plan consists of four distinct elements:**

Vision Element

Defines Florida's long-term transportation vision and goals for the next 25 years and beyond.

Policy Element

Describes objectives and strategies to guide transportation partners statewide in accomplishing the vision and goals.

Performance Element

Reports how our system performs on key measures of safety, asset condition, and mobility.

Implementation Element

Details how we will work toward implementation and track progress over the next five years.

Setting the Context

FDOT developed the FTP in partnership with public and private stakeholders to define transportation goals, objectives, and strategies to make the Florida economy more competitive, its communities more livable, and sustainable for future generations. The goals for the FTP are provided in Figure 2-2.


Figure 2-2: FTP Goals

Safety	Safety and Security for Residents, Visitors, and Businesses.
Resiliency	Agile, Resilient, and Quality Transportation Infrastructure.
Efficiency	Connected, efficient and reliable mobility for people and freight.
Choices	More transportation choices for people and freight.
Competitiveness	Transportation solutions that strengthen Florida's economy.
Communities	Transportation solutions that enhance Florida's communities.
Environment	Transportation solutions that enhance Florida's environment.

Setting the Context

The Route to 2050 MTP coordinates with the Southeast Florida Transportation Council's Regional Transportation Plan (RTP). Figure 2-3 below displays the goals from the 2045 RTP, which also influenced the goals adopted for the Route to 2050 MTP.

Figure 2-3: 2045 RTP Themes and Goals

Themes		Goals
 Sustainability & Quality of Life	 Multimodal System & Land Use	Provide an accessible, efficient, and reliable multimodal transportation system that is well integrated with supportive land uses.
	 Health, Environment & Safety	Protect the region's health and environment and provide for a safer and more secure transportation system for the region's residents, businesses and visitors.
	 Economy	Optimize and expedite sound investment strategies to support an expanding regional economy.
	 Equity & Public Support	Invest in publicly supported, equitable transportation options for all users, including low income and minority neighborhoods, as well as the aging population.

Federal and State Policy for MTP Process

The Route to 2050 MTP was developed using a systematic process designed to respond to the following:

- Policy guidance from the Broward MPO Board
- FHWA / FTA 2045 Long Range Transportation Plan Expectations (January 2018)
- Infrastructure Investment and Jobs Act (23 C.F.R., Part 450, Subpart C)
- FDOT 2050 Revenue Forecast Handbook (June 2023)
- Florida statutory requirements (Florida Statutes Title XXVI; Public Transportation, Chapter 339, Section 175)

Setting the Context

The Code of Federal Regulations (specifically Title 23, Chapter 1, Part 450) establishes the Federal requirements for the metropolitan transportation planning process, and MTPs. These regulations are amended by congressional action and were last updated in 2017 to reflect changes included in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced by Fixing America's Surface Transportation Act (FAST Act). The most recent transportation legislation, the Infrastructure Investment and Jobs Act (IIJA) was signed into law in 2021.

The IIJA continued the performance-based planning process introduced by MAP-21 and the FAST Act. The IIJA is the first federal law that provides funding for infrastructure beyond surface transportation, including high-speed Internet access and environmental mediation. The legislation focuses on electric infrastructure and infrastructure hardening efforts, in addition to providing funds for the nation's surface transportation programs. Table 2-2 lists these emphasis areas and identifies where in the MTP documentation these areas are addressed.

Table 2-2: MTP Planning Emphasis Areas

Planning Emphasis Areas	Where Addressed in MTP Documents
Tackling Weather Extremes	Technical Report #8 and Chapters 4, 6 and 7
Demographics and Justice 40 in Transportation Planning	Technical Report #1 and Chapters 4, 5 and 8
Roadway Enhancements	Chapters 2, 4, 6 and 7
Public Involvement	Technical Report #1 and Chapter 5
Strategic Highway Network/US Department of Defense Coordination	Chapters 6 and 7
Federal Land Management Agency Coordination	Chapters 5 and 6
Planning and Environmental Linkages	Chapters 2 and 6
Data in Transportation Planning	Technical Report #2 and Chapters 2, 6 and 8

The MPO built on this by identifying local emphasis areas to be addressed by the Route to 2050 MTP. These emphasis areas are housing, infrastructure hardening, safety, and technology. More information about each of these is provided in Chapters 4 and 6.

Florida implements the Federal requirements and adds its own through the Florida Statutes. Chapter 339 addresses metropolitan planning organizations and their products. In preparing the Route to 2050 MTP, the Broward MPO considered all of these requirements, along with the defined expectations for such plans provided by USDOT. Appendix A includes the Federal and State requirements for an MTP and the most recent FHWA/FTA LRTP Expectations Letter (dated January 10, 2018).

Setting the Context

Consistency with Other Plans

Many plans developed by partners of the MPO are critically important to the region and the Route to 2050 MTP. The MPO made a concerted effort to ensure consistency to the maximum extent possible with relevant plans and programs in the region.

The Southeast Florida Region: Three Counties, One Traveling Public

The Southeast Florida region is made up of Broward County and the neighboring counties of Miami-Dade and Palm Beach. Collectively, the region has a population of 6.18+ million people (US Census, 2023 estimate) and is expected to reach nearly 7.5 million over the next 25 years, making it the fourth most populous urbanized area in the nation.

Whereas the Miami-Dade, Broward, and Palm Beach Metropolitan Planning Organizations (MPOs) have always maintained cooperative working relationships with each other, their alliance solidified when the 2000 Census data were released defining the eastern portion of the tri-county area as the “Miami Urbanized Area.” Then, in 2006, recognizing the need for increased regional transportation planning and coordination balanced with the need and desire to maintain localized transportation planning, the three MPOs created the SEFTC.

This partnership was formalized through an interlocal agreement. Since its inception, SEFTC has approved:

- **Regional goals and objectives**
- **Regional corridors of significance**
- **Regional transportation plans**
- **Project lists for Transportation Regional Incentive Program (TRIP) funding**

Over the past decade, the region has adopted three Regional Transportation Plans (RTP) that have impacted the way the MPO looks at regional movement and infrastructure needs with an emphasis on transit. During the development of this 2050 MTP, the region has been concurrently working on its fourth RTP evaluating different future scenarios.

The 2050 RTP is considering three scenarios that look at the availability of transit and travel technology across the region, the impacts of growth and infrastructure hardening efforts, and a combination of these two approaches. Within each scenario, the analysis is looking at what happens if the region takes a reactive and siloed approach to these issues versus a proactive and multidisciplinary approach.

Setting the Context

Broward County Mobility Advancement Program (MAP)



In November 2018, voters approved a local 1-cent, 30 year surtax to increase mobility and address transportation challenges in Broward County. While a 30-year financial plan was developed to fund a variety of transportation projects, the implementation of projects is achieved through a five-year capital program, reviewed by the Oversight Board and approved by the Broward County Board of County Commissioners as part of their annual budget.

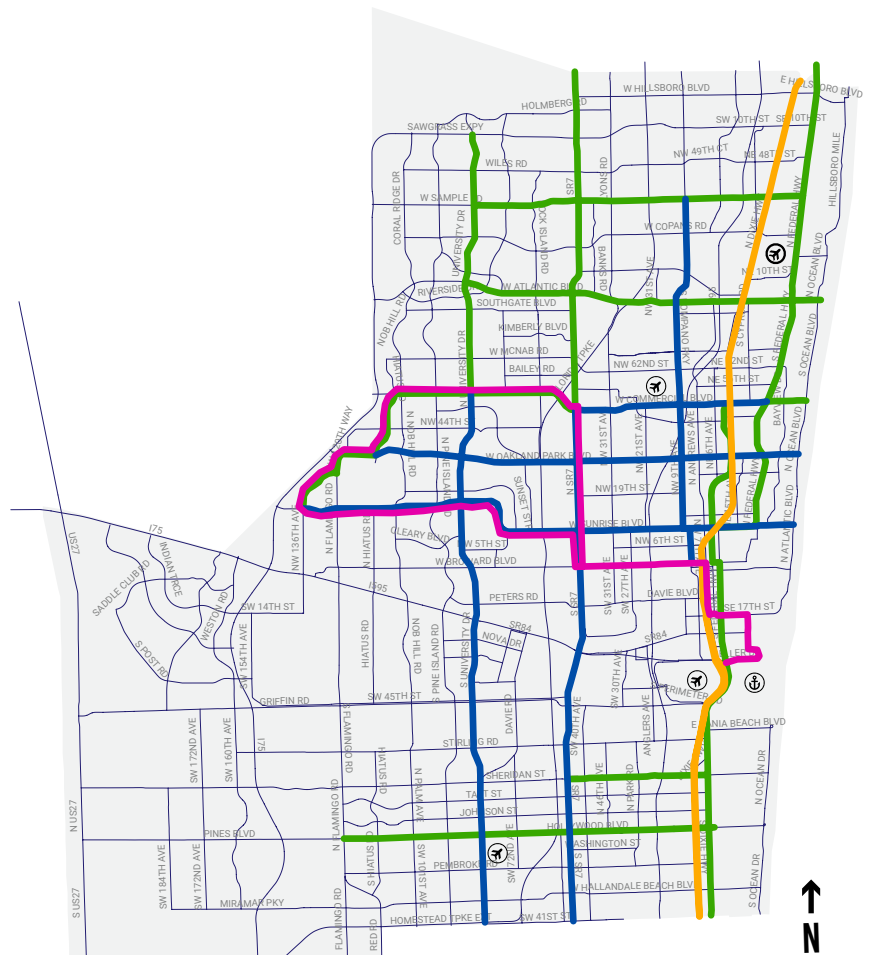
The MPO has an interlocal agreement with the County to prioritize the municipal projects submitted for surtax funding. As part of MAP, the County completed its transit systems plan, known as the PREMO (short for Premium Mobility) Plan, in 2023. The PREMO plan identifies 11.5 miles of commuter rail, 23.3 miles of light rail, 76 miles of bus rapid transit, and 100 miles of high frequency bus service.

Project development of a portion of the commuter rail line, one bus rapid transit corridor, and a portion of the light rail system are currently underway. Any surtax projects seeking Federal funds will be included in the MTP through an amendment.

Broward County Transit PREMO Corridors

Figure 2-4: BCT PREMO Corridors

- Commuter Rail
- Light Rail Transit
- Bus Rapid Transit
- High Frequency Transit
- Major Roads
-  Airport
-  Seaport
- Broward Urban Boundary



Setting the Context

Long Range Transportation Plans in Communities Adjacent to Broward

The Miami-Dade TPO and the Palm Beach TPA developed long range transportation plans concurrently with the Broward MPO. These planning efforts were coordinated closely through SEFTC and its committees and through the Regional Transportation Plan noted previously.

Other Local Plans and Programs

Through its Technical Advisory Committee (TAC), the MPO worked closely with Broward County, municipalities, and other agency partners to coordinate and ensure consistency with local plans and programs such as local comprehensive plans and transit development plans, among others.

Broward County Housing Master Plan

Broward County adopted a housing master plan in March 2024. With housing being one of the emphasis areas selected by the MPO for Route to 2050, coordination occurred throughout the development of the MTP with the housing master plan team. Given the concurrent development efforts, the MPO decided to delay its Housing Coordination Plan until such time as the County adopted its master plan. However, information from this master plan was used to develop the Housing Route Marker (see Chapter 6).

Port Everglades Master/Vision Plan

Broward County's passenger and freight port, Port Everglades, adopted an updated master plan in 2020. A representative from the Port serves on the MPO's TAC. The MPO is committed to supporting the Port in its efforts to secure capital funding for infrastructure hardening, maintenance and expansion projects. The Port is currently updating the Master/Vision Plan with anticipated completion in March 2025. A list of projects from the adopted 2020 Master/Vision Plan was provided and is included in Appendix D. These projects will be added to the Cost Feasible Plan of the MTP through amendments as necessary.

Fort Lauderdale – Hollywood International Airport Master Plan

Similar to Port Everglades, the Fort Lauderdale-Hollywood International Airport adopted its most recent master plan in 2020. The airport is also represented on the TAC and recently provided updates to the MPO's Committees and Boards regarding their landside improvements that are in the review process. The MPO coordinated with airport representatives early in the MTP development process and through this coordination, the airport decided not to submit projects through the MTP Call for Projects process.

Setting the Context

How was Route to 2050 developed?

The development of the Route to 2050 MTP was a two-year long process consisting of the five steps shown in Figure 2-6 on the following page.

Throughout all of these steps, the public and stakeholders were engaged through regular presentations to the MPO's Citizen and Technical Advisory Committees and the Board of Directors. The TAC served as the Steering Committee for the plan, providing technical guidance and assessment of key components of the plan, including the prioritization and plan evaluation processes, the list of prioritized projects, and the draft cost feasible plan.

Figure 2-5 Investments for Current and Future Generations

The Route to 2050 MTP includes investments for current and future generations of Broward. Specifically, the projects and programs included in the MTP will:



Setting the Context

Figure 2-6: Route to 2050 Development Plan Federal and State Policy for MTP Process



Step 1: Collect

This involved working with the MPO's partners, including the 31 municipalities, Broward County, the Florida Department of Transportation, and the South Florida Regional Transportation Authority to identify projects and funding needs through the Call for Projects. The public was engaged in this process through a survey asking about needs and investment priorities. This step also included data collection and development for the prioritization and plan evaluation processes and the development of revenue forecasts. The MPO also conducted internal needs assessment workshops to identify regional projects for inclusion in the plan.

Step 2: Analyze & Prioritize

Projects submitted through the Call for Projects and identified by the MPO's internal needs assessment were analyzed to ensure they were eligible for funding in the MTP and to determine which of the MTP's funding programs were the best fit. This step also included scoring of the projects through the project prioritization process and ranking by score within each of the funding programs.

Step 3: Budget

Considering the number of needs within each program as well as the public survey results, funding levels from the Commitment 2045 MTP, and feedback from the MPO Committees and Board, percentages of the projected MPO attributable funds were assigned to the funding programs.

Step 4: Develop Draft Plan

The prioritized projects were assigned to project development phases and time bands using the projected available revenues (draft Cost Feasible Plan). Several funding program policies were established to provide guidance for amendments. A series of Route Markers were developed and assigned to funded projects to ensure the key issues of safety, housing, susceptible roadways, bicycle suitability and congestion are considered through the project development process. The draft Cost Feasible Plan was endorsed by the MPO Board and shared with the stakeholders for their consideration.

Step 5: Adopt Plan

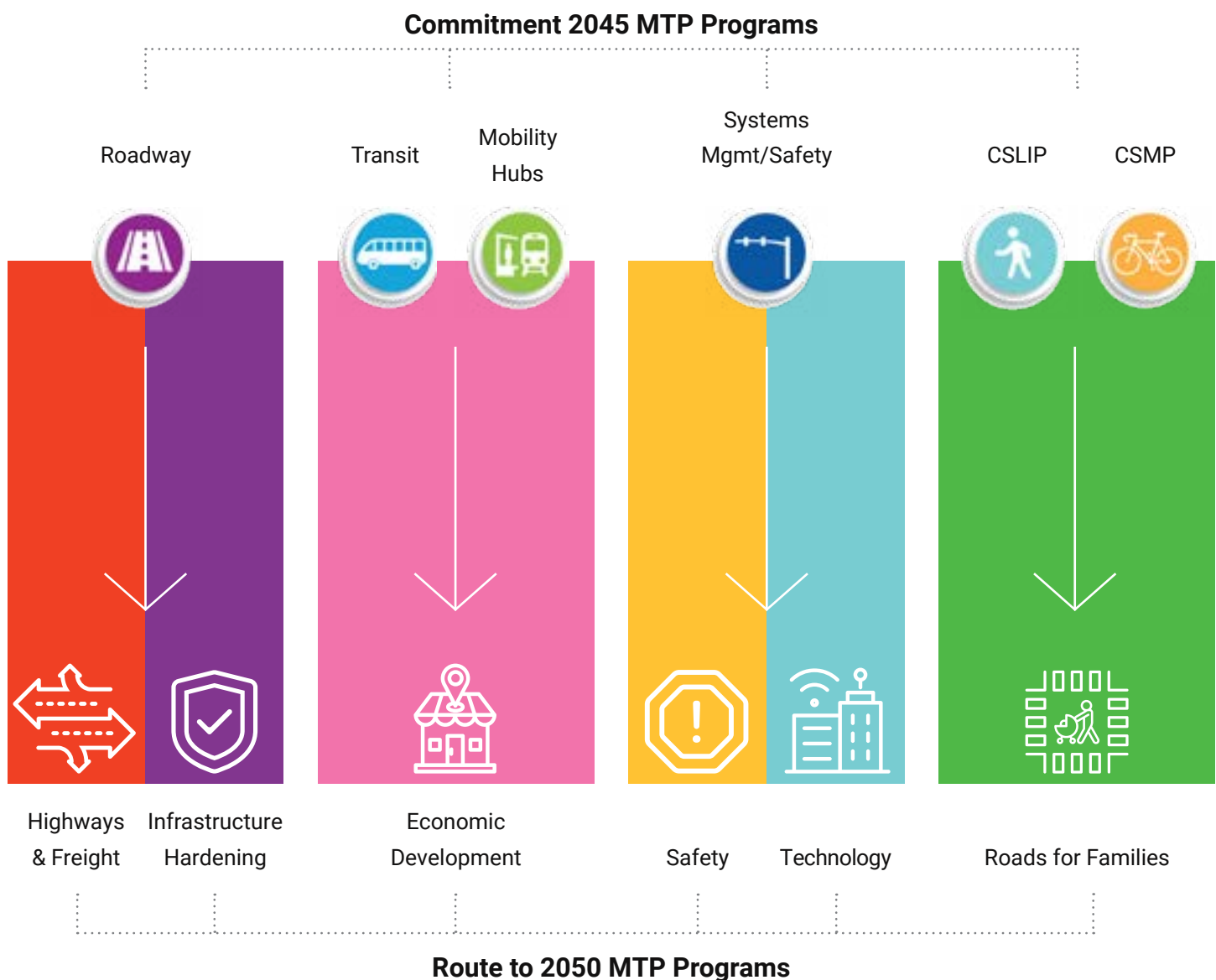
Following a review of the draft Cost Feasible Plan by the stakeholders, updates were made to the timing of funding projects and a final version of the Cost Feasible Plan was created. The official Route to 2050 MTP document was created, reviewed by the public and MPO Committees, and adopted by the MPO Board on December 12, 2024.

Setting the Context

Funding Programs

The MTP is a transportation plan that can be funded with sources that are reasonably expected to be available between today and 2050. The MPO decided to continue, with some modification, the six funding programs developed as part of Commitment 2045 (Figure 2-7) to support the allocation and monitoring of transportation investments. Federal, State, and local transportation revenues are allocated to these six funding programs based largely on eligible use requirements dictated by funding agencies and, to the extent possible, policy direction from the MPO Board for sources that offer some flexibility in their allocation. More information about these programs and the types of projects they fund is provided in Chapter 7.

Figure 2-7: Comparison of Funding Programs from Commitment 2045 to Route to 2050



Setting the Context

Performance Measures & Indicators

The Broward MPO developed the Route to 2050 MTP in accordance with the requirements of the US Department of Transportation's IIJA Act, Florida Statutes, and Federal metropolitan transportation planning regulations. Prior transportation legislation, namely MAP-21 and the FAST Act emphasized performance-based planning, including the establishment of national performance goals for Federal-aid highway programs and incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection.

Although not adopted with the Goals and Objectives, the Route to 2050 MTP identified a series of indicators that ensure consistency with the appropriate federally-mandated performance measures, and to ensure projects funded through the plan would help to achieve performance goals. These indicators will be reviewed twice in this plan. The first time in this chapter as part of the project prioritization process, and later in Chapter 8 as part of the plan evaluation. Table 2-3 shows the relationship between the indicators, the adopted goals, and the prioritization and/or plan evaluation process. For more information on how these indicators correspond to the FAST Act Planning Factors, see Technical Report 4, Goals, Objectives, and Indicators.

Table 2-3: Route to 2050 Performance Measures and Indicators

Performance Measures or Indicators	Safely Move People & Goods	Create Jobs	Foster Vibrant Communities	Use ¹
Number of fatalities, serious injuries, and crashes by mode/user	✓			E & PM
Rate of fatalities, serious injuries, crashes per 100 million vehicle miles traveled (VMT) for all modes/users	✓			E & PM
Pavement in good or poor condition	✓			P, E & PM
Bridges in good or poor condition	✓			P, E & PM
Transit asset management performance measures	✓			P, E & PM
Percentage of interstate and non-interstate roadways providing reliable travel times	✓			E & PM
Annual hours of peak hour excessive delay per capita	✓			E & PM
Non-Single Occupant Vehicle travel	✓			P, E & PM
Non-auto mode share/split	✓			E
Annual hours of peak hour excessive delay per capita	✓			P, E & PM
Transit system on-time performance percentage	✓			P, E & PM
System miles actively monitored and managed	✓			E
Funds invested in non-auto modes and technology	✓	✓		P & E

Setting the Context

Performance Measures or Indicators	Safely Move People & Goods	Create Jobs	Foster Vibrant Communities	Use ¹
Projects identified as candidates for discretionary grant funding	✓			P & E
Number of vehicle hours traveled (VHT) to activity centers		✓		P & E
Network served by transit/premium transit		✓		P & E
Activity centers accessible by non-auto modes		✓		P & E
Essential destinations accessible by non-auto modes		✓	✓	P & E
Tourist destinations accessible by non-auto modes		✓		P & E
Truck travel time reliability index		✓		P, E & PM
Average travel time to Port Everglades and Fort Lauderdale-Hollywood International Airport		✓		E
Roadways with renewable and alternative fuel infrastructure		✓		E
Funding invested within demographic areas			✓	E
Projects funded within demographic areas			✓	P & E
Jobs accessible by non-auto modes			✓	E
Units of carbon dioxide, ozone precursor emissions, particulate matter, and other transportation-related greenhouse gas equivalencies			✓	E
Total emissions reduction			✓	E & PM
Projects that do not impact natural, cultural, and/or historic resources or adjacent communities			✓	P & E
Funding invested in infrastructure hardening adaptation or mitigation projects and technology			✓	P & E
Transportation infrastructure that is not susceptible to extreme weather			✓	P & E
Trips that are on infrastructure that is not vulnerable to extreme weather and climate events			✓	E
Projects funded that serve housing developments/areas			✓	P & E
Jobs accessible from housing developments by non-motorized modes			✓	E

¹ (P=Prioritization, E=Evaluation, or PM=Performance Measure).

Setting the Context

Performance Prioritization

The prioritization criteria are based on the MTP goals and objectives (adopted by the MPO Board on May 11, 2023, and documented in Technical Report 4), include relevant required Performance Measures identified in the FAST Act, and were designed for a GIS-based analysis to ensure objectivity in the scoring to the greatest extent practical. The prioritization process was built on the Commitment 2045 MTP effort and utilized the same six planning factors of mobility, accessibility, safety, demographics, environmental stewardship, and economic vitality. However, for the Route to 2050 MTP, these planning areas were paired to create three planning factors: Mobility and Economic Vitality, Accessibility and Demographics, and Safety and Infrastructure hardening. In total, 14 criteria, listed in Table 2-4, were used to score projects in a mode-neutral manner. This prioritization process and scoring approach was endorsed by the Broward MPO Board during its October 12, 2023, meeting.

Table 2-4: Route to 2050 Prioritization Factors and Criteria

Prioritization Factor	Criteria
Mobility (18 points) & Economic Vitality (12 points)	1. Providing an alternative to single occupant vehicles
	2. Reducing peak period delay or transit travel time
	3. Improving or increasing the Intelligent Transportation System infrastructure
	4. Improving travel time on a freight corridor (truck traffic >5% of AADT)
	5a. Improving pavement or bridge condition
	5b. Improving transit asset condition
Accessibility (24 points) & Demographics (12 points)	6. Supporting transit ridership
	7. Coordinating with housing
	8. Reducing travel time to or within a key activity center
	9. Providing a non-auto connection to an activity center, essential destination, or tourist destination
	10. Serving an identified demographic area
Safety (22 points) & Infrastructure Hardening (12 points)	11. Failing to impact an existing residence or business
	12. Intersecting with the High Injury Network (HIN)
	13. Intersecting with a susceptible facility (based on infrastructure hardening analysis to identify facilities and areas susceptible to extreme weather and coastal inundation)
	14. Failing to impact wetlands, natural habitat, or historic resources

Chapter 2 Recap

The Route to 2050 MTP emphasizes the critical partnerships that support the Broward MPO's transportation planning efforts. These collaborations include federal, state, regional, and local partners, each playing a vital role in funding, implementing, and overseeing transportation projects. Key partners, such as the FHWA, the FDOT, and regional agencies, help guide the MPO's compliance with federal standards and long-term planning goals, ensuring that transportation projects align with broader strategic objectives.

Additionally, the Route to 2050 MTP aligns with federal and state goals, particularly through the FTP. The MPO's focus on safety, infrastructure hardening, and mobility is reflected in its performance-based planning approach, which uses specific indicators and prioritization criteria to select and fund transportation projects. These measures ensure that the Route to 2050 MTP addresses the needs of the community while promoting sustainable growth and economic vitality.



03

Existing Conditions

This chapter provides information about the existing transportation system, built environment, and environmentally sensitive lands. Information about future land uses and population projections are also provided.

Existing Conditions

Introduction

Broward County is a part of the Miami Urbanized Area, which covers the eastern coast of Florida from the southern portion of Martin County to Miami-Dade County. The geographic location and socio-economic fabric make it a central area for port activity, international travel, and provides connections to South America. To facilitate freight movement, passenger travel, and support local economies, Broward County and the surrounding area rely on an efficient regional transportation system. Detailed in this chapter are the various components of the transportation network in this area, which is the result of regional collaboration between Broward, Palm Beach, and Miami-Dade counties.

To develop an effective and comprehensive MTP document, it is important to have a thorough understanding of the existing conditions. This forms a foundation for analyzing projected trends in demographic growth and travel patterns. The future growth analysis, in combination with stakeholder and public input, informs the development of potential solutions to address gaps in the existing transportation system. This chapter provides information on the first two components of the MTP process mentioned above.

Existing Conditions

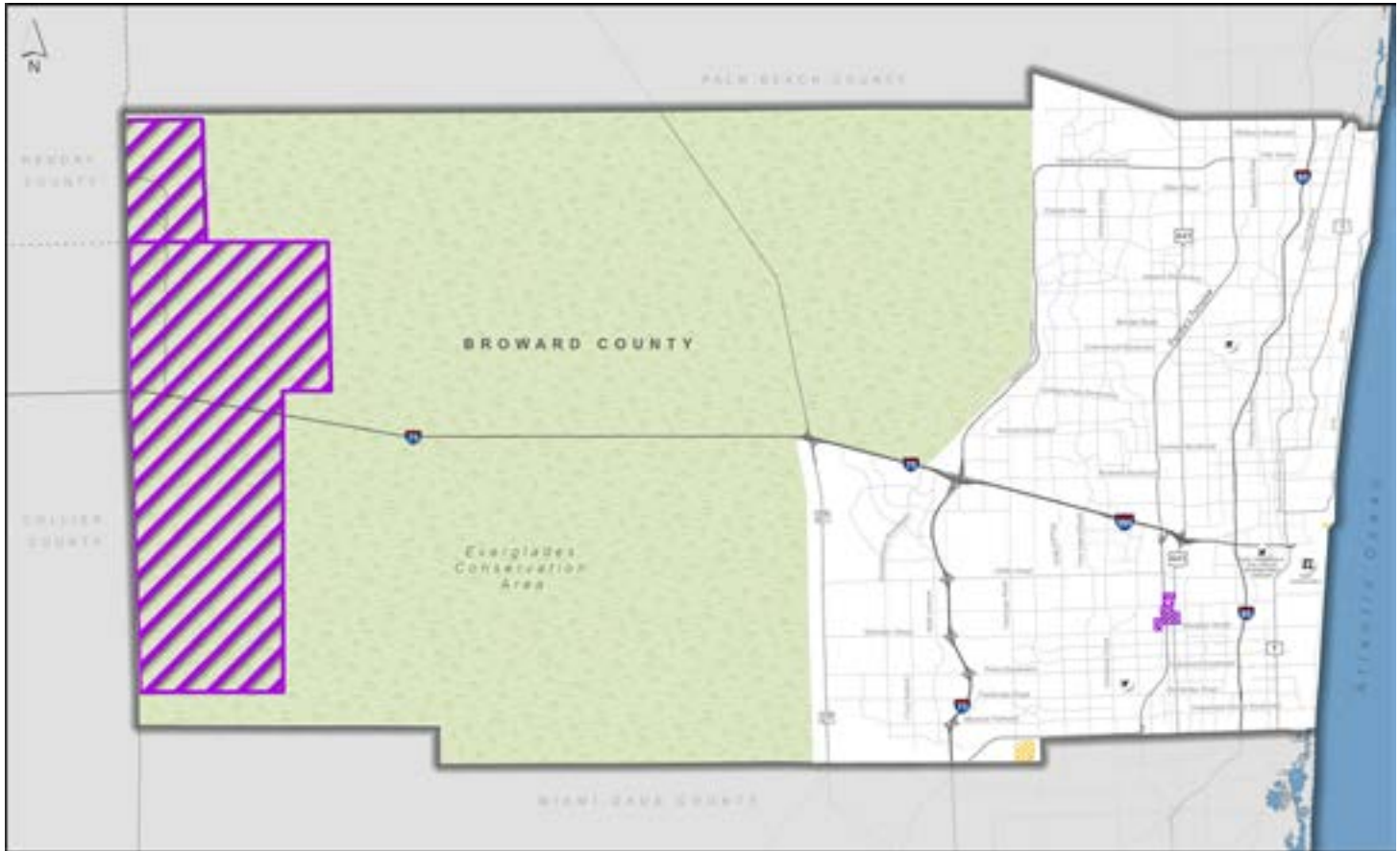
Broward County covers 1,230 square miles, with 431 square miles designated as urbanized area and the remaining land dedicated to conservation, as illustrated in Figure 3-1. This figure also identifies the tribal lands within Broward County. The tribal land located within the urbanized area is owned by the Seminole Tribe of Florida. The large area at the western edge of the county, in the conservation area, is owned by the Miccosukee Tribe. This urbanized zone represents Broward's development footprint and is the primary focus of the MPO's transportation investments. Future development is likely to occur with greater density in the already developed areas. Figure 3-2 identifies the sensitive environmental lands and habitats remaining in the urbanized area of the county. This information was used during the project prioritization process to assess whether a proposed project had the potential to impact a sensitive resource.

Existing Transportation Facilities

The following maps present the existing condition of transportation facilities in Broward County. Figure 3-1 outlines the boundaries of Broward County and identifies the portion designated as an urbanized area. Figure 3-3 and Figure 3-4 present the transportation networks within the urbanized area, which includes passenger and freight rail, express transit, and local transit. There are seven communities in Broward that offer microtransit (on demand) service, including Fort Lauderdale, Hallandale Beach, Hollywood, Lauderdale-By-The-Sea, Sunrise, Wilton Manors, and SFRTA at the Cypress Creek Station. Table 3-1 and Table 3-2 offer a statistical overview of the transportation systems in Broward County and the broader urbanized area, respectively. Figure 3-5 and Figure 3-6 present the detailed regional transportation network for the urbanized area and specifically within Broward County.

Existing Conditions

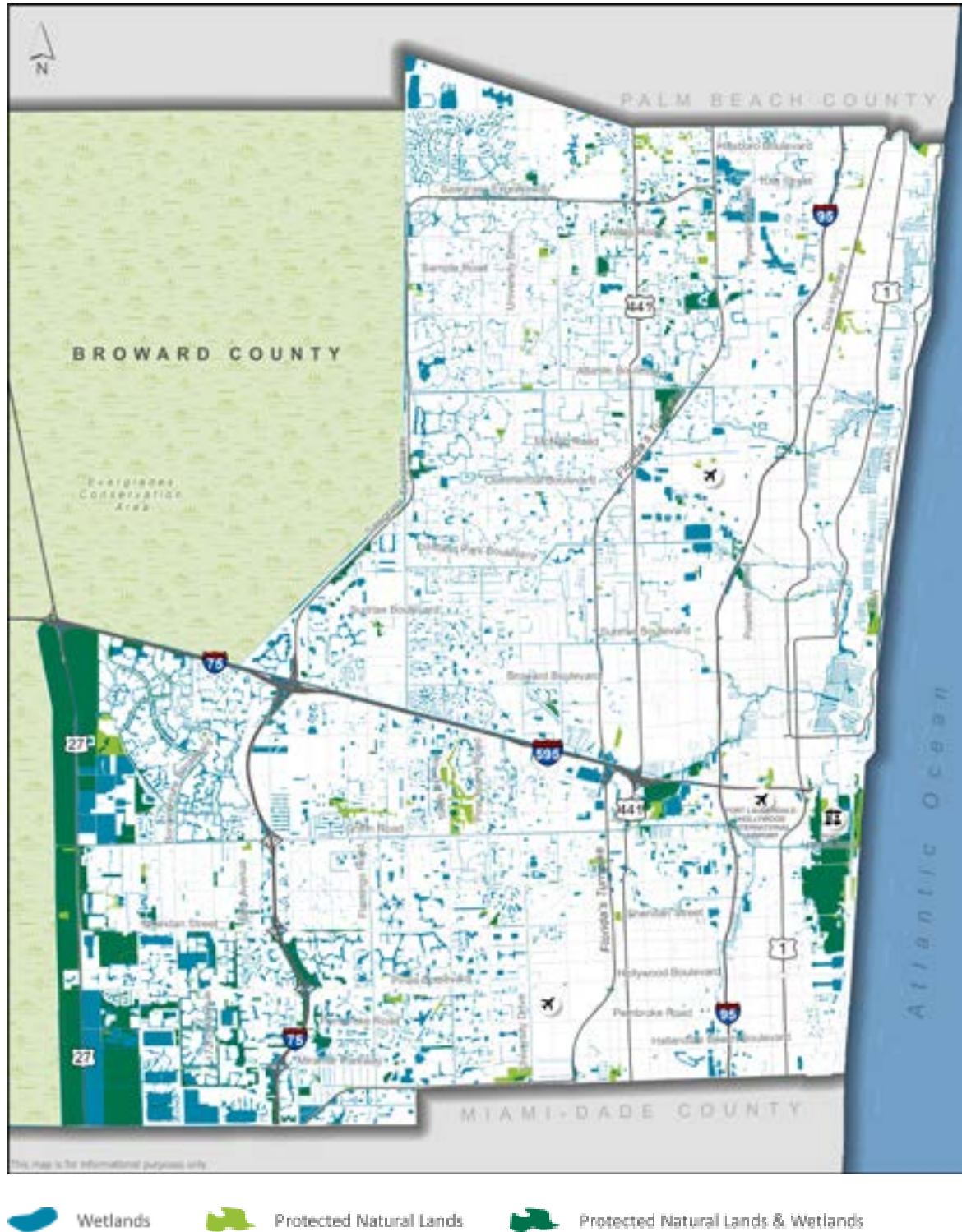
Figure 3-1: Broward County



Source: Bureau of Indian Affairs

Existing Conditions

Figure 3-2: Environmentally Sensitive Lands



Source:
Broward County
and U.S. Fish &
Wildlife Service -
National
Wetlands
Inventory (NWI)

Existing Conditions

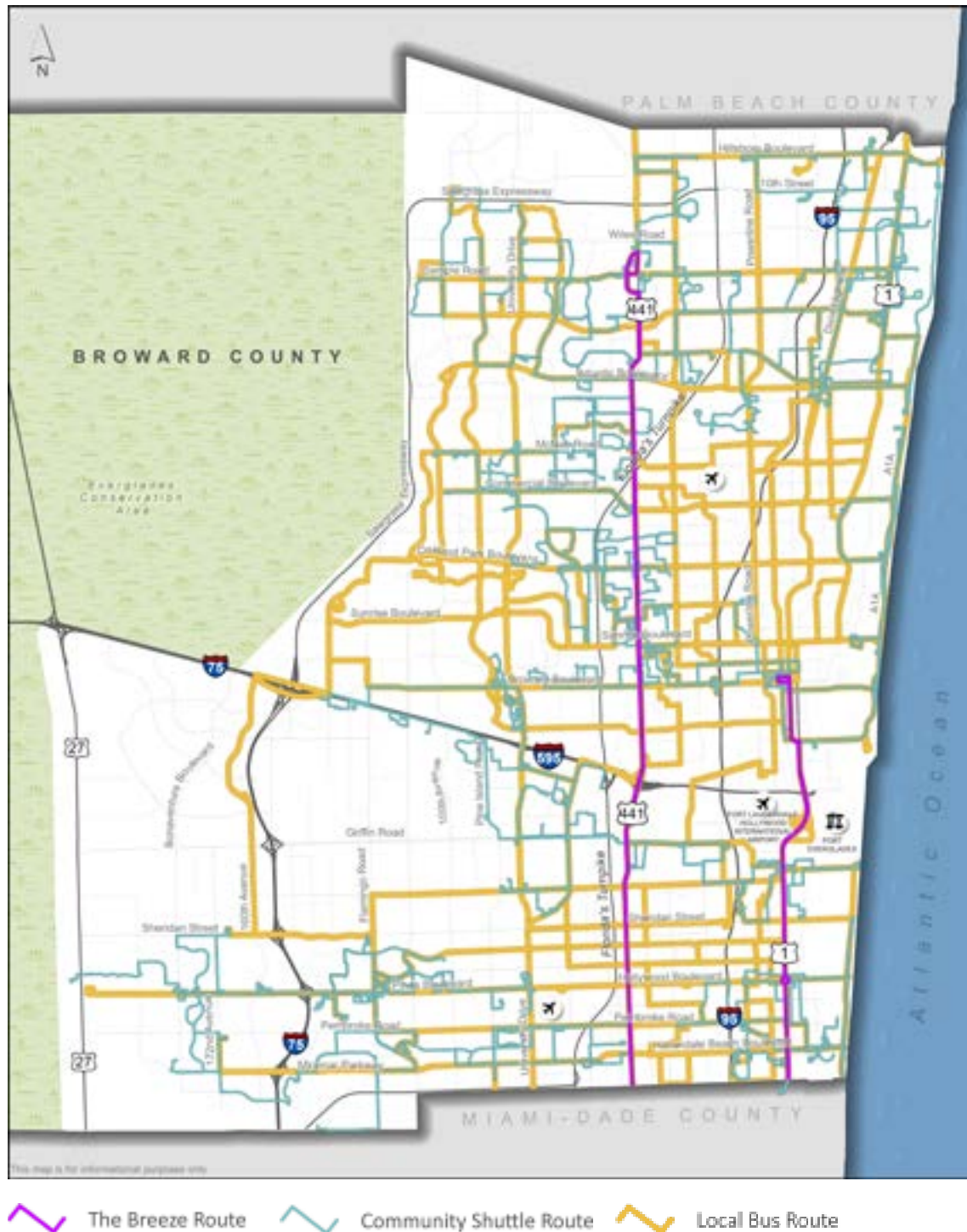
Figure 3-3: Existing Transportation System: Roadways, Railroads, Port & Airports



Source: FDOT and Broward County

Existing Conditions

Figure 3-4: Existing Transportation System, Regional Express Transit



Source: Broward County

Existing Conditions

Table 3-1: Transportation Statistics for Broward County

Broward Roadways (2023) ^{1 2}		
Type of Roadway	Centerline Miles	Daily Vehicle Miles Traveled (VMT)
Interstates (I-95, I-75, I-595)	84	11.7 million
Florida's Turnpike & Sawgrass Expressway	56	6.2 million
Arterials (e.g., SR-7, Broward Blvd)	583	26.6 million
Collectors (e.g., Dixie Hwy, Davie Rd)	421	4.5 million
Local (neighborhood roads)	3,842	7.3 million
Total	4,986	56.3 million

¹ FDOT NHS Report, 2023. ² FDOT Public Road Mileage and Miles Traveled, 2023.

Broward Transit (2021 - 2023) ¹				
Type of Transit	Miles	Annual Passenger Trips	Number of Routes	Number of Stops / Stations
Commuter Rail (Tri-Rail)	25	2.0 million	1	7
Intercity Rail (Brightline)	25	1.23 million	1	1
Express Bus (95 or 595 Express)	N/A	0.4 million	5	8
Local Routes (Includes Breeze)	N/A	19.6 million	38	4,797
Community Shuttle Routes	N/A	1.1 million	52	N/A
Total	50+	24.3+ million	97+	4,813+

¹ Broward County 2024-2033 TDP Annual Update.

Port Everglades (2023) ¹	
Freight (Twenty-Foot Equivalent Units)	1.0 million
Cruise Passengers	3.0 million

¹ The Local and Regional Economic Impacts of Port Everglades FY 2024 Final Report.

Fort Lauderdale-Hollywood International Airport (FLL) (2023) ¹	
Cargo (Tons)	0.1 million
Passengers	38 million

¹ Fort Lauderdale-Hollywood International Airport Statistics, December 2023.

Existing Conditions

Table 3-2: Transportation Statistics, Miami Urbanized Area

Miami Urbanized Area Roadways (2023) ¹		
Type of Roadway	Centerline Miles	Daily Vehicle Miles Traveled (VMT)
Interstates (I-95, I-75, I-595)	158	26.9 million
Florida's Turnpike	210	23.4 million
Arterials (e.g., SR-7, Broward Blvd)	1,900	57.0 million
Collectors (e.g., Dixie Hwy, Davie Rd)	1,654	16.5 million
Local (neighborhood roads)	12,451	23.6 million
Total	16,373	147.4 million

¹ FDOT Public Road Mileage and Miles Traveled, 2023.

Miami Urbanized Area Transit (2021 - 2023)				
Type of Transit	Miles	Annual Passenger Trips	Number of Routes	Number of Stops / Stations
Commuter Rail (Tri-Rail) ¹	73.5	3.7 million	1	19
Intercity Rail (Brightline)	67	N/A	1	5
Bus (all types) ²	N/A	96.2 million	239	N/A
Metrorail* ³	25	20.0 million	2	23
Metromover* ³	4	9.5 million	3	21
Total	169.5	130+ million	246	68

¹ Tri-Rail Website Factsheet. ² PalmTran Performance Report FY 2024. ³ Miami-Dade TPO 2023 Annual Report.

Port Activity (2023)		
Port	Freight (TEUs)	Cruise Passengers
Port Everglades ¹	1.0 million	3.0 million
Port Miami	1.1 million ²	7.3 million ³
Port of Palm Beach ⁴	0.3 million	0.4 million
Total	2.4 million	10.7 million

¹ The Local and Regional Economic Impacts of Port Everglades FY 2024 Final Report.

² Port Miami Cargo Historical Snapshot.

³ Port Miami Cruise.

⁴ Port of Palm Beach District All-Cargo Tonnage Report FY 2023.

International Airports Activity (2023)		
Airport	Cargo Tons	Passengers
FLL ¹	0.1 million	38.0 million
Miami Intl. ²	2.8 million	51.6 million ³
Palm Beach Intl. ⁴	0.03 million	7.8 million
Total	2.93 million	97.4 million

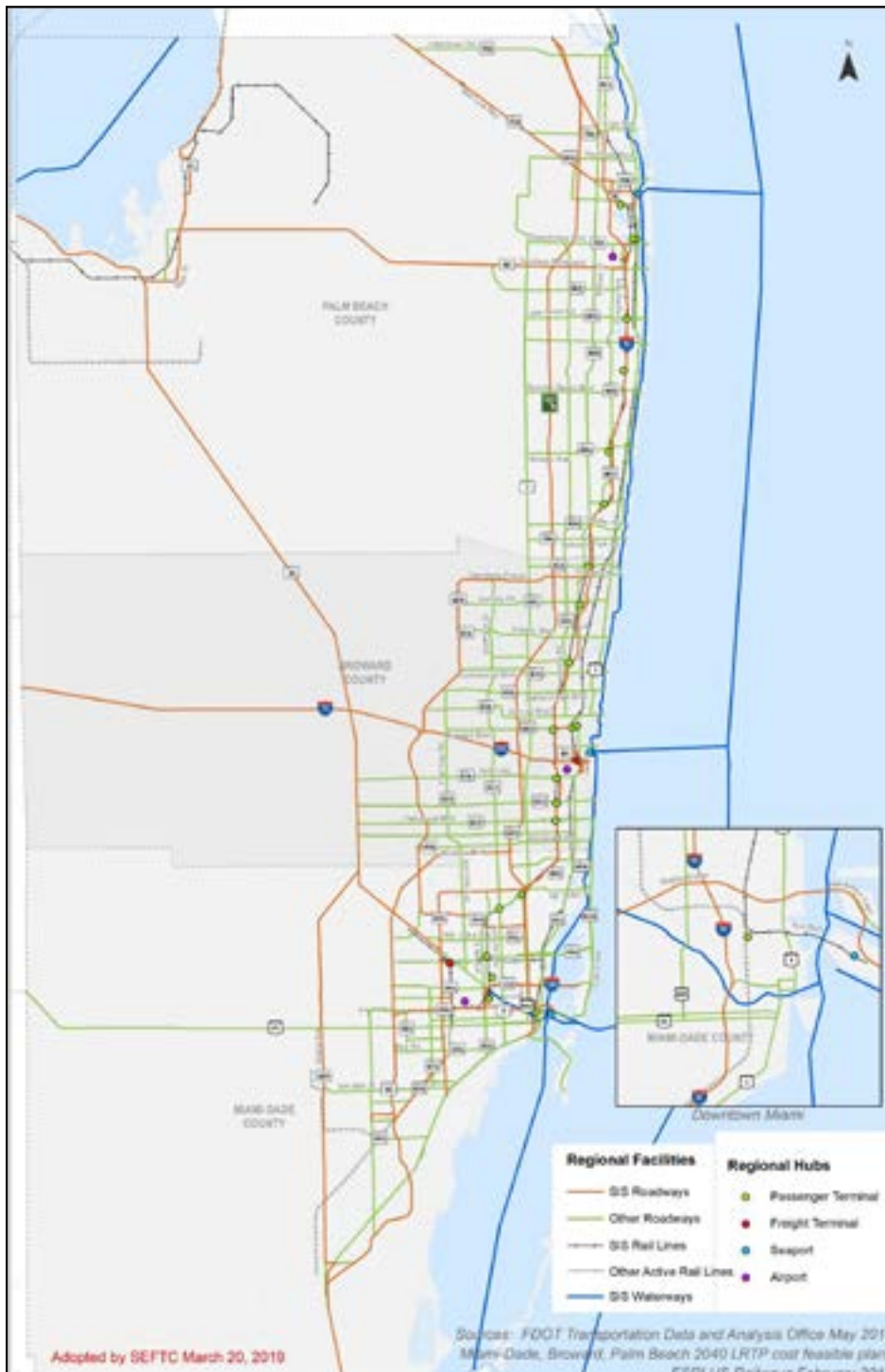
¹ Fort Lauderdale-Hollywood International Airport Statistics, December 2023.

² Miami-Dade Aviation Department Annual Comprehensive Financial Report, 2023.

³ Palm Beach International Airport Traffic Report, December 2023.

Existing Conditions

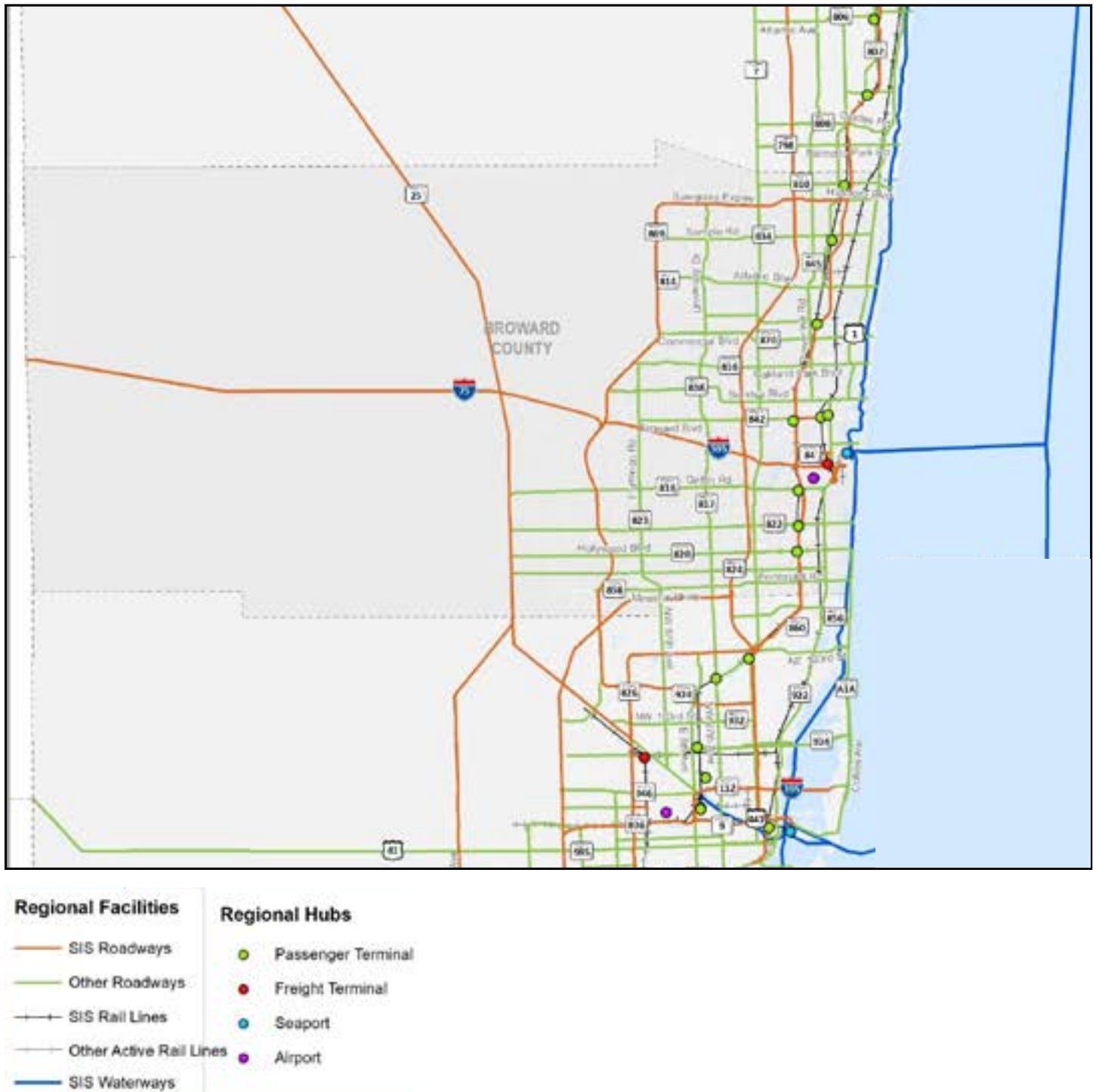
Figure 3-5: Miami Urbanized Area, Regional Transportation Network



Source: 2045 Southeast Florida Regional Transportation Plan

Existing Conditions

Figure 3-6: Miami Urbanized Area, Regional Transportation Network – Broward



Source: 2045 Southeast Florida Regional Transportation Plan

Existing Conditions

Future Land Use

Land use is an integral component in transportation planning to ensure cohesive, hardened, and robust development practices and activities. Florida's Community Planning Act of 2011 mandates that local governments develop comprehensive plans, which include Future Land Use and Transportation elements. The Broward County Planning Council and the Broward NEXT plan² oversee and set the standard for land use decisions in the County. Local governments must align their land use and transportation plans with the Broward NEXT plan, as well as complement MPO and FDOT guidelines, to ensure consistency throughout the County. Comprehensive plans are subject to mandatory review every seven years as land use and transportation evolve. Table 3-3 summarizes land use distribution in Broward, while Figure 3-7 illustrates the adopted Future Land Use Plan, updated on July 30, 2024.

Table 3-3: Broward County Future Land Use Distribution

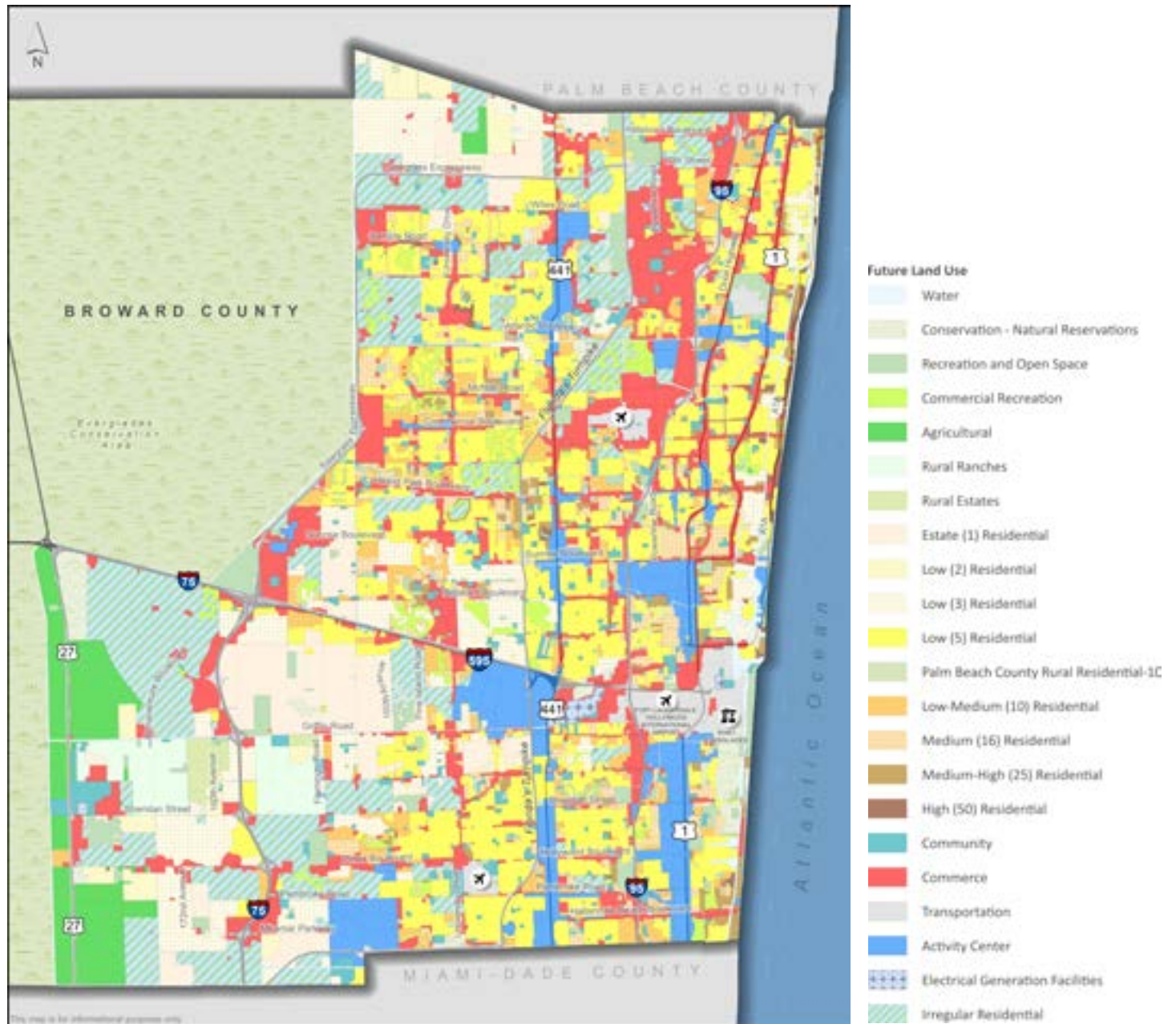
Future Land Use Category	Acres
Rural Residential (1 Unit Per Acre (UPA) or less)	22,856
Low-Density Residential (2-5 UPA)	76,703
Low-Medium-Density Residential (10 UPA)	13,070
Medium-Density Residential (16 UPA)	10,901
Medium-High-Density Residential (25 UPA)	4,892
High-Density Residential (50 UPA)	1,370
Irregular Residential	34,417
Agricultural	10,276
Activity Center	17,781
Conservation	4,862
Recreation and Open Space	10,646
Commercial Recreation	5,531
Commerce	34,843
Community	7,992
Transportation	12,299
Total	268,439

¹ 2024 Florida Statutes, Title XI Chapter 163 Part II 163.3161

² Broward County, Land Use Plan, 2024. <https://www.broward.org/BrowardNext/Pages/default.aspx>

Existing Conditions

Figure 3-7: Broward County Planning Council Adopted Future Land Use Map



Source: Broward County Planning Council

Existing Conditions

Population and Employment Growth

The second step in the planning process involves developing growth projections for 2050. The focus is on future trends for population and employment levels as both are key determinants of transportation demand. The regional travel demand model analyzes these factors through attributes such as household size, age, and income to better predict travel patterns.

Figure 3-8 shows the 2050 projections for population, employment, and household characteristics. These values were compared to those of 2020 to determine how much growth may occur. Between 2020 and 2050, Broward County's population is projected to grow by 17.6% to 2.3 million residents. The growth in employment between 2020 and 2050 is similar to the population growth, at 18 percent. Some additional information about the projected population of Broward by the year 2050 is provided in Figure 3-8.

Figure 3-8: Broward County Projected Population by the Year 2050



Chapter 3 Recap

This chapter paints a picture of Broward County today, detailing the current transportation system, built environment, and environmentally sensitive areas while forecasting significant growth. With a focus on urbanized zones, Broward's transportation investments are poised to support denser, more sustainable development. We highlight the existing transit networks, including rail and microtransit services in key communities, and showcases how land use planning aligns with state and local guidelines to ensure sustainable growth. Looking ahead to 2050, Broward's population is expected to soar by 17.6% to 2.3 million, with employment growing in tandem, driving a bold vision for an even more connected, dynamic region!



04

Challenges & Opportunities

This chapter explores the primary challenges facing Broward's transportation system and identifies opportunities that can help turn these challenges into pathways for progress.

Challenges & Opportunities

As established in Vision 2100, the Broward MPO is tasked with planning a transportation system that will effectively serve the growing needs of Broward. As the MPO looks towards 2050, the region faces several critical challenges that must be addressed to ensure a safe, efficient, and hardened transportation network. These challenges range from ensuring public safety on our roads to managing the impacts of population growth and weather extremes. Simultaneously, new technologies present opportunities to innovate and modernize transportation planning.

Challenge: Crashes



Emphasis Area: Safety

Ensuring the safety and well-being of all road users is the Broward MPO's highest priority. An analysis of crash records from 2017 to 2021 revealed over 300,000 crashes, nearly 1,000 of which were fatal and over 4,000 involving incapacitating injuries. Angle and left-turn collisions were among the most dangerous, along with rear-end and lane departure crashes, which together accounted for a significant portion of severe crashes. Susceptible groups, such as pedestrians, cyclists, motorcyclists, and aging road users, faced disproportionately higher risks. For example, pedestrian crashes were nearly 15 times more likely to result in severe injury, and crashes involving cyclists were over six times as likely to be severe.

Challenge: Growth & Congestion



Emphasis Area: Housing

Broward County is projected to grow by an additional 330,000 residents by 2050, leading to increased demand on the transportation network. This growth will require 130,000 new homes and, with it, the potential for more vehicles on already congested roadways. Currently, South Florida commuters spend an average of 79 hours annually in traffic, and without strategic planning, congestion could worsen significantly. Population growth and the expansion of freight and passenger rail services are expected to place additional strain on critical infrastructure, such as railroad crossings and highway corridors. This challenge necessitates enhanced coordination between various levels of government to manage traffic flow, reduce congestion, and align transportation investments with local and regional housing plans.

Challenges & Opportunities

Challenge: Weather Extremes



Emphasis Area: Infrastructure Hardening

Broward County's geographic location makes it highly susceptible to the impacts of weather extremes. Coastal inundation, increased storm surges, and record-breaking rainfall are already affecting the region. Fort Lauderdale, for example, experienced historic rainfall in 2023 with over 100 inches of rain, including 26 inches in a single day. The increasing frequency of extreme weather events, including flooding, heatwaves, and rising groundwater levels, poses significant risks to transportation infrastructure. Five primary stressors threaten Broward's transportation systems: coastal inundation, storm surge, precipitation, extreme heat, and future groundwater elevation. A proactive, hardening approach is necessary to protect the Broward's infrastructure and ensure its long-term functionality.

Challenge: Technology Advancements



Emphasis Area: Technology

Technology advancements present a challenge to Broward's transportation network because they require infrastructure adaptation at a rapid pace. Integrating new technologies can create short-term disruptions during construction and implementation, further straining an already congested network. The rapid pace of technological change complicates long-term transportation planning. While new technologies promise greater efficiency and sustainability, their implementation can be uneven, with gaps in access for residents. This exacerbates challenges in the county, where certain areas may benefit from advancements like shared mobility and real-time data, while others lag behind. The Broward MPO will have to continuously evaluate and adapt policies to balance innovation with, safety, and extreme weather concerns.

Challenges & Opportunities

Route Markers

To identify potential challenges, the MPO has developed the concept of “Route Markers” as a strategic tool to strengthen and enhance transportation projects. By using data-driven insights, Route Markers guide the planning and implementation of projects that meet Broward’s most pressing transportation needs.

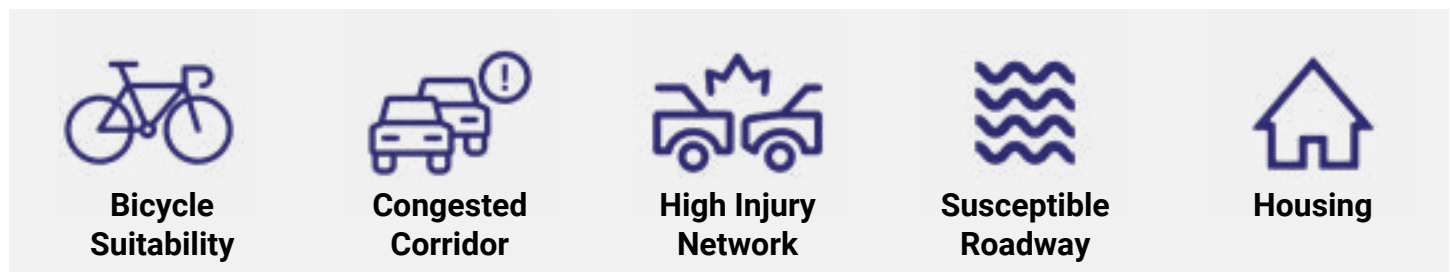
What is a Route Marker?

Route Markers are key themes with recognizable icons that provide project-level context for use in the scoping and implementation processes. The Route Markers are visualized on project information pages using simple icons as consistent visual cues in the cost feasible plan project list.

What are the Route Markers?

Projects are assigned to one or more of the following Route Marker categories:

Figure 4-1: What are Route Markers?



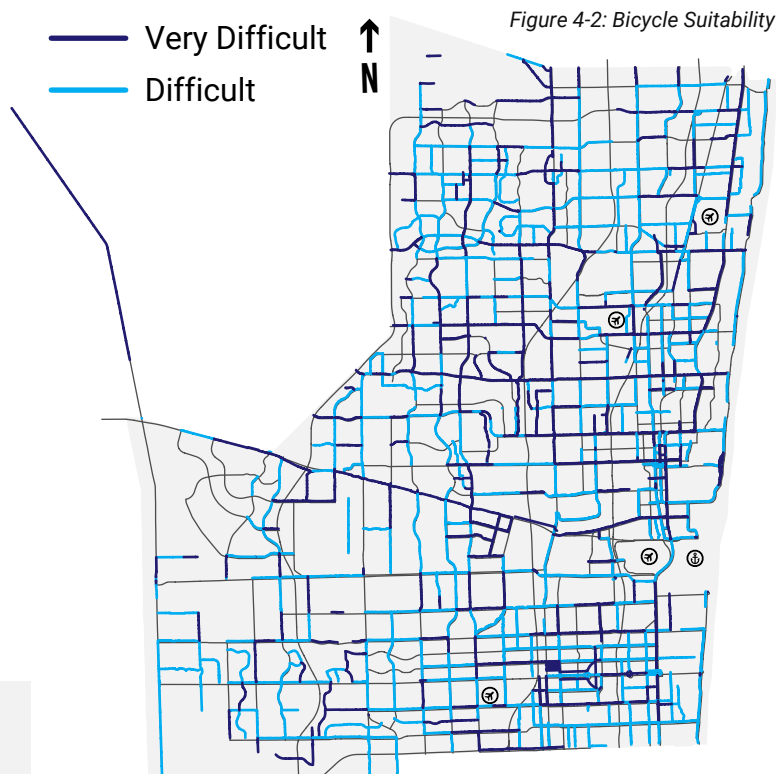
Bicycle Suitability

The Bicycle Suitability Route Marker indicates if the project is located on an uncomfortable Bicycle Suitability corridor. Using data that defines how comfortable different corridors are for biking, this Route Marker indicates if a project is in a location that is not suitable for biking. Locations with higher levels of interactions with vehicular traffic have reduced bicycle comfort level and suitability and, therefore, would benefit from greater separation from traffic as well as context-sensitive solutions.



Programs:
All

Emphasis Areas:



Challenges & Opportunities

Congested Corridor

The Congested Corridor Route Marker indicates if the project is located on a roadway corridor with high levels of traffic congestion, as defined in the Congestion Management Process (CMP). The MPO has developed a toolbox of countermeasures for improving these corridors, which can be incorporated into the project scopes. For more information on the Broward MPO's Congestion Management Process, please visit:

BrowardMPO.org/major-initiatives/congestion-management-process-livability-planning



Programs:
All

Emphasis Areas:

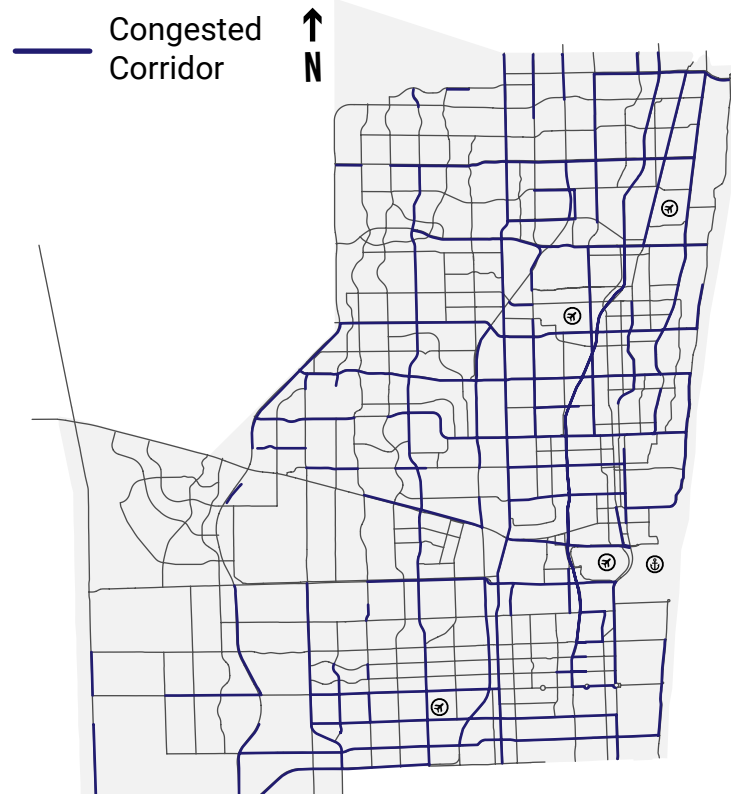


Figure 4-3: Congested Corridor

High Injury Network

The High Injury Network Route Marker indicates if a project is located on or intersects with a roadway that experiences high frequency of severe or fatal crashes compared with other roadways. These locations can benefit from engineering, enforcement, and education countermeasures to improve safety.



Programs:
All

Emphasis Areas:

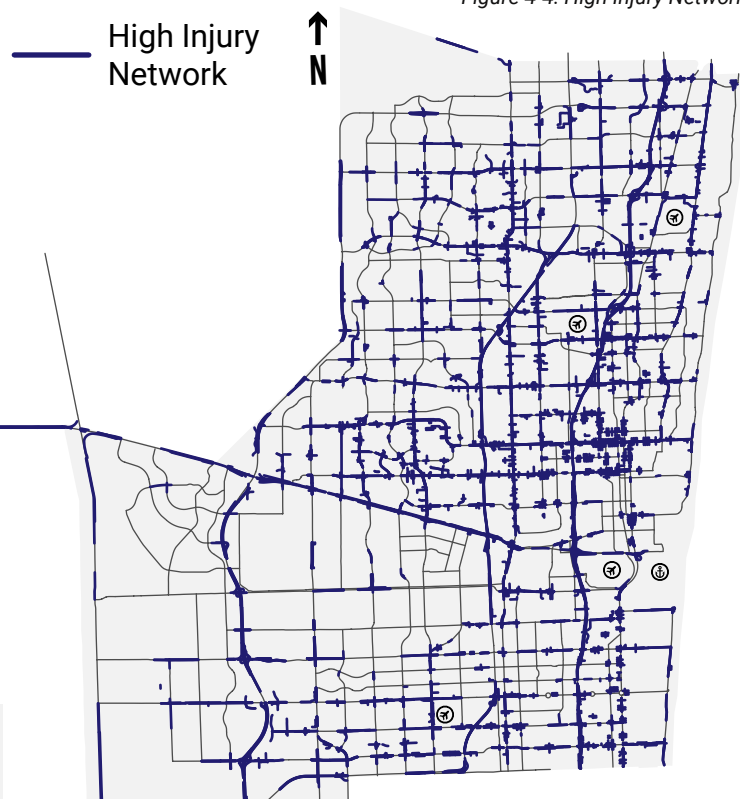


Figure 4-4: High Injury Network

Challenges & Opportunities

Susceptible Roadway

The Susceptible Roadway Route Marker indicates if a project is located on or intersects with the MPO defined Susceptibility Network to address infrastructure hardening needs. The MPO has established a toolbox of countermeasures for addressing infrastructure hardening challenges in these areas and can be incorporated into project scopes.



Programs:
All

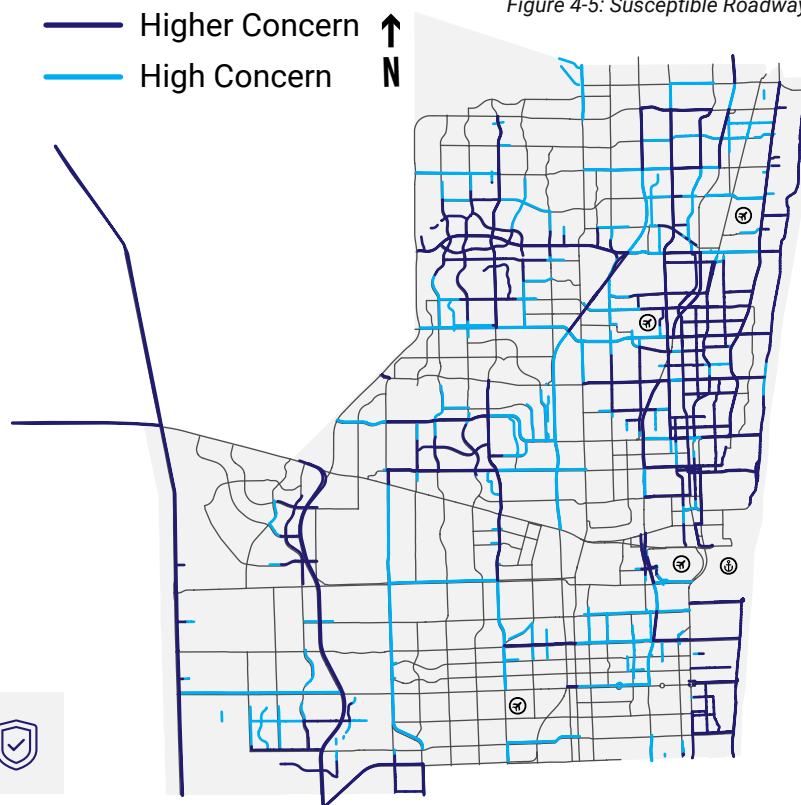
Emphasis Areas:



— Higher Concern
— High Concern



Figure 4-5: Susceptible Roadway



Housing

The Housing Route Marker identifies projects located within or near census block groups where the median rent is viable for households with median renter income. Housing is included in the MTP's Route Markers to emphasize the importance of connecting people from their homes to employment and recreation.



Programs:
All

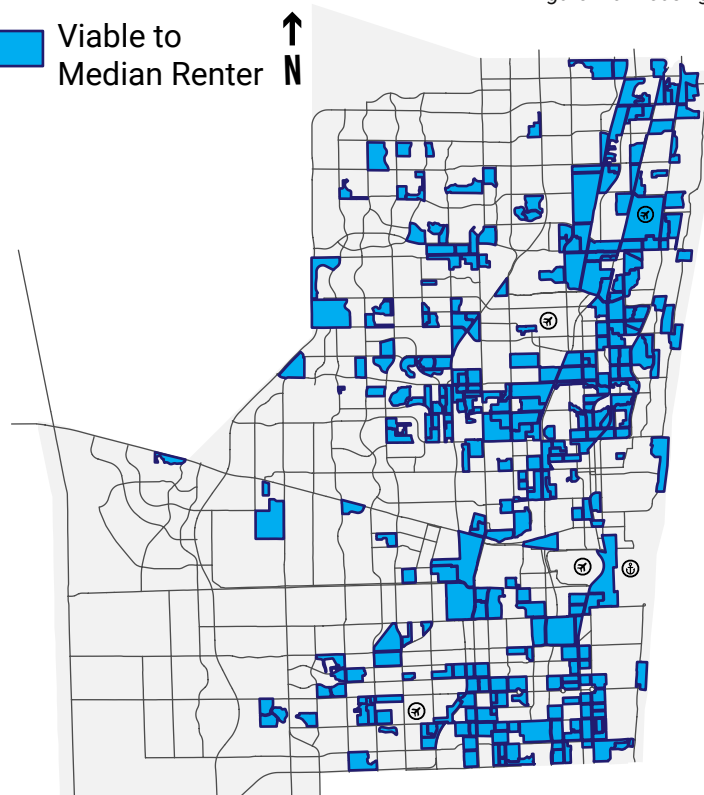
Emphasis Areas:



■ Viable to Median Renter



Figure 4-6: Housing


























Challenges & Opportunities

How are Route Markers Represented in the plan?

Route Markers are depicted in the plan by the use of icons in the project reporting to represent bicycle suitability, traffic congestion, crashes, roadway susceptibility, and housing planning considerations visually, making it easier to identify the types of issues present in each project area. A binary coding system with an exclamation mark (!) highlights the specific factors that need to be addressed in each project, ensuring clarity and focus on important aspects like safety and congestion. Together, these elements are visually illustrated in the Cost Feasible Plan's project information pages, as shown in Figure 4-8, to guide decision-makers in addressing the unique challenges of each route.

Figure 4-7: MTP Sample Project Page Route Markers

Broward MPO Route to 2050 MTP Cost Feasible Plan (Funds are in Year of Expenditure)

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: FL016	NE 15th Ave over S Fork of Middle River Bridge				      		
Project Length: 0.03	FM#:		Funding Source: Federal				
Type of Work: Bridge	Additional Work Type		Bike Lane/Sidewalk		Program: Highways & Freight		
The reinforced concrete piles have spalls, delaminations and cracks with corrosion staining and/or exposed corroded reinforcing steel. Piles will require jackets with galvanic anodes. Concrete element repairs.							
PE	\$2,233,000	\$0	\$2,590,280	\$0	\$0	\$0	\$2,590,280
CST	\$10,150,000	\$0	\$0	\$13,905,500	\$0	\$0	\$13,905,500
Total Cost:	\$12,383,000	\$0	\$2,590,280	\$13,905,500	\$0	\$0	\$16,495,780
Municipality: Fort Lauderdale, Wilton Manors		Ownership: Local			Project Sponsor: Fort Lauderdale		
MTP ID: BM138	FEC from North of Sunrise Blvd to Broward/Palm Beach County Line				       		
Project Length: 11.03	FM#: 0		Funding Source: State				
Type of Work: Feasibility Study	Additional Work Type		Grade Separation		Program: Highways & Freight		
Railroad Grade Separation Study							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Deerfield Beach, Pompano Beach, Fort Lauderdale, Oakland Park, Boca Raton		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM135	Oakland Park Blvd @ Powerline Rd				       		
Project Length:	FM#:		Funding Source: State				
Type of Work: Feasibility Study	Additional Work Type		Program: Highways & Freight				
Intersection Improvement.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Oakland Park, Wilton Manors		Ownership: State			Project Sponsor: Broward MPO		



Challenges & Opportunities

Opportunities

In addition to Route Markers, the Broward MPO has strategically identified opportunities to address key challenges in the MTP’s Emphasis Areas. These opportunities are categorized into two types: Program Opportunities, which focus on funding projects that directly tackle these critical areas, and Process Opportunities, aimed at enhancing the MPO’s capacity to identify and plan for more effective projects and funding sources.

Program Opportunities

Transportation Systems Management and Operations (TSM&O)


FDOT’s TSM&O projects present a strategic opportunity to address the challenges posed by rapid population growth and advancing technology in Broward. By leveraging the deployment of Advanced Traffic Management Systems (ATMS) in line with the 2021 FDOT District 4 TSM&O Master Plan, these projects enhance safety, and efficiency without requiring major roadway expansions. Infrastructure improvements such as fiber communications networks, full CCTV coverage, Bluetooth travel time systems, and adaptive signal technologies help optimize traffic flow, reduce congestion, and improve transit reliability. Additionally, upgrades like Modern Vehicle Detection Systems (MVDS), Advanced Dynamic Messaging Signs (ADMS), and Transit Signal Priority (TSP) support a transportation approach that accommodates evolving needs. The integration of these smart technologies—coordinated with signal maintaining agencies—ensures that Broward can proactively manage its growing transportation demands while preparing for future innovations in connected transportation systems.

Broward Safety Action Plan


In 2023, the MPO, in partnership with Broward County, secured a \$5 million Safe Streets and Roads for All planning grant to establish the Broward Regional Comprehensive Safety Action Plan, otherwise known as Broward Safety Action Plan or BSAP. This plan will develop strategies aimed at preventing traffic deaths and serious injuries. The Safety Program goal is zero fatalities and serious injuries across Broward.

By implementing proven safety measures and engaging the public, the MPO is working to make every journey safer for residents and visitors alike. BSAP is set for adoption in June 2025, and will use national best practices to identify high-risk roads and guide policies, programs, and projects to prevent crashes. Annual evaluations will ensure the MPO stays on course toward a safer future. The plan’s key outcomes include establishing clear safety goals, preparing projects for funding, and shaping policies that protect all road users, especially susceptible ones like pedestrians and cyclists.


Program:





Emphasis Areas:



Program:



Emphasis Areas:



Challenges & Opportunities

Infrastructure Hardening Framework

In response to the growing environmental risks posed by weather extremes, the MPO has developed a Transportation Infrastructure Hardening Framework as part of the Infrastructure Hardening Program. This nine-step approach evaluates critical roads and proposes adaptive measures to mitigate the effects of extreme weather stressors such as coastal inundation and extreme heat. The MPO's Infrastructure Hardening Toolbox offers practical solutions for incorporating infrastructure hardening into future transportation projects, ensuring the long-term sustainability of Broward's transportation system.

Program:



Emphasis Areas:



Roads for Economic Vitality (REV)

Since 2016, REV has empowered local agencies to implement their own transportation safety projects. As a component of the Roads for Families Program, REV funds a wide range of initiatives, from bike lanes and sidewalks to advanced technologies like transit signal priority, as well as safety and sustainability improvements such as traffic calming, intersection upgrades, and multi-use paths. The MPO remains committed to supporting its partners in delivering projects that improve safety and choice for Broward.

Program:



Emphasis Areas:



Railroad Grade Separation

To mitigate the impacts of growth and congestion, the MPO is exploring the feasibility of railroad grade separations along key corridors within the Highways & Freight Program. With the expected increase in rail services, grade separations at critical crossings can enhance safety, improve options, and reduce delays for all users.

Program:



Emphasis Areas:



Economic Development Projects

The Broward MPO is supporting Broward County Transit's PREMO Plan through its Economic Development Initiative. This initiative aligns with the goals of MAP Broward, which aims to enhance transit services by complementing the premium transit projects like the commuter rail, light rail, and bus rapid transit that are being proposed. The MPO focuses on creating projects that enhance first/last mile pedestrian and bicycle access, improve transit waiting areas, and facilitate easy transfers between routes. By strategically aligning with the PREMO network and prioritizing projects based on the PREMO schedule, the MPO sets the foundation for improved safety and encourages private investment in vibrant, mixed-use spaces.

Program:



Emphasis Areas:



Challenges & Opportunities

Process Opportunities

Concept Development

The MPO has developed an innovative and collaborative Concept Development Process to ensure that projects are truly **community-driven and ready for future implementation**. This approach goes beyond traditional planning, providing professional pre-engineering and planning activities that bridge the gap between vision and reality. By focusing on non-state projects identified through the MPO's MTP programs, this process lays the groundwork for the next phase of transportation design and construction.

The Concept Development Process serves several vital objectives, all aimed at creating projects that meet the unique needs of Broward's residents. It begins by refining **transportation challenges and identifying key deficiencies**, ensuring that the most critical needs are addressed. From there, the MPO develops detailed project plans, including renderings that bring proposed improvements to life. Planning-level cost estimates are created to give a clear understanding of financial requirements, and utility owners are identified to anticipate any adjustments needed during the design phase.

One of the most crucial aspects of this process is its emphasis on **public and stakeholder engagement**. Local input is essential to the success of any project. Through public meetings, workshops, and ongoing dialogue, the MPO works to secure broad-based support, ensuring that the final plans reflect local needs and aspirations. By bringing together technical expertise and community collaboration, the **MPO is advancing projects** that are not only technically sound but also embraced by those they are designed to serve.



Program:



Emphasis Areas:



Challenges & Opportunities

Grant Matrix

To boost efficiency and maximize impact, the MPO has developed an innovative Grant Strategy Tool designed to strategically identify and evaluate MTP projects for their eligibility and competitiveness when applying for USDOT discretionary grants. This powerful tool empowers MPO staff to:

- Quickly pinpoint MTP projects that qualify for specific grant opportunities.**
- Identify which projects have the greatest potential to win competitive funding.**
- Discover ways to enhance project proposals to make them even more grant-worthy.**

Covering all active FHWA and FTA discretionary grant programs as of June 2024, the Grant Strategy Tool ensures that the MPO stays ahead of the curve in securing vital funding for transformative transportation projects.

Program:



Emphasis Areas:



Housing Coordination Plan

The Broward MPO aims to address Broward County’s housing crisis through the development of its first Housing Coordination Plan. Building upon the broader goals of the MPO Vision 2100 plan, which envisioned high-capacity transit and sustainable growth in Broward, the Housing Coordination Plan will focus on integrating housing, transportation, and economic development strategies across the region. The Broward MPO seeks to identify actionable transportation projects and policies that will facilitate the creation of more housing, consistent with partner agency plans.

At the core of the Housing Coordination Plan is a vision to have a measurable and lasting impact on the County’s housing crisis by strategically investing in transportation infrastructure. The MPO is committed to focusing its investments in areas that are planning for transit-supportive housing, particularly within key activity centers and along corridors slated for transit improvements in Broward County’s PREMO Plan.

The key objectives of the plan include prioritizing the development of housing near premium transit options and non-motorized transportation routes. Additionally, it will focus on locating housing near employment and activity centers, supporting densification and land use policies that enhance transit, and ensuring that roadway improvement projects prioritize access to transit in areas with existing or planned housing.

Program:



Emphasis Areas:

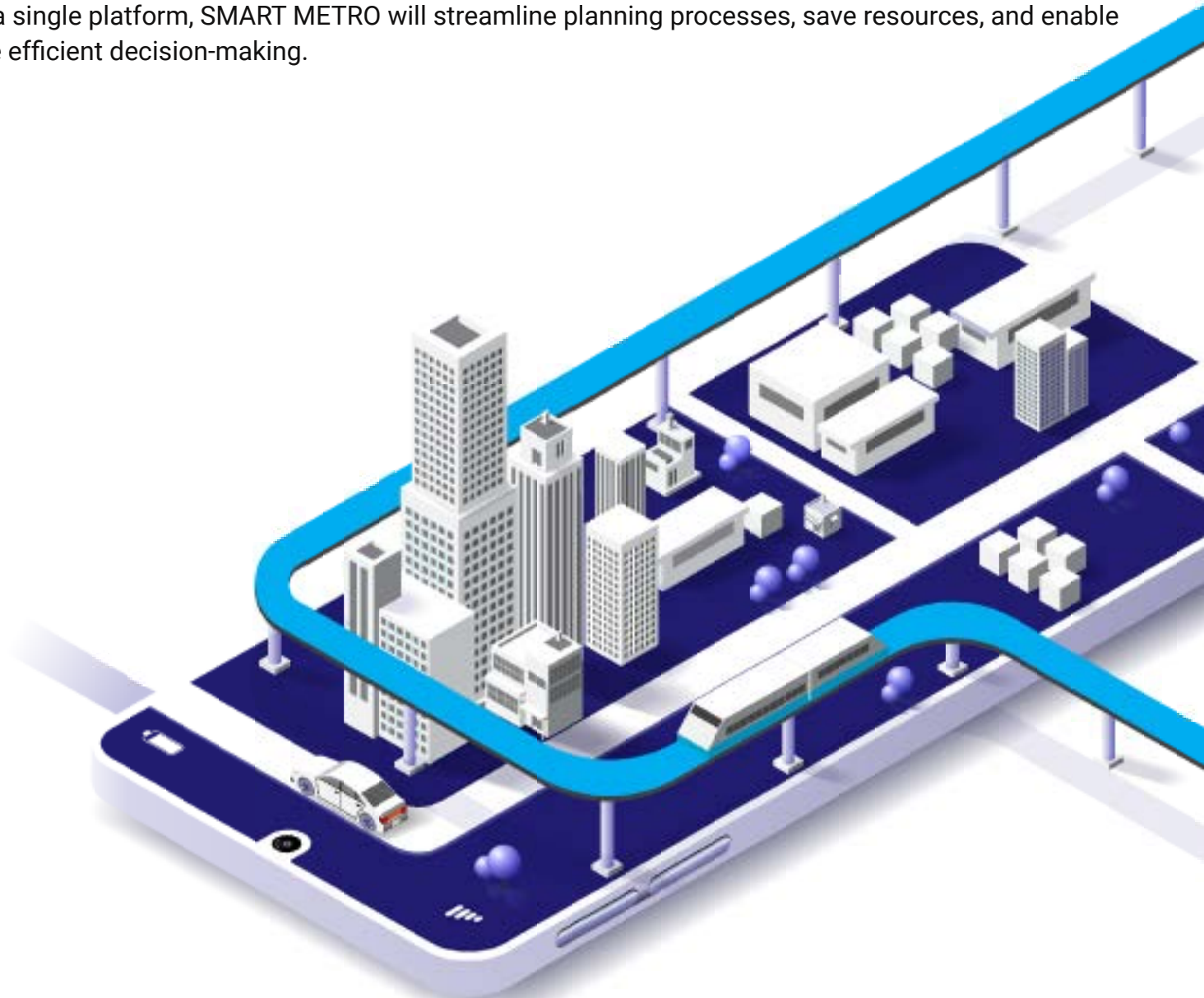


Challenges & Opportunities

SMART METRO

Transformation at the Broward MPO

The Broward MPO was awarded a \$2 million US Department of Transportation Strengthening Mobility and Revolutionizing Transportation (SMART) grant to fund the development of SMART METRO platform – an innovative digital twin-based platform that leverages advanced geospatial analysis and cutting-edge artificial intelligence (AI) technology to improve how the MPO plans, manages, and sustains the region. SMART METRO is designed to be a game-changer for the region. By offering a virtual representation of the transportation network, this technology will allow the MPO to understand travel behavior, analyze multiple scenarios, and guide data-driven decisions that can enhance regional mobility and neighborhood hardening. By integrating data from across the region into a single platform, SMART METRO will streamline planning processes, save resources, and enable more efficient decision-making.



Challenges & Opportunities

Solution Capabilities

SMART METRO is an analytics platform that includes a data exchange, data analytics and modeling, and simulation capabilities that can facilitate and streamline regional planning, bridge data silos, and catalyze public-private partnerships.

Figure 4-8: SMART METRO Plan

Data Exchange

“What is happening?”

Functionality

- Data visualization & graphics
- Geo, referenced information



Analysis

Variety of datasets accessible with natural language interface:

- Descriptive statistical analysis
- Exploratory data analysis
- Data visualization

Example

Baseline inventory of transportation infrastructure across Broward, including funded projects & proposals.

Analytics Toolkit

“What could happen next?”

Functionality

- Create new data
- Model visualization
- Customizable view



Analysis

Model library to collaborate and accelerate analytics efforts on regional trends:

- Predictive analytics with historical trends
- Regressions on variable relationships
- Diagnostic pattern analysis

Example

Understand traffic behaviors and safety impacts and evaluate metrics before and after potential countermeasure.

Simulation Models

“What plan, project, or policy is most effective?”

Functionality

- 3D project renderings
- Alternative analysis



Analysis

Suite of regional models to inform transportation, land use, and infrastructure hardening planning:

- Activity-based travel demand modeling
- Agent-based land-use forecasting
- Physical infrastructure hardening modeling

Example

Compare development scenarios to determine which best serves residents, generates revenue, and costs least.

Challenges & Opportunities

Why It Matters

The region faces unique challenges. With over 664,000 residents at risk of impacts by weather extremes by the year 2100, the MPO must proactively plan for the future. SMART METRO will help create projects and policies that are extreme weather ready, while also addressing issues in housing and transportation. SMART METRO will break down data silos, allowing regional partners to work collaboratively on complex issues to plan smarter and holistically. It will provide a “single source of truth” for planning, ensuring that decisions are based on comprehensive, up-to-date data. This will not only improve transportation infrastructure but will also foster economic growth, build stronger and more connected communities and workforce development throughout the region.

Building a Future-Proof Region

As part of the SMART METRO initiative, the Broward MPO is developing a proof of concept. The \$2 million Stage 1 SMART grant will allow the MPO to create a working prototype, integrating data sets from various partners and sources to provide more efficient and scalable solutions for regional planning. SMART METRO’s capabilities will provide data and analysis to support public and private-sector investments to help address critical safety issues, extreme weather, housing insecurities, and the need for sustainable transportation infrastructure in communities. SMART METRO will enable users to evaluate how decisions affect growth, and infrastructure hardening.

Preparing the Workforce of Tomorrow

In addition to its planning capabilities, SMART METRO will serve as an important resource for workforce development. Building a skilled workforce equipped with new technology and data stewardship frameworks are essential for platform success and future workforce development. Activities will include a workforce needs assessment, training material development, and interactive workshops. These efforts aim to train the project working groups and expand platform reach to the future workforce. The MPO is also collaborating with Broward County Public Schools (BCPS) and the Museum of Discovery and Science (MODS) to educate students on how real-world scenarios, like transportation and environmental sustainability, intersect. These partnerships will help prepare the next generation of transportation planners, engineers, and data analysts by exposing students to the latest technologies and challenges in the field.

Challenges & Opportunities

Vision for scalable solutions

SMART METRO is not just a platform for today – it’s built for future adaptability. It will feature advanced technology and AI, supporting transportation and simulation capabilities. Over time, it will evolve to enhance operational planning and accommodate additional emerging technologies. This scalable approach ensures that SMART METRO can grow and adapt alongside the region’s needs. At the end of the Stage 1 grant, the MPO will measure SMART METRO’s success by its compatibility with existing data and models, cost-effectiveness, speed of analysis, and utility.

The MPO is excited about the possibilities SMART METRO offers for transforming how it plans for and invest in the future of the region. Stay tuned for more updates as the MPO moves forward with this groundbreaking initiative.

Program:		Emphasis Areas:	   
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Chapter 4 Recap

Broward's transportation system faces a complex set of challenges, including safety risks, population growth, extreme weather impacts, and the rapid evolution of technology. However, these challenges also present opportunities for innovation and improvement. By leveraging data-driven planning, adopting cutting-edge technologies, and fostering infrastructure hardening, the Broward MPO is well-positioned to navigate these challenges and deliver a transportation network that meets the needs of a growing and dynamic region.



05

Public Involvement

This chapter summarizes the public engagement activities conducted during the development of the Route to 2050 MTP.

Public Involvement

Introduction

Public involvement was a key aspect of the Route to 2050 MTP development process. As a public agency, the MPO strives to ensure that its programs and documents are accessible to all residents and visitors in Broward County. The MTP is focused on having a variety of engagement opportunities to guarantee a comprehensive outreach approach. This chapter outlines the public involvement activities carried out during the plan development process, segmented into three phases.

Phase 1

Oct 2022 – Aug 2023

Inform the public and stakeholder agencies of the plan's purpose, timeline, and major milestones, and how they can get involved and stay informed as the project progresses.

Phase 2

Sept 2023 – Jun 2024

Share information about the plan development process with the public and identify specific opportunities for stakeholder agencies to provide input at key decision-making points that will affect the development of plan deliverables.

Phase 3

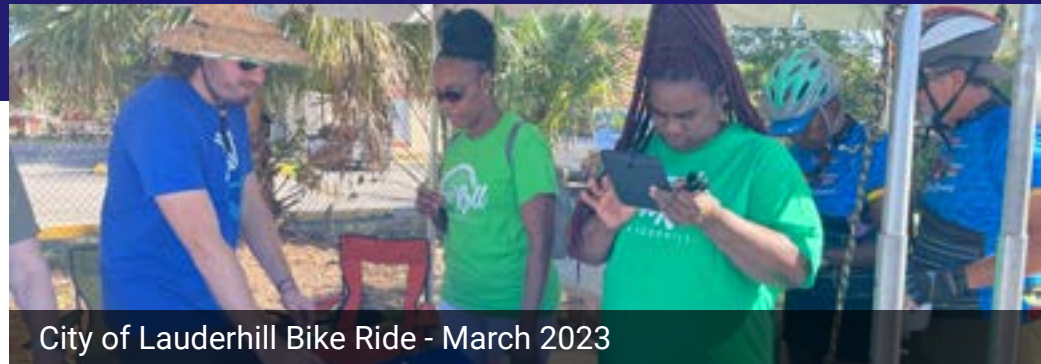
Jul 2024 – Dec 2024

Allow the public to review and provide input on a draft version of the completed plan.

Each phase of outreach strategically builds on the previous one to close gaps and achieve a broad range of community perspectives to guide resource allocation and project prioritization in the 2050 MTP update.

Public Involvement

This chapter introduces essential components that are crucial to the plan's development and success, emphasizing the importance public involvement. The MTPs story outlines a narrative framework that supports collaboration through stakeholder coordination and comprehensive public involvement, ensuring the plan resonates with all Broward residents. A copy of the Route to 2050 MTP Public Participation Plan is included as Appendix B.



City of Lauderhill Bike Ride - March 2023



City of Pembroke Pines Bike Rodeo - March 2023



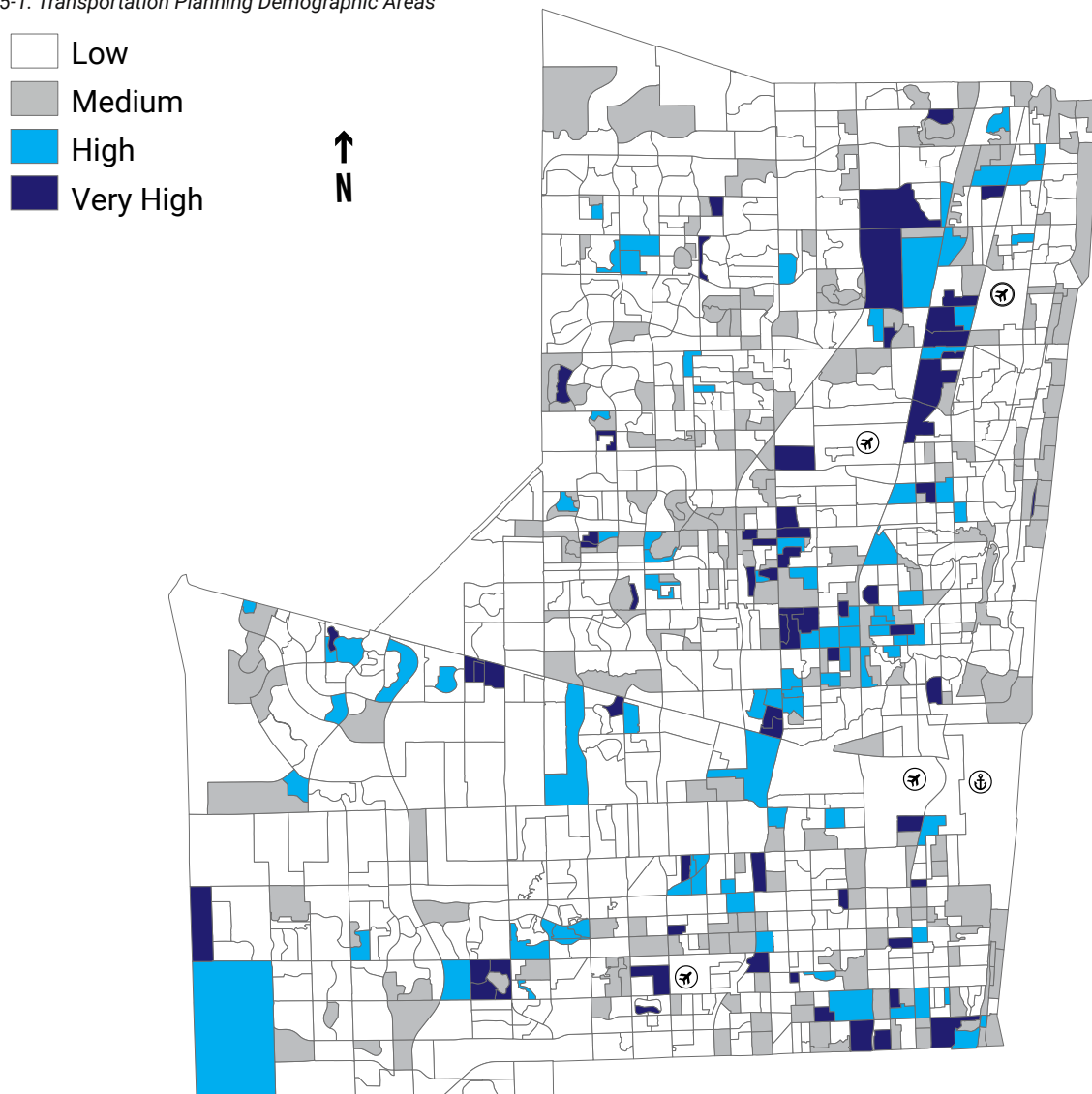
Public Involvement

Demographic Areas

Demographic areas were identified using a quantitative, statistically driven methodology that assigns a demographic score to each Census block group within the county. Demographic scores were generated based on the relative concentration of demographic indicators compared to the countywide average. Demographic indicators were taken from the Title VI of the Civil Rights Act of 1964 which prohibits discrimination on the basis of race, color and national origin in programs and activities receiving Federal funds.

Figure 5-1 shows the demographic score for each block group, derived from demographic data. The demographic areas used in subsequent steps of the demographic assessment process are those labeled “high” or “very high,” which contain the highest statistical concentration of demographic indicators from the demographic score calculation process.

Figure 5-1: Transportation Planning Demographic Areas



Source:
Broward MPO

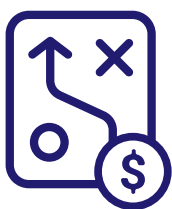
Public Involvement

MTP Story & Messaging

The Route to 2050 MTP story is intended to help people at all stages of life understand how the MTP prioritizes and funds projects that support various transportation needs. The story is meant to involve all residents and visitors of Broward County in the process that improves their transportation system. It marks the Route to 2050 MTP as a pivotal milestone on Broward County's Path to the year 2100 and emphasizes the strategic investment in short and long-term initiatives to help shape the future of transportation.

Outreach efforts and target audiences were based on three key points of the MTP story:

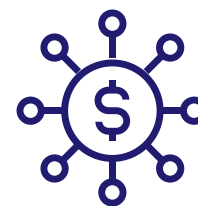
Figure 5-2: Outreach efforts and target audiences



Strategic Investment



Collaborative Partnerships



Targeted Funding

Stakeholder Coordination



Stakeholder coordination was critical to developing the Route to 2050 MTP and remained a priority throughout the process. Key partners and stakeholders identified in Chapter 2 - Setting the Context, were actively engaged in project prioritization and provided input at each stage.

The Call for Projects, used in the Needs Assessment, required one-on-one meetings between partner agencies and MPO staff to discuss project information. A separate virtual workshop was held to demonstrate the online application tool. Once agencies submitted projects, the applications underwent an initial review for completeness.

Consistent updates were provided at both regional and state levels throughout the MTP's two-year development. The MTP was a regular agenda item at Committee and Board meetings, and presentations were made to MPO committees, which included representatives from most stakeholder groups. At the state level, quarterly meetings with FDOT ensured alignment with state priorities.

Public Involvement

Community Engagement Activities

The MPO utilized various tools and activities to build an informative and interactive community engagement process. These activities were used to capture perspective, and a wide range of transportation needs in the community. Engagement was completed in three phases, which allowed for continuous improvement to ensure all Broward residents were effectively engaged in the development of the MTP.



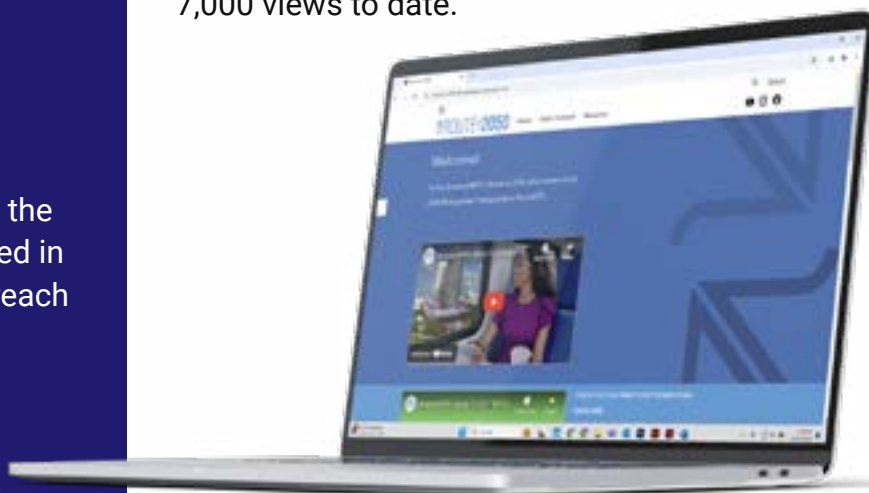
Throughout the process, the Route to 2050 MTP website served as an essential resource for the most up-to-date information and upcoming events. The MPO also provided two Route to 2050 videos through the Speak Up Broward YouTube channel, which provided an overview of the MTP vision, objectives, public participation process and information about the draft Cost Feasible Plan. The following pages summarize the activities conducted during each phase of the Route to 2050 MTP public involvement process.

Phase 1

Phase 1 took place during the beginning stages of the MTP to build initial awareness of the Route to 2050 MTP and provide resources that keep the public and stakeholders involved in the MTP process. Phase 1 occurred between October 2022 and August 2023 to build a foundation for future engagement. A detailed summary of the Phase 1 outreach activities is provided in Technical Report #1A, "Phase 1 Outreach Evaluation."

Informative Activities:

The Route to 2050 MTP website was developed to share information and updates regarding the MTP update. The website has accrued over 7,000 views to date.



Public Involvement

An introductory video was posted to the MPO YouTube Channel to provide an overview of the Route to 2050 plan. Four additional videos were created to explain the emphasis areas (safety, technology, housing, and infrastructure hardening) for the Route to 2050 MTP update.

Story maps were built and shared via the Route to 2050 MTP website. The maps were used to inform visitors about the identification of demographic areas, the results of the safety analysis, and 2050 growth projections.



Safety Story Map



Demographic Story Map



Public Involvement

Interactive Activities:

Weekly social media posts engaged 25,420 accounts across Facebook, Instagram, and LinkedIn.

Thirteen outreach meetings held across Broward, which allowed the MTP team to present updates during regularly scheduled gatherings. The outreach consisted of a variety of stakeholders including: community, non-profit, and government organizations. These groups provided input on the plan's goals and objectives and needs assessment. The MTP team also worked directly with local Chambers of Commerce to engage tourism agencies and visitor bureaus to include their perspective and feedback in the MTP needs identification process.

Workshops were held at community events, where the MPO shared information about the MTP and encourage people to participate in the survey. An online survey was distributed to assess residents' perspectives on transportation priorities, growth strategies, and funding allocations. The survey had 1,881 respondents who provided their opinion on the biggest challenges facing Broward's transportation system. A telephone e-Town Hall was held in May 2023 that reached 1,147 concurrent participants. The e-Town Hall focused on new technologies designed to make Broward safer and smarter. This virtual event was centered around community input, featuring discussion with panelists from the private sector and various levels of government. Through an interactive poll, participants provided feedback about transportation priorities, the importance of integrating emerging technologies into the region's transportation network, and their current use of available transportation technologies.

**"WE NEED MORE
BIKING AND
WALKING
FACILITIES
WITH SHADE"**



Public Involvement

Phase 2

Phase 2 expanded outreach efforts to include more communities, especially those in traditionally underserved areas or others who were not engaged during Phase 1. Phase 2 occurred between September 2023 and June 2024. A detailed summary of the Phase 2 outreach activities is provided in Technical Report #1B, MTP Phase 2 Outreach.

Informative Activities:

A presentation was developed to provide an overview of the MPO and the significance of the MTP.



Eight posters were created to explain who the MPO is, what the MTP is, and the six funding programs outlined in the plan.

A story map was created to summarize the Phase 1 outreach activities and survey results.

Public Outreach Story Map



Public Involvement

Interactive Activities:

To build on the Phase 1 outreach, various stakeholder groups were identified by MPO district. The stakeholder groups included community, social, religious, and charitable organizations. A total of 92 stakeholder groups were contacted and of those, 12 indicated that they were not interested in participating. Another workshop was conducted in May 2024 to engage additional participants. The remaining groups were contacted for presentations during Phase 3 and to make them aware of the virtual meeting room and interactive Cost Feasible Plan map.

Three virtual focus group sessions with 20 participants each were conducted to target different demographic segments. The discussion was based on six key themes, with reoccurring topics centered around having an inclusive plan with accessible projects that are related to the average Broward resident.



Public Involvement

Phase 3

Phase 3 was a continuation of efforts to inform and engage the community through review and feedback on drafts of the MTP. Phase 3 occurred between July 2024 and December 2024; efforts included the following:

Informative Activities:

The MTP Summit was held in September 2024, with over 200 participants, focused on future transportation technologies. The discussion centered around new technologies that will support identified focus areas and what partnerships are needed to make this plan a reality. The event featured a panel of community leaders who discussed the future of transportation technologies in Broward.

2024 MTP Summit at The Museum of Discovery & Science (MODS) - Fort Lauderdale, Florida.



Public Involvement



Public Involvement

Interactive Activities:

An interactive map of the Cost Feasible Plan was linked to the website for people to provide comments on the projects.

Telephone e-Town Hall was held in July 2024, with a maximum of 4,629 concurrent viewers. The e-Town Hall featured panelist discussion centered around Broward's transportation future. It emphasized the importance of partnerships in addressing transportation challenges including population growth, weather extremes, and technological advancements. An interactive poll allowed participants to give feedback about their transportation priorities.

Over 30 outreach meetings and workshops were conducted as part of our efforts. The MTP team continued their public involvement activities from Phase 1 and engaged with community groups in another set of outreach meetings. Similar to Phase 1, these outreach meetings included meetings with community, non-profit, and government organizations. A portion of these meetings included follow-up with previous groups the team met with in Phase 1, including Chambers of Commerce to re-engage with the tourism industry, to share the draft cost feasible plan for feedback. The MTP team also engaged with new community groups to broaden the outreach for the plan.



Public Involvement

Figure 5-3: Outreach Event Points



Source:
Broward MPO

Outreach Events

- Presentation
- Workshop

Chapter 5 Recap

The Route to 2050 highlights the importance of inclusive community engagement throughout the plan's development. The MPO ensured that its outreach efforts were accessible to all Broward County residents, focusing on demographics and incorporating perspectives. The chapter describes a phased approach to outreach, with each phase building on previous efforts to broaden community input and close participation gaps. By embedding public outreach into decision-making, the MTP strives to allocate resources and prioritize projects effectively and efficiently.

Key aspects of public involvement include the creation of an MTP story to clearly communicate the plan's goals, strategic investments, and funding priorities to residents and visitors. Stakeholder coordination was crucial, involving active engagement with partners in project prioritization, regular updates, and close alignment with regional, state, and county priorities. The MPO used various community engagement tools, including videos, meetings, and an informative website, to keep the public involved and informed throughout the process.



06

Needs Assessment

This chapter provides an overview of the needs plan development process and the resulting projects. The majority of the projects included in the needs plan were identified by the MPO partners and the public.

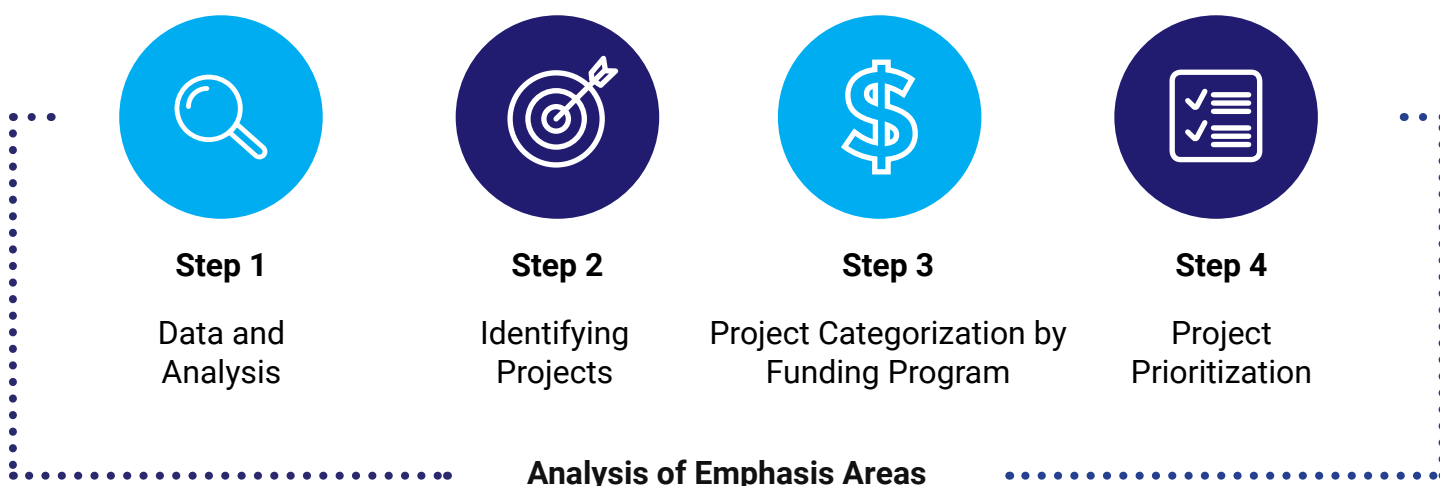
Needs Assessment

Introduction

As Broward County continues to grow and evolve, addressing its transportation needs requires innovative and strategic approaches. With limited opportunities for traditional road widening due to the county's built-out nature and the significant community and environmental impacts such projects could entail, the focus has shifted towards optimizing existing infrastructure, expanding travel options, and enhancing safety across all modes of transportation.

The Route To 2050 MTP needs assessment process began in early 2023 and was designed to comprehensively identify and address these challenges. This process included the key steps identified in Figure 6-1 and described briefly below. As shown in the figure, the MPO's emphasis areas informed the entire needs plan process.

Figure 6-1: Needs Assessment Process



Step 1: Data and Analysis

The Broward MPO conducted a data collection process, gathering both quantitative and qualitative information to support project evaluation and prioritization. This step involved gathering input from the Goals, Objectives, and Indicators, travel demand modeling results, and input from previous plans and studies, including Commitment 2045. Public input was collected through survey tools to identify public opinion and desires. The MPO collaborated with local and regional partners to ensure priorities were aligned with local goals.

For more detailed information on the methodologies and resources used, refer to Technical Report 2 Data Compilation and Review.

Needs Assessment

Policy & Performance

This includes a review of the adopted goals and corresponding performance measures, which are discussed in more detail in Technical Report 4, which informed the development of the evaluation criteria for prioritizing projects. Commitment 2045 used a performance-based, mode-neutral approach to project prioritization to better align funded projects with the federally required and regional Performance Measures. The Route to 2050 MTP uses a similar performance-based analysis to remain consistent but uses slightly different criteria to match with the revised funding programs. A technical summary of the performance evaluation is provided in Chapter 8.

Travel Demand Model

Data from the model was used to evaluate the plan's performance. The Southeast Florida Regional Planning Model (SERPM), an activity-based model, was updated for use in the development of Route to 2050. Data from the model was used to validate the needs and planning assumptions of Route To 2050.

Prioritization Data

The data used for the project prioritization process came from a variety of sources, which is detailed in the Data Compilation and Review Technical Report. The goal was to utilize readily available data sets.

Land Use

The development of trend population and employment growth for 2050 is detailed in separate technical reports and summarized in Chapter 3. These data were used to identify needs as part of the SERPM model. Specifically, the trend growth data were used in the Existing + Committed model run to identify facilities that are projected to need improvement as a result of anticipated growth.

Emphasis Areas

Building on the efforts of Commitment 2045, the MPO selected four emphasis areas for Route To 2050. A brief overview of each of the emphasis areas and the efforts undertaken as part of the MTP is provided below.

Safety, which was a focus in Commitment 2045, was continued for this MTP. A safety analysis was completed, and is documented in Technical Report 7, Safety Analysis. As a follow up to the analysis completed for Commitment 2045, this effort focused on non-state roadway high-crash locations that involved specific types of incidents for which physical/engineering solutions could be identified. The report also provides a trend analysis, noting common behaviors contributing to crashes. The results of this analysis are being used in the Broward Safety Action Plan, which will identify specific projects that will be amended into the Route to 2050 Cost Feasible Plan.

Needs Assessment

Infrastructure Hardening, also considered in Commitment 2045, was a more defined effort to identify the Infrastructure Hardening network throughout the county for which mitigation and adaptation projects could be identified.

The assessment utilized previously completed efforts and data, with some updated data provided by Broward County, and focused on the following:

Susceptibility, which was comprised of the following three variables:

- **Sensitivity: The capacity of a facility to handle variations in a extreme weather stressor**
- **Exposure: The degree to which a facility is subjected to adverse weather extremess based on impact from the following identified stressors:**
 1. Coastal Inundation
 2. Flooding, current and future (Precipitation & Storm Surge)
 3. Extreme Heat
 4. Future Groundwater Elevation
- **Adaptive Capacity: The ability of the transportation network to deal with the loss of an impacted facility. This was based on the number of travelers affected and the detour lengths around each affected network segment.**

Demographics in recognition of the challenges that socially susceptible populations can face in mobility and recovery, the MPO's Transportation Demographic Areas were incorporated into the assessment.

Figure 6-2 shows how susceptibility and demographics were combined to identify the resulting Infrastructure Hardening network. The results of the Infrastructure Hardening evaluation are provided in Technical Report 8, MTP Infrastructure Hardening Assessment. The corridors identified through this effort were used in the prioritization process and a Infrastructure Hardening funding program was established to address the needs identified. These corridors will also be programmed for studies to determine appropriate solutions, which will be amended into the plan as future projects. The MPO is conducting the long-range planning to encourage its partners to construct Infrastructure Hardening improvements on their roadways.

Needs Assessment

Figure 6-2: Infrastructure Hardening Network Equation

$$\begin{array}{r} 85\% \text{ Susceptible} \\ + \text{ Roadway Score} \\ 15\% \text{ Demographic} \\ \text{Score} \\ \hline \text{Infrastructure Hardening} \\ \text{Network} \end{array}$$

Emerging Technologies. As part of the collaboration with partner agencies, the MPO learned that while many have technology projects in their plans, very few of them are related to preparing for future advancements, outside of electric infrastructure. As a result, a Technology funding program was established to prepare Broward for emerging technologies. The MPO has several technology projects underway, and the expectation is for these efforts to provide additional projects that will be amended into the Cost Feasible Plan.

Housing Coordination is a new emphasis area for the Route to 2050. Stemming from the provisions of the IIJA that encourages MPOs to develop Housing Coordination Plans in conjunction with housing providers. Specifically, the Housing Coordination Plan is meant to develop regional goals for the integration of housing, transportation, and economic development strategies.

Needs Assessment

The aim of this plan is to:

1. Better connect housing and employment
2. Align transportation improvements with housing needs
3. Align planning for housing and transportation
4. Expand housing and economic development within existing transportation corridors and public transportation services
5. Manage the growth of vehicle miles traveled related to housing and economic development in a metropolitan area
6. Identify the location of existing and planned housing and employment, and existing transportation options that connect housing and employment
7. Include a comparison of transportation plans to land use management plans, including zoning plans that may affect road use, public transportation ridership, and housing development

The MPO initiated this effort by reviewing available data for viable housing and coordinating with Broward County, who was in the process of developing a housing master plan (Housing Broward: 10-Year Housing Master Plan, adopted March 7, 2024). The MPO undertook extensive coordination with Broward County and its own Infrastructure Hardening and Housing Coordination Committee to advance the development of the Housing Coordination Plan. Ultimately the decision was made to separate the development of this plan from the MTP effort. However, the following initial efforts were accomplished through the MTP.

To address items 2 and 3 above, two different efforts were undertaken to identify the location of viable housing. The initial effort utilized information on Low-Income Housing Tax Credit development locations for the MTP project prioritization as a proxy for aligning transportation improvements with housing. Additional work was completed to identify the Housing Route Marker (for more information, see Chapter 6), that relied on data from the U.S. Census and Broward County's Housing Broward plan regarding viable rent. The goal of this Route Marker is to ensure that as the cost feasible projects are developed, the housing needs of nearby residents are addressed. As the Housing Coordination Plan is completed, the information used for this Route Marker will be refined.

To address items 4 and 6 above, a mapping analysis was completed that evaluated public transportation gaps in areas identified in the Housing Route Marker data as having a higher propensity for viable housing. An additional analysis was completed for the year 2050 using the planned improvements identified in the County's PREMO Plan to determine if projected housing densities in 2050 warranted additional investments in public transportation beyond those in the PREMO Plan. For more information, see Technical Report 10, MTP Housing Coordination Assessment. To address item 7 above, zoning code and land use policy recommendations were provided in Technical Report 10. These recommendations focus on common features of zoning codes and land use policies that create unintentional barriers to the development of housing.

Needs Assessment

Step 2: Identifying Projects

A formal Call for Projects allowed partner agencies (including the Seminole Tribe of Florida) and jurisdictions to submit projects of interest to the MPO for review and potential inclusion in the Route to 2050. The process included meetings with partner agencies to discuss project ideas and the completion of an online submission form. The MPO completed an internal Call for Projects through a collaborative process with each MPO team. This process resulted in projects that address bicycle and pedestrian needs, congestion management, infrastructure hardening, technology, and transit needs. The majority of the identified projects came from the MPO's partners and the public, resulting in a total of 446 identified projects, totaling approximately \$4.6 billion in 2023 dollars.

Step 3: Project Categorization by Funding Program

Projects were categorized and assigned in the Route to 2050 MTP Funding Programs: Roads for Families, Highways & Freight, Economic Development, Technology, Safety, and Infrastructure Hardening, which were built upon the previous 2045 framework.

The identified projects were distributed among five out of the six funding programs, with the Safety and Infrastructure Hardening programs having separate prioritization processes. Projects in the Roads for Families, Highways & Freight, Economic Development, and Technology Programs were used to create the final Cost Feasible Plan and were prioritized accordingly. A summary of needs by funding program is shown in Figure 6-3, and a detailed review of the funding programs and their prioritization can be found in Chapter 7.

Key Plans Used for Identifying MTP Needs



The MPO completed a **Congestion Management Process** Technical Report in 2022. Information from this effort was utilized to identify needs and evaluate priorities for Route To 2050.



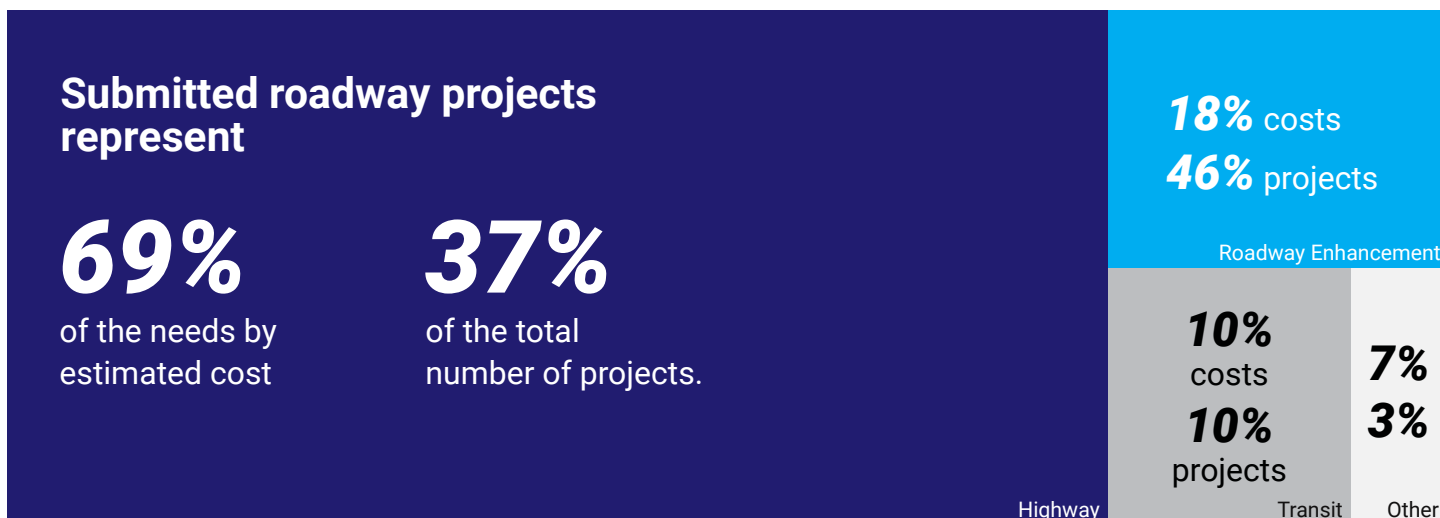
The MPO adopted a **CSMP** in 2019. The MPO relied on this effort to identify unfunded bicycle and pedestrian projects for Route To 2050.



Projects identified in Commitment 2045 were considered for inclusion in Route to 2050. These projects were not automatically included unless submitted by a partner agency through the Call for Projects or the review of SERPM results identified a need that could be met by of these projects.

Needs Assessment

Figure 6-3: Submitted Projects Statistics



Step 4: Project Prioritization

Once all the needs were identified they were evaluated through the project prioritization process, which scored and ranked transportation projects based on the criteria presented in Chapter 2. The scoring for Route To 2050 was simplified compared to the weighting applied in Commitment 2045. Points were assigned first by dividing a total possible score of 100 by the three factors. Then, the points associated with each factor were adjusted based on the significance of the factor relative to the MTP goals, and to establish a whole number instead of fractions. This resulted in the weighting of criteria being built into the associated total points available for each factor. Final prioritization scores are a result of the analysis and a total summation of each awarded point per criteria. This prioritization process and scoring approach was endorsed by the Broward MPO Board during its October 12, 2023, meeting.

Identified Needs by Funding Program

This section details the needs identified for each funding program through the process outlined above. Initially, the projects were given an ordinal rank based on their total score. Projects with the same total score were given the same ordinal rank, as illustrated in Table 6-1.

Table 6-1: Example Ranking

Project ID	Score	Rank
BM056	81	1
BM057	81	1
BM065	81	1
FD014	78	4

Needs Assessment

To determine rank within the funding program, the projects were given consecutive numbers. If two or more projects had the same prioritization score, ties were broken based on:

1. The need for right-of-way to complete the project, meaning if the project needs right-of-way, it was less of a priority within the set of tied projects;
2. The number of Route Markers the project met, where the more Route Markers a project had, the higher it was in the set of tied projects; and
3. Alphabetically by project name.

The results of the prioritization process were presented to the MPO's Committees in March 2024 for their review. For more information about the process, see Technical Report 5, Prioritization Process.

The following pages introduces the Funding Programs and the quantity of projects that ran through the 2050 MTP prioritization process.

Needs Assessment

Program Ranked through the MTP Prioritization Factors & Metrics

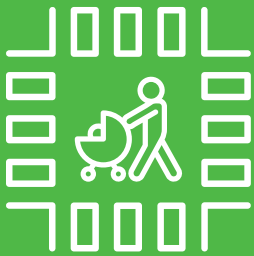


Technology

Technology investments are used to support electric and connected vehicle initiatives, intelligent transportation systems, and real-time data and monitoring. These projects will address existing and future transportation challenges and create a more hardened and responsive network. **There were 31 technology needs identified with a total needs cost of \$82 Million.** Figure 6-7 shows the project locations that were identified under the Technology Funding Program.

Needs Assessment

Program Ranked through the MTP Prioritization Factors & Metrics



Roads for Families

The Roads for Families Program focuses on enhancing roadway infrastructure to address gaps in the local and regional network. This program also includes funding for the Roads for Economic Vitality (REV), a competitive grant program that provides funding to municipalities. **There were 205 projects identified for this program with a total needs cost of \$1.5 Billion.** Figure 6-4 shows the project locations that were identified under the Roads for Families Funding Program.

Needs Assessment

Program with separate framework/development process



Safety

This program supports safety improvements, such as traffic calming and intersection improvements, identified through a county-wide safety analysis to reduce traffic-related injuries and fatalities. The program is separated into state and non-state projects. **Specific needs for this funding program will be developed through the Broward Safety Action Plan**, as indicated in Figure 6-8.

Needs Assessment

Program Ranked through the MTP Prioritization Factors & Metrics



Highways & Freight

The Highways & Freight Program includes initiatives that improve roadway capacity and operating conditions through geometric improvements on roadway networks. This program includes projects to enhance freight movement and alleviate congestion. **There were 165 identified projects for this program with a total needs cost of \$3 Billion, not including the Strategic Intermodal System (SIS) projects.** Figure 6-5 shows the project locations that were identified under the Highways & Freight Funding Program.

Needs Assessment

Program Ranked through the MTP Prioritization Factors & Metrics



Economic Development

This program supports investments in transit infrastructure and enhancing accessibility to existing and planned transit stops and stations. It includes Economic Development Projects, which seek to improve the first/last mile connectivity between different modes of transportation and enhance the overall transit passenger experience. The Economic Development Projects identified are intended to support the premium transit network identified in Broward County's PREMO plan. **There were 45 projects identified for this program with a total needs cost of \$500 Million, not including Broward County Transit's PREMO Projects.** Figure 6-6 shows the project locations that were identified under the Economic Development Funding Program.

Needs Assessment

Program with separate framework/development process



Infrastructure Hardening

The Infrastructure Hardening Program is designed to support projects that mitigate the effects of weather extremes on the region's transportation infrastructure. These projects focus on enhancing the durability and adaptability of the transportation network. These projects were identified and prioritized through an assessment process that measured network sensitivity, exposure and adaptive capacity to extreme weather events. The projects include corridor studies and mast-arm installation.

A total of 44 projects were identified: 23 corridors and 21 mast-arm locations with a total needs cost of \$23 Million. For more information about the Infrastructure Hardening assessment, see Technical Report 8. Figure 6-9 shows the needs identified for the Infrastructure Hardening program.

Needs Assessment

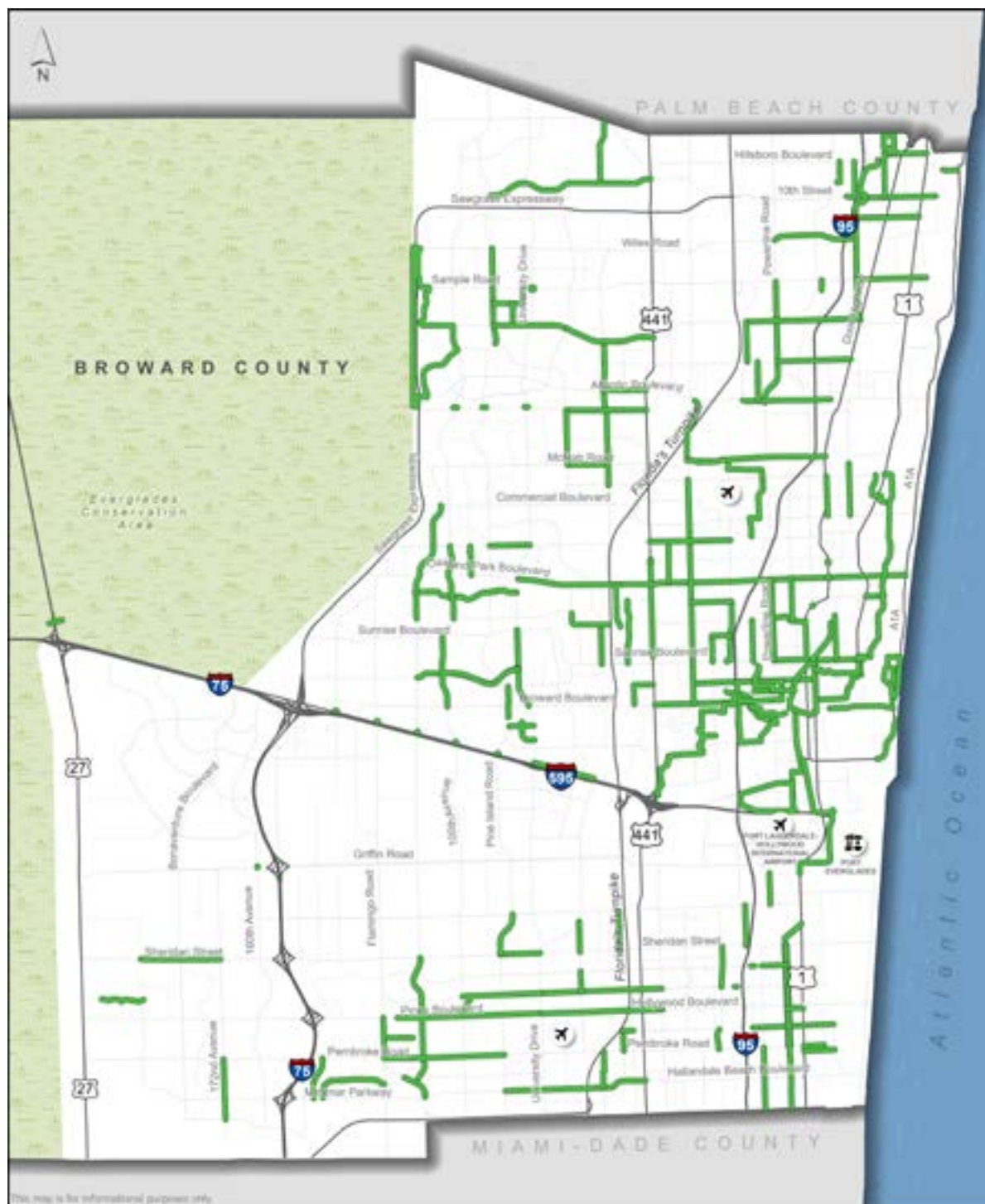
Figure 6-4: Technology Program Needs



Source:
Broward MPO

Needs Assessment

Figure 6-5: Roads for Families Program Needs



Source:
Broward MPO

Needs Assessment

Figure 6-6: Safety Program Needs



Source:
Broward MPO

Needs Assessment

Figure 6-7: Highways & Freight Program Needs



Source:
Broward MPO

Needs Assessment

Figure 6-8: Economic Development Program Needs



Source:
Broward MPO

Needs Assessment

Figure 6-9: Infrastructure Hardening Program Needs



Source:
Broward MPO

Chapter 6 Recap

The Route to 2050 MTP takes a deep dive into identifying future transportation needs across Broward County, driven by data and public input. This process started in 2023 and pulls together everything from travel demand models to safety and infrastructure hardening evaluations, emphasizing key areas like safety, infrastructure hardening, and emerging technologies. The plan builds on past efforts (like the Commitment 2045 MTP) while updating strategies for growth, weather extremes, and housing. With an exciting focus on future-proofing the county, Broward is getting ready to tackle transportation challenges head-on, addressing everything from micro-mobility to tech upgrades like electric infrastructure!

Not only does the Route to 2050 MTP dive into flashy, futuristic projects (like SMART METRO), it also takes a serious approach to community needs—ensuring that housing and public transit are planned together. With \$4.6 billion of need identified for investments this is Broward's roadmap to a safer, more hardened, and smarter transportation system.



07

Funding

This chapter summarizes how an investment strategy was implemented for Route to 2050. Included in this chapter are the summary of financial resources available for funding transportation improvements, an overview and illustration of the Route to 2050 Cost Feasible Plan, and the Illustrative Plan tables and maps.

Funding

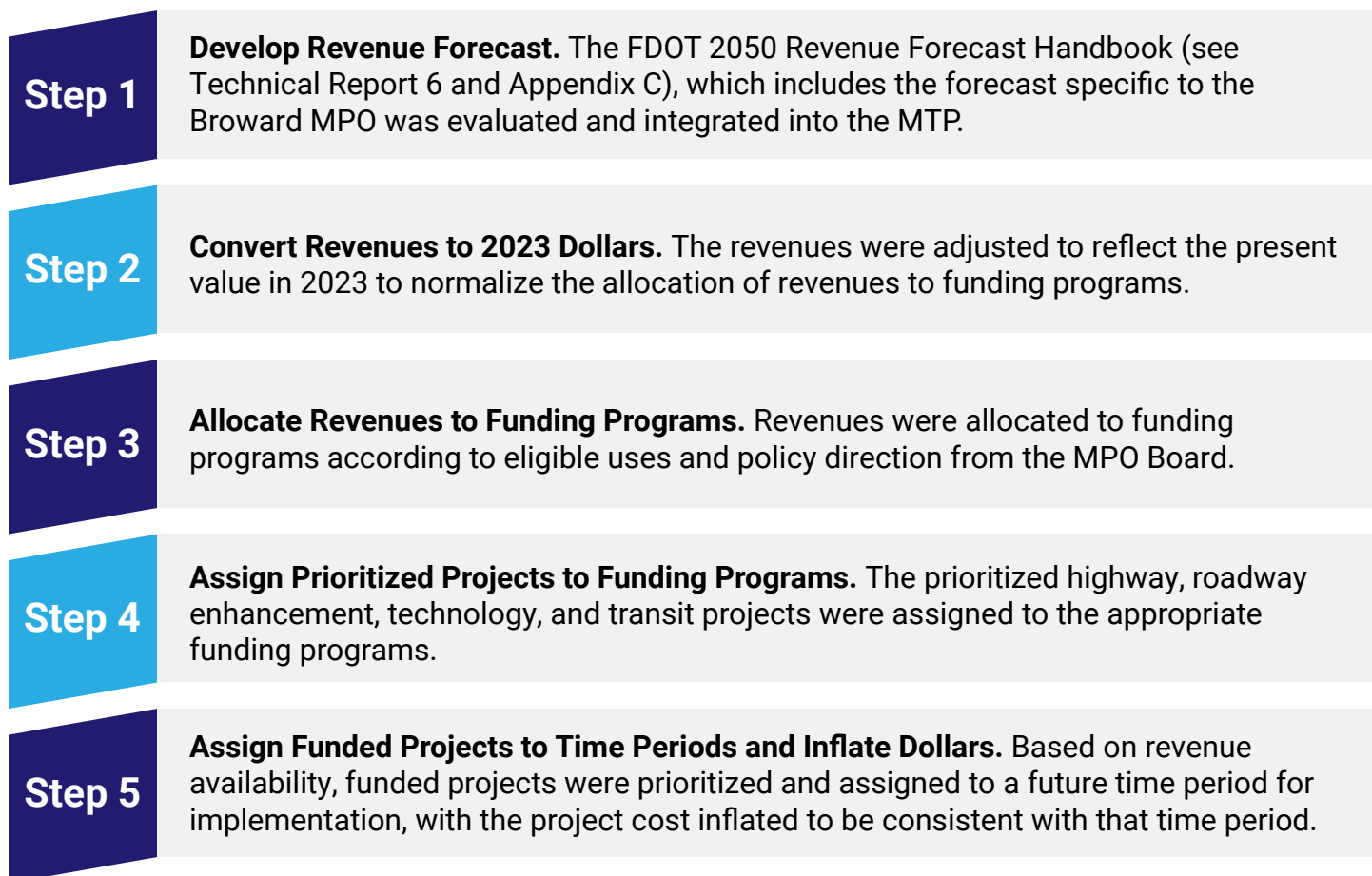
Investment in a transportation system that serves the needs of residents, business owners, and visitors to Broward County is the key responsibility of the Broward MPO. For Route to 2050, the MPO continued the complementary funding strategy developed for Commitment 2045, meaning that funds are allocated to “complement” the available state and county funds, ensuring that priorities are addressed.

Five-Step Approach

The five-step approach developed for Commitment 2045 was continued for the development of Route to 2050. This approach ensures that the financial resources of the MPO are allocated to the six funding programs in a manner that corresponds to the policy direction of the MPO Board while remaining consistent with the eligible uses of each funding source.

This five-step process is summarized as follows:

Figure 7-1: Five step approach



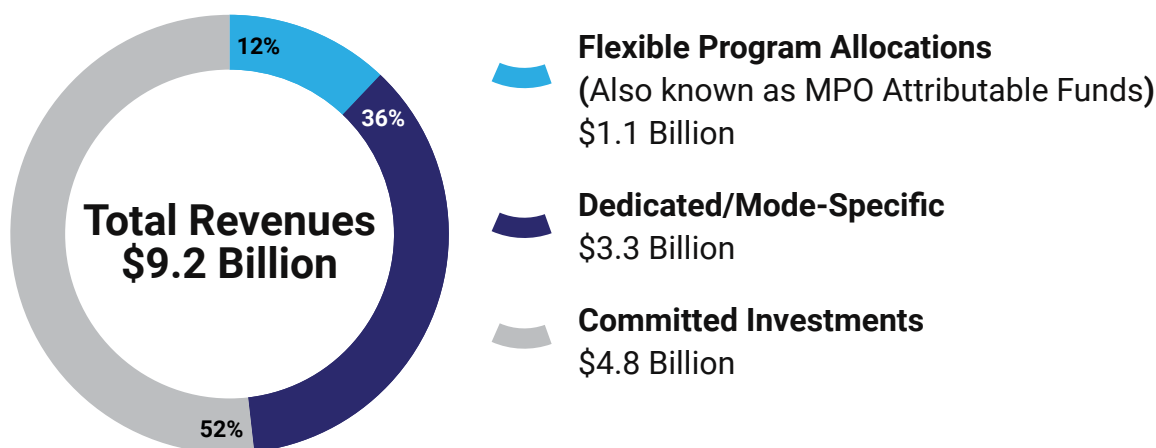
Additional information about the application of this approach is provided in the remainder of this chapter and in Technical Report 14, Financially Feasible Plan.

Funding

Financial Resources

Between 2025 and 2050, an estimated \$9.2 billion is available to fund Route to 2050 improvements. The initial five years (2025 to 2029) of Route to 2050 reflect the MPO's adopted and committed Transportation Improvement Program (TIP). This means the first five years of the plan are projects that are either starting construction or advancing towards the construction phase. Additional funding was allocated through 2050 for the TIP projects that were not completed in the first five years. After accounting for the funding necessary to complete existing project commitments listed in the TIP, the remaining years (2030 to 2050) of the plan reflect the transportation improvements that can be funded with revenues that are reasonably expected to be available over this time period.

Figure 7-2: Total revenues



Key observations about these revenues are as follows:

\$4.8 billion is committed to transportation improvements over the next five years consistent with the MPO's currently adopted TIP (FY 2025 to FY 2029).
BrowardMPO.org/core-products/transportation-improvement-program-tip

An estimated \$4.4 billion in state and federal revenues is forecast to be available from 2030–2050.

\$3.3 billion is designated by law or policy for mode-specific transportation improvements. This includes revenues dedicated to the Strategic Intermodal System, Federal Transportation Alternatives Program, and investments in the transit system. While the MPO's ability to allocate these revenues across MTP Funding Programs is limited, the MTP prioritization process does influence investment in specific projects.

The remaining \$1.1 billion has the flexibility to be allocated across the MTP Funding Programs based on the technical analyses and policy decisions of the Broward MPO.

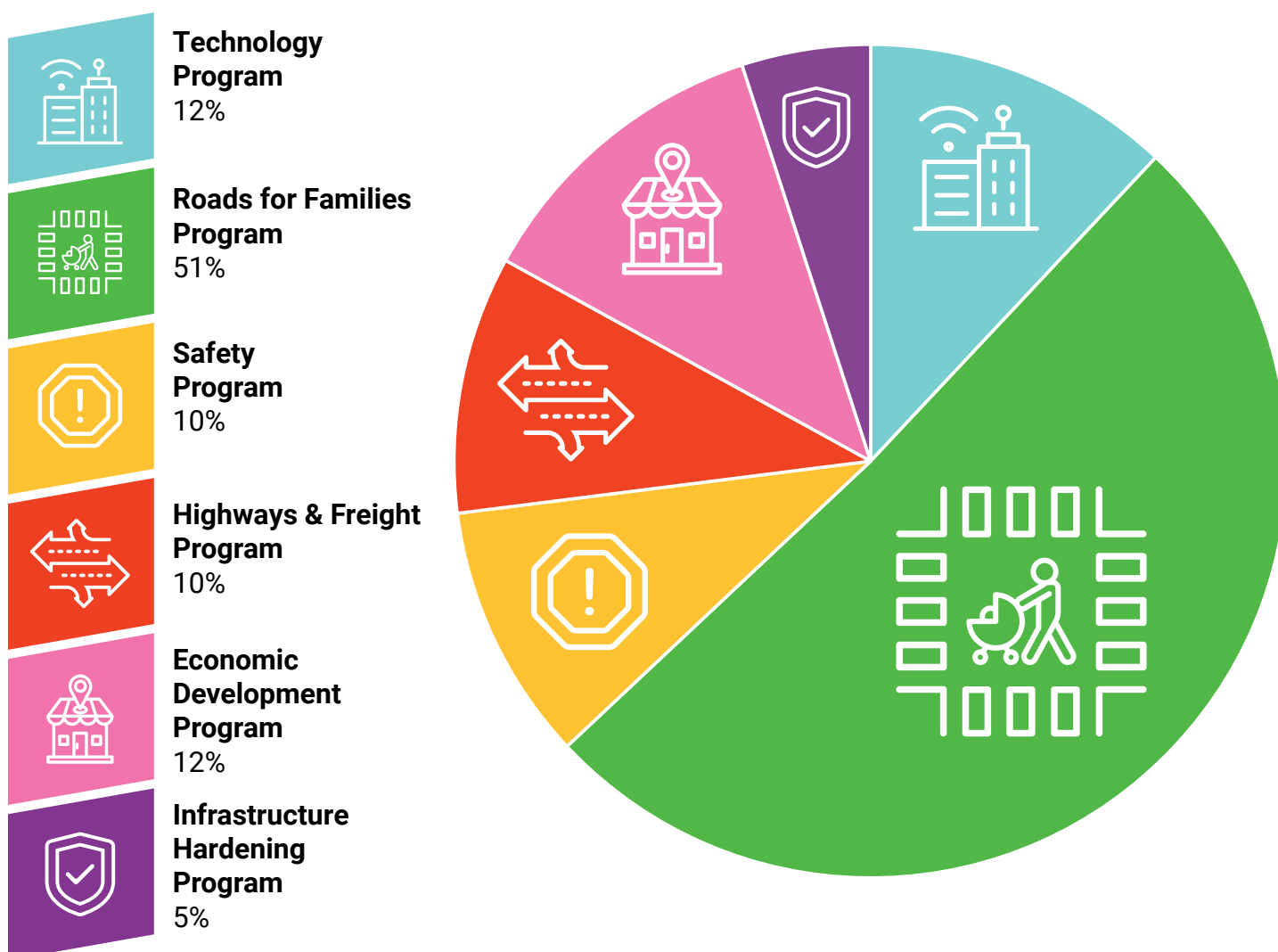
Funding

MPO Attributable Funds

MPO Attributable Funds (also known as Flexible Program Allocations) are federal transportation funds that an MPO like the Broward MPO directly controls and allocates to transportation projects within its region. These funds come from various federal sources and are distributed to MPOs to support projects that align with regional priorities, such as improving safety, reducing congestion, enhancing mobility, and supporting sustainability.

The MPO works with local governments, transportation agencies, and the public to decide which projects should receive these funds, ensuring that the investments meet both short-term needs and long-term goals. Essentially, MPO attributable funds give the organization the ability to prioritize and advance critical transportation improvements in its area. Based on MPO Board policy decisions, the MPO attributable funds have been distributed between the six MTP funding programs as follows:

Figure 7-3: MPO Attributable Funds Percentages



Funding

Strategic Intermodal System

Section 339.64, F.S. provides for the development of a SIS Plan with, among other things, a needs assessment, a project prioritization process, and a finance plan including both 10-year and 20-year cost feasible components. Subsection 339.65(4) requires that FDOT develop and maintain a plan for SIS roadway corridor projects anticipated to be constructed within a period of at least 20 years. The SIS Policy Plan provides direction for updating SIS first and second five-year plans, the SIS Cost Feasible Plan (CFP), and the SIS Unfunded Needs Plan.

FDOT plans for the SIS in coordination with the state's MPOs and other partners. MPOs plan for integrated metropolitan transportation systems in coordination with FDOT and other partners and give emphasis to facilities that serve national, state, and regional transportation functions (23 U.S.C. 134, 49 U.S.C. 5303, F.S. 339.175). Subsection 339.175(1), F.S. notes that facilities that serve national, state, and regional transportation functions include facilities on the SIS. Multiple performance measures established under the MAP-21/FAST Act, for which FDOT and the MPOs set targets, apply to SIS facilities.

Projects in the SIS CFP focus on highways, as FDOT and modal partners have not been able to identify cost-feasible projects beyond the FDOT work program sufficiently to include them in the SIS CFP. Revenue projections relevant to the identification of cost-feasible SIS projects for the SIS 2050 CFP and 2050 LRTPs for the 27 MPOs in Florida are in the FDOT 2050 Revenue Forecast. Right-of-way and construction phases for projects in the SIS 2050 CFP are funded out of the for statewide estimate for SIS All Modes as one of the capacity programs covered by the forecast. Project development and preliminary engineering phases for those projects are funded out of the forecast's statewide estimate for Product Support, a non-capacity program. A portion of the statewide estimate for SIS All Modes is in modal reserves which are available for modes other than highways for specific projects that will be identified and selected in the future. SIS first five-year plans include a statewide modal section. This section in the SIS First Five-Year Plan (FY 2024/2025-FY 2028/2029) includes aviation, spaceport, rail, seaport, transit, and capacity improvements.

The projects in the FDOT District 4 section of the SIS 2050 CFP reflect use of multiple sources (studies, long range transportation plans, and other plans, etc.), input from District staff and consultants with working knowledge of SIS facilities, consultations with MPOs, application of District and State-level project prioritization processes, and consideration of factors such as constructability and the ability of corridors to function in relation to one another (e.g., I-95 and SR-80). The design phases for the projects are timed so they can inform each other and set the stage for funding of subsequent phases. Construction phase cost estimates are inflated to the middle year of the applicable time band.

Funding

The SIS CFP is a key source for projects programmed by FDOT in the SIS first and second five-year plans updated annually. The SIS First Five-Year Plan (FY 2023/2024–FY 2027/2028) and the SIS Second Five-Year Plan (FY 2028/2029–FY 2032/2033) are posted on the FDOT website at [fdot.gov/planning/systems/sis/plans.shtm](https://www.fdot.gov/planning/systems/sis/plans.shtm)

2050 Cost Feasible Plan

Using the approach previously described, revenues were allocated to the six funding programs. Funding from each of the six programs was allocated to the prioritized projects assigned to the program to determine how many projects could be funded. Where appropriate, projects were funded by phase across multiple time bands. Additional information about each funding program is provided in Tables 7-1 through 7-7, with each table summarized briefly below.



Table 7-1: Financial Summary by Funding Program

This table provides a summary of revenues, costs, and fund balance for each funding program in the 2050 Cost Feasible Plan.



Table 7-2: 2050 Technology Plan

Includes funded projects and funding set-aside for projects to be identified through the MPO’s three-tiered technology program.



Table 7-3: 2050 Roads for Families Plan

Includes projects on state and non-state roadways and the project cost by phase in 2023 and YOE dollars.



Table 7-4: 2050 Safety Plan

Includes funded projects and funding set-aside for projects to be identified in the Broward Safety Action Plan, which will include state and non-state roadways.



Table 7-5: 2050 Highways & Freight Plan

Includes projects on state and non-state roadways and the project cost by phase in 2023 and YOE dollars.



Table 7-6: 2050 Economic Development Plan

Includes projects on existing and proposed transit corridors and the project cost by phase in 2023 and YOE dollars.



Table 7-7: 2050 Infrastructure Hardening Plan







Includes studies for priority Infrastructure Hardening corridors and mast arm installation projects, with the costs in 2023 and YOE dollars.

Funding

How to Read the Cost Feasible Plan

To assist readers with understanding the information presented in the Cost Feasible Plan tables, Figure 7-4 provides an example project with a key explaining the different components of the table.

Figure 7-4: How to Read the Cost Feasible Plan

Phase		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: FL016		NE 15th Ave over S Fork of Middle River Bridge				     	
Project Length: 0.03		FM#:		Funding Source: Federal			
Type of Work: Bridge		Additional Work Type Bike Lane/Sidewalk			Program: Highways & Freight		
The reinforced concrete piles have spalls, delaminations and cracks with corrosion staining and/or exposed corroded reinforcing steel. Piles will require jackets with galvanic anodes. Concrete element repairs.							
PE	\$2,233,000	\$0	\$2,590,280	\$0	\$0	\$0	\$2,590,280
CST	\$10,150,000	\$0	\$0	\$13,905,500	\$0	\$0	\$13,905,500
Total Cost:	\$12,383,000	\$0	\$2,590,280	\$13,905,500	\$0	\$0	\$16,495,780
Municipality: Fort Lauderdale, Wilton Manors		Ownership: Local		Project Sponsor: Fort Lauderdale			

Legend

- 1** Present Day Cost
- 2** Project ID
- 3** Work Mixes
- 4** Scope
- 5** Municipality the Project Crosses
- 6** Roadway Ownership
- 7** Funding Program for the Project
- 8** Route Markers
- 9** Total Estimated Project Cost in Years of Expenditure
- 10** Agency Who Submitted the Project

Unfunded Needs Plan

The Unfunded Needs Plan “takes into account current and future transportation needs without consideration of financial constraints. While not required by Federal regulation, a Needs Plan can aid in inventorying a region’s transportation needs to prioritize which projects should be funded to achieve a more efficient and interconnected transportation system.” [FDOT MPO Program Management Handbook 4.3.3]. The total cost of unfunded needs amounts to \$4,546,114,555. A detailed breakdown of unfunded projects by program can be found in Appendix D.

Partner Agency Unfunded Needs Plan

A Partner Agency Unfunded Needs Plan can be found in Appendix E and reflects the priority projects identified by Port Everglades and Broward County Transit that align with their specific goals but remain unfunded. Including these plans in the MTP ensures a comprehensive understanding of regional transportation needs, supports coordination among agencies, and strengthens grant applications and policy advocacy by showcasing a unified vision for regional improvements.

Funding

Table 7-1: 2050 Cost Feasible Plan Financial Summary by Funding Program (2025-2050)

Technology Program						
Project ID	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Revenues	\$18,172,253	\$69,158,138	\$21,731,108	\$20,773,308	\$39,531,628	\$169,366,435
Costs	\$18,172,253	\$68,517,639	\$21,709,648	\$20,740,020	\$32,911,454	\$162,051,014
Balance	\$0	\$640,499	\$21,460	\$33,288	\$6,620,174	\$7,315,421
Cumulative Balance	\$0	\$640,499	\$661,959	\$695,247	\$7,315,42	\$7,315,421
Percent Expended	100.0%	99.1%	99.9%	99.8%	83.3%	95.7%
Roads for Families Program						
Project ID	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Revenues	\$56,451,990	\$86,948,525	\$97,097,758	\$99,004,858	\$195,677,278	\$535,180,409
Costs	\$56,451,990	\$85,630,061	\$95,585,677	\$100,886,790	\$196,344,574	\$534,899,092
Balance	\$0	\$1,318,464	\$1,512,081	(\$1,881,932)	(\$667,296)	\$281,317
Cumulative Balance	\$0	\$1,318,464	\$2,830,545	\$948,613	\$281,317	\$281,317
Percent Expended	100.0%	98.5%	98.4%	101.9%	98.5%	99.9%
Safety Program						
Project ID	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Revenues	\$21,309,771	\$16,238,203	\$28,021,355	\$28,482,355	\$57,392,555	\$151,444,239
Costs	\$21,309,771	\$16,238,203	\$28,021,355	\$28,482,355	\$57,392,555	\$151,444,239
Balance	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Balance	\$0	\$0	\$0	\$0	\$0	\$0
Percent Expended	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Highways & Freight Program						
Project ID	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Revenues	\$1,507,746,420	\$1,970,899,024	\$852,665,741	\$1,198,365,555	\$1,323,799,288	\$6,853,476,028
Costs	\$1,507,746,420	\$1,967,461,777	\$858,492,985	\$1,194,794,117	\$1,323,724,730	\$6,852,220,029
Balance	\$0	\$3,437,247	(\$5,827,244)	\$3,571,734	\$74,558	\$1,255,999
Cumulative Balance	\$0	\$3,437,247	(\$2,389,997)	\$1,181,441	\$1,255,999	\$1,255,999
Percent Expended	100.0%	99.%	100.7%	99.7%	100.0%	100.0%

Funding

Economic Development Program						
Project ID	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Revenues	\$306,898,002	\$761,758,983	\$85,696,508	\$90,020,308	\$185,279,528	\$1,429,653,329
Costs	\$306,898,002	\$757,974,706	\$81,100,759	\$89,940,039	\$185,084,267	\$1,420,997,773
Balance	\$0	\$3,784,277	\$4,595,749	\$80,269	\$195,261	\$8,655,556
Cumulative Balance	\$0	\$3,784,277	\$8,838,026	\$8,460,295	\$8,655,556	\$8,655,556
Percent Expended	100.0%	99.5%	94.6%	99.9%	99.9%	99.4%

Infrastructure Hardening Program						
Project ID	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Revenues	\$150,000	\$2,582,549	\$9,763,416	\$10,609,616	\$21,304,456	\$44,410,037
Costs	\$150,000	\$1,577,714	\$8,813,662	\$10,188,998	\$19,766,173	\$40,496,547
Balance	\$0	\$1,004,835	\$949,754	\$420,618	\$1,538,283	\$3,913,490
Cumulative Balance	\$0	\$1,004,835	\$1,954,589	\$2,375,207	\$3,913,490	\$3,913,490
Percent Expended	100.0%	61.1%	90.3%	96.0%	92.8%	91.2%

Plan Total						
Project ID	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Revenues	\$1,910,728,436	\$2,907,585,422	\$1,094,975,886	\$1,447,256,000	\$1,822,984,733	\$9,183,530,477
Costs	\$1,910,728,436	\$2,897,400,100	\$1,093,724,086	\$1,445,032,319	\$1,815,223,753	\$9,162,108,694
Balance	\$0	\$10,185,322	\$1,251,800	\$2,223,681	\$7,760,980	\$21,421,783
Cumulative Balance	\$0	\$10,185,322	\$11,437,122	\$13,660,803	\$21,421,783	\$21,421,783
Percent Expended	100.0%	99.6%	99.9%	99.8%	99.6%	99.8%

Figures 7-5 to 7-10 illustrate the projects for each funding program that are included in the Cost Feasible Plan. This includes projects from the TIP. Figure 7-7, Highways & Freight Plan, includes projects from the the currently adopted (July 2024) SIS first and second five-year plans and the SIS 2050 SIS Cost Feasible Plan.

Funding

Technology Program



Investing in technology to support electric and connected vehicle initiatives, intelligent transportation systems, and real-time data and monitoring.

Number of Projects:

36

Types of Projects:

Electric Infrastructure
TSM&O
Digital Twin

Total Funding: **\$162 Million**

These projects will address existing and future transportation challenges and create a more hardened and responsive network.

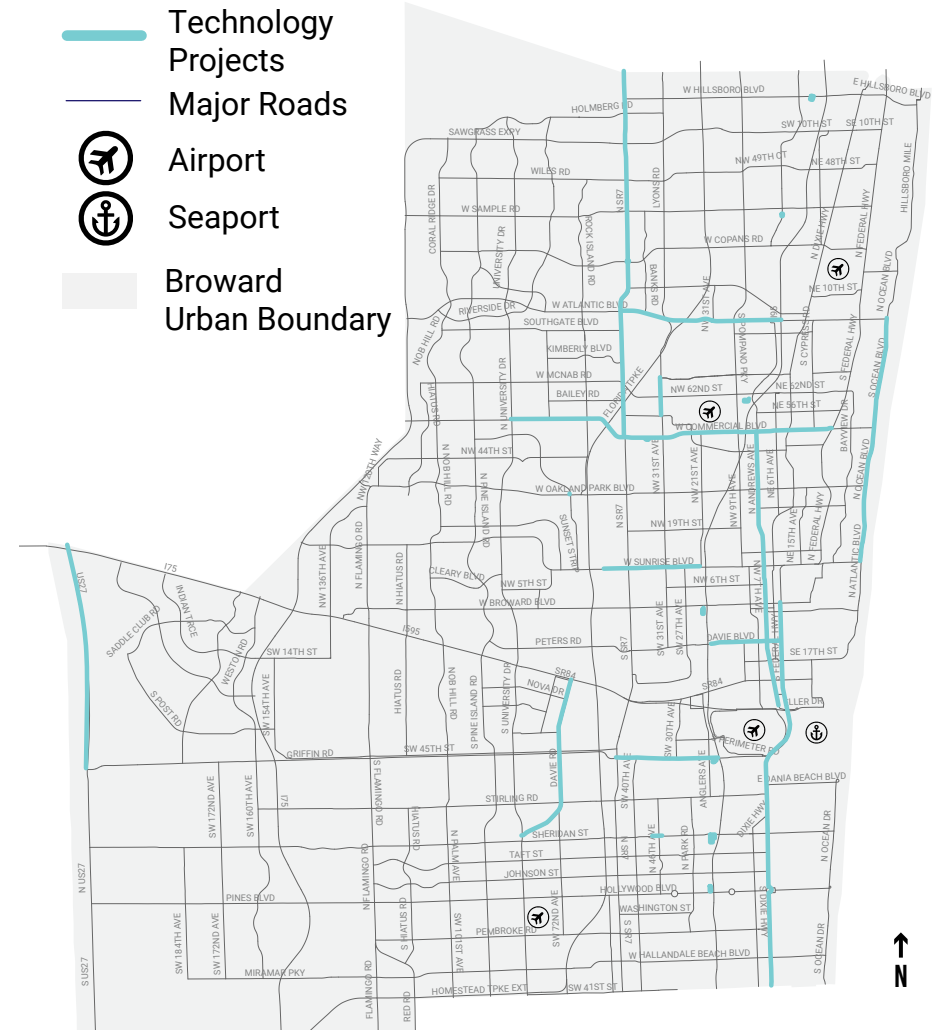
Program:



Emphasis Areas:

































Figure 7-5: 2050 Technology Plan

































Broward MPO Route to 2050 MTP Cost Feasible Plan (Funds are in Year of Expenditure)



















Table 7-2: 2050 Technology Plan

















Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total			
Technology											
MTP ID: T1052	ADVANCED WRONG WAY DETECTION SYSTEM - BROWARD										
Project Length:	0.08		FM#: 4515971			Funding Source:			State		
Type of Work:	ITS COMMUNICATION SYSTEM		Additional Work Type			Program:			Technology		
CST	\$2,723,677	\$0	\$3,159,466	\$0	\$0	\$0	\$0	\$3,159,466			
Total Cost:	\$2,723,677	\$0	\$3,159,466	\$0	\$0	\$0	\$0	\$3,159,466			
Municipality:		Various		Ownership:			State, County, Local			Project Sponsor:	
MTP ID: T1406	DISTRICTWIDE ADVANCED WRONG WAY DRIVING DETECTION SYSTEM										
Project Length:	0.01		FM#: 4531551			Funding Source:			State		
Type of Work:	ITS COMMUNICATION SYSTEM		Additional Work Type			Program:			Technology		
PE	\$485,576	\$505,000	\$0	\$0	\$0	\$0	\$0	\$505,000			
CST	\$1,971,014	\$0	\$2,286,377	\$0	\$0	\$0	\$0	\$2,286,377			
Total Cost:	\$2,456,590	\$505,000	\$2,286,377	\$0	\$0	\$0	\$0	\$2,791,377			
Municipality:		Various		Ownership:			State			Project Sponsor:	
MTP ID: T1447	EV CHARGING GAP INTERSTATE 95(SR9) - PHASE 1										
Project Length:	0.02		FM#: 4442592			Funding Source:			State		
Type of Work:	ELECTRIC VEHICLE CHARGING		Additional Work Type			Program:			Technology		
Other	\$5,499,999	\$5,720,000	\$0	\$0	\$0	\$0	\$0	\$5,720,000			
Total Cost:	\$5,499,999	\$5,720,000	\$0	\$0	\$0	\$0	\$0	\$5,720,000			
Municipality:		Oakland Park		Ownership:			State			Project Sponsor:	











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Technology									
MTP ID: ITS EQUIPMENT REPLACEMENT CONSULTANT/ GRANT									
TI228									
Project Length: 0.04			FM#: 4461581		Funding Source: State				
Type of Work: ITS COMMUNICATION SYSTEM			Additional Work Type		Program: Technology				
Other	\$2,722,210	\$2,831,099	\$0	\$0	\$0	\$0	\$2,831,099		
Total Cost:	\$2,722,210	\$2,831,099	\$0	\$0	\$0	\$0	\$2,831,099		
Municipality: Various			Ownership: State, County, Local		Project Sponsor:				
MTP ID: ITS EQUIPMENT REPLACEMENT CONSULTANT/ GRANT									
TI229									
Project Length: 0.07			FM#: 4461582		Funding Source: State				
Type of Work: ITS COMMUNICATION SYSTEM			Additional Work Type		Program: Technology				
Other	\$2,475,625	\$0	\$2,871,725	\$0	\$0	\$0	\$2,871,725		
Total Cost:	\$2,475,625	\$0	\$2,871,725	\$0	\$0	\$0	\$2,871,725		
Municipality: Various			Ownership: State, County, Local		Project Sponsor:				
MTP ID: REGIONAL TRANSPORTATION MANAGEMENT CENTER									
TI272									
Project Length: 0.01			FM#: 4538821		Funding Source: State				
Type of Work: TRAFFIC MANAGEMENT CENTERS			Additional Work Type		Program: Technology				
CST	\$431,034	\$0	\$500,000	\$0	\$0	\$0	\$500,000		
Total Cost:	\$431,034	\$0	\$500,000	\$0	\$0	\$0	\$500,000		
Municipality: Oakland Park			Ownership: State, County, Local		Project Sponsor:				
















Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Technology										
MTP ID: TI053	SR 816 (OAKLAND PARK BLVD) AT NW 56TH AVENUE - INVERRARY BOULEVARD					 !	 !	 !	 !	 !
Project Length: 0.02			FM#: 4531421			Funding Source: Federal				
Type of Work: TRAFFIC SIGNAL UPDATE			Additional Work Type			Program: Technology				
PE	\$172,277	\$179,169	\$0	\$0	\$0	\$0	\$179,169			
CST	\$793,696	\$0	\$920,689	\$0	\$0	\$0	\$920,689			
<hr/>										
Total Cost:	\$965,973	\$179,169	\$920,689	\$0	\$0	\$0	\$1,099,858			
Municipality: Lauderdale			Ownership: Local			Project Sponsor:				
MTP ID: TI025	SR-25/US-27 FR N OF SR-818/GRIFFIN RD TO N OF SAWGRASS RECREATION PK					 !	 !	 !	 !	 !
Project Length: 8.16			FM#: 4498191			Funding Source: State				
Type of Work: RESURFACING			Additional Work Type			Program: Technology				
CST	\$16,150,764	\$0	\$18,734,889	\$0	\$0	\$0	\$18,734,889			
<hr/>										
Total Cost:	\$16,150,764	\$0	\$18,734,889	\$0	\$0	\$0	\$18,734,889			
Municipality: Weston			Ownership: State			Project Sponsor:				
MTP ID: TI048	SR-7/US-441 AT ROYAL PALM BLVD/COPANS ROAD					 !	 !	 !	 !	 !
Project Length: 0.17			FM#: 4492821			Funding Source: State				
Type of Work: TRAFFIC SIGNAL UPDATE			Additional Work Type			Program: Technology				
CST	\$3,443,697	\$3,581,446	\$0	\$0	\$0	\$0	\$3,581,446			
<hr/>										
Total Cost:	\$3,443,697	\$3,581,446	\$0	\$0	\$0	\$0	\$3,581,446			
Municipality: Margate			Ownership: State, County			Project Sponsor:				


















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Technology							
MTP ID: TI067	SR-736/DAVIE BLVD FROM SR-9/I-95 TO SR-5/US-1				 !  !  !  !  !		
Project Length:	1.85	FM#: 4441181			Funding Source: State		
Type of Work:	ATMS - ARTERIAL TRAFFIC MGMT	Additional Work Type			Program: Technology		
CST	\$2,477,978	\$0	\$2,874,456	\$0	\$0	\$0	\$2,874,456
Total Cost:	\$2,477,978	\$0	\$2,874,456	\$0	\$0	\$0	\$2,874,456
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor:		
MTP ID: TI175	SR-814/ATLANTIC BLVD FROM SR-7/US-441 TO SR-9/I-95				 !  !  !  !  !		
Project Length:	4.31	FM#: 4441191			Funding Source: State		
Type of Work:	ATMS - ARTERIAL TRAFFIC MGMT	Additional Work Type			Program: Technology		
CST	\$4,393,156	\$0	\$5,096,063	\$0	\$0	\$0	\$5,096,063
Total Cost:	\$4,393,156	\$0	\$5,096,063	\$0	\$0	\$0	\$5,096,063
Municipality: Coconut Creek, Margate, Pompano Beach		Ownership: State			Project Sponsor:		
MTP ID: TI172	SR-822/SHERIDAN STREET AT NORTH 46TH AVENUE				   !  !  !		
Project Length:	0.26	FM#: 4417701			Funding Source: State		
Type of Work:	TRAFFIC SIGNAL UPDATE	Additional Work Type			Program: Technology		
ROW	\$42,825	\$44,538	\$0	\$0	\$0	\$0	\$44,538
Total Cost:	\$42,825	\$44,538	\$0	\$0	\$0	\$0	\$44,538
Municipality: Hollywood		Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Technology							
MTP ID:	SR-838/W SUNRISE BLVD FROM NW 47 AV TO W OF I-95 OVERPASS						
TI209							
Project Length: 2.55		FM#: 4498211			Funding Source: State		
Type of Work: RESURFACING		Additional Work Type			Program: Technology		
PE	\$10,228	\$10,638	\$0	\$0	\$0	\$0	\$10,638
CST	\$8,315,507	\$0	\$9,645,990	\$0	\$0	\$0	\$9,645,990
Total Cost:	\$8,325,735	\$10,638	\$9,645,990	\$0	\$0	\$0	\$9,656,628
Municipality: Lauderdale, Plantation		Ownership: State			Project Sponsor:		
MTP ID:	SR-870/COMMERCIAL BLVD FROM SR-817/UNIVERSITY DRIVE TO SR-5/US-1						
TI173							
Project Length: 8.75		FM#: 4419441			Funding Source: State		
Type of Work: ATMS - ARTERIAL TRAFFIC MGMT		Additional Work Type			Program: Technology		
CST	\$92,120	\$95,805	\$0	\$0	\$0	\$0	\$95,805
Total Cost:	\$92,120	\$95,805	\$0	\$0	\$0	\$0	\$95,805
Municipality: Tamarac, Fort Lauderdale, Oakland Park		Ownership: State			Project Sponsor:		
MTP ID:	SR-93/I-75 (ALLIGATOR ALLEY MP 18.075 - MP 45.361)						
TI273							
Project Length: 0.13		FM#: 4534131			Funding Source: State		
Type of Work: OTHER ITS		Additional Work Type			Program: Technology		
PE	\$1,706,896	\$0	\$1,980,000	\$0	\$0	\$0	\$1,980,000
CST	\$14,437,972	\$0	\$16,748,048	\$0	\$0	\$0	\$16,748,048
Total Cost:	\$16,144,868	\$0	\$18,728,048	\$0	\$0	\$0	\$18,728,048
Municipality: Sunrise, Weston, Davie		Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total			
Technology											
MTP ID: TI446	SR-93/I-75 Electric PROGRAM - PHASE 1										
Project Length:	0.03		FM#: 4442591			Funding Source: State					
Type of Work:	ELECTRIC VEHICLE CHARGING		Additional Work Type			Program: Technology					
Other	\$2,999,999	\$3,120,000	\$0	\$0	\$0	\$0	\$3,120,000				
Total Cost:	\$2,999,999	\$3,120,000	\$0	\$0	\$0	\$0	\$3,120,000				
Municipality:	Miramar, Pembroke, Pines, Southwest Ranches, Davie, Weston		Ownership: State			Project Sponsor:					
MTP ID: TI407	TRAFFIC OPS IMPROVEMENT										
Project Length:	0.01		FM#: 4538241			Funding Source: State					
Type of Work:	OTHER ITS		Additional Work Type			Program: Technology					
Other	\$484,307	\$503,680	\$0	\$0	\$0	\$0	\$503,680				
Total Cost:	\$484,307	\$503,680	\$0	\$0	\$0	\$0	\$503,680				
Municipality:	Various		Ownership: State, County, Local			Project Sponsor:					
MTP ID: TI408	TRAFFIC OPS IMPROVEMENT										
Project Length:	0.01		FM#: 4538251			Funding Source: State					
Type of Work:	OTHER ITS		Additional Work Type			Program: Technology					
Other	\$484,307	\$503,680	\$0	\$0	\$0	\$0	\$503,680				
Total Cost:	\$484,307	\$503,680	\$0	\$0	\$0	\$0	\$503,680				
Municipality:	Various		Ownership: State, County, Local			Project Sponsor:					











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total							
Technology														
MTP ID: TI409	TRAFFIC OPS IMPROVEMENT													
Project Length: 0.01	FM#: 4538261			Funding Source: State										
Type of Work: OTHER ITS	Additional Work Type			Program: Technology										
Other	\$1,035,767	\$1,077,198	\$0	\$0	\$0	\$0	\$1,077,198							
Total Cost:	\$1,035,767	\$1,077,198	\$0	\$0	\$0	\$0	\$1,077,198							
Municipality: Various	Ownership: State, County, Local			Project Sponsor:										
MTP ID: FD012	Andrew Ave from Commercial Blvd to I-595					!		!		!		!		!
Project Length: 0.80	FM#:			Funding Source: Federal										
Type of Work: TSM&O	Additional Work Type			Program: Technology										
Project scope will include various ATMS deployment based on the TSM&O strategies identified in the 2021 FDOT District 4 TSM&O Master Plan. Infrastructure deployment may include, but not limited to, fiber communications network, CCTV camera for full covera														
PE	\$1,060,400	\$0	\$1,230,064	\$0	\$0	\$0	\$1,230,064							
CST	\$4,820,000	\$0	\$0	\$6,603,400	\$0	\$0	\$6,603,400							
Total Cost:	\$5,880,400	\$0	\$1,230,064	\$6,603,400	\$0	\$0	\$7,833,464							
Municipality: Wilton Manors, Fort Lauderdale, Lazy Lake, Oakland Park	Ownership: County			Project Sponsor: FDOT TSM&O										






Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Technology							
MTP ID: FD011	Davie Rd from University Dr to SR 84 WB/I-595				 !  !  !  !  !		
Project Length: 1.50	FM#:			Funding Source: Federal			
Type of Work: TSM&O	Additional Work Type			Program: Technology			
Project scope will include various ATMS deployment based on the TSM&O strategies identified in the 2021 FDOT District 4 TSM&O Master Plan. Infrastructure deployment may include, but not limited to, fiber communications network, CCTV camera for full covera							
PE	\$684,200	\$0	\$793,672	\$0	\$0	\$0	\$793,672
CST	\$3,110,000	\$0	\$0	\$4,260,700	\$0	\$0	\$4,260,700
Total Cost:	\$3,794,200	\$0	\$793,672	\$4,260,700	\$0	\$0	\$5,054,372
Municipality: Hollywood, Davie		Ownership: County			Project Sponsor: FDOT TSM&O		
MTP ID: BM121	Digital Twin				    		
Project Length:	FM#:			Funding Source: Federal/State			
Type of Work: Technology	Additional Work Type			Program: Technology			
Start up and maintenance of a Digital Twin.							
Other	\$500,000	\$0	\$580,000	\$0	\$0	\$0	\$580,000
Total Cost:	\$500,000	\$0	\$580,000	\$0	\$0	\$0	\$580,000
Municipality: Countywide		Ownership: State, County, Local			Project Sponsor: Broward MPO		
MTP ID: BM125	Electric Infrastructure - Cypress Creek Station				    		
Project Length:	FM#:			Funding Source: State			
Type of Work: Park and Ride Lots	Additional Work Type Technology			Program: Technology			
Install electric infrastructure. Property is owned by SFRTA.							
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		






Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total			
Technology										
MTP ID: BM128	Electric Infrastructure - Deerfield Beach Station									
Project Length:		FM#:			Funding Source: State					
Type of Work: Park and Ride Lots		Additional Work Type Technology			Program: Technology					
Install electric infrastructure. Property is owned by SFRTA.										
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700			
<hr/>										
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700			
<hr/>										
Municipality: Deerfield Beach		Ownership: State			Project Sponsor: Broward MPO					
<hr/>										
MTP ID: BM131	Electric Infrastructure - Deerfield Beach Station									
Project Length:		FM#:			Funding Source: State					
Type of Work: Park and Ride Lots		Additional Work Type Technology			Program: Technology					
Install electric infrastructure. Property is owned by FDOT.										
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700			
<hr/>										
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700			
<hr/>										
Municipality: Deerfield Beach		Ownership: State			Project Sponsor: Broward MPO					
<hr/>										
MTP ID: BM126	Electric Infrastructure - Fort Lauderdale Airport Station									
Project Length:		FM#:			Funding Source: State					
Type of Work: Park and Ride Lots		Additional Work Type Technology			Program: Technology					
Install electric infrastructure. Property is owned by SFRTA.										
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700			
<hr/>										
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700			
<hr/>										
Municipality: Dania Beach		Ownership: State			Project Sponsor: Broward MPO					

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Technology							
MTP ID:	Electric Infrastructure - Fort Lauderdale Airport Station (FDOT)						
BM129							
Project Length:							
Type of Work:	Park and Ride Lots						
<i>Install electric infrastructure. Property is owned by Dania Beach.</i>							
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700
Municipality: Dania Beach		Ownership: Local			Project Sponsor: Broward MPO		
MTP ID:	Electric Infrastructure - Fort Lauderdale Station						
BM130							
Project Length:							
Type of Work:	Park and Ride Lots						
<i>Install electric infrastructure. Property is owned by FDOT.</i>							
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		
MTP ID:	Electric Infrastructure - Hollywood Station						
BM132							
Project Length:							
Type of Work:	Park and Ride Lots						
<i>Install electric infrastructure. Property is owned by FDOT.</i>							
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700
Municipality: Hollywood		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Technology							
MTP ID:	Electric Infrastructure - Pompano Beach Station						
BM127							
Project Length:							
Type of Work:	Park and Ride Lots						
<i>Install electric infrastructure. Property is owned by SFRTA.</i>							
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700	\$1,946,700
Municipality: Pompano Beach		Ownership: State			Project Sponsor: Broward MPO		
MTP ID:	Electric Infrastructure - Sheridan Station						
BM133							
Project Length:							
Type of Work:	Park and Ride Lots						
<i>Install electric infrastructure. Property is owned by FDOT.</i>							
Other	\$945,000	\$0	\$1,096,200	\$0	\$0	\$0	\$1,096,200
Total Cost:	\$945,000	\$0	\$1,096,200	\$0	\$0	\$0	\$1,096,200
Municipality: Hollywood		Ownership: State			Project Sponsor: Broward MPO		
MTP ID:	NW 31st Avenue Multimodal Corridor						
FL013							
Project Length:	0.50						
Type of Work:	TSM&O						
<i>Implementation of the NW 31st Avenue Mobility project developed through the plan. Explore the future feasibility of a lane elimination between Cypress Creek Rd to McNab Rd based on the volumes. Traffic calming and improved mobility. The installation of a</i>							
PE	\$230,479	\$0	\$0	\$315,756	\$0	\$0	\$315,756
CST	\$1,047,634	\$0	\$0	\$0	\$0	\$2,158,126	\$2,158,126
Total Cost:	\$1,278,113	\$0	\$0	\$315,756	\$0	\$2,158,126	\$2,473,882
Municipality: Fort Lauderdale		Ownership: County			Project Sponsor: Fort Lauderdale		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Technology							
MTP ID:	SR 736/Davie Blvd from US 441/SR 7 to I-95				 !  !  !   !		
FD006							
Project Length:	2.00	FM#:		Funding Source: State			
Type of Work:	TSM&O	Additional Work Type		Program: Technology			
Project scope will include various ATMS deployment based on the TSM&O strategies identified in the 2021 FDOT District 4 TSM&O Master Plan. Infrastructure deployment may include, but not limited to, fiber communications network, CCTV camera for full covera							
PE	\$874,940	\$0	\$0	\$1,198,668	\$0	\$0	\$1,198,668
CST	\$3,977,000	\$0	\$0	\$5,448,490	\$0	\$0	\$5,448,490
<hr/>							
Total Cost:	\$4,851,940	\$0	\$0	\$6,647,158	\$0	\$0	\$6,647,158
Municipality: Hollywood, Dania Beach, Davie		Ownership: State			Project Sponsor: FDOT TSM&O		
MTP ID:	SR A1A from Atlantic Blvd to Sunrise Blvd				 !  !  !  !  !		
FD009							
Project Length:	1.10	FM#:		Funding Source: State			
Type of Work:	TSM&O	Additional Work Type		Program: Technology			
Project scope will include various ATMS deployment based on the TSM&O strategies identified in the 2021 FDOT District 4 TSM&O Master Plan. Infrastructure deployment may include, but not limited to, fiber communications network, CCTV camera for full covera							
PE	\$1,328,800	\$0	\$0	\$0	\$0	\$2,737,328	\$2,737,328
CST	\$6,040,000	\$0	\$0	\$0	\$0	\$12,442,400	\$12,442,400
<hr/>							
Total Cost:	\$7,368,800	\$0	\$0	\$0	\$0	\$15,179,728	\$15,179,728
Municipality: Lauderdale-by-the-Sea, Pompano Beach, Fort Lauderdale, Sea Ranch Lakes		Ownership: State			Project Sponsor: FDOT TSM&O		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Technology							
MTP ID: FD003	US 1/SR 5 from Miami-Dade County Line to Broward Blvd				 !  !  !  !  !		
Project Length: 10.50	FM#:		Funding Source: State				
Type of Work: TSM&O	Additional Work Type		Program: Technology				
Project scope will include various ATMS deployment based on the TSM&O strategies identified in the 2021 FDOT District 4 TSM&O Master Plan. Infrastructure deployment may include, but not limited to, fiber communications network, CCTV camera for full covera							
PE	\$1,448,480	\$0	\$0	\$1,984,418	\$0	\$0	\$1,984,418
CST	\$6,584,000	\$0	\$0	\$0	\$10,600,240	\$0	\$10,600,240
Total Cost:	\$8,032,480	\$0	\$0	\$1,984,418	\$10,600,240	\$0	\$12,584,658
Municipality: Broward County, Hallandale Beach, Hollywood, Aventura, Dania Beach, Fort Lauderdale		Ownership: State			Project Sponsor: FDOT TSM&O		

MTP ID: FD008	US 441/SR 7 from SR 870/Commercial Blvd to Palm Beach County Line				 !  !  !  !  !		
Project Length: 9.80	FM#:		Funding Source: State				
Type of Work: TSM&O	Additional Work Type		Program: Technology				
Project scope will include various ATMS deployment based on the TSM&O strategies identified in the 2021 FDOT District 4 TSM&O Master Plan. Infrastructure deployment may include, but not limited to, fiber communications network, CCTV camera for full covera							
PE	\$1,385,560	\$0	\$0	\$1,898,217	\$0	\$0	\$1,898,217
CST	\$6,298,000	\$0	\$0	\$0	\$10,139,780	\$0	\$10,139,780
Total Cost:	\$7,683,560	\$0	\$0	\$1,898,217	\$10,139,780	\$0	\$12,037,997
Municipality: Broward County, Tamarac, Margate, Coconut Creek, North Lauderdale		Ownership: State			Project Sponsor: FDOT TSM&O		

Total Program Revenues:	\$18,172,253	\$69,158,138	\$21,731,108	\$20,773,308	\$39,531,628	\$169,366,435
Total Program Cost:	\$18,172,253	\$68,517,639	\$21,709,648	\$20,740,020	\$32,911,454	\$162,051,014
Program Revenue Remaining:	\$0	\$640,499	\$21,460	\$33,288	\$6,620,174	\$7,315,420

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Funding

Roads for Families Program



Bicycle and Pedestrian projects to address local and regional gaps in the network.

Number of Projects:

60

Types of Projects:

Roadway Enhancement
Bike Lanes
Sidewalks

Total Funding: **\$535 Million**

This program also includes funding for Roads for Economic Vitality, a competitive grant program that provides funding to municipalities.

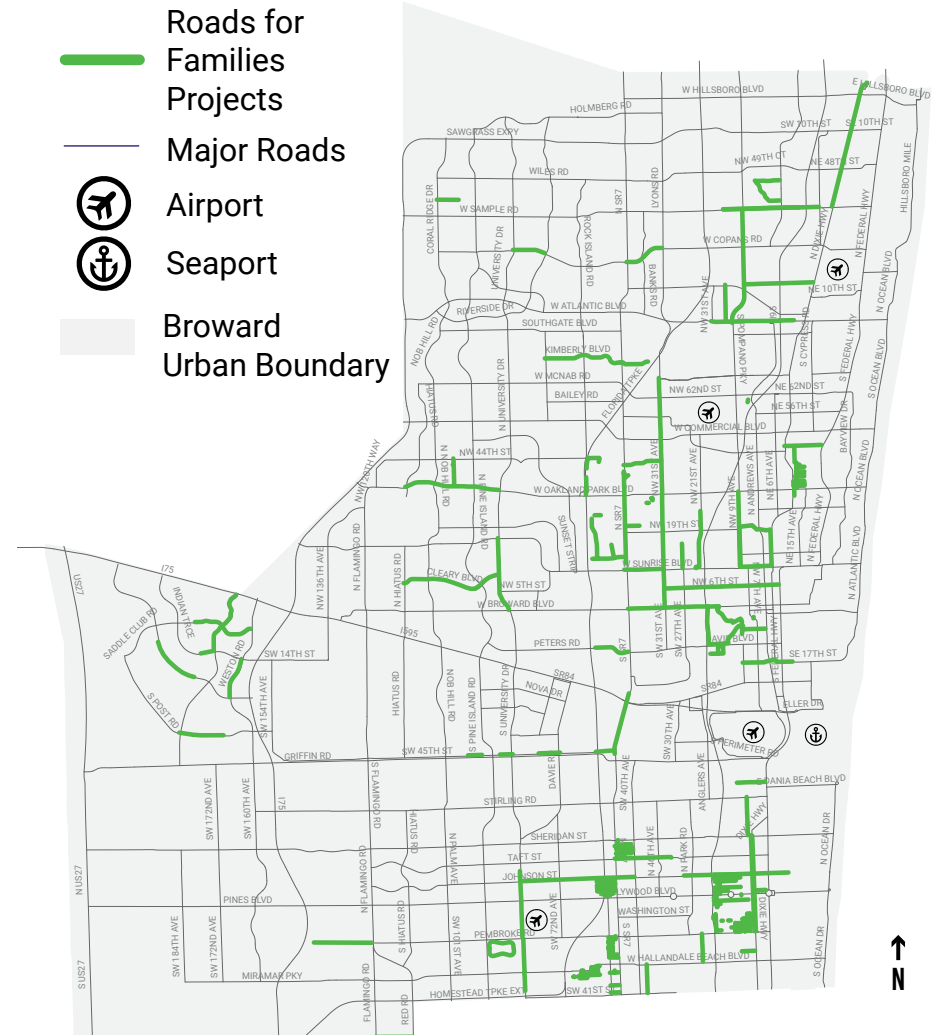
Program:



Emphasis Areas:

































Figure 7-6: 2050 Roads for Families Plan
























Broward MPO Route to 2050 MTP Cost Feasible Plan (Funds are in Year of Expenditure)
















Table 7-3: 2050 Roads for Families Plan
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Roads for Families									
MTP ID: BM185	Roads for Economic Vitality Projects								
Project Length:	0.00	FM#: 0			Funding Source: Federal				
Type of Work:	Bike Lane/Sidewalk	Additional Work Type			Program: Roads for Families				
Transportation Alternatives funding set-aside for identificaiton of future projects									
Other	\$56,350,000	\$0	\$4,518,000	\$22,590,000	\$22,590,000	\$45,180,000	\$94,878,000		
Total Cost:	\$56,350,000	\$0	\$4,518,000	\$22,590,000	\$22,590,000	\$45,180,000	\$94,878,000		
Municipality: Countywide		Ownership:			Project Sponsor: Broward MPO				
MTP ID: TI342	A.C. PERRY K-8 SCHOOL - MULTIPLE LOCATIONS								
Project Length:	2.29	FM#: 4465521			Funding Source: Federal				
Type of Work:	SIDEWALK	Additional Work Type			Program: Roads for Families				
CST	\$1,007,716	\$1,048,025	\$0	\$0	\$0	\$0	\$1,048,025		
Total Cost:	\$1,007,716	\$1,048,025	\$0	\$0	\$0	\$0	\$1,048,025		
Municipality: Miramar		Ownership: Local			Project Sponsor:				
MTP ID: TI351	BONAVENTURE BLVD. FROM INDIAN TRACE TO SR-84								
Project Length:	1.74	FM#: 4439521			Funding Source: Federal				
Type of Work:	BIKE LANE/SIDEWALK	Additional Work Type			Program: Roads for Families				
CST	\$2,311,369	\$0	\$2,681,189	\$0	\$0	\$0	\$2,681,189		
Total Cost:	\$2,311,369	\$0	\$2,681,189	\$0	\$0	\$0	\$2,681,189		
Municipality: Weston		Ownership: Local			Project Sponsor:				
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families							
MTP ID: TI224	BROWARD MPO ROADS FOR FAMILIES MASTER PLAN				 !  !  !  !  !		
Project Length: 7.33	FM#: 4463771			Funding Source: Federal/State			
Type of Work: FEASIBILITY STUDY	Additional Work Type			Program: Roads for Families			
PDE	\$730,768	\$760,000	\$0	\$0	\$0	\$0	\$760,000
Total Cost:	\$730,768	\$760,000	\$0	\$0	\$0	\$0	\$760,000
Municipality: Pompano Beach, Deerfield Beach, Fort Lauderdale		Ownership: State, Local			Project Sponsor:		
MTP ID: TI376	C-13 Canal Trail from Hiatus Greenway to East of University Dr.				 !  !  !   !		
Project Length: 2.52	FM#: 4508311			Funding Source: Federal			
Type of Work: BIKE LANE/SIDEWALK	Additional Work Type			Program: Roads for Families			
PE	\$1,193,103	\$0	\$1,384,000	\$0	\$0	\$0	\$1,384,000
CST	\$10,100,000	\$0	\$0	\$0	\$16,261,000	\$0	\$16,261,000
Total Cost:	\$11,293,103	\$0	\$1,384,000	\$0	\$16,261,000	\$0	\$17,645,000
Municipality: Sunrise		Ownership: County			Project Sponsor:		
MTP ID: TI357	CITY OF DEERFIELD BEACH VARIOUS LOCATIONS				     !		
Project Length: 1.60	FM#: 4455291			Funding Source: Federal			
Type of Work: BIKE LANE/SIDEWALK	Additional Work Type			Program: Roads for Families			
CST	\$2,016,827	\$0	\$2,339,520	\$0	\$0	\$0	\$2,339,520
Total Cost:	\$2,016,827	\$0	\$2,339,520	\$0	\$0	\$0	\$2,339,520
Municipality: Deerfield Beach		Ownership: Local			Project Sponsor:		



















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families							
MTP ID:	CITY OF HOLLYWOOD - VARIOUS LOCATIONS						
TI361							
Project Length: 2.23			FM#: 4455341		Funding Source: Federal		
Type of Work: SIDEWALK			Additional Work Type		Program: Roads for Families		
PE	\$271,058	\$281,902	\$0	\$0	\$0	\$0	\$281,902
CST	\$1,436,560	\$0	\$1,666,410	\$0	\$0	\$0	\$1,666,410
Total Cost:	\$1,707,618	\$281,902	\$1,666,410	\$0	\$0	\$0	\$1,948,312
Municipality: Hollywood			Ownership: County, Local		Project Sponsor:		
MTP ID:	CITY OF HOLLYWOOD SIDEWALK AT VARIOUS LOCATIONS						
TI381							
Project Length: 9.65			FM#: 4533391		Funding Source: Federal		
Type of Work: BIKE PATH/TRAIL			Additional Work Type		Program: Roads for Families		
PE	\$390,501	\$0	\$452,982	\$0	\$0	\$0	\$452,982
CST	\$3,827,783	\$0	\$346,440	\$4,834,905	\$0	\$0	\$5,181,345
Total Cost:	\$4,218,284	\$0	\$799,422	\$4,834,905	\$0	\$0	\$5,634,327
Municipality: Hollywood			Ownership: Local		Project Sponsor:		
MTP ID:	CITY OF LAUDERHILL VARIOUS LOCATIONS						
TI374							
Project Length: 2.32			FM#: 4507831		Funding Source: Federal		
Type of Work: BIKE LANE/SIDEWALK			Additional Work Type		Program: Roads for Families		
PE	\$129,474	\$0	\$150,190	\$0	\$0	\$0	\$150,190
CST	\$1,171,758	\$0	\$1,359,239	\$0	\$0	\$0	\$1,359,239
Total Cost:	\$1,301,232	\$0	\$1,509,429	\$0	\$0	\$0	\$1,509,429
Municipality: Lauderhill			Ownership: Local		Project Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total					
Roads for Families												
MTP ID: CITY OF MIRAMAR COMPLETE STREETS PHASE IV												
TI352												
Project Length: 0.00			FM#: 4439771			Funding Source: Federal						
Type of Work: SIDEWALK			Additional Work Type			Program: Roads for Families						
CST	\$1,056,753	\$0	\$1,225,834	\$0	\$0	\$0	\$0	\$1,225,834				
Total Cost:	\$1,056,753	\$0	\$1,225,834	\$0	\$0	\$0	\$0	\$1,225,834				
Municipality: Miramar			Ownership: Local			Project Sponsor:						
MTP ID: CITY OF WESTON VARIOUS LOCATIONS												
TI307												
Project Length: 4.00			FM#: 4482881			Funding Source: Federal						
Type of Work: SIDEWALK			Additional Work Type			Program: Roads for Families						
PE	\$681,611	\$2,500	\$787,881	\$0	\$0	\$0	\$0	\$790,381				
CST	\$3,982,662	\$0	\$4,619,889	\$0	\$0	\$0	\$0	\$4,619,889				
Total Cost:	\$4,664,273	\$2,500	\$5,407,770	\$0	\$0	\$0	\$0	\$5,410,270				
Municipality: Weston			Ownership: Local			Project Sponsor:						
MTP ID: CITYWIDE SIDEWALK IMPROVEMENTS IN LAUDERDALE LAKES												
TI371												
Project Length: 1.95			FM#: 4497161			Funding Source: Federal						
Type of Work: SIDEWALK			Additional Work Type			Program: Roads for Families						
PE	\$263,946	\$2,500	\$303,390	\$0	\$0	\$0	\$0	\$305,890				
CST	\$863,995	\$0	\$1,002,235	\$0	\$0	\$0	\$0	\$1,002,235				
Total Cost:	\$1,127,941	\$2,500	\$1,305,625	\$0	\$0	\$0	\$0	\$1,308,125				
Municipality: Lauderdale Lakes			Ownership: Local			Project Sponsor:						
















Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total							
Roads for Families															
MTP ID: TI347	DAVIE BLVD EXTENTION/PETERS ROAD FROM SW 51TH AVE TO SR-7/US-441						!		!		!		!		!
Project Length: 0.94			FM#: 4439481			Funding Source: Federal									
Type of Work: BIKE LANE/SIDEWALK			Additional Work Type			Program: Roads for Families									
CST	\$2,763,378	\$2,873,915	\$0	\$0	\$0	\$0	\$2,873,915								
Total Cost:	\$2,763,378	\$2,873,915	\$0	\$0	\$0	\$0	\$2,873,915								
Municipality: Plantation			Ownership: County			Project Sponsor:									
MTP ID: TI346	FLORANADA ROAD FROM SR-811/DIXIE HWY TO SR-5/US-1/FEDERAL HWY						!		!		!		!		!
Project Length: 0.98			FM#: 4415811			Funding Source: Federal									
Type of Work: SIDEWALK			Additional Work Type			Program: Roads for Families									
CST	\$2,374,674	\$2,469,663	\$0	\$0	\$0	\$0	\$2,469,663								
Total Cost:	\$2,374,674	\$2,469,663	\$0	\$0	\$0	\$0	\$2,469,663								
Municipality: Oakland Park			Ownership: Local			Project Sponsor:									
MTP ID: TI308	HONEY HILL DR FROM FLAMINGO RD TO SW 55 ST						!		!		!		!		!
Project Length: 0.99			FM#: 4482901			Funding Source: Federal									
Type of Work: BIKE PATH/TRAIL			Additional Work Type			Program: Roads for Families									
PE	\$269,491	\$2,500	\$309,822	\$0	\$0	\$0	\$312,322								
CST	\$756,949	\$0	\$878,062	\$0	\$0	\$0	\$878,062								
Total Cost:	\$1,026,440	\$2,500	\$1,187,884	\$0	\$0	\$0	\$1,190,384								
Municipality: Miramar			Ownership: Local			Project Sponsor:									

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families								
MTP ID: TI304	Johnson St from N 35th Ave to N 30th Rd & N 21st Ave to N 14th Ave					 !  !  !  !  !		
Project Length: 2.76			FM#: 4455181			Funding Source: Federal		
Type of Work: BIKE LANE/SIDEWALK			Additional Work Type			Program: Roads for Families		
CST	\$1,684,237	\$1,751,608	\$0	\$0	\$0	\$0	\$1,751,608	
Total Cost:	\$1,684,237	\$1,751,608	\$0	\$0	\$0	\$0	\$1,751,608	
Municipality: Hollywood			Ownership: Local			Project Sponsor:		
MTP ID: TI303	MIRAMAR COMPLETE STREETS PHASE III					   !   !		
Project Length: 2.55			FM#: 4439451			Funding Source: Federal		
Type of Work: SIDEWALK			Additional Work Type			Program: Roads for Families		
CST	\$2,668,180	\$2,774,909	\$0	\$0	\$0	\$0	\$2,774,909	
Total Cost:	\$2,668,180	\$2,774,909	\$0	\$0	\$0	\$0	\$2,774,909	
Municipality: Miramar			Ownership: Local			Project Sponsor:		
MTP ID: TI373	NE 12TH TERR ROADWAY IMPROVEMENTS					     !		
Project Length: 0.62			FM#: 4497181			Funding Source: Federal		
Type of Work: SIDEWALK			Additional Work Type			Program: Roads for Families		
PE	\$426,911	\$2,500	\$492,429	\$0	\$0	\$0	\$494,929	
CST	\$1,093,041	\$0	\$1,267,928	\$0	\$0	\$0	\$1,267,928	
Total Cost:	\$1,519,952	\$2,500	\$1,760,357	\$0	\$0	\$0	\$1,762,857	
Municipality: Oakland Park			Ownership: Local			Project Sponsor:		
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Roads for Families									
MTP ID: TI064	NE 13TH IMPROVEMENTS VARIOUS LOCATIONS - CITY OF OAKLAND PARK				 !		 !	 !	 !
Project Length:	2.51	FM#: 4449981			Funding Source:			Federal	
Type of Work:	BIKE LANE/SIDEWALK	Additional Work Type			Program:			Roads for Families	
CST	\$5,349,932	\$5,563,931	\$0	\$0	\$0	\$0	\$5,563,931		
Total Cost:	\$5,349,932	\$5,563,931	\$0	\$0	\$0	\$0	\$5,563,931		
Municipality: Oakland Park		Ownership: Local			Project Sponsor:				
MTP ID: TI372	NEW SIDEWALKS VARIOUS LOCATIONS IN HOLLYWOOD'S GRACEWOOD NEIGHBORHOOD								 !
Project Length:	3.71	FM#: 4497171			Funding Source:			Federal	
Type of Work:	SIDEWALK	Additional Work Type			Program:			Roads for Families	
PE	\$292,360	\$2,500	\$336,350	\$0	\$0	\$0	\$338,850		
CST	\$1,731,116	\$0	\$2,008,095	\$0	\$0	\$0	\$2,008,095		
Total Cost:	\$2,023,476	\$2,500	\$2,344,445	\$0	\$0	\$0	\$2,346,945		
Municipality: Hollywood		Ownership: Local			Project Sponsor:				
MTP ID: TI355	NORTH 22ND/SW 12TH AVENUE FROM SHERIDAN STREET TO STIRLING ROAD								 !
Project Length:	1.02	FM#: 4455261			Funding Source:			Federal	
Type of Work:	BIKE LANE/SIDEWALK	Additional Work Type			Program:			Roads for Families	
CST	\$3,530,646	\$0	\$4,095,551	\$0	\$0	\$0	\$4,095,551		
Total Cost:	\$3,530,646	\$0	\$4,095,551	\$0	\$0	\$0	\$4,095,551		
Municipality: Hollywood, Dania Beach		Ownership: Local			Project Sponsor:				
















Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total			
Roads for Families											
MTP ID: TI358	NORTHWEST 39TH STREET FROM CORAL RIDGE DRIVE TO NORTHWEST 110TH AVENUE										
Project Length:	0.58		FM#: 4455311			Funding Source:			Federal		
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type			Program:			Roads for Families		
PE	\$316,287	\$328,940	\$0		\$0	\$0	\$0	\$328,940			
CST	\$1,664,339	\$0	\$1,930,634		\$0	\$0	\$0	\$1,930,634			
Total Cost:	\$1,980,626	\$328,940	\$1,930,634		\$0	\$0	\$0	\$2,259,574			
Municipality: Coral Springs			Ownership: Local			Project Sponsor:					
MTP ID: TI356	NORTHWEST 3RD STREET FROM NORTHWEST 6TH AVENUE TO DIXIE HIGHWAY										
Project Length:	0.35		FM#: 4455271			Funding Source:			Federal/State		
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type			Program:			Roads for Families		
CST	\$2,383,994	\$0	\$2,765,434		\$0	\$0	\$0	\$2,765,434			
Total Cost:	\$2,383,994	\$0	\$2,765,434		\$0	\$0	\$0	\$2,765,434			
Municipality: Hallandale Beach			Ownership: State, Local			Project Sponsor:					
MTP ID: TI360	NORTHWEST 94TH AVENUE FROM NORTHWEST 44TH STREET TO 57TH STREET										
Project Length:	0.74		FM#: 4455331			Funding Source:			Federal		
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type			Program:			Roads for Families		
PE	\$355,914	\$370,152	\$0		\$0	\$0	\$0	\$370,152			
CST	\$1,146,534	\$0	\$1,329,980		\$0	\$0	\$0	\$1,329,980			
Total Cost:	\$1,502,448	\$370,152	\$1,329,980		\$0	\$0	\$0	\$1,700,132			
Municipality: Sunrise			Ownership: Local			Project Sponsor:					







Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total							
Roads for Families														
MTP ID: TI348	NW 1ST ST FROM BRYAN ROAD TO SR-5/US-1													
Project Length:	0.75	FM#: 4439491			Funding Source:			Federal/State						
Type of Work:	BIKE LANE/SIDEWALK	Additional Work Type			Program:			Roads for Families						
CST	\$2,343,954	\$0	\$2,718,987	\$0	\$0	\$0	\$2,718,987							
Total Cost:	\$2,343,954	\$0	\$2,718,987	\$0	\$0	\$0	\$2,718,987							
Municipality: Dania Beach		Ownership: State, County			Project Sponsor:									
MTP ID: TI380	NW 41 STREET FROM SR-7/US-441 TO NW 31 AVE													
Project Length:	1.01	FM#: 4533381			Funding Source:			Federal/State						
Type of Work:	BIKE LANE/SIDEWALK	Additional Work Type			Program:			Roads for Families						
PE	\$202,258	\$0	\$234,620	\$0	\$0	\$0	\$234,620							
CST	\$1,531,972	\$0	\$1,777,087	\$0	\$0	\$0	\$1,777,087							
Total Cost:	\$1,734,230	\$0	\$2,011,707	\$0	\$0	\$0	\$2,011,707							
Municipality: Lauderdale Lakes		Ownership: State, Local			Project Sponsor:									
MTP ID: TI349	ORANGE DRIVE FROM SW 92ND AVENUE TO SW 67th AVENUE													
Project Length:	1.28	FM#: 4439501			Funding Source:			Federal/State						
Type of Work:	BIKE LANE/SIDEWALK	Additional Work Type			Program:			Roads for Families						
CST	\$696,006	\$0	\$807,367	\$0	\$0	\$0	\$807,367							
Total Cost:	\$696,006	\$0	\$807,367	\$0	\$0	\$0	\$807,367							
Municipality: Davie		Ownership: State, County			Project Sponsor:									






Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Roads for Families										
MTP ID: TI365	PEMBROKE PARK VARIOUS LOCATIONS					 !	 !	 !	 !	 !
Project Length:	1.50		FM#: 4482871			Funding Source: Federal				
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type			Program: Roads for Families				
PE	\$387,649	\$403,155	\$0	\$0	\$0	\$0	\$403,155			
CST	\$2,228,297	\$0	\$2,584,825	\$0	\$0	\$0	\$2,584,825			
Total Cost:	\$2,615,946	\$403,155	\$2,584,825	\$0	\$0	\$0	\$2,987,980			
Municipality: Pembroke Park		Ownership: Local			Project Sponsor:					
MTP ID: TI370	PEMBROKE RD FROM SW 145TH AVE TO FLAMINGO ROAD					 !	 !	 !	 !	 !
Project Length:	1.53		FM#: 4496901			Funding Source: Federal				
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type			Program: Roads for Families				
PE	\$928,157	\$965,285	\$0	\$0	\$0	\$0	\$965,285			
CST	\$6,461,399	\$0	\$7,495,223	\$0	\$0	\$0	\$7,495,223			
Total Cost:	\$7,389,556	\$965,285	\$7,495,223	\$0	\$0	\$0	\$8,460,508			
Municipality: Pembroke Pines		Ownership: Local			Project Sponsor:					
MTP ID: TI366	ROYAL PALM BLVD FROM EAST UNIVERSITY DRIVE TO RIVERSIDE DRIVE					 !	 !	 !	 !	 !
Project Length:	0.86		FM#: 4495591			Funding Source: Federal				
Type of Work:	PEDESTRIAN SAFETY IMPROVEMENT		Additional Work Type			Program: Roads for Families				
CST	\$1,642,241	\$0	\$1,905,000	\$0	\$0	\$0	\$1,905,000			
Total Cost:	\$1,642,241	\$0	\$1,905,000	\$0	\$0	\$0	\$1,905,000			
Municipality: Coral Springs		Ownership: Local			Project Sponsor:					









Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total						
Roads for Families														
MTP ID: TI359	SADDLE CLUB ROAD FROM WEST OF LAKEVIEW DRIVE TO WESTON ROAD													
Project Length:	1.67		FM#: 4455321			Funding Source: Federal								
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type			Program: Roads for Families								
PE	\$372,599	\$387,503	\$0	\$0	\$0	\$0	\$387,503							
CST	\$1,982,777	\$0	\$2,300,022	\$0	\$0	\$0	\$2,300,022							
Total Cost:	\$2,355,376	\$387,503	\$2,300,022	\$0	\$0	\$0	\$2,687,525							
Municipality: Weston		Ownership: Local			Project Sponsor:									
MTP ID: TI353	SHADY BANKS AND TARPON RIVER NEIGHBORHOOD VARIOUS LOCATIONS													
Project Length:	1.74		FM#: 4439781			Funding Source: Federal								
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type			Program: Roads for Families								
CST	\$1,595,758	\$0	\$1,851,080	\$0	\$0	\$0	\$1,851,080							
Total Cost:	\$1,595,758	\$0	\$1,851,080	\$0	\$0	\$0	\$1,851,080							
Municipality: Fort Lauderdale		Ownership: County, Local			Project Sponsor:									
MTP ID: TI362	SHERMAN CIRCLE FROM JODI LANE TO JODI LANE													
Project Length:	1.87		FM#: 4455351			Funding Source: Federal								
Type of Work:	BIKE PATH/TRAIL		Additional Work Type			Program: Roads for Families								
PE	\$334,039	\$347,401	\$0	\$0	\$0	\$0	\$347,401							
CST	\$1,775,349	\$0	\$2,059,405	\$0	\$0	\$0	\$2,059,405							
Total Cost:	\$2,109,388	\$347,401	\$2,059,405	\$0	\$0	\$0	\$2,406,806							
Municipality: Miramar		Ownership: County, Local			Project Sponsor:									

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Roads for Families										
MTP ID: TI066	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 2					 !	 !	 !	 !	 !
Project Length:	2.69		FM#: 4295763			Funding Source: State				
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type			Program: Roads for Families				
CST	\$5,489,660	\$5,709,248	\$0	\$0	\$0	\$0	\$5,709,248			
Total Cost:	\$5,489,660	\$5,709,248	\$0	\$0	\$0	\$0	\$5,709,248			
Municipality: Davie		Ownership: State			Project Sponsor:					
MTP ID: TI344	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 5					 !	 !	 !	 !	
Project Length:	1.07		FM#: 4295765			Funding Source: Federal				
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type			Program: Roads for Families				
CST	\$114,507	\$119,088	\$0	\$0	\$0	\$0	\$119,088			
Total Cost:	\$114,507	\$119,088	\$0	\$0	\$0	\$0	\$119,088			
Municipality: Margate, Coconut Creek		Ownership: County			Project Sponsor:					
MTP ID: TI302	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 6					 !	 !	 !	 !	 !
Project Length:	2.88		FM#: 4295766			Funding Source: Federal				
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type			Program: Roads for Families				
CST	\$5,736,525	\$5,948,319	\$19,708	\$0	\$0	\$0	\$5,968,027			
Total Cost:	\$5,736,525	\$5,948,319	\$19,708	\$0	\$0	\$0	\$5,968,027			
Municipality: North Lauderdale		Ownership: Local			Project Sponsor:					











Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Roads for Families										
MTP ID: TI345	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 9					 !	 !	 !	 !	 !
Project Length: 2.00			FM#: 4295769			Funding Source: Federal				
Type of Work: BIKE LANE/SIDEWALK			Additional Work Type			Program: Roads for Families				
CST	\$94,579	\$98,363	\$0	\$0	\$0	\$0	\$98,363			
Total Cost:	\$94,579	\$98,363	\$0	\$0	\$0	\$0	\$98,363			
Municipality: Davie			Ownership: Local			Project Sponsor:				
MTP ID: TI028	SR-817/UNIVERSITY DR FR N. OF SR-824/PEMBROKE RD TO N. OF JOHNSON ST					 !	 !	 !	 !	 !
Project Length: 1.75			FM#: 4435971			Funding Source: State				
Type of Work: BIKE LANE/SIDEWALK			Additional Work Type			Program: Roads for Families				
CST	\$24,311,019	\$24,238,083	\$1,166,000	\$0	\$0	\$0	\$25,404,083			
Total Cost:	\$24,311,019	\$24,238,083	\$1,166,000	\$0	\$0	\$0	\$25,404,083			
Municipality: Pembroke Pines			Ownership: State			Project Sponsor:				
MTP ID: TI063	SR-834/SAMPLE RD. FROM BLOUNT RD TO NE 3RD AVE.					 !	 !	 !	 !	 !
Project Length: 2.00			FM#: 4514061			Funding Source: State				
Type of Work: BIKE LANE/SIDEWALK			Additional Work Type			Program: Roads for Families				
PE	\$650,861	\$0	\$755,000	\$0	\$0	\$0	\$755,000			
CST	\$8,209,152	\$0	\$0	\$11,246,538	\$0	\$0	\$11,246,538			
Total Cost:	\$8,860,013	\$0	\$755,000	\$11,246,538	\$0	\$0	\$12,001,538			
Municipality: Pompano Beach			Ownership: State			Project Sponsor:				











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total					
Roads for Families												
MTP ID: TI375	TYLER ST FROM NW 21 AVE TO N YOUNG CIRCLE											
Project Length:	0.31	FM#: 4507901			Funding Source: Federal							
Type of Work:	BIKE LANE/SIDEWALK	Additional Work Type			Program: Roads for Families							
PE	\$257,803	\$0	\$299,052	\$0	\$0	\$0	\$299,052					
CST	\$4,564,042	\$0	\$0	\$6,252,738	\$0	\$0	\$6,252,738					











Total Cost:	\$4,821,845	\$0	\$299,052	\$6,252,738	\$0	\$0	\$6,551,790					
Municipality: Hollywood		Ownership: Local			Project Sponsor:							
MTP ID: TI354	UTOPIA DRIVE FROM RIVIERA BOULEVARD TO PEMBROKE ROAD											
Project Length:	1.36	FM#: 4455241			Funding Source: Federal							
Type of Work:	BIKE PATH/TRAIL	Additional Work Type			Program: Roads for Families							
CST	\$1,012,182	\$0	\$1,174,133	\$0	\$0	\$0	\$1,174,133					











Total Cost:	\$1,012,182	\$0	\$1,174,133	\$0	\$0	\$0	\$1,174,133					
Municipality: Miramar		Ownership: Local			Project Sponsor:							
MTP ID: BM057	Atlantic Blvd from NW 31 Ave to NW 6th Ave											
Project Length:	2.20	FM#:			Funding Source: Federal/State							
Type of Work:	Bike Lane/Sidewalk	Additional Work Type			Program: Roads for Families							
Sidewalk, Transit Amenity Improvements, pedestrian lighting												
PE	\$1,542,509	\$0	\$1,789,310	\$0	\$0	\$0	\$1,789,310					
CST	\$10,517,105	\$0	\$12,199,841	\$0	\$0	\$0	\$12,199,841					











Total Cost:	\$12,059,614	\$0	\$13,989,151	\$0	\$0	\$0	\$13,989,151					
Municipality: Pompano Beach		Ownership: State, Local			Project Sponsor: Broward MPO							











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families							
MTP ID: PL005	Cleary Road - Long Term Improvements				 !   !  !  !		
Project Length:	0.08	FM#: 4496781		Funding Source: Federal			
Type of Work:	Bike Path/Trail (off road)	Additional Work Type		Safety Project	Program: Roads for Families		
This project spans from the C-42 canal, which would have a new pedestrian bridge crossing from the area of the City known as the "acres" to University Drive. The project provides for quick build features including a lane diet, which would facilitate the installation of a shared use path and bike lanes extending the length of the project area. Additional features include roundabouts, enhanced crosswalks, midblock crossings and ped-only entrances to two parks (Sunset Park and Central Park)							
PE	\$2,630,408	\$0	\$0	\$0	\$0	\$5,418,640	\$5,418,640
CST	\$11,956,402	\$0	\$0	\$0	\$0	\$24,630,187	\$24,630,187
Total Cost:	\$14,586,810	\$0	\$0	\$0	\$0	\$30,048,827	\$30,048,827
Municipality: Plantation		Ownership: County, Local			Project Sponsor: Plantation		
MTP ID: HW003	Dixie Highway from Pembroke Road to Sheridan Street				 !  !  !  !  !		
Project Length:	2.60	FM#:		Funding Source: Federal			
Type of Work:	Safety Project	Additional Work Type		Bike Lane/Sidewalk	Program: Roads for Families		
The Dixie Highway corridor is identified as a top tier s project in the Broward County s Master Plan. The scope is to repurpose one lane in either direction and replace it with bicycle/pedestrian facilities/mixed use paths.							
PE	\$1,775,975	\$0	\$0	\$0	\$0	\$3,658,508	\$3,658,508
CST	\$8,072,615	\$0	\$0	\$0	\$0	\$16,629,586	\$16,629,586
Total Cost:	\$9,848,590	\$0	\$0	\$0	\$0	\$20,288,094	\$20,288,094
Municipality: Hollywood		Ownership: County			Project Sponsor: Hollywood		











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families							
MTP ID: BM014	Johnson St from University Dr to S 56 Ave				 !  !  !  !  !		
Project Length: 3.00	FM#:			Funding Source: Federal			
Type of Work: Bike Lane/Sidewalk	Additional Work Type			Program: Roads for Families			
Bike Box, Bike Lanes, Traffic Calming, Transit Amenity Improvements							
PE	\$2,472,030	\$0	\$0	\$3,386,681	\$0	\$0	\$3,386,681
CST	\$16,854,753	\$0	\$0	\$0	\$27,136,153	\$0	\$27,136,153
Total Cost:	\$19,326,783	\$0	\$0	\$3,386,681	\$27,136,153	\$0	\$30,522,834
Municipality: Hollywood, Pembroke Pines		Ownership: Local			Project Sponsor: Broward MPO		
MTP ID: FD014	Middle River Trail at N State Road 7				 !  !  !  ! 		
Project Length:	FM#:			Funding Source: State			
Type of Work: Bike Path/Trail (off road)	Additional Work Type			Program: Roads for Families			
To provide grade separated bike/ped crossing at major intersections along the greenway							
PE	\$1,100,000	\$0	\$1,276,000	\$0	\$0	\$0	\$1,276,000
ROW	\$2,500,000	\$0	\$0	\$3,425,000	\$0	\$0	\$3,425,000
CST	\$5,000,000	\$0	\$0	\$0	\$8,050,000	\$0	\$8,050,000
Total Cost:	\$8,600,000	\$0	\$1,276,000	\$3,425,000	\$8,050,000	\$0	\$12,751,000
Municipality: Lauderdale Lakes		Ownership: State			Project Sponsor: FDOT Modal		
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families							
MTP ID: NW 15 St from Powerline Rd to Dixie Hwy BM061					 !  !  !  !  !		
Project Length: 1.80	FM#:		Funding Source: Federal				
Type of Work: Bike Lane/Sidewalk	Additional Work Type		Program: Roads for Families				
Sidewalk, traffic calming, pedestrian lighting, mid block crossing							
PE	\$1,329,582	\$0	\$1,542,315	\$0	\$0	\$0	\$1,542,315
CST	\$9,065,334	\$0	\$0	\$12,419,508	\$0	\$0	\$12,419,508
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Total Cost:	\$10,394,916	\$0	\$1,542,315	\$12,419,508	\$0	\$0	\$13,961,823
Municipality: Pompano Beach		Ownership: County			Project Sponsor: Broward MPO		
<hr/>							
MTP ID: NW 23 Ave/NW 21 Ave from Sunrise Blvd to NW 26th St BM034					 !  !  !  !  !		
Project Length: 2.00	FM#:		Funding Source: Federal				
Type of Work: Bike Lane/Sidewalk	Additional Work Type		Program: Roads for Families				
Lane repurposing, bike lanes, transit amenity improvements, shared use path							
PE	\$857,457	\$0	\$0	\$0	\$0	\$1,766,361	\$1,766,361
CST	\$5,846,301	\$0	\$0	\$0	\$0	\$12,043,380	\$12,043,380
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Total Cost:	\$6,703,758	\$0	\$0	\$0	\$0	\$13,809,741	\$13,809,741
Municipality: Fort Lauderdale, Oakland Park		Ownership: County			Project Sponsor: Broward MPO		






Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families							
MTP ID:	NW 27 Ave from Atlantic Blvd to Mlk Blvd				 !  !  !  !  !		
BM062							
Project Length:	1.00	FM#:		Funding Source: Federal			
Type of Work:	Bike Lane/Sidewalk	Additional Work Type		Program: Roads for Families			
Sharrows, Traffic Calming, Transit Amenities							
PE	\$350,442	\$0	\$406,513	\$0	\$0	\$0	\$406,513
CST	\$2,389,377	\$0	\$0	\$3,273,447	\$0	\$0	\$3,273,447
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Total Cost:	\$2,739,819	\$0	\$406,513	\$3,273,447	\$0	\$0	\$3,679,960
Municipality: Pompano Beach		Ownership: Local			Project Sponsor: Broward MPO		
MTP ID:	NW 27 Ave from Sunrise Blvd to NW 16 St				 !  !  !  !  !		
BM036							
Project Length:	0.70	FM#:		Funding Source: Federal			
Type of Work:	Bike Lane/Sidewalk	Additional Work Type		Program: Roads for Families			
Shared use path with bike lanes, traffic calming, transit improvements							
PE	\$441,456	\$0	\$512,089	\$0	\$0	\$0	\$512,089
CST	\$3,009,926	\$0	\$0	\$4,123,599	\$0	\$0	\$4,123,599
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Total Cost:	\$3,451,382	\$0	\$512,089	\$4,123,599	\$0	\$0	\$4,635,688
Municipality: Broward County, Fort Lauderdale		Ownership: County			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families							
MTP ID: LL002	NW 31 Av from Broward Blvd to McNab Road				 !  !  !  !  !		
Project Length: 6.09	FM#: 4533411			Funding Source: Federal			
Type of Work: Safety Project	Additional Work Type			Program: Roads for Families			
Construction of Multimodal Path (with pavement delineation for bicyclist & pedestrians), Raised Intersections, ADA compliant bus stops, New Traffic Signal and landscape.							
PE	\$2,159,482	\$0	\$2,505,000	\$0	\$0	\$0	\$2,505,000
CST	\$16,176,793	\$0	\$0	\$0	\$26,044,637	\$0	\$26,044,637
Total Cost:	\$18,336,275	\$0	\$2,505,000	\$0	\$26,044,637	\$0	\$28,549,637
Municipality: Lauderdale Lakes		Ownership: County			Project Sponsor: Lauderdale Lakes		
MTP ID: BM024	NW 6 St from NW 15 Ave to US 1/SR 5				 !  !  !  !  !		
Project Length: 1.50	FM#:			Funding Source: Federal			
Type of Work: Bike Lane/Sidewalk	Additional Work Type			Program: Roads for Families			
Traffic calming, mid block crossings, transit amenity improvements							
PE	\$310,902	\$0	\$0	\$0	\$0	\$640,458	\$640,458
CST	\$2,119,788	\$0	\$0	\$0	\$0	\$4,366,763	\$4,366,763
Total Cost:	\$2,430,690	\$0	\$0	\$0	\$0	\$5,007,221	\$5,007,221
Municipality: Fort Lauderdale		Ownership: Local			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families							
MTP ID: NW 6 St from NW 31 Ave to NW 15 Ave					 !  !  !  !  !		
BM025							
Project Length: 1.50			FM#:		Funding Source:	Federal	
Type of Work: Bike Lane/Sidewalk			Additional Work Type		Program:	Roads for Families	
Buffered bike lanes, traffic calming, pedestrian lighting, mid block crossing, pedestrian bridge, transit amenity improvements							
PE	\$1,425,359	\$0	\$0	\$0	\$0	\$2,936,239	\$2,936,239
CST	\$9,718,355	\$0	\$0	\$0	\$0	\$20,019,811	\$20,019,811
Total Cost:	\$11,143,714	\$0	\$0	\$0	\$0	\$22,956,050	\$22,956,050
Municipality: Broward County, Fort Lauderdale		Ownership: County, Local			Project Sponsor: Broward MPO		
MTP ID: Powerline Rd from Atlantic Blvd to Sample Rd					 !  !  !  !  !		
BM065							
Project Length: 3.10			FM#:		Funding Source:	State	
Type of Work: Bike Lane/Sidewalk			Additional Work Type		Program:	Roads for Families	
Bike lanes, transit amenity improvements, shared use path							
PE	\$2,243,811	\$0	\$0	\$3,074,021	\$0	\$0	\$3,074,021
CST	\$15,298,715	\$0	\$0	\$20,959,240	\$0	\$0	\$20,959,240
Total Cost:	\$17,542,526	\$0	\$0	\$24,033,261	\$0	\$0	\$24,033,261
Municipality: Pompano Beach		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families							
MTP ID: FL012	Powerline Road from Sunrise Blvd to North of Oakland Park Blvd				 !  !  !  !  !		
Project Length: 2.10	FM#:			Funding Source: State			
Type of Work: Safety Project	Additional Work Type Bike Lane/Sidewalk			Program: Roads for Families			
Implementation of the long term recommendations of the FDOT led safety study to change the design of Powerline Road to improve safety.							
PE	\$1,016,452	\$0	\$0	\$0	\$0	\$2,093,891	\$2,093,891
CST	\$4,620,237	\$0	\$0	\$0	\$0	\$9,517,688	\$9,517,688
Total Cost:	\$5,636,689	\$0	\$0	\$0	\$0	\$11,611,579	\$11,611,579
Municipality: Fort Lauderdale, Wilton Manors		Ownership: State			Project Sponsor: Fort Lauderdale		
MTP ID: FL021	Riverside Park Mobility Project				 !  !  !  !  !		
Project Length:	FM#:			Funding Source: Federal			
Type of Work: Sidewalk	Additional Work Type			Program: Roads for Families			
Installation of sidewalks and traffic calming on key corridors connecting to parks and Stranahan high school including SW 20th Ave, SW 18th Ave, SW 2nd St, SW 5th Ct, SE 14th Ter, SW 15th Ave, SW 12th Ave, SW 9th St.							
PE	\$369,338	\$0	\$0	\$0	\$0	\$760,836	\$760,836
CST	\$1,678,807	\$0	\$0	\$0	\$0	\$3,458,342	\$3,458,342
Total Cost:	\$2,048,145	\$0	\$0	\$0	\$0	\$4,219,178	\$4,219,178
Municipality: Fort Lauderdale		Ownership: Local			Project Sponsor: Fort Lauderdale		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families							
MTP ID: FL019	South Middle River Mobility Project				 !   !  !  !		
Project Length: 3.40	FM#:			Funding Source: Federal			
Type of Work: Bike Lane/Sidewalk	Additional Work Type			Program: Roads for Families			
Implementation of the neighborhood's Master Plan including the addition of sidewalks on collectors within the neighborhood, traffic calming, lighting, and intersection improvements. Priority corridors include NW 7th Avenue, NW 16th Street, NW 17th Street,							
PE	\$441,879	\$0	\$0	\$0	\$0	\$910,271	\$910,271
CST	\$2,008,542	\$0	\$0	\$0	\$0	\$4,137,596	\$4,137,596
Total Cost:	\$2,450,421	\$0	\$0	\$0	\$0	\$5,047,867	\$5,047,867
Municipality: Fort Lauderdale, Wilton Manors		Ownership: Local			Project Sponsor: Fort Lauderdale		
MTP ID: FD028	SR 7 from NW 11th Place to NW 39th Street				 !  !  !  !  !		
Project Length: 2.40	FM#:			Funding Source: State			
Type of Work: Feasibility Study	Additional Work Type Bike Lane/Sidewalk			Program: Roads for Families			
Buffered Bike Lanes							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Lauderdale Lakes, Lauderhill		Ownership: State			Project Sponsor: FDOT Modal		
MTP ID: FD024	SR 842/ Broward Blvd from SR7 to I-95				 !  !  !  !  !		
Project Length: 2.10	FM#:			Funding Source: State			
Type of Work: Feasibility Study	Additional Work Type Bike Lane/Sidewalk			Program: Roads for Families			
Buffered Bike Lanes							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Lauderhill, Fort Lauderdale, Plantation		Ownership: State			Project Sponsor: FDOT Modal		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roads for Families							
MTP ID:	University Drive from Sunrise Boulevard to Broward Boulevard				 !  !  !  !  !		
PL002							
Project Length:	2.00	FM#:			Funding Source: Federal/State		
Type of Work:	Bike Lane/Sidewalk	Additional Work Type			Signing/Pavement Markings	Program: Roads for Families	
The City owns access roadways to the east and west of University Drive in this area. This project would activate those access roads to handle local traffic, along with bike/peds. Additionally, this project would include a pedestrian bridge from the south							
PE	\$2,370,378	\$0	\$0	\$0	\$0	\$4,882,979	\$4,882,979
ROW	\$5,387,223	\$0	\$0	\$0	\$0	\$11,097,679	\$11,097,679
CST	\$10,774,446	\$0	\$0	\$0	\$0	\$22,195,358	\$22,195,358
<hr/>							
Total Cost:	\$18,532,047	\$0	\$0	\$0	\$0	\$38,176,016	\$38,176,016
Municipality: Plantation		Ownership: State, Local			Project Sponsor: Plantation		
Total Program Revenues:	\$56,451,990	\$86,948,525	\$97,097,758	\$99,004,858	\$195,677,278	\$535,180,409	
Total Program Cost:	\$56,451,990	\$85,630,061	\$95,585,677	\$100,886,790	\$196,344,574	\$534,899,092	
Program Revenue Remaining:	\$0	\$1,318,464	\$1,512,081	(\$1,881,932)	(\$667,296)	\$281,318	

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Funding

Safety Program



Implementing safety improvements, such as traffic calming and intersection improvements, identified through a county-wide safety analysis to reduce traffic-related injuries and fatalities.

Number of Projects:

15

Types of Projects:

State safety
Non-state safety

Total Funding: **\$151 Million**

The program is separated into state and non-state projects. Additional safety projects will be identified by the Broward Safety Action Plan.

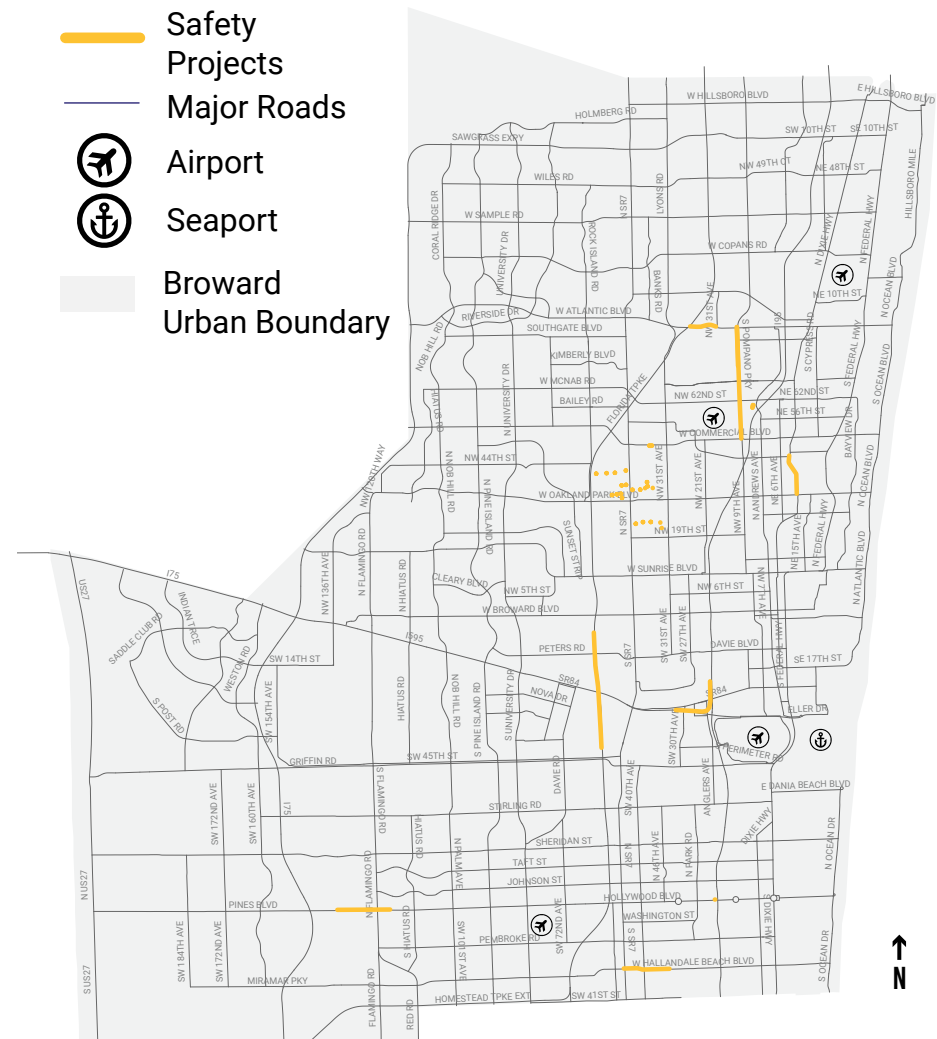
Program:



Emphasis Areas:





































Figure 7-7: 2050 Safety Plan







































Broward MPO Route to 2050 MTP Cost Feasible Plan (Funds are in Year of Expenditure)






Table 7-4: 2050 Safety Plan






Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total				
Safety											
MTP ID: CITY OF LAUDERDALE LAKES TRAFFIC CALMING VARIOUS LOCATIONS											
TI350											
Project Length: 0.29			FM#: 4439511			Funding Source: Federal					
Type of Work: MISCELLANEOUS CONSTRUCTION			Additional Work Type			Program: Safety					
CST	\$1,253,290	\$0	\$1,453,817	\$0	\$0	\$0	\$0	\$1,453,817			
Total Cost:	\$1,253,290	\$0	\$1,453,817	\$0	\$0	\$0	\$0	\$1,453,817			
Municipality: Lauderdale Lakes			Ownership: Local			Project Sponsor:					
MTP ID: D/W SAFETY REVIEWS & STUDIES											
TI400											
Project Length: 0.07			FM#: 2300949			Funding Source: State					
Type of Work: TRAFFIC ENGINEERING STUDY			Additional Work Type			Program: Safety					
PE	\$298,076	\$310,000	\$0	\$0	\$0	\$0	\$0	\$310,000			
Total Cost:	\$298,076	\$310,000	\$0	\$0	\$0	\$0	\$0	\$310,000			
Municipality: Various			Ownership: State, County			Project Sponsor:					
MTP ID: DISTRICT WIDE/COMMUNITY SAFETY PROGRAM/SECTION 402											
TI435											
Project Length: 0.05			FM#: 2281041			Funding Source: State					
Type of Work: SAFETY PROJECT			Additional Work Type			Program: Safety					
PE	\$177,387	\$50,000	\$150,000	\$0	\$0	\$0	\$0	\$200,000			
Total Cost:	\$177,387	\$50,000	\$150,000	\$0	\$0	\$0	\$0	\$200,000			
Municipality: Various			Ownership: State, County			Project Sponsor:					






Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Safety										
MTP ID: TI423	FEC Railroad Safety									
Project Length:	0.00		FM#: 2025002			Funding Source:			Federal/State	
Type of Work:	RAIL SAFETY PROJECT		Additional Work Type			Program:			Safety	
Other	\$18,557,691	\$19,300,000	\$0	\$0	\$0	\$0	\$0	\$19,300,000		
Total Cost:	\$18,557,691	\$19,300,000	\$0	\$0	\$0	\$0	\$0	\$19,300,000		
Municipality: Fort Lauderdale			Ownership: State, County, Local			Project Sponsor:				
MTP ID: TI338	SAFETY IMPROVEMENTS MAINLINE (SR 91) IN BROWARD CNTY, (MP 54.2 TO 57)									
Project Length:	3.06		FM#: 4513642			Funding Source:			State	
Type of Work:	GUARDRAIL		Additional Work Type			Program:			Safety	
CST	\$1,743,121	\$0	\$2,022,021	\$0	\$0	\$0	\$0	\$2,022,021		
Total Cost:	\$1,743,121	\$0	\$2,022,021	\$0	\$0	\$0	\$0	\$2,022,021		
Municipality: Davie, Plantation			Ownership: State			Project Sponsor:				
MTP ID: TI042	SOUTHBOUND I-95 OFF RAMP TO WESTBOUND I-595									
Project Length:	1.63		FM#: 4475441			Funding Source:			State	
Type of Work:	LIGHTING		Additional Work Type			Program:			Safety	
CST	\$1,695,093	\$0	\$1,966,309	\$0	\$0	\$0	\$0	\$1,966,309		
Total Cost:	\$1,695,093	\$0	\$1,966,309	\$0	\$0	\$0	\$0	\$1,966,309		
Municipality: Dania Beach, Fort Lauderdale			Ownership: State			Project Sponsor:				

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Safety							
MTP ID: TI047	SR-811/DIXIE HWY FR N OF SR-816/OAKLAND PARK BLVD TO NE 44ST/PROSPECT				 !  !  !  !  !		
Project Length:	1.07	FM#: 4492781			Funding Source: State		
Type of Work:	LIGHTING	Additional Work Type			Program: Safety		
CST	\$547,333	\$0	\$634,907	\$0	\$0	\$0	\$634,907
Other	\$7,937	\$2,000	\$6,977	\$0	\$0	\$0	\$8,977
Total Cost:	\$555,270	\$2,000	\$641,884	\$0	\$0	\$0	\$643,884
Municipality: Oakland Park		Ownership: State			Project Sponsor:		
MTP ID: TI041	SR-814/ATLANTIC BLVD FR EAST OF TURNPIKE TO EAST OF NW 28TH AVENUE				 !  !   		
Project Length:	0.70	FM#: 4475431			Funding Source: State		
Type of Work:	LIGHTING	Additional Work Type			Program: Safety		
CST	\$1,464,295	\$1,522,867	\$0	\$0	\$0	\$0	\$1,522,867
Total Cost:	\$1,464,295	\$1,522,867	\$0	\$0	\$0	\$0	\$1,522,867
Municipality: Pompano Beach		Ownership: State			Project Sponsor:		
MTP ID: TI151	SR-820 HOLLYWOOD BLVD - MP SX1019.84				     !		
Project Length:	0.01	FM#: 4533901			Funding Source: State		
Type of Work:	RAIL SAFETY PROJECT	Additional Work Type			Program: Safety		
Other	\$959,590	\$0	\$1,113,125	\$0	\$0	\$0	\$1,113,125
Total Cost:	\$959,590	\$0	\$1,113,125	\$0	\$0	\$0	\$1,113,125
Municipality: Hollywood		Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Safety								
MTP ID: TI403	SR-820/PINES BLVD FROM I-75 NORTH ON-RAMP TO E OF NW 118TH AVE						 	   
Project Length:	1.40		FM#: 4462001			Funding Source: State		
Type of Work:	RESURFACING		Additional Work Type			Program: Safety		
CST	\$45,271	\$47,082	\$0	\$0	\$0	\$0	\$47,082	
Total Cost:	\$45,271	\$47,082	\$0	\$0	\$0	\$0	\$47,082	
Municipality: Pembroke Pines			Ownership: State			Project Sponsor:		
MTP ID: TI182	SR-845 POWERLINE RD FR N OF S PALM AIRE DR TO SR-814/ATL BLVD						 	   
Project Length:	1.03		FM#: 4461962			Funding Source: State		
Type of Work:	RESURFACING		Additional Work Type			Program: Safety		
CST	\$1,661,769	\$0	\$1,927,654	\$0	\$0	\$0	\$1,927,654	
Total Cost:	\$1,661,769	\$0	\$1,927,654	\$0	\$0	\$0	\$1,927,654	
Municipality: Pompano Beach			Ownership: State			Project Sponsor:		
MTP ID: TI402	SR-845/POWERLINE RD FR S SR-870/COMMERCIAL BLVD TO N OF S PALM AIRE DR						 	   
Project Length:	2.96		FM#: 4461961			Funding Source: State		
Type of Work:	RESURFACING		Additional Work Type			Program: Safety		
CST	\$31,932	\$33,210	\$0	\$0	\$0	\$0	\$33,210	
Total Cost:	\$31,932	\$33,210	\$0	\$0	\$0	\$0	\$33,210	
Municipality: Pompano Beach, Fort Lauderdale			Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total						
Safety														
MTP ID: TI044	SR-858/HALLANDALE BEACH BLVD FR E OF SR-7/441 TO SW 44TH AVENUE						!		!		!			!
Project Length:	1.22	FM#: 4475481			Funding Source: State									
Type of Work:	LIGHTING	Additional Work Type			Program: Safety									
CST	\$1,775,606	\$0	\$2,059,704	\$0	\$0	\$0	\$2,059,704							
Other	\$42,896	\$44,612	\$0	\$0	\$0	\$0	\$44,612							

Total Cost:	\$1,818,502	\$44,612	\$2,059,704	\$0	\$0	\$0	\$2,104,316							
Municipality: West Park, Pembroke Park			Ownership: State			Project Sponsor:								
MTP ID: BM122	SS4A Off-System													
Project Length:	0.00	FM#:			Funding Source: Federal									
Type of Work:	Safety	Additional Work Type Feasibility Study			Program: Safety									
Other	\$50,517,220	\$0	\$3,783,889	\$20,218,355	\$20,370,355	\$40,880,555	\$85,253,154							

Total Cost:	\$50,517,220	\$0	\$3,783,889	\$20,218,355	\$20,370,355	\$40,880,555	\$85,253,154							
Municipality: Countywide			Ownership: County, Local			Project Sponsor: Broward MPO								
MTP ID: BM123	SS4A On-System													
Project Length:		FM#:			Funding Source: State									
Type of Work:	Safety	Additional Work Type			Program: Safety									
Other	\$19,715,000	\$0	\$1,119,800	\$7,803,000	\$8,112,000	\$16,512,000	\$33,546,800							

Total Cost:	\$19,715,000	\$0	\$1,119,800	\$7,803,000	\$8,112,000	\$16,512,000	\$33,546,800							
Municipality: Countywide			Ownership: State			Project Sponsor: Broward MPO								

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Safety
Total Program Revenues:		\$21,309,771	\$16,238,203	\$28,021,355	\$28,482,355	\$57,392,555	\$151,444,239
Total Program Cost:		\$21,309,771	\$16,238,203	\$28,021,355	\$28,482,355	\$57,392,555	\$151,444,239
Program Revenue Remaining:		\$0	\$0	\$0	\$0	\$0	\$0

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Funding

Highways & Freight Program



This program includes projects to enhance freight movement and alleviate congestion.

Number of Projects:

136

Types of Projects:

Intersection improvements
Grade separation
Reconstruct lanes

Total Funding: **\$6.9 Billion**

Also included are projects from FDOT's Strategic Intermodal System (SIS). The SIS is Florida's high priority network of transportation facilities important to the state's economy and mobility.

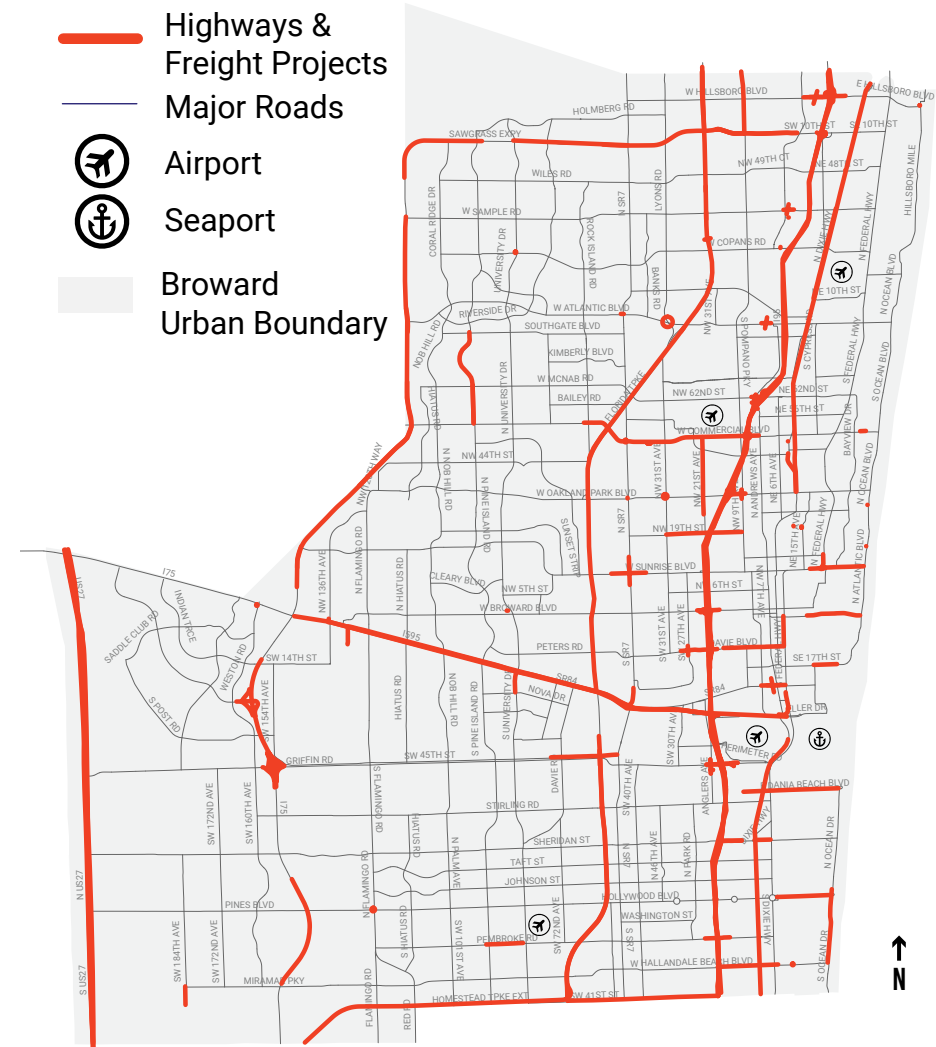
Program:



Emphasis Areas:



Figure 7-8: 2050 Highways & Freight Plan


















Broward MPO Route to 2050 MTP Cost Feasible Plan (Funds are in Year of Expenditure)















Table 7-5: 2050 Highways & Freight Plan
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	A1A/N OCEAN BLVD & NE 27TH ST						
TI214							
Project Length: 0.01							
Type of Work: TRAFFIC SIGNALS							
CST	\$1,578,481	\$1,641,622	\$0	\$0	\$0	\$0	\$1,641,622
Total Cost:	\$1,578,481	\$1,641,622	\$0	\$0	\$0	\$0	\$1,641,622
Municipality: Fort Lauderdale							
MTP ID:	A1A/SE 20 AVE @ SR 810/E HILLSBORO BLVD						
TI205							
Project Length: 0.04							
Type of Work: INTERSECTION IMPROVEMENT							
PDE	\$64,655	\$0	\$75,000	\$0	\$0	\$0	\$75,000
PE	\$556,784	\$0	\$645,869	\$0	\$0	\$0	\$645,869
ROW	\$3,073,311	\$0	\$3,565,041	\$0	\$0	\$0	\$3,565,041
CST	\$3,073,311	\$0	\$0	\$4,210,436	\$0	\$0	\$4,210,436
Total Cost:	\$6,768,061	\$0	\$4,285,910	\$4,210,436	\$0	\$0	\$8,496,346
Municipality: Deerfield Beach							
MTP ID:	ATLANTIC BLVD INTCHNG IMPROVEMENTS (SAWGRASS XWAY MP 8)						
TI320							
Project Length: 0.64							
Type of Work: INTERCHANGE IMPROVEMENT							
CST	\$28,846	\$30,000	\$0	\$0	\$0	\$0	\$30,000
Total Cost:	\$28,846	\$30,000	\$0	\$0	\$0	\$0	\$30,000
Municipality: Coral Springs							























Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC OPS - ROADWAY						
TI159							
Project Length: 0.07			FM#: 4292496			Funding Source: State	
Type of Work: MISCELLANEOUS CONSTRUCTION			Additional Work Type			Program: Highways & Freight	
CST	\$1,649,481	\$0	\$1,913,400	\$0	\$0	\$0	\$1,913,400
Total Cost:	\$1,649,481	\$0	\$1,913,400	\$0	\$0	\$0	\$1,913,400
Municipality: Various			Ownership: State, County, Local			Project Sponsor:	
MTP ID:	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC OPS - ROADWAY						
TI160							
Project Length: 0.08			FM#: 4292497			Funding Source: State	
Type of Work: MISCELLANEOUS CONSTRUCTION			Additional Work Type			Program: Highways & Freight	
CST	\$1,965,634	\$0	\$2,280,136	\$0	\$0	\$0	\$2,280,136
Total Cost:	\$1,965,634	\$0	\$2,280,136	\$0	\$0	\$0	\$2,280,136
Municipality: Various			Ownership: State, County, Local			Project Sponsor:	
MTP ID:	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC SIGNAL CONST						
TI166							
Project Length: 0.07			FM#: 4363394			Funding Source: State	
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM			Additional Work Type			Program: Highways & Freight	
CST	\$1,745,775	\$0	\$2,025,100	\$0	\$0	\$0	\$2,025,100
Total Cost:	\$1,745,775	\$0	\$2,025,100	\$0	\$0	\$0	\$2,025,100
Municipality: Various			Ownership: State, County, Local			Project Sponsor:	
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	BROWARD COUNTY PUSH BUTTON CONTRACT TRAFFIC SIGNAL CONST						
TI167							
Project Length: 0.08	FM#: 4363395					Funding Source: State	
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM	Additional Work Type					Program: Highways & Freight	
CST	\$1,974,640	\$0	\$2,290,584	\$0	\$0	\$0	\$2,290,584
Total Cost:	\$1,974,640	\$0	\$2,290,584	\$0	\$0	\$0	\$2,290,584
Municipality: Various	Ownership: State, County, Local					Project Sponsor:	
MTP ID:	BROWARD OPS CEI GENERAL CEI CONSULTANT CONSTRUCTION SUPPORT						
TI220							
Project Length: 0.04	FM#: 4292539					Funding Source: State	
Type of Work: INSPECT CONSTRUCTION PROJS.	Additional Work Type					Program: Highways & Freight	
CST	\$258,620	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Total Cost:	\$258,620	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Municipality: Various	Ownership: State, County, Local					Project Sponsor:	
MTP ID:	BROWARD OPS CEI GENERAL CEI CONSULTANT CONSTRUCTION SUPPORT						
TI270							
Project Length: 0.04	FM#: 4292534					Funding Source: State	
Type of Work: INSPECT CONSTRUCTION PROJS.	Additional Work Type					Program: Highways & Freight	
CST	\$321,618	\$200,000	\$150,000	\$0	\$0	\$0	\$350,000
Total Cost:	\$321,618	\$200,000	\$150,000	\$0	\$0	\$0	\$350,000
Municipality: Various	Ownership: State, County, Local					Project Sponsor:	



















Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Highways & Freight										
MTP ID: TI271	BROWARD OPS CEI GENERAL CEI CONSULTANT CONSTRUCTION SUPPORT									
Project Length: 0.04					FM#: 4292535	Funding Source: State				
Type of Work: INSPECT CONSTRUCTION PROJS.					Additional Work Type	Program: Highways & Freight				
CST	\$321,618	\$200,000	\$150,000	\$0	\$0	\$0	\$350,000			
Total Cost:	\$321,618	\$200,000	\$150,000	\$0	\$0	\$0	\$350,000			
Municipality: Various			Ownership: State, County, Local			Project Sponsor:				
MTP ID: TI218	BROWARD OPS GENERAL CEI CONSULTANT CONSTRUCTION SUPPORT									
Project Length: 0.07					FM#: 4292536	Funding Source: State				
Type of Work: INSPECT CONSTRUCTION PROJS.					Additional Work Type	Program: Highways & Freight				
CST	\$541,941	\$205,000	\$400,000	\$0	\$0	\$0	\$605,000			
Total Cost:	\$541,941	\$205,000	\$400,000	\$0	\$0	\$0	\$605,000			
Municipality: Various			Ownership: State, County, Local			Project Sponsor:				
MTP ID: TI219	BROWARD OPS GENERAL CEI CONSULTANT CONSTRUCTION SUPPORT									
Project Length: 0.07					FM#: 4292537	Funding Source: State				
Type of Work: INSPECT CONSTRUCTION PROJS.					Additional Work Type	Program: Highways & Freight				
CST	\$541,941	\$205,000	\$400,000	\$0	\$0	\$0	\$605,000			
Total Cost:	\$541,941	\$205,000	\$400,000	\$0	\$0	\$0	\$605,000			
Municipality: Various			Ownership: State, County, Local			Project Sponsor:				



















Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total					
Highways & Freight													
MTP ID: TI369	CLEARY BLVD FROM HIATUS RD TO UNIVERSITY DR												
Project Length:	0.08		FM#: 4496781			Funding Source:			Federal				
Type of Work:	TRAFFIC SIGNALS		Additional Work Type			Program:			Highways & Freight				
PE	\$431,034	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000					
Total Cost:	\$431,034	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000					
Municipality:		Plantation		Ownership:		Local		Project Sponsor:					
MTP ID: TI412	COCONUT CREEK INTERCHANGE MODIFICATIONS (MP 67)												
Project Length:	0.00		FM#: 4520772			Funding Source:			State				
Type of Work:	INTERCHANGE IMPROVEMENT		Additional Work Type			Program:			Highways & Freight				
PE	\$12,019,230	\$12,500,000	\$0	\$0	\$0	\$0	\$0	\$12,500,000					
ROW	\$3,620,689	\$0	\$4,200,000	\$0	\$0	\$0	\$0	\$4,200,000					
Total Cost:	\$15,639,919	\$12,500,000	\$4,200,000	\$0	\$0	\$0	\$0	\$16,700,000					
Municipality:		Coconut Creek, Pompano Beach		Ownership:		State		Project Sponsor:					

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	E ORANGE DR FR SW 67TH AVE TO SR-7 FR SW 67TH AVE TO SR-7				 !   !   !		
TI378							
Project Length: 1.75			FM#: 4533251			Funding Source: Federal	
Type of Work: FEASIBILITY STUDY			Additional Work Type			Program: Highways & Freight	
PDE	\$693,965	\$0	\$805,000	\$0	\$0	\$0	\$805,000
PE	\$440,435	\$0	\$510,905	\$0	\$0	\$0	\$510,905
ROW	\$5,661,069	\$0	\$0	\$0	\$9,114,321	\$0	\$9,114,321
CST	\$5,661,069	\$0	\$0	\$0	\$9,114,321	\$0	\$9,114,321
Total Cost:	\$12,456,538	\$0	\$1,315,905	\$0	\$18,228,642	\$0	\$19,544,547
Municipality: Davie		Ownership: Local		Project Sponsor:			
MTP ID:	I-595 EXPRESS LANES TOLL OPERATIONS				 !  !  !  !  !		
TI390							
Project Length: 12.46			FM#: 4335791			Funding Source: State	
Type of Work: TOLL COLLECTION			Additional Work Type			Program: Highways & Freight	
Other	\$988,164	\$218,804	\$902,220	\$0	\$0	\$0	\$1,121,024
Total Cost:	\$988,164	\$218,804	\$902,220	\$0	\$0	\$0	\$1,121,024
Municipality: Davie, Dania Beach, Fort Lauderdale		Ownership: State		Project Sponsor:			
MTP ID:	I-595/SR-862/P3 FROM E OF I-75 TO W. OF I-95				 !  !  !  !  !		
TI002							
Project Length: 11.30			FM#: 4208098			Funding Source: State	
Type of Work: RESURFACING			Additional Work Type			Program: Highways & Freight	
CST	\$72,398,202	\$26,255,500	\$54,696,934	\$0	\$0	\$0	\$80,952,434
Total Cost:	\$72,398,202	\$26,255,500	\$54,696,934	\$0	\$0	\$0	\$80,952,434
Municipality: Dania Beach, Davie		Ownership: State		Project Sponsor:			











Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total					
Highways & Freight													
MTP ID: TI393	I-75 EXPRESS TOLL OPERATIONS BROWARD COUNTY												
Project Length:	0.12		FM#: 4354111			Funding Source: State							
Type of Work:	TOLL COLLECTION		Additional Work Type			Program: Highways & Freight							
Other	\$5,333,402	\$1,138,937	\$4,916,394	\$0	\$0	\$0	\$6,055,331						
Total Cost:	\$5,333,402	\$1,138,937	\$4,916,394	\$0	\$0	\$0	\$6,055,331						
Municipality:	Various		Ownership: State, County, Local			Project Sponsor:							
MTP ID: TI389	I-95 EXPRESS TOLL OPERATIONS BROWARD COUNTY												
Project Length:	25.33		FM#: 4249332			Funding Source: State							
Type of Work:	TOLL COLLECTION		Additional Work Type			Program: Highways & Freight							
Other	\$12,847,159	\$2,720,047	\$11,868,807	\$0	\$0	\$0	\$14,588,854						
Total Cost:	\$12,847,159	\$2,720,047	\$11,868,807	\$0	\$0	\$0	\$14,588,854						
Municipality:	Deerfield Beach, Pompano Beach, Oakland Park, Fort Lauderdale, Dania Beach, Hollywood, Hallandale Beach, Pembroke Park		Ownership: State			Project Sponsor:							
MTP ID: TI176	MOVABLE BRIDGE INTEGRATION INTO TSM&O - VARIOUS LOCATIONS												
Project Length:	4.75		FM#: 4441201			Funding Source: State							
Type of Work:	PRELIMINARY ENGINEERING		Additional Work Type			Program: Highways & Freight							
PE	\$995,189	\$1,034,997	\$0	\$0	\$0	\$0	\$1,034,997						
CST	\$7,775,322	\$0	\$9,019,375	\$0	\$0	\$0	\$9,019,375						
Total Cost:	\$8,770,511	\$1,034,997	\$9,019,375	\$0	\$0	\$0	\$10,054,372						
Municipality:	Fort Lauderdale		Ownership: Local			Project Sponsor:							



















Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight								
MTP ID: TI305	NW 19TH STREET FROM NW 31ST AVENUE TO POWERLINE ROAD					 !  !  !  !  !		
Project Length:	1.99		FM#: 4455191		Funding Source: Federal			
Type of Work:	MEDIAN MODIFICATION		Additional Work Type		Program: Highways & Freight			
CST	\$1,607,860	\$1,672,176	\$0	\$0	\$0	\$0	\$1,672,176	
Total Cost:	\$1,607,860	\$1,672,176	\$0	\$0	\$0	\$0	\$1,672,176	
Municipality: Fort Lauderdale			Ownership: County		Project Sponsor:			
MTP ID: TI306	NW 21 AVE FROM NW 26 ST TO SR-870/COMMERCIAL BLVD					 !  !  !  !  !		
Project Length:	2.04		FM#: 4481061		Funding Source: Federal			
Type of Work:	MEDIAN MODIFICATION		Additional Work Type		Program: Highways & Freight			
CST	\$3,251,122	\$0	\$3,771,304	\$0	\$0	\$0	\$3,771,304	
Total Cost:	\$3,251,122	\$0	\$3,771,304	\$0	\$0	\$0	\$3,771,304	
Municipality: Oakland Park, Fort Lauderdale			Ownership: County		Project Sponsor:			
MTP ID: TI410	PD&E STIRLING ROAD AND SR 91 INTERCHANGE (MP 52)					  !    !		
Project Length:	0.00		FM#: 4172182		Funding Source: State			
Type of Work:	PD&E/EMO STUDY		Additional Work Type		Program: Highways & Freight			
PDE	\$1,923,076	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	
Total Cost:	\$1,923,076	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	
Municipality: Hollywood, Tribal Land, Davie			Ownership: State		Project Sponsor:			
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	PD&E WIDEN TPK (SR 91) FROM TPK EXT TO I-595 (MP 47.5-54.5)						
TI324							
Project Length: 7.29		FM#: 4497091			Funding Source: State		
Type of Work: PD&E/EMO STUDY		Additional Work Type			Program: Highways & Freight		
PDE	\$3,879,310	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
Total Cost:	\$3,879,310	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000
Municipality: Davie, Hollywood, Pembroke Pines, Miramar		Ownership: State			Project Sponsor:		
MTP ID:	PD&E WIDEN TPK (SR91), N OF SAWGRASS (SR869) TO GLADES RD (MP 71.5-77)						
TI411							
Project Length: 5.50		FM#: 4477162			Funding Source: State		
Type of Work: PD&E/EMO STUDY		Additional Work Type			Program: Highways & Freight		
PDE	\$4,310,344	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Total Cost:	\$4,310,344	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Municipality: Deerfield Beach, Coconut Creek		Ownership: State			Project Sponsor:		
MTP ID:	PEMBROKE ROAD FROM DOUGLAS ROAD (SW 89 AV) TO SR-817/UNIVERSITY DRIVE						
TI054							
Project Length: 0.97		FM#: 4369801			Funding Source: Federal		
Type of Work: ADD LANES & RECONSTRUCT		Additional Work Type			Program: Highways & Freight		
ROW	\$1,881,998	\$1,204,581	\$839,548	\$0	\$0	\$0	\$2,044,129
CST	\$10,510,201	\$0	\$12,191,834	\$0	\$0	\$0	\$12,191,834
Total Cost:	\$12,392,199	\$1,204,581	\$13,031,382	\$0	\$0	\$0	\$14,235,963
Municipality: Pembroke Pines		Ownership: Local			Project Sponsor:		











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	PINE ISLAND ROAD FROM MCNAB ROAD TO SOUTHGATE BOULEVARD						
TI069							
Project Length: 1.60		FM#: 4495092			Funding Source: Federal		
Type of Work: ADD LANES & RECONSTRUCT		Additional Work Type			Program: Highways & Freight		
CST	\$14,754,477	\$0	\$17,115,195	\$0	\$0	\$0	\$17,115,195
Total Cost:	\$14,754,477	\$0	\$17,115,195	\$0	\$0	\$0	\$17,115,195
Municipality: Tamarac		Ownership: County			Project Sponsor:		
MTP ID:	PINE ISLAND ROAD FROM SR-870/COMMERCIAL BLVD TO MCNAB ROAD						
TI068							
Project Length: 1.00		FM#: 4495091			Funding Source: Federal		
Type of Work: ADD LANES & RECONSTRUCT		Additional Work Type			Program: Highways & Freight		
CST	\$12,391,203	\$0	\$14,373,796	\$0	\$0	\$0	\$14,373,796
Total Cost:	\$12,391,203	\$0	\$14,373,796	\$0	\$0	\$0	\$14,373,796
Municipality: Tamarac		Ownership: County			Project Sponsor:		
MTP ID:	SE 2ND ST/HIBISCUS ST/CHURCH ST EXTENSION PROJECT FR US-1 TO						
TI377	CHURCH ST						
Project Length: 0.00		FM#: 4533241			Funding Source: Federal/State		
Type of Work: FEASIBILITY STUDY		Additional Work Type			Program: Highways & Freight		
PDE	\$693,965	\$0	\$805,000	\$0	\$0	\$0	\$805,000
Total Cost:	\$693,965	\$0	\$805,000	\$0	\$0	\$0	\$805,000
Municipality: Hallandale Beach		Ownership: State, Local			Project Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	SFRC - OVERPASS FEASIBILITY STUDIES AT VARIOUS LOCATIONS						
TI427							
Project Length: 0.01			FM#: 4521751			Funding Source: State	
Type of Work: PTO STUDIES			Additional Work Type			Program: Highways & Freight	
PDE	\$1,149,008	\$0	\$1,332,850	\$0	\$0	\$0	\$1,332,850
Total Cost:	\$1,149,008	\$0	\$1,332,850	\$0	\$0	\$0	\$1,332,850
Municipality: Pompano Beach		Ownership: State, County, Local			Project Sponsor:		
MTP ID:	SR-5/US-1 @ SR-838/SUNRISE BOULEVARD						
TI174							
Project Length: 0.92			FM#: 4419551			Funding Source: State	
Type of Work: PD&E/EMO STUDY			Additional Work Type			Program: Highways & Freight	
PE	\$1,948,184	\$2,026,112	\$0	\$0	\$0	\$0	\$2,026,112
CST	\$19,439,122	\$0	\$0	\$26,631,597	\$0	\$0	\$26,631,597
Total Cost:	\$21,387,306	\$2,026,112	\$0	\$26,631,597	\$0	\$0	\$28,657,709
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor:		
MTP ID:	SR-5/US-1 FROM SR-736/DAVIE BLVD TO LAS OLAS BLVD						
TI194							
Project Length: 0.79			FM#: 4480882			Funding Source: State	
Type of Work: PD&E/EMO STUDY			Additional Work Type			Program: Highways & Freight	
PDE	\$1,163,793	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
Total Cost:	\$1,163,793	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight								
MTP ID:	SR-5/US-1 SOUTH BOUND ON RAMP TO WEST BOUND I-595					 !  !  !  !  !		
TI001								
Project Length:	0.74		FM#: 4435891			Funding Source: State		
Type of Work:	WIDEN/RESURFACE EXIST LANES		Additional Work Type			Program: Highways & Freight		
ROW	\$159,213	\$165,582	\$0	\$0	\$0	\$0	\$165,582	
Other	\$689,655	\$0	\$800,000	\$0	\$0	\$0	\$800,000	
Total Cost:	\$848,868	\$165,582	\$800,000	\$0	\$0	\$0	\$965,582	
Municipality: Dania Beach, Hollywood, Fort Lauderdale		Ownership: State				Project Sponsor:		
MTP ID:	SR-7/US-441 @ SR-870/COMMERCIAL BLVD					 !  !  !  !  !		
TI185								
Project Length:	0.20		FM#: 4463801			Funding Source: State		
Type of Work:	PD&E/EMO STUDY		Additional Work Type			Program: Highways & Freight		
PDE	\$2,301,061	\$600,000	\$2,000,000	\$0	\$0	\$0	\$2,600,000	
PE	\$5,100,000	\$0	\$0	\$6,987,000	\$0	\$0	\$6,987,000	
ROW	\$17,500,000	\$0	\$0	\$0	\$0	\$36,049,999	\$36,049,999	
CST	\$35,000,000	\$0	\$0	\$0	\$0	\$72,099,998	\$72,099,998	
Total Cost:	\$59,901,061	\$600,000	\$2,000,000	\$6,987,000	\$0	\$108,149,997	\$117,736,997	
Municipality: Tamarac		Ownership: State				Project Sponsor:		
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	SR-811/ DIXIE HWY FROM NORTH OF SR-834/ SAMPLE RD TO SOUTH OF						
TI269	10TH ST						
Project Length: 2.44		FM#: 4481742			Funding Source: Federal		
Type of Work: MISCELLANEOUS CONSTRUCTION		Additional Work Type			Program: Highways & Freight		
CST	\$148,706	\$0	\$172,500	\$0	\$0	\$0	\$172,500
Total Cost:	\$148,706	\$0	\$172,500	\$0	\$0	\$0	\$172,500
Municipality: Pompano Beach		Ownership: Local			Project Sponsor:		
MTP ID:	SR-811/DIXIE HWY FROM SR-816/OAKLAND PARK BLVD TO PROSPECT RD						
TI062							
Project Length: 1.07		FM#: 4493311			Funding Source: State		
Type of Work: FEASIBILITY STUDY		Additional Work Type			Program: Highways & Freight		
PDE	\$344,826	\$0	\$400,000	\$0	\$0	\$0	\$400,000
PE	\$525,861	\$0	\$610,000	\$0	\$0	\$0	\$610,000
Total Cost:	\$870,687	\$0	\$1,010,000	\$0	\$0	\$0	\$1,010,000
Municipality: Oakland Park		Ownership: State			Project Sponsor:		
MTP ID:	SR-811/DIXIE HWY NB RTL @ NE 48 STREET						
TI161							
Project Length: 0.01		FM#: 4311481			Funding Source: State		
Type of Work: RIGHT OF WAY ACTIVITIES		Additional Work Type			Program: Highways & Freight		
ROW	\$110,245	\$25,000	\$100,000	\$0	\$0	\$0	\$125,000
Total Cost:	\$110,245	\$25,000	\$100,000	\$0	\$0	\$0	\$125,000
Municipality: Deerfield Beach		Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight								
MTP ID: TI268	SR-811/DIXIE HWY NB RTL @ NE 48 STREET					 !  !   !  !		
Project Length:	0.00		FM#: 4311483			Funding Source: State		
Type of Work:	RIGHT OF WAY ACTIVITIES		Additional Work Type			Program: Highways & Freight		
ROW	\$44,098	\$10,000	\$40,000	\$0	\$0	\$0	\$50,000	
Total Cost:	\$44,098	\$10,000	\$40,000	\$0	\$0	\$0	\$50,000	
Municipality: Oakland Park		Ownership: State			Project Sponsor:			
MTP ID: TI045	SR-814/ATLANTIC BLVD AT LYONS ROAD					 !  !   !  !		
Project Length:	0.85		FM#: 4475501			Funding Source: State		
Type of Work:	INTERSECTION IMPROVEMENT		Additional Work Type			Program: Highways & Freight		
CST	\$2,999,012	\$0	\$3,478,854	\$0	\$0	\$0	\$3,478,854	
Total Cost:	\$2,999,012	\$0	\$3,478,854	\$0	\$0	\$0	\$3,478,854	
Municipality: Coconut Creek		Ownership: State, County			Project Sponsor:			
MTP ID: TI215	SR-816/OAKLAND PARK AT SR-7/US-441 CENTER TURN OVERPASS					 !  !   !  !		
Project Length:	0.02		FM#: 4531541			Funding Source: State		
Type of Work:	PD&E/EMO STUDY		Additional Work Type			Program: Highways & Freight		
PDE	\$1,970,987	\$705,000	\$1,500,000	\$0	\$0	\$0	\$2,205,000	
PE	\$5,729,013	\$0	\$0	\$0	\$9,223,711	\$0	\$9,223,711	
ROW	\$17,500	\$0	\$0	\$0	\$0	\$36,050,000	\$36,050,000	
CST	\$35,000	\$0	\$0	\$0	\$0	\$72,100,000	\$72,100,000	
Total Cost:	\$7,752,500	\$705,000	\$1,500,000	\$0	\$9,223,711	\$108,150,000	\$119,578,711	
Municipality: Lauderdale Lakes		Ownership: State			Project Sponsor:			
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: SR-816/OAKLAND PARK BLVD AT NW 31ST AVENUE TI043					 !  !  !  !  !		
Project Length: 0.37	FM#: 4475461			Funding Source: Federal/State			
Type of Work: TRAFFIC SIGNALS	Additional Work Type			Program: Highways & Freight			
ROW	\$388,790	\$287,360	\$130,482	\$0	\$0	\$0	\$417,842
CST	\$2,444,140	\$0	\$2,835,204	\$0	\$0	\$0	\$2,835,204
Total Cost:	\$2,832,930	\$287,360	\$2,965,686	\$0	\$0	\$0	\$3,253,046
Municipality: Oakland Park, Lauderdale Lakes		Ownership: State, County			Project Sponsor:		
MTP ID: SR-817/UNIVERSITY DR @ ROYAL PALM BLVD. TI204					 !  !  !  !  !		
Project Length: 0.12	FM#: 4495621			Funding Source: State			
Type of Work: ADD LEFT TURN LANE(S)	Additional Work Type			Program: Highways & Freight			
PDE	\$64,655	\$0	\$75,000	\$0	\$0	\$0	\$75,000
PE	\$339,654	\$0	\$394,000	\$0	\$0	\$0	\$394,000
ROW	\$466,662	\$0	\$0	\$0	\$751,326	\$0	\$751,326
CST	\$466,662	\$0	\$0	\$0	\$751,326	\$0	\$751,326
Total Cost:	\$1,337,633	\$0	\$469,000	\$0	\$1,502,652	\$0	\$1,971,652
Municipality: Coral Springs		Ownership: State, Local			Project Sponsor:		

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight								
MTP ID: TI038	SR-817/UNIVERSITY DRIVE FROM NOVA DRIVE TO SR-84					! ! ! ! !		
Project Length: 0.53			FM#: 4456241			Funding Source: State		
Type of Work: TRAFFIC OPS IMPROVEMENT			Additional Work Type			Program: Highways & Freight		
CST	\$8,683,681	\$8,595,090	\$486,239	\$0	\$0	\$0	\$9,081,329	
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Total Cost:	\$8,683,681	\$8,595,090	\$486,239	\$0	\$0	\$0	\$9,081,329	
Municipality: Davie			Ownership: State			Project Sponsor:		
<hr/>								
MTP ID: TI179	SR-820/ PINES BLVD AT 196TH AVE					! !		
Project Length: 0.04			FM#: 4449772			Funding Source: State		
Type of Work: INTERSECTION IMPROVEMENT			Additional Work Type			Program: Highways & Freight		
PE	\$706,895	\$0	\$820,000	\$0	\$0	\$0	\$820,000	
CST	\$3,072,438	\$0	\$3,564,030	\$0	\$0	\$0	\$3,564,030	
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Total Cost:	\$3,779,333	\$0	\$4,384,030	\$0	\$0	\$0	\$4,384,030	
Municipality: Pembroke Pines			Ownership: State			Project Sponsor:		
<hr/>								
MTP ID: TI195	SR-820/HOLLYWOOD BLVD FROM SR-5/ US-1 TO SR-A1A					! ! ! !		
Project Length: 1.43			FM#: 4481322			Funding Source: State		
Type of Work: PD&E/EMO STUDY			Additional Work Type			Program: Highways & Freight		
PDE	\$1,163,793	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000	
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Total Cost:	\$1,163,793	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000	
Municipality: Hollywood			Ownership: State			Project Sponsor:		










Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight								
MTP ID:	SR-820/PINES BLVD. @ SR-823/FLAMINGO RD					🚲 ! 🚚 ! 🚛 ! 🏠 !		
TI026								
Project Length:	0.29		FM#: 4080462		Funding Source: State			
Type of Work:	PD&E/EMO STUDY		Additional Work Type		Program: Highways & Freight			
PDE	\$1,411,802	\$1,020,000	\$500,000		\$0	\$0	\$0	\$1,520,000
PE	\$2,701,395	\$0	\$3,133,618		\$0	\$0	\$0	\$3,133,618
Total Cost:	\$4,113,197	\$1,020,000	\$3,633,618		\$0	\$0	\$0	\$4,653,618
Municipality: Pembroke Pines			Ownership: State			Project Sponsor:		
MTP ID:	SR-822/SHERIDAN STREET FROM DIXIE HIGHWAY TO SR-5/US 1					🚲 ! 🚚 ! 🚛 ! 🏠 !		
TI193								
Project Length:	0.42		FM#: 4479221		Funding Source: State			
Type of Work:	PD&E/EMO STUDY		Additional Work Type		Program: Highways & Freight			
PDE	\$2,159,482	\$0	\$2,505,000		\$0	\$0	\$0	\$2,505,000
PE	\$941,147	\$0	\$1,091,730		\$0	\$0	\$0	\$1,091,730
ROW	\$38,332,475	\$0	\$0		\$52,515,491	\$0	\$0	\$52,515,491
CST	\$4,277,940	\$0	\$0		\$0	\$6,887,483	\$0	\$6,887,483
Total Cost:	\$45,711,044	\$0	\$3,596,730		\$52,515,491	\$6,887,483	\$0	\$62,999,704
Municipality: Dania Beach, Hollywood			Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total						
Highways & Freight													
MTP ID: TI029	SR-84 AT WESTON ROAD INTERSECTION IMPROVEMENTS												
Project Length:	0.12	FM#: 4456551			Funding Source:			State					
Type of Work:	ADD TURN LANE(S)	Additional Work Type			Program:			Highways & Freight					
CST	\$2,538,015	\$0	\$2,944,100	\$0	\$0	\$0	\$2,944,100						
Total Cost:	\$2,538,015	\$0	\$2,944,100	\$0	\$0	\$0	\$2,944,100						
Municipality: Sunrise		Ownership: State, Local			Project Sponsor:								
MTP ID: TI046	SR-84/SE 24TH STREET FROM SW 4TH AVENUE TO SR-5/US-1												
Project Length:	0.64	FM#: 4475521			Funding Source:			State					
Type of Work:	TRAFFIC SIGNALS	Additional Work Type			Program:			Highways & Freight					
ROW	\$136,537	\$142,000	\$0	\$0	\$0	\$0	\$142,000						
CST	\$910,393	\$0	\$1,056,056	\$0	\$0	\$0	\$1,056,056						
Total Cost:	\$1,046,930	\$142,000	\$1,056,056	\$0	\$0	\$0	\$1,198,056						
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor:								

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: TI184	SR-845/POWERLINE RD FROM SW 10TH ST TO BROWARD/PALM BEACH COUNTY LINE				! ! ! ! !		
Project Length:	1.63	FM#: 4463781		Funding Source: State			
Type of Work:	PD&E/EMO STUDY	Additional Work Type		Program: Highways & Freight			
PDE	\$465,516	\$0	\$540,000	\$0	\$0	\$0	\$540,000
PE	\$2,576,332	\$0	\$0	\$3,529,575	\$0	\$0	\$3,529,575
ROW	\$11,710,602	\$0	\$0	\$0	\$18,854,069	\$0	\$18,854,069
CST	\$11,710,602	\$0	\$0	\$0	\$18,854,069	\$0	\$18,854,069
Total Cost:	\$26,463,052	\$0	\$540,000	\$3,529,575	\$37,708,138	\$0	\$41,777,713
Municipality: Deerfield Beach		Ownership: State			Project Sponsor:		
MTP ID: TI206	SR-858/HALLANDALE BEACH BLVD @ NE 14 AVE				! ! ! ! !		
Project Length:	0.14	FM#: 4495651		Funding Source: State			
Type of Work:	ADD LEFT TURN LANE(S)	Additional Work Type		Program: Highways & Freight			
PDE	\$64,655	\$0	\$75,000	\$0	\$0	\$0	\$75,000
PE	\$339,654	\$0	\$394,000	\$0	\$0	\$0	\$394,000
ROW	\$1,673,325	\$0	\$0	\$0	\$2,694,053	\$0	\$2,694,053
CST	\$1,673,325	\$0	\$0	\$0	\$2,694,053	\$0	\$2,694,053
Total Cost:	\$3,750,959	\$0	\$469,000	\$0	\$5,388,106	\$0	\$5,857,106
Municipality: Hallandale Beach		Ownership: State, Local			Project Sponsor:		
















Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Highways & Freight										
MTP ID: SR-869 AND SR-9/I-95 ALONG SR-869 & I-95 CORRIDOR TI444										
Project Length: 0.00	FM#: 4442012				Funding Source: State					
Type of Work: PRELIMINARY ENGINEERING	Additional Work Type				Program: Highways & Freight					
CST	\$3,897,214	\$2,260,000	\$2,000,000	\$0	\$0	\$0	\$4,260,000			
Total Cost:	\$3,897,214	\$2,260,000	\$2,000,000	\$0	\$0	\$0	\$4,260,000			
Municipality: Oakland Park	Ownership: State				Project Sponsor:					
MTP ID: SR-869 AND SR-9/I-95 ALONG SR-869 & I-95 CORRIDOR TI445										
Project Length: 0.00	FM#: 4442013				Funding Source: State					
Type of Work: PRELIMINARY ENGINEERING	Additional Work Type				Program: Highways & Freight					
CST	\$3,897,214	\$2,260,000	\$2,000,000	\$0	\$0	\$0	\$4,260,000			
Total Cost:	\$3,897,214	\$2,260,000	\$2,000,000	\$0	\$0	\$0	\$4,260,000			
Municipality: Oakland Park	Ownership: State				Project Sponsor:					
MTP ID: SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95 TI017										
Project Length: 2.15	FM#: 4398911				Funding Source: State					
Type of Work: ADD LANES & RECONSTRUCT	Additional Work Type				Program: Highways & Freight					
CST	\$206,331,322	\$212,736,785	\$2,061,000	\$0	\$0	\$0	\$214,797,785			
Other	\$5,817,306	\$6,050,000	\$0	\$0	\$0	\$0	\$6,050,000			
Total Cost:	\$212,148,628	\$218,786,785	\$2,061,000	\$0	\$0	\$0	\$220,847,785			
Municipality: Deerfield Beach	Ownership: State				Project Sponsor:					











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	SR-870/COMMERCIAL BLVD BRIDGE OVER ICWW						
TI055							
Project Length: 0.15							
Type of Work: FEASIBILITY STUDY							
PE	\$411,426	\$427,884	\$0	\$0	\$0	\$0	\$427,884
Total Cost:	\$411,426	\$427,884	\$0	\$0	\$0	\$0	\$427,884
Municipality: Fort Lauderdale, Lauderdale By The Sea		Ownership: State		Project Sponsor:			
MTP ID:	SR-870/COMMERCIAL BLVD FROM ROCK ISLAND ROAD TO ANDREWS						
TI037	AVENUE						
Project Length: 4.84							
Type of Work: TRAFFIC OPS IMPROVEMENT							
CST	\$70,271	\$73,082	\$0	\$0	\$0	\$0	\$73,082
Total Cost:	\$70,271	\$73,082	\$0	\$0	\$0	\$0	\$73,082
Municipality: Tamarac, Fort Lauderdale		Ownership: State		Project Sponsor:			
MTP ID:	SR-9/I-95 @ SR-834/SAMPLE RD FR S OF NB EXIT RAMP TO N OF NB ENT.						
TI168	RAMP						
Project Length: 0.00							
Type of Work: INTERCHANGE JUSTIFICA/MODIFICA							
ROW	\$87,962	\$91,481	\$0	\$0	\$0	\$0	\$91,481
Other	\$384,615	\$400,000	\$0	\$0	\$0	\$0	\$400,000
Total Cost:	\$472,577	\$491,481	\$0	\$0	\$0	\$0	\$491,481
Municipality: Deerfield Beach, Pompano Beach		Ownership: State		Project Sponsor:			













Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: TI405	SR-9/I-95 TRUCK MOBILITY & SAFETY ENHANCEMENTS IN BROWARD & PALM BCH.						
Project Length: 0.00	FM#: 4520691				Funding Source: State		
Type of Work: FEASIBILITY STUDY	Additional Work Type				Program: Highways & Freight		
Other	\$1,512,931	\$0	\$1,755,000	\$0	\$0	\$0	\$1,755,000
Total Cost:	\$1,512,931	\$0	\$1,755,000	\$0	\$0	\$0	\$1,755,000
Municipality: Deerfield Beach, Pompano Beach, Oakland Park, Fort Lauderdale, Dania Beach, Hollywood, Hallandale Beach, Pembroke Park		Ownership: State			Project Sponsor:		
MTP ID: TI274	SR-93/I-75/ALLIGATOR ALLEY MASTER PLAN BROWARD COUNTY						
Project Length: 0.00	FM#: 4534141				Funding Source: State		
Type of Work: FEASIBILITY STUDY	Additional Work Type				Program: Highways & Freight		
PDE	\$1,293,103	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
PE	\$5,172,413	\$0	\$6,000,000	\$0	\$0	\$0	\$6,000,000
Total Cost:	\$6,465,516	\$0	\$7,500,000	\$0	\$0	\$0	\$7,500,000
Municipality: Weston		Ownership: State			Project Sponsor:		
MTP ID: TI217	SR-A1A FROM SOUTH OF ARIZONA ST TO HALLANDALE BEACH BLVD						
Project Length: 1.94	FM#: 4534312				Funding Source: State		
Type of Work: PD&E/EMO STUDY	Additional Work Type				Program: Highways & Freight		
PDE	\$1,163,793	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
Total Cost:	\$1,163,793	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
Municipality: Hollywood		Ownership: State			Project Sponsor:		











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	SR-A1A/N. FT. LAUDERDALE BEACH BLVD SOUTH OF NE 14TH CRT						
TI225							
Project Length: 0.00							
Type of Work: TRAFFIC SIGNALS							
CST	\$770,746	\$801,577	\$0	\$0	\$0	\$0	\$801,577
Total Cost:	\$770,746	\$801,577	\$0	\$0	\$0	\$0	\$801,577
Municipality: Fort Lauderdale							
MTP ID:	SW 130TH AVE FROM SW 8TH ST TO SR-84						
TI363							
Project Length: 0.47							
Type of Work: FEASIBILITY STUDY							
PDE	\$431,034	\$0	\$500,000	\$0	\$0	\$0	\$500,000
PE	\$655,172	\$0	\$760,000	\$0	\$0	\$0	\$760,000
CST	\$5,394,800	\$0	\$0	\$0	\$8,685,628	\$0	\$8,685,628
Total Cost:	\$6,481,006	\$0	\$1,260,000	\$0	\$8,685,628	\$0	\$9,945,628
Municipality: Davie							

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	SW 148TH AVE FROM BASS CREEK RD TO MIRAMAR PKWY						
TI367							
Project Length:	0.49		FM#: 4496431		Funding Source: Federal		
Type of Work:	PD&E/EMO STUDY		Additional Work Type		Program: Highways & Freight		
PDE	\$1,724,137	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
PE	\$1,108,153	\$0	\$1,285,457	\$0	\$0	\$0	\$1,285,457
CST	\$7,309,787	\$0	\$0	\$0	\$11,768,757	\$0	\$11,768,757
Total Cost:	\$10,142,077	\$0	\$3,285,457	\$0	\$11,768,757	\$0	\$15,054,214
Municipality:	Miramar		Ownership: County, Local		Project Sponsor:		
MTP ID:	TPK (SR91) TSM&O ADD LANES N OF SAWGRASS TO PALM BEACH C/L (MP						
TI309	71-73)						
Project Length:	1.58		FM#: 4159274		Funding Source: State		
Type of Work:	ADD AUXILIARY LANE(S)		Additional Work Type		Program: Highways & Freight		
CST	\$45,387,017	\$47,202,498	\$0	\$0	\$0	\$0	\$47,202,498
Other	\$96,153	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Total Cost:	\$45,483,170	\$47,302,498	\$0	\$0	\$0	\$0	\$47,302,498
Municipality:	Deerfield Beach, Coconut Creek		Ownership: State		Project Sponsor:		
MTP ID:	TPK EXT (SR821) MANAGED LANE IMPLEMENTATION (MP 40.2-47)						
TI319							
Project Length:	7.67		FM#: 4438824		Funding Source: State		
Type of Work:	MISCELLANEOUS CONSTRUCTION		Additional Work Type		Program: Highways & Freight		
PE	\$191,346	\$199,000	\$0	\$0	\$0	\$0	\$199,000
Total Cost:	\$191,346	\$199,000	\$0	\$0	\$0	\$0	\$199,000
Municipality:	Miramar		Ownership: State		Project Sponsor:		

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total							
Highways & Freight															
MTP ID: TI321	TSM&O ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 47-51						!		!		!		!		!
Project Length: 3.93			FM#: 4462231			Funding Source: State									
Type of Work: ADD AUXILIARY LANE(S)			Additional Work Type			Program: Highways & Freight									
CST	\$145,062,680	\$148,850,142	\$2,247,551	\$0	\$0	\$0	\$151,097,693								
Other	\$6,034,482	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000								
Total Cost:			\$151,097,162	\$148,850,142	\$9,247,551	\$0	\$0	\$158,097,693							
Municipality: Hollywood, Pembroke Pines, Miramar			Ownership: State			Project Sponsor:									
MTP ID: TI322	TSM&O ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 51-54						!		!		!		!		!
Project Length: 2.80			FM#: 4462241			Funding Source: State									
Type of Work: ADD AUXILIARY LANE(S)			Additional Work Type			Program: Highways & Freight									
CST	\$110,917,601	\$113,804,872	\$1,728,214	\$0	\$0	\$0	\$115,533,086								
Total Cost:			\$110,917,601	\$113,804,872	\$1,728,214	\$0	\$0	\$115,533,086							
Municipality: Davie, Hollywood			Ownership: State			Project Sponsor:									
MTP ID: TI323	TSM&O TPK (SR91) GRIFFIN ROAD INTERCHANGE IMPROVEMENTS (MP 54)						!		!		!		!		!
Project Length: 0.39			FM#: 4462242			Funding Source: State									
Type of Work: INTERCHANGE IMPROVEMENT			Additional Work Type			Program: Highways & Freight									
PE	\$95,192	\$99,000	\$0	\$0	\$0	\$0	\$99,000								
ROW	\$2,401,551	\$10,000	\$2,774,646	\$0	\$0	\$0	\$2,784,646								
CST	\$12,011,381	\$0	\$13,933,202	\$0	\$0	\$0	\$13,933,202								
Total Cost:			\$14,508,124	\$109,000	\$16,707,848	\$0	\$0	\$16,816,848							
Municipality: Davie			Ownership: State			Project Sponsor:									
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: TI312	WIDEN SAWGRASS (SR 869) UNIVERSITY DR TO SR7 (MP 14.8-18.4)(6TO10 LNS)				 !  !  !  !  !		
Project Length:	3.02	FM#: 4354615			Funding Source: State		
Type of Work:	ADD LANES & RECONSTRUCT	Additional Work Type			Program: Highways & Freight		
CST	\$105,794,330	\$0	\$122,721,423	\$0	\$0	\$0	\$122,721,423
Other	\$194,329	\$99,000	\$115,000	\$0	\$0	\$0	\$214,000
Total Cost:	\$105,988,659	\$99,000	\$122,836,423	\$0	\$0	\$0	\$122,935,423
Municipality: Coral Springs, Parkland		Ownership: State			Project Sponsor:		
MTP ID: TI310	WIDEN SAWGRASS (SR869) ATLANTIC BLVD TO SAMPLE RD (MP 9-12)(6TO10 LNS)				 !   !  !  !		
Project Length:	2.74	FM#: 4354611			Funding Source: State		
Type of Work:	ADD LANES & RECONSTRUCT	Additional Work Type			Program: Highways & Freight		
CST	\$25,862	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Other	\$2,155,172	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
Total Cost:	\$2,181,034	\$0	\$2,530,000	\$0	\$0	\$0	\$2,530,000
Municipality: Coral Springs		Ownership: State			Project Sponsor:		











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	WIDEN SAWGRASS (SR869) OAKLAND PARK BLVD TO ATLANTIC BLVD (MP 4.1-7.5)						
TI315							
Project Length:	4.93	FM#: 4371556			Funding Source: State		
Type of Work:	ADD LANES & RECONSTRUCT	Additional Work Type			Program: Highways & Freight		
PE	\$865,384	\$900,000	\$0	\$0	\$0	\$0	\$900,000
ROW	\$1,046,898	\$957,575	\$146,338	\$0	\$0	\$0	\$1,103,913
CST	\$147,468,441	\$10,290	\$171,051,916	\$0	\$0	\$0	\$171,062,206
Other	\$2,112,068	\$0	\$2,450,000	\$0	\$0	\$0	\$2,450,000
Total Cost:	\$151,492,791	\$1,867,865	\$173,648,254	\$0	\$0	\$0	\$175,516,119
Municipality: Tamarac, Sunrise		Ownership: State			Project Sponsor:		
MTP ID:	WIDEN SAWGRASS (SR869) SAMPLE TO UNIVERSITY DR (MP 12-14.8)(6TO10 LNS)						
TI311							
Project Length:	2.79	FM#: 4354614			Funding Source: State		
Type of Work:	ADD LANES & RECONSTRUCT	Additional Work Type			Program: Highways & Freight		
CST	\$112,930,992	\$0	\$130,999,953	\$0	\$0	\$0	\$130,999,953
Other	\$523,738	\$74,000	\$525,000	\$0	\$0	\$0	\$599,000
Total Cost:	\$113,454,730	\$74,000	\$131,524,953	\$0	\$0	\$0	\$131,598,953
Municipality: Coral Springs		Ownership: State			Project Sponsor:		
















Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight								
MTP ID: TI318	WIDEN SAWGRASS(SR869) FROM SR7 TO POWERLINE RD (MP18.4-22)(6TO10 LNS)					 !  !  !  !  !		
Project Length:	3.82		FM#: 4372241			Funding Source: State		
Type of Work:	ADD LANES & RECONSTRUCT		Additional Work Type			Program: Highways & Freight		
PE	\$12,692,307	\$13,200,000	\$0	\$0	\$0	\$0	\$13,200,000	
Other	\$215,517	\$0	\$250,000	\$0	\$0	\$0	\$250,000	
Total Cost:	\$12,907,824	\$13,200,000	\$250,000	\$0	\$0	\$0	\$13,450,000	
Municipality: Coral Springs, Coconut Creek, Deerfield Beach			Ownership: State			Project Sponsor:		
MTP ID: TI314	WIDEN SAWGRASS(SR869) S OF NW8TH TO SUNRISE BLVD (MP0-0.5) (6TO10LNS)					 !  !  !  ! 		
Project Length:	1.09		FM#: 4371555			Funding Source: State		
Type of Work:	ADD LANES & RECONSTRUCT		Additional Work Type			Program: Highways & Freight		
PE	\$432,692	\$450,000	\$0	\$0	\$0	\$0	\$450,000	
ROW	\$6,116,483	\$6,361,143	\$0	\$0	\$0	\$0	\$6,361,143	
CST	\$126,793,958	\$10,290	\$147,069,516	\$0	\$0	\$0	\$147,079,806	
Other	\$2,181,696	\$50,000	\$2,475,000	\$0	\$0	\$0	\$2,525,000	
Total Cost:	\$135,524,829	\$6,871,433	\$149,544,516	\$0	\$0	\$0	\$156,415,949	
Municipality: Sunrise			Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: TI313	WIDEN SAWGRASS(SR869) SUNRISE BLVD TO OAKLAND PARK(MP0.5-4.1)(6TO10LN)						
Project Length: 6.10	FM#: 4371551						
Type of Work: ADD LANES & RECONSTRUCT	Additional Work Type						
ROW	\$19,007,275	\$19,767,566	\$0	\$0	\$0	\$0	\$19,767,566
CST	\$364,375,509	\$372,347,427	\$7,365,000	\$0	\$0	\$0	\$379,712,427
Other	\$6,594,826	\$1,300,000	\$6,200,000	\$0	\$0	\$0	\$7,500,000
Total Cost:	\$389,977,610	\$393,414,993	\$13,565,000	\$0	\$0	\$0	\$406,979,993
Municipality: Sunrise	Ownership: State						
MTP ID: TI317	WIDEN SPUR(SR91) FROM BROWARD CNTY TO TPK EXT(SR821)(MP3.3-3.6) 6-8LNS						
Project Length: 0.30	FM#: 4233736						
Type of Work: ADD LANES & RECONSTRUCT	Additional Work Type						
CST	\$4,646,400	\$0	\$5,389,824	\$0	\$0	\$0	\$5,389,824
Total Cost:	\$4,646,400	\$0	\$5,389,824	\$0	\$0	\$0	\$5,389,824
Municipality: Miramar	Ownership: State						
MTP ID: TI327	WIDEN TPK (SR 91) S OF OAKLAND PARK TO S OF COMMERCIAL BLVD(MP 60-62)						
Project Length: 2.01	FM#: 4520751						
Type of Work: ADD LANES & RECONSTRUCT	Additional Work Type						
PE	\$16,551,724	\$0	\$19,200,000	\$0	\$0	\$0	\$19,200,000
ROW	\$21,551,724	\$0	\$25,000,000	\$0	\$0	\$0	\$25,000,000
Total Cost:	\$38,103,448	\$0	\$44,200,000	\$0	\$0	\$0	\$44,200,000
Municipality: Tamarac, Lauderdale Lakes	Ownership: State						



















Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight								
MTP ID: TI329	WIDEN TPK (SR91) ATLANTIC BLVD TO N OF SAMPLE RD (MP 66-69)					🚲 ! 🚚 ! 🚛 ! 🏠 ! 🏠 !		
Project Length: 3.57			FM#: 4520771			Funding Source: State		
Type of Work: ADD LANES & RECONSTRUCT			Additional Work Type			Program: Highways & Freight		
PE	\$23,120,689	\$0	\$26,820,000	\$0	\$0	\$0	\$0	\$26,820,000
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Total Cost:	\$23,120,689	\$0	\$26,820,000	\$0	\$0	\$0	\$0	\$26,820,000
Municipality: Coconut Creek, Pompano Beach			Ownership: State			Project Sponsor:		
MTP ID: TI330	WIDEN TPK (SR91) N OF SAMPLE RD TO WILES RD (MP 69-70)					🚲 ! 🚚 ! 🚛 ! 🏠 ! 🏠 !		
Project Length: 0.87			FM#: 4520781			Funding Source: State		
Type of Work: ADD LANES & RECONSTRUCT			Additional Work Type			Program: Highways & Freight		
PE	\$1,644,230	\$1,710,000	\$0	\$0	\$0	\$0	\$0	\$1,710,000
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Total Cost:	\$1,644,230	\$1,710,000	\$0	\$0	\$0	\$0	\$0	\$1,710,000
Municipality: Coconut Creek, Pompano Beach, Deerfield Beach			Ownership: State			Project Sponsor:		
MTP ID: TI328	WIDEN TPK (SR91) S OF COMMERCIAL BLVD TO ATLANTIC BLVD (MP 62-66)					🚲 ! 🚚 ! 🚛 ! 🏠 ! 🏠 !		
Project Length: 4.28			FM#: 4520761			Funding Source: State		
Type of Work: ADD LANES & RECONSTRUCT			Additional Work Type			Program: Highways & Freight		
PE	\$11,948,275	\$0	\$13,860,000	\$0	\$0	\$0	\$0	\$13,860,000
ROW	\$150,303	\$0	\$174,352	\$0	\$0	\$0	\$0	\$174,352
<hr/>								
Total Cost:	\$12,098,578	\$0	\$14,034,352	\$0	\$0	\$0	\$0	\$14,034,352
Municipality: Tamarac, North Lauderdale, Pompano Beach, Margate, Coconut Creek			Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: TI326	WIDEN TPK (SR91) S OF I-595 TO S OF OAKLAND PARK (MP 55-60)				 !  !  !  !  !		
Project Length: 5.10		FM#: 4520731			Funding Source: State		
Type of Work: ADD LANES & RECONSTRUCT		Additional Work Type			Program: Highways & Freight		
PE	\$9,956,896	\$0	\$11,550,000	\$0	\$0	\$0	\$11,550,000
Total Cost:		\$9,956,896	\$0	\$11,550,000	\$0	\$0	\$11,550,000
Municipality: Plantation, Lauderhill		Ownership: State			Project Sponsor:		
MTP ID: TI331	WIDEN TPK (SR91) WILES RD TO PALM BEACH C/L (MP 70-73)				 !  !    !		
Project Length: 3.16		FM#: 4521141			Funding Source: State		
Type of Work: ADD LANES & RECONSTRUCT		Additional Work Type			Program: Highways & Freight		
PE	\$6,293,103	\$0	\$7,300,000	\$0	\$0	\$0	\$7,300,000
Total Cost:		\$6,293,103	\$0	\$7,300,000	\$0	\$0	\$7,300,000
Municipality: Deerfield Beach, Coconut Creek		Ownership: State			Project Sponsor:		
MTP ID: MG006	Atlantic Blvd @ SR-7				 !  !  !  !  !		
Project Length:		FM#:			Funding Source: State		
Type of Work: Feasibility Study		Additional Work Type Grade Separation			Program: Highways & Freight		
Add dedicated right turn lanes to west bound Atlantic and south bound State Road 7. Provide dual left turn lanes for both north and south bound State Road 7. Add storage to intersection. Consider creating a depressed intersection.							
Other	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Total Cost:		\$250,000	\$0	\$290,000	\$0	\$0	\$290,000
Municipality: Margate		Ownership: State, County			Project Sponsor: Margate		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: BM136	FEC from Broward/Miami-Dade County Line to FLL Airport				 !  !  !  !  !		
Project Length: 6.94	FM#: 0			Funding Source: State			
Type of Work: Feasibility Study	Additional Work Type Grade Separation			Program: Highways & Freight			
Railroad Grade Separation Study							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Broward County, Hallandale Beach, Hollywood, Dania Beach		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: SI030	Copans Rd. at SFRC				 !   !  		
Project Length: 0.00	FM#: SIS-3671			Funding Source: State			
Type of Work: GRADE SEPARATION	Additional Work Type			Program: Highways & Freight			
PDE	\$1,242,236	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
PE	\$2,523,786	\$0	\$0	\$0	\$0	\$5,199,000	\$5,199,000
ROW	\$11,470,874	\$0	\$0	\$0	\$0	\$23,630,000	\$23,630,000
CST	\$27,001,942	\$0	\$0	\$0	\$0	\$55,624,000	\$55,624,000
Total Cost:	\$42,238,838	\$0	\$0	\$0	\$2,000,000	\$84,453,000	\$86,453,000
Municipality: Pompano Beach		Ownership: State			Project Sponsor:		



















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: BM117	Countyline Rd/HEFT Extension from Turnpike to I-95				 !  !  !  !  !		
Project Length: 0.00			FM#:		Funding Source: State		
Type of Work: Feasibility Study			Additional Work Type		Program: Highways & Freight		
Conduct multimodal feasibility study.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Miramar, Pembroke Park, West Park		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: DB001	Dania Beach Blvd from US-1 to A1A				 !  !  !  !  !		
Project Length: 2.00			FM#:		Funding Source: Federal/State		
Type of Work: Feasibility Study			Additional Work Type		Program: Highways & Freight		
Assess the vulnerability of Dania Beach Blvd looking at sea level rise adaptation.							
Other	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Total Cost:	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Municipality: Hollywood, Dania Beach		Ownership: State, County, Local			Project Sponsor: Dania Beach		
MTP ID: HB004	Hallandale Beach Boulevard Corridor from I-95 to NE 8th Avenue				 !  !  !  !  !		
Project Length: 2.10			FM#:		Funding Source: Federal/State		
Type of Work: Feasibility Study			Additional Work Type Grade Separation		Program: Highways & Freight		
The two most deficient intersections along Hallandale Beach Boulevard are at Dixie Highway and NE/SE1st Avenue and at US-1. Hallandale Beach Boulevard is the only form of access to the beach, and one of only two connections west of I-95.							
Other	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Total Cost:	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Municipality: Hallandale Beach, Pembroke Park		Ownership: State, County, Local			Project Sponsor: Hallandale Beach		





















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	I-595 at 136th Avenue						
SI029							
Project Length:	0.00						
Type of Work:	MODIFY INTERCHANGE						
PDE	\$970,874	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
PE	\$3,093,689	\$0	\$0	\$0	\$0	\$6,373,000	\$6,373,000
Total Cost:	\$4,064,563	\$0	\$0	\$0	\$0	\$8,373,000	\$8,373,000
Municipality:	Davie						
MTP ID:	I-595 EASTBOUND TO NORTHBOUND RAMP AT SR-7/US-441						
SI013							
Project Length:	0.87						
Type of Work:	INTERCHANGE - ADD LANES						
PE	\$6,731	\$7,000	\$0	\$0	\$0	\$0	\$7,000
CST	\$5,045,656	\$5,113,000	\$150,000	\$0	\$0	\$0	\$5,263,000
Total Cost:	\$5,052,387	\$5,120,000	\$150,000	\$0	\$0	\$0	\$5,270,000
Municipality:	Davie						
MTP ID:	I-595/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95						
SI038							
Project Length:	9.81						
Type of Work:	ADD LANES & RECONSTRUCT						
	P3 Payout. I-595 Mega Project. corridor improvements including reversible managed lanes.						
Other	\$1,285,505,039	\$74,387,000	\$419,980,000	\$490,185,000	\$396,062,000	\$375,556,000	\$1,756,170,000
Total Cost:	\$1,285,505,039	\$74,387,000	\$419,980,000	\$490,185,000	\$396,062,000	\$375,556,000	\$1,756,170,000
Municipality:	Davie, Dania Beach						

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	I-75 at SR 820/Pines Blvd. from N. of Miramar Pkwy. To N. of Pines Blvd.						
SI025							
Project Length:	3.08	FM#: 4151521			Funding Source: State		
Type of Work:	MODIFY INTERCHANGE	Additional Work Type			Program: Highways & Freight		
CST	\$164,326,649	\$0	\$190,403,000	\$255,000	\$0	\$0	\$190,658,000
Total Cost:	\$164,326,649	\$0	\$190,403,000	\$255,000	\$0	\$0	\$190,658,000
Municipality: Miramar, Pembroke Pines		Ownership: State			Project Sponsor:		
MTP ID:	I-75/SR-93 EAST SIDE RAMP IMPROVEMENTS AT GRIFFIN ROAD						
SI010							
Project Length:	4.19	FM#: 4327091			Funding Source: State		
Type of Work:	INTERCHANGE JUSTIFICA/MODIFICA	Additional Work Type			Program: Highways & Freight		
PE	\$293,037	\$8,000	\$331,000	\$0	\$0	\$0	\$339,000
CST	\$19,935,766	\$0	\$0	\$27,312,000	\$0	\$0	\$27,312,000
Total Cost:	\$20,228,803	\$8,000	\$331,000	\$27,312,000	\$0	\$0	\$27,651,000
Municipality: Davie		Ownership: State			Project Sponsor:		
MTP ID:	I-95 at CB from Miami-Dade/Broward County Line to SR 824/Pembroke Rd.						
SI015							
Project Length:	1.53	FM#: 4369034			Funding Source: State		
Type of Work:	MODIFY INTERCHANGE	Additional Work Type			Program: Highways & Freight		
ROW	\$10,000,730	\$0	\$0	\$13,701,000	\$0	\$0	\$13,701,000
Total Cost:	\$10,000,730	\$0	\$0	\$13,701,000	\$0	\$0	\$13,701,000
Municipality: Hallandale Beach		Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	I-95 at CD from SR 824/Pembroke Rd. to N. of Johnston St.						
SI016							
Project Length: 1.54							
Type of Work: MODIFY INTERCHANGE							
FM#: 4369035							
Additional Work Type							
Funding Source: State							
Program: Highways & Freight							
ROW	\$13,089,586	\$0	\$225,000	\$17,667,000	\$0	\$0	\$17,892,000
Total Cost:	\$13,089,586	\$0	\$225,000	\$17,667,000	\$0	\$0	\$17,892,000
Municipality: Hollywood							
Ownership: State							
Project Sponsor:							
MTP ID:	I-95 at Commercial Blvd.						
SI019							
Project Length: 0.00							
Type of Work: MODIFY INTERCHANGE							
FM#: 4358084							
Additional Work Type							
Funding Source: State							
Program: Highways & Freight							
ROW	\$22,355,340	\$0	\$0	\$0	\$0	\$46,052,000	\$46,052,000
CST	\$8,377,670	\$0	\$0	\$0	\$0	\$17,258,000	\$17,258,000
Total Cost:	\$30,733,010	\$0	\$0	\$0	\$0	\$63,310,000	\$63,310,000
Municipality: Oakland Park							
Ownership: State							
Project Sponsor:							
MTP ID:	I-95 at Hallandale Beach Blvd., Pembroke Rd., and Hollywood Blvd.						
SI018							
Project Length: 0.00							
Type of Work: MODIFY INTERCHANGE							
FM#: 4369032, 3,							
Additional Work Type							
Funding Source: State							
Program: Highways & Freight							
ROW	\$40,259,006	\$0	\$0	\$0	\$64,817,000	\$0	\$64,817,000
CST	\$183,257,764	\$0	\$0	\$0	\$295,045,000	\$0	\$295,045,000
Total Cost:	\$223,516,770	\$0	\$0	\$0	\$359,862,000	\$0	\$359,862,000
Municipality: Hallandale Beach, Hollywood							
Ownership: State							
Project Sponsor:							
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	I-95 at Oakland Park Blvd.						
SI026							
Project Length:	3.35						
Type of Work:	MODIFY INTERCHANGE						
PDE	\$1,605,590	\$0	\$0	\$0	\$2,585,000	\$0	\$2,585,000
PE	\$2,104,348	\$0	\$0	\$0	\$3,388,000	\$0	\$3,388,000
ROW	\$6,644,720	\$0	\$0	\$0	\$10,698,000	\$0	\$10,698,000
CST	\$43,553,883	\$0	\$0	\$0	\$0	\$89,721,000	\$89,721,000
Total Cost:	\$53,908,541	\$0	\$0	\$0	\$16,671,000	\$89,721,000	\$106,392,000
Municipality:	Oakland Park						
Ownership:	State						
Project Sponsor:							
MTP ID:	I-95 CD Rd. - from N. of SR 820/Hollywood Blvd. to N. of SR 818/Griffin Rd.						
SI021							
Project Length:	7.84						
Type of Work:	MODIFY INTERCHANGE						
PE	\$7,306,569	\$0	\$0	\$10,010,000	\$0	\$0	\$10,010,000
Total Cost:	\$7,306,569	\$0	\$0	\$10,010,000	\$0	\$0	\$10,010,000
Municipality:	Hollywood, Dania Beach						
Ownership:	State						
Project Sponsor:							
MTP ID:	I-95 from Miami-Dade/Broward County Line to N. of Griffin Rd.						
SI022							
Project Length:	10.03						
Type of Work:	MODIFY INTERCHANGE						
ROW	\$62,730,657	\$0	\$0	\$85,941,000	\$0	\$0	\$85,941,000
Total Cost:	\$62,730,657	\$0	\$0	\$85,941,000	\$0	\$0	\$85,941,000
Municipality:	Broward County, Dania Beach, Hollywood, Hallandale Beach						
Ownership:	State						
Project Sponsor:							



















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	I-95 from N. of Broward Blvd. to Sunrise Blvd.						
SI028							
Project Length: 1.00		FM#: 4480181			Funding Source: State		
Type of Work: ADD LANES & RECONSTRUCT		Additional Work Type			Program: Highways & Freight		
PDE	\$970,874	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
PE	\$2,309,223	\$0	\$0	\$0	\$0	\$4,757,000	\$4,757,000
ROW	\$970,874	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Total Cost:	\$4,250,971	\$0	\$0	\$0	\$0	\$8,757,000	\$8,757,000
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor:		
MTP ID:	I-95 from N. of SR 822/Sheridan St. to N. of SR 848/Stirling Rd.						
SI023							
Project Length: 1.00		FM#: 4391704			Funding Source: State		
Type of Work: MODIFY INTERCHANGE		Additional Work Type			Program: Highways & Freight		
PE	\$5,846,715	\$0	\$0	\$8,010,000	\$0	\$0	\$8,010,000
Total Cost:	\$5,846,715	\$0	\$0	\$8,010,000	\$0	\$0	\$8,010,000
Municipality: Hollywood, Dania Beach		Ownership: State			Project Sponsor:		
MTP ID:	I-95 from N. of SR 848/Stirling Rd. to N. of SR 818/Griffin Rd.						
SI024							
Project Length: 2.00		FM#: 4391705			Funding Source: State		
Type of Work: MODIFY INTERCHANGE		Additional Work Type			Program: Highways & Freight		
PE	\$7,846,715	\$0	\$0	\$10,750,000	\$0	\$0	\$10,750,000
Total Cost:	\$7,846,715	\$0	\$0	\$10,750,000	\$0	\$0	\$10,750,000
Municipality: Dania Beach, Broward County		Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total					
Highways & Freight													
MTP ID: SI020	I-95 from N.of Commercial Blvd. to N. of Cypress Creek Rd.												
Project Length:	1.00		FM#: 4358087			Funding Source:			State				
Type of Work:	MODIFY INTERCHANGE		Additional Work Type			Program:			Highways & Freight				
CST	\$33,860,301	\$38,775,000	\$0	\$594,000	\$0	\$0	\$39,369,000						
Total Cost:	\$33,860,301	\$38,775,000	\$0	\$594,000	\$0	\$0	\$39,369,000						
Municipality: Oakland Park			Ownership: State			Project Sponsor:							
MTP ID: SI027	I-95 from SR 84 to S. of Broward Blvd.												
Project Length:	2.27		FM#: SIS-3398			Funding Source:			State				
Type of Work:	ADD LANES & RECONSTRUCT		Additional Work Type			Program:			Highways & Freight				
PDE	\$1,456,311	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000					
PE	\$16,274,757	\$0	\$0	\$0	\$0	\$0	\$33,526,000	\$33,526,000					
Total Cost:	\$17,731,068	\$0	\$0	\$0	\$0	\$0	\$36,526,000	\$36,526,000					
Municipality: Fort Lauderdale			Ownership: State			Project Sponsor:							
MTP ID: PL001	Plantation Midtown Bridge from SW 17th Street to SR-84												
Project Length:	0.09		FM#:			Funding Source:			State				
Type of Work:	Bridge		Additional Work Type			Program:			Highways & Freight				
The City is proposing construction of a bridge that will span the North New River Canal. The bridge will be located between University Drive and Pine Island Road and will relieve traffic from both roadways.													
CST	\$10,397,770	\$0	\$0	\$14,244,945	\$0	\$0	\$14,244,945						
Total Cost:	\$10,397,770	\$0	\$0	\$14,244,945	\$0	\$0	\$14,244,945						
Municipality: Plantation			Ownership: Local			Project Sponsor:			Plantation				











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	NE 15th Ave over S Fork of Middle River Bridge						
FL016							
Project Length: 0.03							
Type of Work: Bridge							
<i>The reinforced concrete piles have spalls, delaminations and cracks with corrosion staining and/or exposed corroded reinforcing steel. Piles will require jackets with galvanic anodes. Concrete element repairs.</i>							
PE	\$2,233,000	\$0	\$2,590,280	\$0	\$0	\$0	\$2,590,280
CST	\$10,150,000	\$0	\$0	\$13,905,500	\$0	\$0	\$13,905,500
Total Cost:	\$12,383,000	\$0	\$2,590,280	\$13,905,500	\$0	\$0	\$16,495,780
Municipality: Fort Lauderdale, Wilton Manors		Ownership: Local			Project Sponsor: Fort Lauderdale		
MTP ID:	FEC from North of Sunrise Blvd to Broward/Palm Beach County Line						
BM138							
Project Length: 11.03							
Type of Work: Feasibility Study							
<i>Railroad Grade Separation Study</i>							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Deerfield Beach, Pompano Beach, Fort Lauderdale, Oakland Park, Boca Raton		Ownership: State			Project Sponsor: Broward MPO		
MTP ID:	Oakland Park Blvd @ Powerline Rd						
BM135							
Project Length:							
Type of Work: Feasibility Study							
<i>Intersection Improvement.</i>							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Oakland Park, Wilton Manors		Ownership: State			Project Sponsor: Broward MPO		


























Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	Old Dixie Highway over S Fork Middle River Bridge						
FL015							
Project Length: 0.03							
Type of Work: Feasibility Study							
<i>Structural repairs to the bridge including concrete repairs to elements in close proximity to the water. Addition of bike lanes and sidewalks on the bridge.</i>							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Fort Lauderdale, Wilton Manors		Ownership: Local			Project Sponsor: Fort Lauderdale		
MTP ID:	South Florida Rail Corridor @ Hillsboro Boulevard						
DF016							
Project Length:							
Type of Work: Feasibility Study							
<i>Grade separation at Railroad crossing</i>							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Deerfield Beach		Ownership: State			Project Sponsor: Deerfield Beach		























Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: SI031	SR 814/Atlantic Blvd. at SFRC				 !  !  !  !  !		
Project Length:	0.00	FM#: 4480151			Funding Source: State		
Type of Work:	GRADE SEPARATION	Additional Work Type			Program: Highways & Freight		
PDE	\$1,242,236	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000
PE	\$2,138,509	\$0	\$0	\$0	\$3,443,000	\$0	\$3,443,000
ROW	\$1,641,748	\$0	\$0	\$0	\$0	\$3,382,000	\$3,382,000
CST	\$39,343,689	\$0	\$0	\$0	\$0	\$81,048,000	\$81,048,000
Total Cost:	\$44,366,182	\$0	\$0	\$0	\$5,443,000	\$84,430,000	\$89,873,000
Municipality: Pompano Beach		Ownership: State			Project Sponsor:		
MTP ID: FD050	SR 814/Atlantic Boulevard at South Florida Rail Corridor				 !  !  !  !  !		
Project Length:	0.00	FM#:			Funding Source: State		
Type of Work:	Feasibility Study	Additional Work Type Grade Separation			Program: Highways & Freight		
Road/rail grade separation							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Pompano Beach		Ownership: State			Project Sponsor: FDOT SIS		
MTP ID: SI017	SR 824/Pembroke Rd. from Park Rd. to S. of 27th Ave.				 !  !  !   !		
Project Length:	0.00	FM#: 4369036			Funding Source: State		
Type of Work:	MODIFY INTERCHANGE	Additional Work Type			Program: Highways & Freight		
ROW	\$15,442,720	\$0	\$141,000	\$20,990,000	\$0	\$0	\$21,131,000
Total Cost:	\$15,442,720	\$0	\$141,000	\$20,990,000	\$0	\$0	\$21,131,000
Municipality: Hallandale Beach, Hollywood		Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	SR 834/Sample Road & Copans Road at South Florida Rail Corridor						
FD048							
Project Length: 0.00					Funding Source: State		
Type of Work: Feasibility Study					Program: Highways & Freight		
Road/rail grade separation							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Deerfield Beach, Pompano Beach		Ownership: State			Project Sponsor: FDOT SIS		
MTP ID:	SR 84 at FEC Railway						
SI032							
Project Length: 0.00					Funding Source: State		
Type of Work: GRADE SEPARATION					Program: Highways & Freight		
PDE	\$2,912,621	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000
Total Cost:	\$2,912,621	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor:		
MTP ID:	SR 869/SW 10th Street from Florida Turnpike/Sawgrass Expressway to W. of						
SI014	I-95						
Project Length: 2.15					Funding Source: State		
Type of Work: ADD LANES & RECONSTRUCT					Program: Highways & Freight		
PE	\$660,577	\$687,000	\$0	\$0	\$0	\$0	\$687,000
ROW	\$10,588,462	\$11,012,000	\$0	\$0	\$0	\$0	\$11,012,000
CST	\$226,761,340	\$233,984,000	\$2,061,000	\$0	\$0	\$0	\$236,045,000
Total Cost:	\$238,010,379	\$245,683,000	\$2,061,000	\$0	\$0	\$0	\$247,744,000
Municipality: Deerfield Beach		Ownership: State			Project Sponsor:		











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	SR 870/Commercial Blvd. at FEC Railway						
SI033							
Project Length: 0.00							
Type of Work: GRADE SEPARATION							
PDE	\$1,863,354	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000
Total Cost:	\$1,863,354	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000
Municipality: Oakland Park							
Ownership: State							
Project Sponsor:							
MTP ID:	SR-84 @ FEC Railway						
BM094							
Project Length:							
Type of Work: Feasibility Study							
Grade separation at Railroad Crossing							
Other	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Total Cost:	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Municipality: Fort Lauderdale							
Ownership: State							
Project Sponsor: Broward MPO							
MTP ID:	SR-9/I-95 @ SR-842/BROWARD BOULEVARD						
SI001							
Project Length: 3.63							
Type of Work: INTERCHANGE - ADD LANES							
PE	\$85,577	\$89,000	\$0	\$0	\$0	\$0	\$89,000
ROW	\$7,849,602	\$1,010,000	\$7,979,000	\$0	\$0	\$0	\$8,989,000
CST	\$199,361,636	\$0	\$0	\$16,350,000	\$301,758,000	\$0	\$318,108,000
Total Cost:	\$207,296,815	\$1,099,000	\$7,979,000	\$16,350,000	\$301,758,000	\$0	\$327,186,000
Municipality: Fort Lauderdale							
Ownership: State							
Project Sponsor:							











Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight								
MTP ID:	SR-9/I-95 @ SUNRISE BLVD. INTERCHANGE IMPROVEMENT					 !  !  !  !  !		
SI002								
Project Length:	0.95		FM#: 4355141			Funding Source: State		
Type of Work:	INTERCHANGE - ADD LANES		Additional Work Type			Program: Highways & Freight		
PE	\$54,808	\$57,000	\$0	\$0	\$0	\$0	\$57,000	
ROW	\$2,187,566	\$499,000	\$1,981,000	\$0	\$0	\$0	\$2,480,000	
CST	\$46,085,080	\$47,820,000	\$121,000	\$0	\$0	\$0	\$47,941,000	
Total Cost:	\$48,327,454	\$48,376,000	\$2,102,000	\$0	\$0	\$0	\$50,478,000	
Municipality: Fort Lauderdale			Ownership: State			Project Sponsor:		
MTP ID:	SR-9/I-95 AT DAVIE BOULEVARD					   !  		
SI003								
Project Length:	4.97		FM#: 4391711			Funding Source: State		
Type of Work:	INTERCHANGE - ADD LANES		Additional Work Type			Program: Highways & Freight		
PDE	\$1,613,282	\$8,000	\$0	\$0	\$2,585,000	\$0	\$2,593,000	
PE	\$2,121,589	\$0	\$20,000	\$0	\$3,388,000	\$0	\$3,408,000	
ROW	\$12,661,165	\$0	\$0	\$0	\$0	\$26,082,000	\$26,082,000	
CST	\$28,673,301	\$0	\$0	\$0	\$0	\$59,067,000	\$59,067,000	
Total Cost:	\$45,069,337	\$8,000	\$20,000	\$0	\$5,973,000	\$85,149,000	\$91,150,000	
Municipality: Fort Lauderdale			Ownership: State			Project Sponsor:		






Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight								
MTP ID: SI004	SR-9/I-95 E OF 95 RAMPS T/FR COMMERCIAL BLVD N ANDREWS AV FRONTAGE RD							    
Project Length:	0.48		FM#: 4358083			Funding Source: State		
Type of Work:	ADD LANES & RECONSTRUCT		Additional Work Type			Program: Highways & Freight		
ROW	\$4,300,672	\$636,000	\$3,221,000	\$1,250,000	\$0	\$0	\$5,107,000	
CST	\$22,605,839	\$0	\$0	\$30,970,000	\$0	\$0	\$30,970,000	
Total Cost:	\$26,906,511	\$636,000	\$3,221,000	\$32,220,000	\$0	\$0	\$36,077,000	
Municipality:	Fort Lauderdale		Ownership: State			Project Sponsor:		
MTP ID: SI005	SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD						 	     
Project Length:	10.03		FM#: 4391701			Funding Source: State		
Type of Work:	INTERCHANGE JUSTIFICA/MODIFICA		Additional Work Type			Program: Highways & Freight		
PDE	\$1,931,731	\$2,009,000	\$0	\$0	\$0	\$0	\$2,009,000	
PE	\$10,243,518	\$0	\$20,000	\$0	\$0	\$0	\$20,000	
ROW	\$87,402,427	\$0	\$0	\$85,941	\$0	\$180,049,000	\$180,134,941	
Total Cost:	\$99,577,676	\$2,009,000	\$20,000	\$85,941	\$0	\$180,049,000	\$182,163,941	
Municipality:	Broward County , Dania Beach, Hollywood, Pembroke Park		Ownership: State			Project Sponsor:		
MTP ID: SI006	SR-9/I-95 FROM N OF SR-820/HOLLYWOOD TO N OF SR-822/ SHERIDAN ST						 	     
Project Length:	1.57		FM#: 4391703			Funding Source: State		
Type of Work:	INTERCHANGE JUSTIFICA/MODIFICA		Additional Work Type			Program: Highways & Freight		
PE	\$6,905,172	\$0	\$8,010,000	\$0	\$0	\$0	\$8,010,000	
Total Cost:	\$6,905,172	\$0	\$8,010,000	\$0	\$0	\$0	\$8,010,000	
Municipality:	Hollywood		Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total							
Highways & Freight															
MTP ID: SI007	SR-9/I-95 FROM S OF COMMERCIAL BLVD. TO CYPRESS CREEK ROAD														
Project Length:	3.16		FM#: 4358082			Funding Source:			State						
Type of Work:	INTERCHANGE JUSTIFICA/MODIFICA		Additional Work Type			Program:			Highways & Freight						
ROW	\$4,808	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000							
CST	\$51,371,552	\$0	\$59,591,000	\$0	\$0	\$0	\$0	\$59,591,000							
Total Cost:	\$51,376,360	\$5,000	\$59,591,000	\$0	\$0	\$0	\$0	\$59,596,000							
Municipality:		Fort Lauderdale		Ownership:		State		Project Sponsor:							
MTP ID: SI008	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.														
Project Length:	5.09		FM#: 4369642			Funding Source:			State						
Type of Work:	INTERCHANGE - ADD LANES		Additional Work Type			Program:			Highways & Freight						
PE	\$1,081,731	\$1,125,000	\$0	\$0	\$0	\$0	\$0	\$1,125,000							
CST	\$302,904,609	\$25,431,000	\$323,004,000	\$0	\$0	\$0	\$0	\$348,435,000							
Total Cost:	\$303,986,340	\$26,556,000	\$323,004,000	\$0	\$0	\$0	\$0	\$349,560,000							
Municipality:		Deerfield Beach		Ownership:		State		Project Sponsor:							
MTP ID: SI009	SR-9/I-95 NORTHBOUND OFF-RAMP TO EASTBOUND I-595														
Project Length:	0.37		FM#: 4417231			Funding Source:			State						
Type of Work:	ADD LANES & REHABILITATE PVMNT		Additional Work Type			Program:			Highways & Freight						
PE	\$60,577	\$63,000	\$0	\$0	\$0	\$0	\$0	\$63,000							
CST	\$3,598,011	\$3,698,000	\$49,000	\$0	\$0	\$0	\$0	\$3,747,000							
Total Cost:	\$3,658,588	\$3,761,000	\$49,000	\$0	\$0	\$0	\$0	\$3,810,000							
Municipality:		Broward County , Fort Lauderdale		Ownership:		State		Project Sponsor:							

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR GRIFFIN RD TO ROYAL PALM BLVD SI011							
Project Length: 2.79	FM#: 4215486					Funding Source: State	
Type of Work: ADD LANES & RECONSTRUCT	Additional Work Type					Program: Highways & Freight	
CST	\$34,157,924	\$35,145,000	\$423,000	\$0	\$0	\$0	\$35,568,000
Total Cost:	\$34,157,924	\$35,145,000	\$423,000	\$0	\$0	\$0	\$35,568,000
Municipality: Weston, Davie	Ownership: State					Project Sponsor:	
MTP ID: SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST SI012							
Project Length: 1.96	FM#: 4215487					Funding Source: State	
Type of Work: ADD AUXILIARY LANE(S)	Additional Work Type					Program: Highways & Freight	
CST	\$8,454,443	\$8,772,000	\$23,000	\$0	\$0	\$0	\$8,795,000
Total Cost:	\$8,454,443	\$8,772,000	\$23,000	\$0	\$0	\$0	\$8,795,000
Municipality: Weston, Davie, Sunrise	Ownership: State					Project Sponsor:	
MTP ID: Sunrise Blvd @ State Road 7 LH003							
Project Length:	FM#:					Funding Source: State	
Type of Work: Feasibility Study	Additional Work Type					Program: Highways & Freight	
Conduct multimodal feasibility study.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Lauderhill, Plantation	Ownership: State					Project Sponsor: Lauderhill	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: SI035	US 27 from Krome Avenue (Miami-Dade County) to Broward/Palm Beach County Line				 ! 	 !  !  !	
Project Length:	27.63	FM#: 4480201			Funding Source: State		
Type of Work:	ADD LANES AND RECONSTRUCT	Additional Work Type			Program: Highways & Freight		
Add Freight Capacity							
PDE	\$970,874	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
PE	\$14,082,039	\$0	\$0	\$0	\$0	\$29,009,000	\$29,009,000
Total Cost:	\$15,052,913	\$0	\$0	\$0	\$0	\$31,009,000	\$31,009,000
Municipality:	Weston, Southweset Ranches, Pembroke Pines, Miramar	Ownership: State			Project Sponsor:		
MTP ID: SI036	US 27 from Krome Avenue (Miami-Dade County) to Evercane Rd. (Hendry County)				 ! 	 !  !  !	
Project Length:	27.63	FM#: SIS-3391			Funding Source: State		
Type of Work:	OTHER ITS	Additional Work Type			Program: Highways & Freight		
Corridor Management, ITS							
PE	\$1,377,019	\$0	\$0	\$0	\$2,217,000	\$0	\$2,217,000
CST	\$26,083,981	\$0	\$0	\$0	\$0	\$53,733	\$53,733
Total Cost:	\$27,461,000	\$0	\$0	\$0	\$2,217,000	\$53,733	\$2,270,733
Municipality:	Weston, Southweset Ranches, Pembroke Pines, Miramar	Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: SI034	US 27 from Pembroke Rd. to SW 26th St. (N. of Griffin Rd.)				 !   !  !  !		
Project Length: 4.59	FM#: 4480191			Funding Source: State			
Type of Work: INTERCHANGE - C/D SYSTEM	Additional Work Type			Program: Highways & Freight			
Add Service-Frontage-Connector/Distributor System and New Interchanges							
PDE	\$1,456,311	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000
PE	\$8,502,427	\$0	\$0	\$0	\$0	\$17,515,000	\$17,515,000
Total Cost:	\$9,958,738	\$0	\$0	\$0	\$0	\$20,515,000	\$20,515,000
Municipality: Southwest Ranches, Pembroke Pines		Ownership: State			Project Sponsor:		
MTP ID: SI037	US 27 Rail Study from HEFT n Miami-Dade to Hendry/Palm Beach County Line				 !   !  !  !		
Project Length: 0.00	FM#:			Funding Source: State			
Type of Work: RAIL CAPACITY	Additional Work Type			Program: Highways & Freight			
PDE	\$4,611,650	\$0	\$0	\$0	\$0	\$9,500,000	\$9,500,000
PE	\$10,591,748	\$0	\$0	\$0	\$0	\$21,819,000	\$21,819,000
ROW	\$1,069,903	\$0	\$0	\$0	\$0	\$2,204,000	\$2,204,000
Total Cost:	\$16,273,301	\$0	\$0	\$0	\$0	\$33,523,000	\$33,523,000
Municipality: Weston, Southwest Ranches, Pembroke Pines, Miramar		Ownership: State			Project Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: BM120	US-27 Rail Corridor				 !   !  !  !		
Project Length:		FM#:			Funding Source:	State	
Type of Work:	Feasibility Study	Additional Work Type			Program:	Highways & Freight	
Conduct study to explore the feasibility of freight and passenger rail along US-27.							
Other	\$1,000,000	\$0	\$0	\$0	\$1,610,000	\$0	\$1,610,000
Total Cost:	\$1,000,000	\$0	\$0	\$0	\$1,610,000	\$0	\$1,610,000
Municipality: Broward County, Weston, Miramar, Southwest Ranches, Pembroke Pines		Ownership: State			Project Sponsor: Broward MPO		
Total Program Revenues:	\$1,507,746,420	\$1,970,899,024	\$852,665,741	\$1,198,365,555	\$1,323,799,288	\$6,853,476,028	
Total Program Cost:	\$1,507,746,420	\$1,967,461,777	\$858,492,985	\$1,194,794,117	\$1,323,724,730	\$6,852,220,029	
Program Revenue Remaining:	\$0	\$3,437,247	(\$5,827,244)	\$3,571,438	\$74,558	\$1,255,999	

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Funding

Economic Development Program



Supporting investments in transit infrastructure and enhancing accessibility to existing and planned transit stops and stations.

Number of Projects:

46

Types of Projects:

Economic Development Project
Transit improvement
Rail

Total Funding:

\$1.4 Billion

This Includes the Economic Development initiative, which seeks to improve the first/last mile safety between different modes of transportation and enhance the overall transit passenger experience.

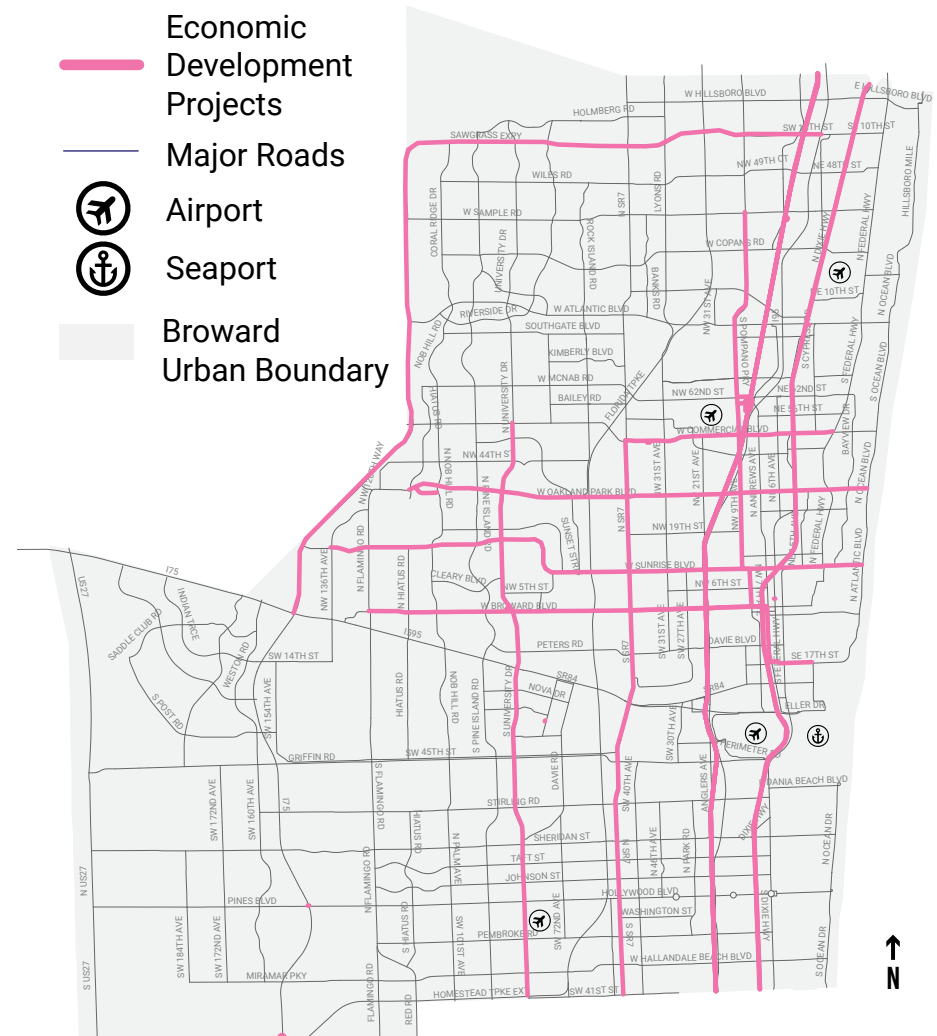
Program:



Emphasis Areas:

































Figure 7-9: 2050 Economic Development Plan



















Broward MPO Route to 2050 MTP Cost Feasible Plan (Funds are in Year of Expenditure)

Table 7-6: 2050 Economic Development Plan


















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
MTP ID: TI153	BROWARD BOULEVARD FROM FLAMINGO ROAD TO SOUTHWEST 1ST AVENUE				 !  !  !  !  !		
Project Length:	10.51	FM#: 4402621			Funding Source: State		
Type of Work:	OPERATING FOR FIXED ROUTE	Additional Work Type			Program: Economic Development		
Other	\$2,724,915	\$0	\$3,160,902	\$0	\$0	\$0	\$3,160,902
Total Cost:	\$2,724,915	\$0	\$3,160,902	\$0	\$0	\$0	\$3,160,902
Municipality: Plantation, Fort Lauderdale, Lauderhill		Ownership: State, County			Project Sponsor:		
MTP ID: TI292	BROWARD COMMUTER RAIL (BCR) SOUTH				 !  !  !  !  !		
Project Length:	8.99	FM#: 4522401			Funding Source: Federal		
Type of Work:	URBAN CORRIDOR IMPROVEMENTS	Additional Work Type			Program: Economic Development		
Other	\$261,739,356	\$57,353,000	\$239,647,000	\$0	\$0	\$0	\$297,000,000
Total Cost:	\$261,739,356	\$57,353,000	\$239,647,000	\$0	\$0	\$0	\$297,000,000
Municipality: Various		Ownership: County			Project Sponsor:		
MTP ID: TI152	BROWARD COUNTY BLOCK GRANT OPERATING ASSISTANCE				    		
Project Length:	0.05	FM#: 4071864			Funding Source: State		
Type of Work:	OPERATING FOR FIXED ROUTE	Additional Work Type			Program: Economic Development		
Other	\$106,567,697	\$23,294,014	\$97,636,746	\$0	\$0	\$0	\$120,930,760
Total Cost:	\$106,567,697	\$23,294,014	\$97,636,746	\$0	\$0	\$0	\$120,930,760
Municipality: Various		Ownership: State, County, Local			Project Sponsor:		

Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Economic Development										
MTP ID: TI265	DOWNTOWN FORT LAUDERDALE TRANSPORTATION MANAGEMENT ASSOCIATION									
Project Length:	0.03		FM#: 4133824			Funding Source:			State	
Type of Work:	COMMUTER TRANS. ASSISTANCE		Additional Work Type			Program:			Economic Development	
Other	\$440,980	\$100,000	\$400,000	\$0	\$0	\$0	\$0	\$500,000		
Total Cost:	\$440,980	\$100,000	\$400,000	\$0	\$0	\$0	\$0	\$500,000		
Municipality:		Fort Lauderdale		Ownership:		State, County, Local		Project Sponsor:		
MTP ID: TI266	I-595/SR-862 EXPRESS BUS OPERATIONS AND MAINTENANCE									
Project Length:	0.01		FM#: 4239764			Funding Source:			State	
Type of Work:	OPERATING FOR FIXED ROUTE		Additional Work Type			Program:			Economic Development	
Other	\$16,524,525	\$3,650,000	\$15,097,296	\$0	\$0	\$0	\$0	\$18,747,296		
Total Cost:	\$16,524,525	\$3,650,000	\$15,097,296	\$0	\$0	\$0	\$0	\$18,747,296		
Municipality:		Plantation		Ownership:		State, County, Local		Project Sponsor:		
MTP ID: TI387	I-95 EXPRESS BUS OPERATIONS AND MAINTENANCE									
Project Length:	0.05		FM#: 4242194			Funding Source:			State	
Type of Work:	OPERATING FOR FIXED ROUTE		Additional Work Type			Program:			Economic Development	
Other	\$6,129,952	\$3,756,000	\$2,921,360	\$0	\$0	\$0	\$0	\$6,677,360		
Total Cost:	\$6,129,952	\$3,756,000	\$2,921,360	\$0	\$0	\$0	\$0	\$6,677,360		
Municipality:		Various		Ownership:		State, County, Local		Project Sponsor:		

















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Economic Development									
MTP ID: TI388	I-95 EXPRESS BUS OPERATIONS AND MAINTENANCE								
Project Length:	0.05	FM#: 4242195			Funding Source: State				
Type of Work:	OPERATING FOR FIXED ROUTE		Additional Work Type		Program: Economic Development				
Other	\$6,415,089	\$0	\$7,441,504	\$0	\$0	\$0	\$7,441,504		
Total Cost:	\$6,415,089	\$0	\$7,441,504	\$0	\$0	\$0	\$7,441,504		
Municipality: Various		Ownership: State, County, Local			Project Sponsor:				
MTP ID: TI413	Josh Lee Blvd								 
Project Length:	0.64	FM#: 2025001			Funding Source: Federal				
Type of Work:	TRANSIT IMPROVEMENT		Additional Work Type		Program: Economic Development				
Other	\$4,519,230	\$4,700,000	\$0	\$0	\$0	\$0	\$4,700,000		
Total Cost:	\$4,519,230	\$4,700,000	\$0	\$0	\$0	\$0	\$4,700,000		
Municipality: Sunrise		Ownership: Local			Project Sponsor:				
MTP ID: TI290	MIAMI UZA - BROW CNTY TRANSIT SECTION 5339 BUS/BUS FORMULA FUNDS								
Project Length:	0.06	FM#: 4303331			Funding Source: Federal/State				
Type of Work:	CAPITAL FOR FIXED ROUTE		Additional Work Type		Program: Economic Development				
Other	\$14,993,368	\$3,400,000	\$13,600,000	\$0	\$0	\$0	\$17,000,000		
Total Cost:	\$14,993,368	\$3,400,000	\$13,600,000	\$0	\$0	\$0	\$17,000,000		
Municipality: Various		Ownership: State, County, Local			Project Sponsor:				











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
MTP ID:	MIAMI UZA - BROWARD COUNTY SECTION 5307 FORMULA FUNDS						
TI289							
Project Length: 0.06							
Type of Work: CAPITAL FOR FIXED ROUTE							
Other	\$117,301,061	\$26,600,000	\$106,400,000	\$0	\$0	\$0	\$133,000,000
Total Cost:	\$117,301,061	\$26,600,000	\$106,400,000	\$0	\$0	\$0	\$133,000,000
Municipality: Various							
Ownership: State, County, Local							
Project Sponsor:							
MTP ID:	MIAMI UZA - SFRTA CAPITAL SECTION 5339 BUS AND BUS FACILITIES						
TI291							
Project Length: 0.05							
Type of Work: RAIL REVENUE/OPERATIONA IMPR							
Other	\$2,332,893	\$529,023	\$2,116,092	\$0	\$0	\$0	\$2,645,115
Total Cost:	\$2,332,893	\$529,023	\$2,116,092	\$0	\$0	\$0	\$2,645,115
Municipality: Various							
Ownership: State, County, Local							
Project Sponsor:							
MTP ID:	MIAMI UZA - SFRTA SECTION 5307 FORMULA FUNDS						
TI415							
Project Length: 0.05							
Type of Work: RAIL REVENUE/OPERATIONA IMPR							
Other	\$107,023,080	\$24,269,294	\$97,077,176	\$0	\$0	\$0	\$121,346,470
Total Cost:	\$107,023,080	\$24,269,294	\$97,077,176	\$0	\$0	\$0	\$121,346,470
Municipality: Various							
Ownership: State							
Project Sponsor:							






Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
MTP ID:	MIAMI UZA - SFRTA SECTION 5337 STATE OF GOOD REPAIR						
TI417							
Project Length:	0.05						
Type of Work:	RAIL REVENUE/OPERATIONA IMPR						
Other	\$119,304,280	\$27,054,264	\$108,217,056	\$0	\$0	\$0	\$135,271,320
Total Cost:	\$119,304,280	\$27,054,264	\$108,217,056	\$0	\$0	\$0	\$135,271,320
Municipality:	Various						
Ownership:	State						
Project Sponsor:							
MTP ID:	Rail Vehicle Replacement Grant						
TI428							
Project Length:	0.01						
Type of Work:	PURCHASE VEHICLES/EQUIPMENT						
Other	\$96,519,230	\$100,380,000	\$0	\$0	\$0	\$0	\$100,380,000
Total Cost:	\$96,519,230	\$100,380,000	\$0	\$0	\$0	\$0	\$100,380,000
Municipality:	Pompano Beach						
Ownership:	State						
Project Sponsor:							
MTP ID:	SERVICE DEVELOPMENT, CITY OF POMPANO BEACH, MICROTRANSIT						
TI267	EXPANSION						
Project Length:	0.06						
Type of Work:	TRANSIT IMPROVEMENT						
Other	\$375,000	\$390,000	\$0	\$0	\$0	\$0	\$390,000
Total Cost:	\$375,000	\$390,000	\$0	\$0	\$0	\$0	\$390,000
Municipality:	Various						
Ownership:	State, County, Local						
Project Sponsor:							






Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total			
Economic Development											
MTP ID: TI420	SFECC CORRIDOR TRANSIT ALT, FROM MIAMI TO BROWARD										
Project Length:	0.07		FM#: 4170315			Funding Source:			Local		
Type of Work:	RAIL CAPACITY PROJECT		Additional Work Type			Program:			Economic Development		
PDE	\$3,846,153	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000			
Total Cost:	\$3,846,153	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000			
Municipality:	Various		Ownership:			State			Project Sponsor:		
MTP ID: TI416	SFRTA BLOCK GRANT FOR FEEDER BUS										
Project Length:	0.05		FM#: 4179831			Funding Source:			State		
Type of Work:	TRANSIT SERVICE DEMONSTRATION		Additional Work Type			Program:			Economic Development		
Other	\$21,447,434	\$4,773,176	\$19,555,098	\$0	\$0	\$0	\$0	\$24,328,274			
Total Cost:	\$21,447,434	\$4,773,176	\$19,555,098	\$0	\$0	\$0	\$0	\$24,328,274			
Municipality:	Various		Ownership:			State			Project Sponsor:		
MTP ID: TI343	SFRTA ROLLING STOCK SEFTC TRIP										
Project Length:	0.04		FM#: 4481021			Funding Source:			State		
Type of Work:	PURCHASE VEHICLES/EQUIPMENT		Additional Work Type			Program:			Economic Development		
Other	\$19,827,584	\$13,000,000	\$8,500,000	\$0	\$0	\$0	\$0	\$21,500,000			
Total Cost:	\$19,827,584	\$13,000,000	\$8,500,000	\$0	\$0	\$0	\$0	\$21,500,000			
Municipality:	Various		Ownership:			State			Project Sponsor:		
















Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development								
MTP ID: TI419	SOUTH FLORIDA EAST COAST CORRIDOR (SFECC) CORRIDOR MANAGEMENT					🚲 ! 🚚 ! 🚛 ! 🏠 !		
Project Length:	24.94		FM#: 4170313			Funding Source: Local		
Type of Work:	RAIL CAPACITY PROJECT		Additional Work Type			Program: Economic Development		
PDE	\$3,653,846	\$3,800,000	\$0	\$0	\$0	\$0	\$3,800,000	
Other	\$48,076	\$50,000	\$0	\$0	\$0	\$0	\$50,000	
Total Cost:	\$3,701,922	\$3,850,000	\$0	\$0	\$0	\$0	\$3,850,000	
Municipality:	Deerfield Beach, Pompano Beach, Oakland Park, Fort Lauderdale, Dania Beach, Hollywood, Hallandale Beach, Pembroke Park		Ownership: Sate, County, Local			Project Sponsor:		
MTP ID: TI401	SR-9/I-95 Economic Development Project AT CYPRESS CREEK					🚲 ! 🚚 ! 🚛 ! 🏠 !		
Project Length:	0.88		FM#: 4358085			Funding Source: Federal/State		
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type			Program: Economic Development		
CST	\$15,440	\$16,058	\$0	\$0	\$0	\$0	\$16,058	
Total Cost:	\$15,440	\$16,058	\$0	\$0	\$0	\$0	\$16,058	
Municipality:	Fort Lauderdale		Ownership: State, County, Local			Project Sponsor:		
MTP ID: TI392	SR-93/I-75 FROM BROWARD CL TO MIC IN MIAMI					🚲 🚚 ! 🚛 ! 🏠 !		
Project Length:	0.50		FM#: 4307639			Funding Source: State		
Type of Work:	OPERATING FOR FIXED ROUTE		Additional Work Type			Program: Economic Development		
Other	\$5,642,006	\$0	\$6,544,727	\$0	\$0	\$0	\$6,544,727	
Total Cost:	\$5,642,006	\$0	\$6,544,727	\$0	\$0	\$0	\$6,544,727	
Municipality:	Miramar		Ownership: State			Project Sponsor:		











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total			
Economic Development										
MTP ID: TI414	TOWN OF DAVIE COMMUTER ASSISTANCE									
Project Length:	0.03	FM#: 2346374			Funding Source:			Federal		
Type of Work:	COMMUTER TRANS. ASSISTANCE	Additional Work Type			Program:			Economic Development		
Other	\$220,490	\$50,000	\$200,000	\$0	\$0	\$0	\$250,000			
Total Cost:	\$220,490	\$50,000	\$200,000	\$0	\$0	\$0	\$250,000			
Municipality: Davie		Ownership: Local			Project Sponsor:					
MTP ID: TI451	TRANSPORTATION DISADVANTAGE PLANNING									
Project Length:	0.01	FM#: 4320291			Funding Source:			State		
Type of Work:	TD COMMISSION - CAPITAL	Additional Work Type			Program:			Economic Development		
Other	\$280,786	\$63,673	\$254,692	\$0	\$0	\$0	\$318,365			
Total Cost:	\$280,786	\$63,673	\$254,692	\$0	\$0	\$0	\$318,365			
Municipality: Various		Ownership: State, County, Local			Project Sponsor:					
MTP ID: TI450	TRANSPORTATION DISADVANTAGE TRIP EQUIPMENT									
Project Length:	0.06	FM#: 4320271			Funding Source:			State		
Type of Work:	TD COMMISSION - CAPITAL	Additional Work Type			Program:			Economic Development		
Other	\$25,001,442	\$5,669,500	\$22,678,000	\$0	\$0	\$0	\$28,347,500			
Total Cost:	\$25,001,442	\$5,669,500	\$22,678,000	\$0	\$0	\$0	\$28,347,500			
Municipality: Various		Ownership: State, County, Local			Project Sponsor:					











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
MTP ID: BM087	Broward Blvd LRT Economic Development Project				 !  !  !  !  !		
Project Length: 3.60			FM#:		Funding Source: Federal		
Type of Work: Economic Development Project			Additional Work Type		Program: Economic Development		
Planning phase for Economic Development enhancements along Broward Blvd from NW 1st Ave to SR-7							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality:	Broward County, Hallandale Beach, Hollywood, Dania Beach		Ownership: County, Local		Project Sponsor: Broward MPO		
MTP ID: BM085	Broward Commuter Rail North Economic Development Project				 !  !  !  !  !		
Project Length: 15.80			FM#:		Funding Source: Federal		
Type of Work: Economic Development Project			Additional Work Type		Program: Economic Development		
Planning phase for Economic Development enhancements along Broward Commuter Rail North from Davie Blvd to Hillsboro Blvd							
Other	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000
Total Cost:	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000
Municipality:	Wilton Manors, Deerfield Beach, Pompano Beach, Fort Lauderdale, Oakland Park, Boca Raton		Ownership: County, Local		Project Sponsor: Broward MPO		











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
MTP ID: BM084	Broward Commuter Rail South Economic Development Project				 !  !  !  !  !		
Project Length: 11.50		FM#:		Funding Source: Federal			
Type of Work: Economic Development Project		Additional Work Type		Program: Economic Development			
Economic Development enhancements for first/last Mile connections to existing and future transit facilities along Broward Commuter Rail South.							
PE	\$1,600,000	\$0	\$1,856,000	\$0	\$0	\$0	\$1,856,000
CST	\$8,000,000	\$0	\$0	\$10,960,000	\$0	\$0	\$10,960,000
Total Cost:	\$9,600,000	\$0	\$1,856,000	\$10,960,000	\$0	\$0	\$12,816,000
Municipality: Broward County, Hallandale Beach, Hollywood, Aventura, Dania Beach, Fort Lauderdale		Ownership: County, Local			Project Sponsor: Broward MPO		











MTP ID: BM188	Capital Investment for Future Economic Development Project				    		
Project Length: 0.00		FM#: 0		Funding Source: Federal/State			
Type of Work: Economic Development Project		Additional Work Type		Program: Economic Development			
Capital investment funding for future Economic Development to compliment BCT PREMO investments.							
PE	\$1,326,773	\$0	\$1,539,057	\$0	\$0	\$0	\$1,539,057
CST	\$26,535,462	\$0	\$0	\$36,353,583	\$0	\$0	\$36,353,583
Total Cost:	\$27,862,235	\$0	\$1,539,057	\$36,353,583	\$0	\$0	\$37,892,640
Municipality: TBD		Ownership: State, County, Local			Project Sponsor: Broward MPO		






Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
MTP ID: BM078	Commercial Blvd BRT Economic Development Project				 !  !  !  !  !		
Project Length: 5.60	FM#:			Funding Source: Federal			
Type of Work: Economic Development Project	Additional Work Type			Program: Economic Development			
Planning phase for Economic Development enhancements along Commercial Blvd from US-1 to SR-7.							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Tamarac, Fort Lauderdale, Oakland Park		Ownership: County, Local			Project Sponsor: Broward MPO		
MTP ID: BM093	Cypress Creek Economic Development Project Phase 2				   !  		
Project Length:	FM#:			Funding Source: State			
Type of Work: Economic Development Project	Additional Work Type			Program: Economic Development			
Economic Development enhancements for first/last Mile connections to existing and future transit facilities.							
Other	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000
Total Cost:	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM086	Downtown Connection LRT Economic Development Project				 !  !  !  !  !		
Project Length: 1.50	FM#:			Funding Source: Federal			
Type of Work: Economic Development Project	Additional Work Type			Program: Economic Development			
Planning phase for Economic Development enhancements along Andrews Ave from 17th St to Broward Blvd							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Fort Lauderdale		Ownership: County, Local			Project Sponsor: Broward MPO		






Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
Economic Development									
MTP ID: BM187	Electrification of the SFRC								
Project Length:	0.00		FM#: 0		Funding Source:	State			
Type of Work:	Feasibility Study		Additional Work Type	Rail	Program:	Economic Development			
Study to evaluate the feasibility of electrifying the South Florida Rail Corridor. Regional study, needs SEFTC coordination.									
Other	\$350,000	\$0	\$406,000	\$0	\$0	\$0	\$406,000		
Total Cost:	\$350,000	\$0	\$406,000	\$0	\$0	\$0	\$406,000		
Municipality:	Various		Ownership:	State	Project Sponsor:	Broward MPO			
MTP ID: SF003	Fiber Installation along the SFRC Corridor (Broward)								
Project Length:	11.50		FM#:		Funding Source:	State			
Type of Work:	Rail		Additional Work Type	TSM&O	Program:	Economic Development			
Communication Fiber Installation									
PE	\$662,172	\$0	\$0	\$907,176	\$0	\$0	\$907,176		
CST	\$13,243,448	\$0	\$0	\$0	\$21,321,951	\$0	\$21,321,951		
Total Cost:	\$13,905,620	\$0	\$0	\$907,176	\$21,321,951	\$0	\$22,229,127		
Municipality:	Broward County, Hollywood, Deerfield Beach, Pembroke Park, Pompano Beach, Dania Beach, Fort Lauderdale, Oakland Park		Ownership:	State	Project Sponsor:	SFRTA			











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
MTP ID: SF005	New Automated Fare Collection System (AFCS) (Broward)				 !  !  !  !  !		
Project Length:	0.00	FM#:			Funding Source: State		
Type of Work:	Transit Improvement	Additional Work Type			Transit Improvement		
AFCS		Program: Economic Development					
PE	\$1,364,671	\$0	\$0	\$0	\$2,197,120	\$0	\$2,197,120
CST	\$27,293,422	\$0	\$0	\$0	\$43,942,410	\$0	\$43,942,410
Total Cost:		\$28,658,093	\$0	\$0	\$0	\$46,139,530	\$0
Municipality:		Broward County, Hollywood, Deerfield Beach, Pembroke Park, Pompano Beach, Dania Beach, Fort Lauderdale, Oakland Park, Boca Raton			Ownership: State		
		Project Sponsor: SFRTA					
MTP ID: BM116	Oakland Park Blvd @ SFRC Tri-Rail Station				   !   !		
Project Length:	0.00	FM#:			Funding Source: State		
Type of Work:	Feasibility Study	Additional Work Type			Program: Economic Development		
Study the feasibility of adding a Tri-Rail Station on Oakland Park Blvd @ SFRC.							
Other	\$350,000	\$0	\$0	\$0	\$0	\$721,000	\$721,000
Total Cost:		\$350,000	\$0	\$0	\$0	\$721,000	\$721,000
Municipality:		Oakland Park			Ownership: State		
		Project Sponsor: Broward MPO					

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
MTP ID: BM079	Oakland Park Blvd BRT Economic Development Project				 !  !  !  !  !		
Project Length: 14.00		FM#:			Funding Source: Federal		
Type of Work:	Economic Development Project	Additional Work Type			Program: Economic Development		
Economic Development enhancements for first/last Mile connections to existing and future transit facilities along Oakland Park Blvd from A1A to Sawgrass Mills Mall							
PE	\$1,600,000	\$0	\$1,856,000	\$0	\$0	\$0	\$1,856,000
CST	\$8,000,000	\$0	\$0	\$10,960,000	\$0	\$0	\$10,960,000
<hr/>							
Total Cost:	\$9,600,000	\$0	\$1,856,000	\$10,960,000	\$0	\$0	\$12,816,000
Municipality: Sunrise, Lauderdale Lakes, Wilton Manors, Lauderdalehill, Fort Lauderdale, Oakland Park		Ownership: County, Local			Project Sponsor: Broward MPO		
MTP ID: FD020	Pines Blvd at I-75				  !  !  ! 		
Project Length:		FM#:			Funding Source: State		
Type of Work:	Park and Ride Lots	Additional Work Type			Program: Economic Development		
To provide PNR for the I-75 Express Bus							
PE	\$750,000	\$0	\$870,000	\$0	\$0	\$0	\$870,000
CST	\$15,000,000	\$0	\$0	\$20,550,000	\$0	\$0	\$20,550,000
<hr/>							
Total Cost:	\$15,750,000	\$0	\$870,000	\$20,550,000	\$0	\$0	\$21,420,000
Municipality: Pembroke Pines		Ownership: State			Project Sponsor: FDOT Modal		
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
MTP ID: BM081	Powerline Rd BRT Economic Development Project				 !  !  !  !  !		
Project Length: 9.60		FM#:			Funding Source: Federal		
Type of Work: Economic Development Project		Additional Work Type			Program: Economic Development		
Planning phase for Economic Development enhancements along Powerline Rd from Sunrise Blvd to Sample Rd							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:		\$250,000	\$0	\$0	\$342,500	\$0	\$342,500
Municipality: Wilton Manors, Pompano Beach, Fort Lauderdale, Oakland Park		Ownership: County, Local			Project Sponsor: Broward MPO		
MTP ID: BM134	Race Track Rd @ SFRC Tri-Rail Station				    !  !		
Project Length:		FM#:			Funding Source: State		
Type of Work: Feasibility Study		Additional Work Type			Program: Economic Development		
Study the feasibility of adding a Tri-Rail Station on Race Track Rd @ SFRC.							
Other	\$350,000	\$0	\$0	\$0	\$0	\$721,000	\$721,000
Total Cost:		\$350,000	\$0	\$0	\$0	\$721,000	\$721,000
Municipality: Pompano Beach		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total	
Economic Development								
MTP ID: SF008	Safety and Security Cameras at Broward Tri-Rail Stations				 !  !  !  !  !			
Project Length:		FM#:			Funding Source: State			
Type of Work:	Safety Project	Additional Work Type			Transit Improvement			
Safety and Security Camera		Program: Economic Development						
PE	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500	
CST	\$5,000,000	\$0	\$0	\$0	\$8,050,000	\$0	\$8,050,000	
Total Cost:		\$5,250,000	\$0	\$0	\$342,500	\$8,050,000	\$0	\$8,392,500
Municipality:	Broward County, Hollywood, Deerfield Beach, Pembroke Park, Pompano Beach, Dania Beach, Fort Lauderdale, Oakland Park, Boca Raton		Ownership: State		Project Sponsor: SFRTA			

MTP ID: SF007	SFRC Wood Tie Conversion to Concrete in Broward County				 !  !  !  !  !			
Project Length:	11.50	FM#:			Funding Source: State			
Type of Work:	Rail	Additional Work Type			Program: Economic Development			
Convert Wood Ties to Concrete on the SFRC								
PE	\$2,958,165	\$0	\$0	\$0	\$4,762,646	\$0	\$4,762,646	
CST	\$59,163,303	\$0	\$0	\$0	\$0	\$121,876,401	\$121,876,401	
Total Cost:		\$62,121,468	\$0	\$0	\$0	\$4,762,646	\$121,876,401	\$126,639,047
Municipality:	Broward County, Hollywood, Deerfield Beach, Pembroke Park, Pompano Beach, Dania Beach, Fort Lauderdale, Oakland Park, Boca Raton		Ownership: State		Project Sponsor: SFRTA			

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
MTP ID: SF004	Signal Safety Capital Improvements for SFRC (Broward)				 !  !  !  !  !		
Project Length:	0.00	FM#:		Funding Source: State			
Type of Work:	Railroad Crossing	Additional Work Type		Safety Project	Program: Economic Development		
Signal System Capital Improvements							
PE	\$1,461,672	\$0	\$0	\$0	\$2,353,292	\$0	\$2,353,292
CST	\$29,233,431	\$0	\$0	\$0	\$0	\$60,220,866	\$60,220,866
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Total Cost:	\$30,695,103	\$0	\$0	\$0	\$2,353,292	\$60,220,866	\$62,574,158
Municipality: Broward County, Hollywood, Deerfield Beach, Pembroke Park, Pompano Beach, Dania Beach, Fort Lauderdale, Oakland Park, Boca Raton		Ownership: State			Project Sponsor: SFRTA		
<hr/>							
MTP ID: BM082	SR-7 BRT Economic Development Project				 !  !  !  !  !		
Project Length:	14.00	FM#:		Funding Source: Federal			
Type of Work:	Economic Development Project	Additional Work Type		Program: Economic Development			
Planning phase for Economic Development enhancements along SR-7 from Miramar Parkway to Commercial Blvd							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
<hr/>							
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Broward County, Tamarac, West Park, Lauderdale Lakes, Lauderhill, Hollywood, Davie, Fort Lauderdale, Plantation		Ownership: County, Local			Project Sponsor: Broward MPO		

Broward MPO Route to 2050 MTP Cost Feasible Plan (Funds are in Year of Expenditure)

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
MTP ID: BM080	Sunrise Blvd BRT Economic Development Project				 !  !  !  !  !		
Project Length:	14.30	FM#:		Funding Source: Federal			
Type of Work:	Economic Development Project	Additional Work Type		Program: Economic Development			
Planning phase for Economic Development enhancements along Sunrise Blvd from A1A to Sawgrass Mills Mall							
Other	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000
Total Cost:	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000
Municipality:	Broward County, Sunrise, Lauderhill, Fort Lauderdale, Plantation		Ownership: County, Local		Project Sponsor: Broward MPO		
MTP ID: FD023	SW 10th Street Connector Civic Center and Downtown Miami				 !  !  !  !  !		
Project Length:		FM#:		Funding Source: State			
Type of Work:	Transit Improvement	Additional Work Type		Program: Economic Development			
Sawgrass Expressway Express Bus – New Passenger Service (bus purchases) for Civic Center and Downtown Miami							
Other	\$3,792,000	\$0	\$0	\$0	\$6,105,120	\$0	\$6,105,120
Total Cost:	\$3,792,000	\$0	\$0	\$0	\$6,105,120	\$0	\$6,105,120
Municipality:	Broward County, Sunrise, Tamarac, Coconut Creek, Coral Springs, Deerfield Beach, Parkland, Davie		Ownership: State		Project Sponsor: FDOT Modal		
MTP ID: BM083	University Dr BRT Economic Development Project				 !  !  !  !  !		
Project Length:	14.90	FM#:		Funding Source: Federal			
Type of Work:	Economic Development Project	Additional Work Type		Program: Economic Development			
Planning phase for Economic Development enhancements along University Drive from Miramar Parkway to Commercial Blvd							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality:	Sunrise, Tamarac, Lauderhill, Cooper City, Miramar, Davie, Pembroke Pines, Plantation		Ownership: County, Local		Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Economic Development							
Total Program Revenues:		\$306,898,002	\$761,758,983	\$85,696,508	\$90,020,308	\$185,279,528	\$1,429,653,329
Total Program Cost:		\$306,898,002	\$757,974,706	\$81,100,759	\$89,940,039	\$185,084,267	\$1,420,997,773
Program Revenue Remaining:		\$0	\$3,784,277	\$4,595,749	\$80,269	\$195,261	\$8,655,556

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Funding

Infrastructure Hardening Program



Infrastructure Hardening projects to mitigate weather extremes effects on the identified MTP roadway susceptibility network.

Number of Projects:

50

Types of Projects:

Infrastructure Hardening
Corridor Studies
Mast-arm conversion

Total Funding: **\$44 Million**

This program includes funding for both Infrastructure Hardening corridor feasibility studies and mast-arm conversion projects.

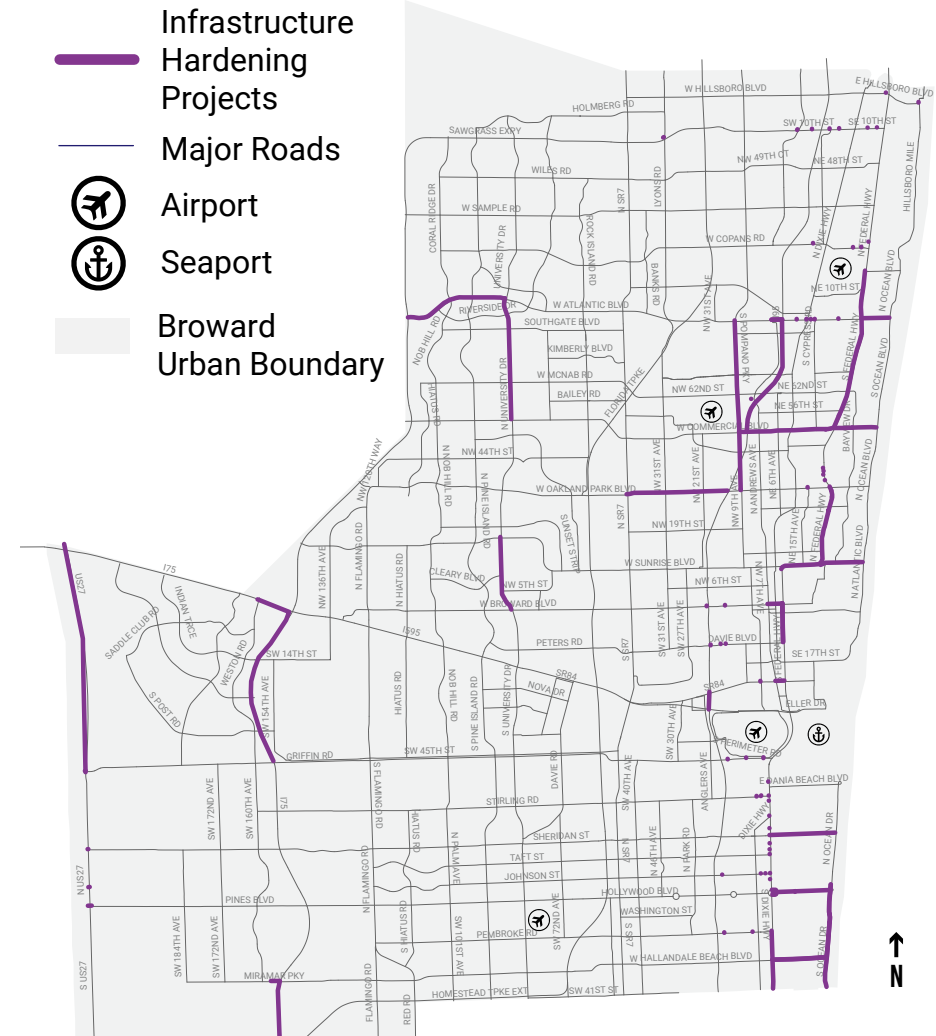
Program:



Emphasis Areas:



Figure 7-10: 2050 Infrastructure Hardening Plan




























Broward MPO Route to 2050 MTP Cost Feasible Plan (Funds are in Year of Expenditure)











Table 7-7: 2050 Infrastructure Hardening Plan











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: SR-5/US-1 FROM LAS OLAS BLVD SR-842/BROWARD BLVD							
TI383							
Project Length: 0.23							
Type of Work: TRANSPORTATION PLANNING							
Other	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Total Cost:	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Municipality: Fort Lauderdale							
Ownership: State							
Project Sponsor:							
MTP ID: SR-5/US-1 FROM SR-858/HALLANDALE BEACH BLVD TO SR-824/PEMBROKE RD							
TI384							
Project Length: 0.76							
Type of Work: TRANSPORTATION PLANNING							
Other	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Total Cost:	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Municipality: Hallandale Beach							
Ownership: State							
Project Sponsor:							
MTP ID: SR-858/HALLANDALE BEACH BLVD FROM SR-5/US-1 TO SR-A1A							
TI385							
Project Length: 1.43							
Type of Work: TRANSPORTATION PLANNING							
Other	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Total Cost:	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Municipality: Hallandale Beach							
Ownership: State							
Project Sponsor:							











Phase	PDC Cost Estimate		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening								
MTP ID: TI386	SR-A1A FROM SOUTH OF ARIZONA ST TO HALLANDALE BEACH BLVD					🚲 ! 🚚 ! 🚛 ! 🏠 !		
Project Length: 1.95			FM#: 4534311			Funding Source: State		
Type of Work: TRANSPORTATION PLANNING			Additional Work Type			Program: Infrastructure Hardening		
Other	\$144,230	\$150,000	\$0	\$0	\$0	\$0	\$150,000	
Total Cost:	\$144,230	\$150,000	\$0	\$0	\$0	\$0	\$150,000	
Municipality: Hollywood			Ownership: State			Project Sponsor:		
MTP ID: TI364	US-1/SR-5 FROM LAS OLAS BLVD TO DAVIE BLVD					🚲 🚚 🚛 ! 🏠 !		
Project Length: 0.00			FM#: 4480881			Funding Source: State		
Type of Work: TRANSPORTATION PLANNING			Additional Work Type			Program: Infrastructure Hardening		
Other	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000	
Total Cost:	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000	
Municipality: Fort Lauderdale			Ownership: State			Project Sponsor:		
MTP ID: BM161	I-75 from Broward/Miami-Dade County Line to Miramar Pkwy					🚲 ! 🚚 ! 🚛 ! 🏠 !		
Project Length:			FM#:			Funding Source: State		
Type of Work: Infrastructure Hardening Study			Additional Work Type			Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.								
Other	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000	
Total Cost:	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000	
Municipality: Miramar			Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID:	I-75 from Griffin Rd to West of Weston Rd				 !  !  !  !  !		
BM162							
Project Length:			FM#:		Funding Source: State		
Type of Work:	Infrastructure Hardening Study	Additional Work Type		Program: Infrastructure Hardening			
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000
<hr/>							
Total Cost:	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000
Municipality: Davie, Sunrise, Weston		Ownership: State			Project Sponsor: Broward MPO		
MTP ID:	I-95 from Commercial Blvd to Atlantic Blvd				 !  !  !  !  !		
BM159							
Project Length:			FM#:		Funding Source: State		
Type of Work:	Infrastructure Hardening Study	Additional Work Type		Program: Infrastructure Hardening			
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
<hr/>							
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Oakland Park, Pompano Beach		Ownership: State			Project Sponsor: Broward MPO		
MTP ID:	I-95 from I-595 to SR-84				 !  !  !  !  !		
BM160							
Project Length:			FM#:		Funding Source: State		
Type of Work:	Infrastructure Hardening Study	Additional Work Type		Program: Infrastructure Hardening			
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
<hr/>							
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM165	Mast-Arm Conversion Atlantic Blvd				 !  !  !  !  !		
Project Length:	0.00	FM#:		Funding Source: Federal			
Type of Work:	Mast-Arm	Additional Work Type		Program: Infrastructure Hardening			
Convert traffic signal wires to mast-arms @ S Cypress Rd, NE/SW 1st Ave, NE/SE 11th Ave, and Dixie Highway							
PE	\$104,762	\$0	\$0	\$143,524	\$0	\$0	\$143,524
ROW	\$238,095	\$0	\$0	\$326,190	\$0	\$0	\$326,190
CST	\$476,190	\$0	\$0	\$652,380	\$0	\$0	\$652,380
Total Cost:	\$819,047	\$0	\$0	\$1,122,094	\$0	\$0	\$1,122,094
Municipality: Pompano Beach		Ownership: Local			Project Sponsor: Broward MPO		
MTP ID: BM170	Mast-Arm Conversion Atlantic Blvd				 !  !  !  !  !		
Project Length:		FM#:		Funding Source: State			
Type of Work:	Mast-Arm	Additional Work Type		Program: Infrastructure Hardening			
Convert traffic signal wires to mast-arms @ NW 6th Ave							
PE	\$104,762	\$0	\$0	\$143,524	\$0	\$0	\$143,524
ROW	\$238,095	\$0	\$0	\$0	\$383,333	\$0	\$383,333
CST	\$476,190	\$0	\$0	\$0	\$766,666	\$0	\$766,666
Total Cost:	\$819,047	\$0	\$0	\$143,524	\$1,149,999	\$0	\$1,293,523
Municipality: Pompano Beach		Ownership: State			Project Sponsor: Broward MPO		











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM171	Mast-Arm Conversion Broward Blvd				 !  !  !  !  !		
Project Length:			FM#:		Funding Source: State		
Type of Work:	Mast-Arm		Additional Work Type		Program: Infrastructure Hardening		
Convert traffic signal wires to mast-arms @ I-95 Interchange, and NW 15th Ave							
PE	\$104,762	\$0	\$0	\$143,524	\$0	\$0	\$143,524
ROW	\$238,095	\$0	\$0	\$0	\$383,333	\$0	\$383,333
CST	\$476,190	\$0	\$0	\$0	\$766,666	\$0	\$766,666
Total Cost:	\$819,047	\$0	\$0	\$143,524	\$1,149,999	\$0	\$1,293,523
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM172	Mast-Arm Conversion Commercial Blvd				 !  !  !  !  !		
Project Length:			FM#:		Funding Source: State		
Type of Work:	Mast-Arm		Additional Work Type		Program: Infrastructure Hardening		
Convert traffic signal wires to mast-arms @ Bayview Dr, and NE 20th Ave.							
PE	\$104,762	\$0	\$0	\$143,524	\$0	\$0	\$143,524
ROW	\$238,095	\$0	\$0	\$0	\$383,333	\$0	\$383,333
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$143,524	\$383,333	\$980,951	\$1,507,808
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM168	Mast-Arm Conversion Copans Rd				 ! 	 !  !  !	
Project Length:	0.00		FM#:		Funding Source:	Federal	
Type of Work:	Mast-Arm		Additional Work Type		Program:	Infrastructure Hardening	
Convert traffic signal wires to mast-arms @ NE 15th Ter, N Cypress Rd, NE 12th Ter.							
PE	\$104,762	\$0	\$0	\$143,524	\$0	\$0	\$143,524
ROW	\$238,095	\$0	\$0	\$326,190	\$0	\$0	\$326,190
CST	\$476,190	\$0	\$0	\$0	\$766,666	\$0	\$766,666
Total Cost:	\$819,047	\$0	\$0	\$469,714	\$766,666	\$0	\$1,236,380
Municipality: Pompano Beach		Ownership: County			Project Sponsor: Broward MPO		
MTP ID: BM173	Mast-Arm Conversion Davie Blvd				 ! 	 !  !  !	
Project Length:			FM#:		Funding Source:	State	
Type of Work:	Mast-Arm		Additional Work Type		Program:	Infrastructure Hardening	
Convert traffic signal wires to mast-arms @ I-95 Interchange, SW 17th Ave, and SW 15th Ave.							
PE	\$104,762	\$0	\$0	\$0	\$168,667	\$0	\$168,667
ROW	\$238,095	\$0	\$0	\$0	\$383,333	\$0	\$383,333
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$0	\$552,000	\$980,951	\$1,532,951
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		











Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM175	Mast-Arm Conversion Griffin Rd				 !  !  !  ! 		
Project Length:			FM#:		Funding Source: State		
Type of Work:	Mast-Arm		Additional Work Type		Program: Infrastructure Hardening		
Convert traffic signal wires to mast-arms @ NW 10th St, Perimeter Rd, and Old Griffin Rd.							
PE	\$104,762	\$0	\$0	\$0	\$168,667	\$0	\$168,667
ROW	\$238,095	\$0	\$0	\$0	\$0	\$490,476	\$490,476
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$0	\$168,667	\$1,471,427	\$1,640,094
Municipality: Dania Beach		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM176	Mast-Arm Conversion Hillsboro Blvd				  !    !		
Project Length:			FM#:		Funding Source: State		
Type of Work:	Mast-Arm		Additional Work Type		Program: Infrastructure Hardening		
Convert traffic signal wires to mast-arms @ SE 9 Ave.							
PE	\$104,762	\$0	\$0	\$0	\$168,667	\$0	\$168,667
ROW	\$238,095	\$0	\$0	\$0	\$0	\$490,476	\$490,476
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$0	\$168,667	\$1,471,427	\$1,640,094
Municipality: Deerfield Beach		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID:	Mast-Arm Conversion Hollywood Blvd						
BM177							
Project Length:							
Type of Work:	Mast-Arm						
Convert traffic signal wires to mast-arms @ N/S 13th Ave.							
PE	\$104,762	\$0	\$0	\$0	\$168,667	\$0	\$168,667
ROW	\$238,095	\$0	\$0	\$0	\$0	\$490,476	\$490,476
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$0	\$168,667	\$1,471,427	\$1,640,094
Municipality: Hollywood		Ownership: State			Project Sponsor: Broward MPO		
MTP ID:	Mast-Arm Conversion Johnson St						
BM167							
Project Length:	0.00						
Type of Work:	Mast-Arm						
Convert traffic signal wires to mast-arms @ N 28th Ave, N 20th Ave, N 19th Ave.							
PE	\$104,762	\$0	\$0	\$143,524	\$0	\$0	\$143,524
ROW	\$238,095	\$0	\$0	\$326,190	\$0	\$0	\$326,190
CST	\$476,190	\$0	\$0	\$652,380	\$0	\$0	\$652,380
Total Cost:	\$819,047	\$0	\$0	\$1,122,094	\$0	\$0	\$1,122,094
Municipality: Hollywood		Ownership: Local			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total					
Infrastructure Hardening												
MTP ID: BM166	Mast-Arm Conversion Las Olas Blvd					!			!		!	
Project Length:	0.00		FM#:		Funding Source:	Federal						
Type of Work:	Mast-Arm		Additional Work Type		Program:	Infrastructure Hardening						
Convert traffic signal wires to mast-arms @ SE 6th Ave.												
PE	\$104,762	\$0	\$0	\$143,524	\$0	\$0	\$143,524					
ROW	\$238,095	\$0	\$0	\$326,190	\$0	\$0	\$326,190					
CST	\$476,190	\$0	\$0	\$652,380	\$0	\$0	\$652,380					
Total Cost:	\$819,047	\$0	\$0	\$1,122,094	\$0	\$0	\$1,122,094					
Municipality: Fort Lauderdale		Ownership: Local			Project Sponsor: Broward MPO							
MTP ID: BM178	Mast-Arm Conversion Lyons Rd						!		!			!
Project Length:			FM#:		Funding Source:	State						
Type of Work:	Mast-Arm		Additional Work Type		Program:	Infrastructure Hardening						
Convert traffic signal wires to mast-arms @ Sawgrass Expressway												
PE	\$104,762	\$0	\$0	\$0	\$168,667	\$0	\$168,667					
ROW	\$238,095	\$0	\$0	\$0	\$0	\$490,476	\$490,476					
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951					
Total Cost:	\$819,047	\$0	\$0	\$0	\$168,667	\$1,471,427	\$1,640,094					
Municipality: Coconut Creek		Ownership: State			Project Sponsor: Broward MPO							
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM179	Mast-Arm Conversion Oakland Park Blvd				 !  !  !  !  !		
Project Length:		FM#:	Funding Source: State				
Type of Work: Mast-Arm		Additional Work Type	Program: Infrastructure Hardening				
Convert traffic signal wires to mast-arms @ NE 16th Ave.							
PE	\$104,762	\$0	\$0	\$0	\$168,667	\$0	\$168,667
ROW	\$238,095	\$0	\$0	\$0	\$0	\$490,476	\$490,476
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$0	\$168,667	\$1,471,427	\$1,640,094
Municipality: Oakland Park, Wilton Manors		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM180	Mast-Arm Conversion Pembroke Rd				 !  !  !   !		
Project Length:		FM#:	Funding Source: State				
Type of Work: Mast-Arm		Additional Work Type	Program: Infrastructure Hardening				
Convert traffic signal wires to mast-arms @ NW 2nd Ave/S 22nd Ave, and NW 10th Ave/S 28th Ave.							
PE	\$104,762	\$0	\$0	\$0	\$0	\$215,810	\$215,810
ROW	\$238,095	\$0	\$0	\$0	\$0	\$490,476	\$490,476
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$0	\$0	\$1,687,237	\$1,687,237
Municipality: Hollywood		Ownership: State			Project Sponsor: Broward MPO		
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM181	Mast-Arm Conversion SR-84						
Project Length:							
Type of Work:	Mast-Arm						
<i>Convert traffic signal wires to mast-arms @ SW 4th Ave.</i>							
PE	\$104,762	\$0	\$0	\$0	\$0	\$215,810	\$215,810
ROW	\$238,095	\$0	\$0	\$0	\$0	\$490,476	\$490,476
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$0	\$0	\$1,687,237	\$1,687,237
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM182	Mast-Arm Conversion SR-A1A						
Project Length:							
Type of Work:	Mast-Arm						
<i>Convert traffic signal wires to mast-arms @ North Midblock/4001 Block South, Hillsboro Blvd, Ocean Crest/3001 Block South, Crocus Ter/1500 Block South, Iris Ter/1600 Block South, and Sea Aire Towers/3725 Block South.</i>							
PE	\$104,762	\$0	\$0	\$0	\$0	\$215,810	\$215,810
ROW	\$238,095	\$0	\$0	\$0	\$0	\$490,476	\$490,476
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$0	\$0	\$1,687,237	\$1,687,237
Municipality: Deerfield Beach, Hollywood		Ownership: State			Project Sponsor: Broward MPO		
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM183	Mast-Arm Conversion Stirling Rd				 !  !  !  !  !		
Project Length:			FM#:		Funding Source: State		
Type of Work:	Mast-Arm		Additional Work Type		Program: Infrastructure Hardening		
Convert traffic signal wires to mast-arms @ SW 3/4 Ave and Phippen Rd.							
PE	\$104,762	\$0	\$0	\$0	\$0	\$215,810	\$215,810
ROW	\$238,095	\$0	\$0	\$0	\$0	\$490,476	\$490,476
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$0	\$0	\$1,687,237	\$1,687,237
Municipality: Dania Beach		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM169	Mast-Arm Conversion SW 10th St				 !   !  !  !		
Project Length:			FM#:		Funding Source: State		
Type of Work:	Mast-Arm		Additional Work Type		Program: Infrastructure Hardening		
Convert traffic signal wires to mast-arms @ Natura Blvd, Newport Center, and Military Trail.							
PE	\$104,762	\$0	\$0	\$143,524	\$0	\$0	\$143,524
ROW	\$238,095	\$0	\$0	\$326,190	\$0	\$0	\$326,190
CST	\$476,190	\$0	\$0	\$0	\$766,666	\$0	\$766,666
Total Cost:	\$819,047	\$0	\$0	\$469,714	\$766,666	\$0	\$1,236,380
Municipality: Deerfield Beach		Ownership: State			Project Sponsor: Broward MPO		
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID:	Mast-Arm Conversion SW/SE 10th St						
BM164							
Project Length: 0.00							
Type of Work: Mast-Arm							
<i>Convert traffic signal wires to mast-arms @ SE 2nd Ave, SE 6th Ave, and SW 6th Ave</i>							
PE	\$104,762	\$0	\$121,524	\$0	\$0	\$0	\$121,524
ROW	\$238,095	\$0	\$276,190	\$0	\$0	\$0	\$276,190
CST	\$476,190	\$0	\$0	\$652,380	\$0	\$0	\$652,380
Total Cost:	\$819,047	\$0	\$397,714	\$652,380	\$0	\$0	\$1,050,094
Municipality: Deerfield Beach		Ownership: Local			Project Sponsor: Broward MPO		
MTP ID:	Mast-Arm Conversion US-1						
BM174							
Project Length:							
Type of Work: Mast-Arm							
<i>Convert traffic signal wires to mast-arms @ STIRLING ROAD (SR 848), 37 STREET NE, 2800 BLOCK NE, 3000 BLOCK NE, HARDING STREET, 24 STREET NE, 7 STREET SE, 38 STREET NE, JOHNSON STREET, 2500 BLOCK NE, SOUTH OF BUCHANAN STREET, 55 STREET NE, TAFT STREET, 3 STREET SW, SOUTH OF 13 STREET SE/SW, 1 STREET NE, 7 STREET SE, DIXIE HIGHWAY/7 STREET SE, 33 COURT NE, SHENANDOAH STREET, 2400 BLOCK NE, and 3500 BLOCK NE</i>							
PE	\$104,762	\$0	\$0	\$0	\$168,667	\$0	\$168,667
ROW	\$238,095	\$0	\$0	\$0	\$383,333	\$0	\$383,333
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$0	\$552,000	\$980,951	\$1,532,951
Municipality: Dania Beach, Fort Lauderdale, Hollywood, Pompano Beach		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID:	Mast-Arm Conversion US-27						
BM184							
Project Length:							
Type of Work:	Mast-Arm						
<i>Convert traffic signal wires to mast-arms @ Johnson St, Sheridan St, Pines Blvd, and Griffin Rd.</i>							
PE	\$104,762	\$0	\$0	\$0	\$0	\$215,810	\$215,810
ROW	\$238,095	\$0	\$0	\$0	\$0	\$490,476	\$490,476
CST	\$476,190	\$0	\$0	\$0	\$0	\$980,951	\$980,951
Total Cost:	\$819,047	\$0	\$0	\$0	\$0	\$1,687,237	\$1,687,237
Municipality: Pembroke Pines, Southwest Ranches		Ownership: State			Project Sponsor: Broward MPO		
MTP ID:	SR-814 Atlantic Boulevard from I-95 to Andrews Avenue						
BM139							
Project Length:							
Type of Work:	Infrastructure Hardening Study						
<i>Conduct study to determine infrastructure hardening improvements.</i>							
Other	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Total Cost:	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Municipality: Pompano Beach		Ownership: State			Project Sponsor: Broward MPO		
MTP ID:	SR-814 Atlantic Boulevard from University Drive to SR-869						
BM140							
Project Length:							
Type of Work:	Infrastructure Hardening Study						
<i>Conduct study to determine infrastructure hardening improvements.</i>							
Other	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Total Cost:	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Municipality: Coral Springs		Ownership: County			Project Sponsor: Broward MPO		
















Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM141	SR-814 Atlantic Boulevard from US-1 to SR-A1A				 !  !  !  !  !		
Project Length:			FM#:		Funding Source: State		
Type of Work:	Infrastructure Hardening Study		Additional Work Type		Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Pompano Beach		Ownership: Local			Project Sponsor: Broward MPO		
MTP ID: BM142	SR-816 Oakland Park Blvd from SR-7 to I-95				 !  !  !  !  !		
Project Length:			FM#:		Funding Source: State		
Type of Work:	Infrastructure Hardening Study		Additional Work Type		Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Lauderdale Lakes, Oakland Park		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM143	SR-817 University Dr from Atlantic Blvd to Commercial Blvd				 !  !  !  !  !		
Project Length:			FM#:		Funding Source: State		
Type of Work:	Infrastructure Hardening Study		Additional Work Type		Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Coral Springs, Tamarac		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM144	SR-817 University Dr from Sunrise Blvd to Broward Blvd				 !  !  !  !  !		
Project Length:		FM#:		Funding Source: State			
Type of Work:	Infrastructure Hardening Study	Additional Work Type		Program: Infrastructure Hardening			
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Plantation		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM145	SR-820 Hollywood Blvd from US-1 to SR-A1A				 !   !  !  !		
Project Length:		FM#:		Funding Source: State			
Type of Work:	Infrastructure Hardening Study	Additional Work Type		Program: Infrastructure Hardening			
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Hollywood		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM146	SR-822 Sheridan St from US-1 to SR-A1A				 !  !  !  !  !		
Project Length:		FM#:		Funding Source: State			
Type of Work:	Infrastructure Hardening Study	Additional Work Type		Program: Infrastructure Hardening			
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Dania Beach, Hollywood		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID:	SR-838 Sunrise Blvd from US-1 to SR-A1A				 !  !  !  !  !		
BM147							
Project Length:			FM#:		Funding Source: State		
Type of Work:	Infrastructure Hardening Study		Additional Work Type		Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		
MTP ID:	SR-84 from Andrews Ave to US-1				    		
BM148							
Project Length:			FM#:		Funding Source: State		
Type of Work:	Infrastructure Hardening Study		Additional Work Type		Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		
MTP ID:	SR-842 Broward Blvd from US-1 to Andrews Ave				 !  !  !  ! 		
BM149							
Project Length:			FM#:		Funding Source: State		
Type of Work:	Infrastructure Hardening Study		Additional Work Type		Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM150	SR-845 Powerline Rd from Oakland Park Blvd to Atlantic Blvd				 !  !  !  !  !		
Project Length:		FM#:			Funding Source: State		
Type of Work:	Infrastructure Hardening Study	Additional Work Type			Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: Fort Lauderdale, Oakland Park, Pompano Beach		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM151	SR-858 Hallandale Beach Blvd from US-1 to SR-A1A				 !  !  !  !  !		
Project Length:		FM#:			Funding Source: State		
Type of Work:	Infrastructure Hardening Study	Additional Work Type			Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Hallandale Beach		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM152	SR-870 Commercial Blvd from SR-A1A to Powerline Rd				 !  !  !  !  !		
Project Length:		FM#:			Funding Source: State		
Type of Work:	Infrastructure Hardening Study	Additional Work Type			Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Fort Lauderdale, Lauderdale-by-the-Sea, Oakland Park		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM153	SR-A1A from Arizona St to Broward/Miami-Dade County Line				🚲 ! 🚚 ! 🚛 ! 🏠 ! 🏠 !		
Project Length:		FM#:			Funding Source: State		
Type of Work:	Infrastructure Hardening Study	Additional Work Type			Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Hallandale Beach		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM156	US-1 from Commercial Blvd to NE 14th St				🚲 ! 🚚 ! 🚛 ! 🏠 ! 🏠 !		
Project Length:		FM#:			Funding Source: State		
Type of Work:	Infrastructure Hardening Study	Additional Work Type			Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Fort Lauderdale, Oakland Park, Pompano Beach		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM155	US-1 from Davie Blvd to Broward Blvd				🚲 ! 🚚 ! 🚛 ! 🏠 ! 🏠 !		
Project Length:		FM#:			Funding Source: State		
Type of Work:	Infrastructure Hardening Study	Additional Work Type			Program: Infrastructure Hardening		
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
MTP ID: BM154	US-1 from Hallandale Beach Blvd to Broward/Miami-Dade County Line				 !  !  !  !  !		
Project Length:		FM#:		Funding Source: State			
Type of Work:	Infrastructure Hardening Study	Additional Work Type		Program: Infrastructure Hardening			
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Hallandale Beach		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM157	US-1/SR-838 Sunrise Blvd from Sears Town to Oakland Park Blvd				 !  !  !  !  !		
Project Length:		FM#:		Funding Source: State			
Type of Work:	Infrastructure Hardening Study	Additional Work Type		Program: Infrastructure Hardening			
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Fort Lauderdale		Ownership: State			Project Sponsor: Broward MPO		
MTP ID: BM158	US-27 from I-75 to Griffin Rd				 !   !  !  !		
Project Length:		FM#:		Funding Source: State			
Type of Work:	Infrastructure Hardening Study	Additional Work Type		Program: Infrastructure Hardening			
Conduct study to determine infrastructure hardening improvements.							
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Southwest Ranches, Weston		Ownership: State			Project Sponsor: Broward MPO		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Infrastructure Hardening							
Total Program Revenues:		\$150,000	\$2,582,549	\$9,763,416	\$10,609,616	\$21,304,456	\$44,410,037
Total Program Cost:		\$150,000	\$1,577,714	\$8,813,662	\$10,188,998	\$19,766,173	\$40,496,547
Program Revenue Remaining:		\$0	\$1,004,835	\$949,754	\$420,618	\$1,538,283	\$3,913,490

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Funding

Illustrative Plan

These are projects that have partial funding committed and are expected to be amended into the Cost Feasible Plan once fully funded.

Number of Projects:

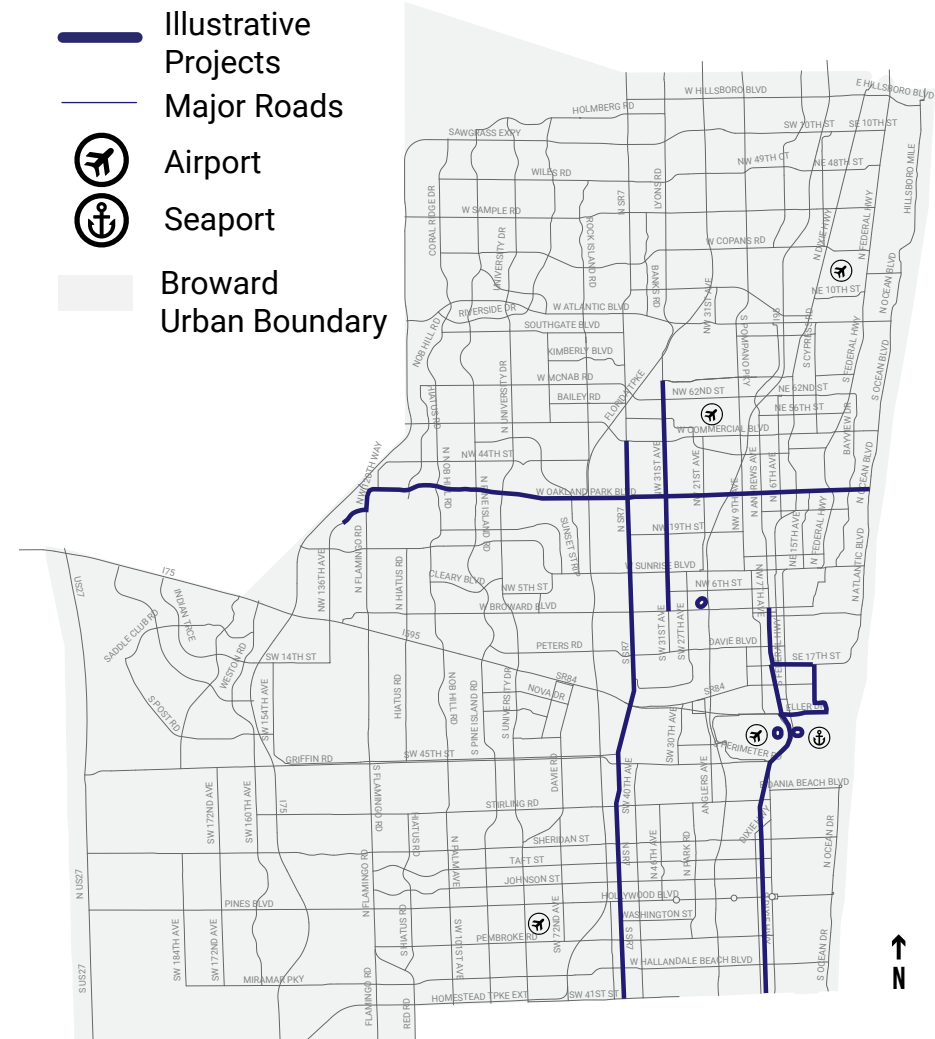
9

Types of Projects:

Transit
Intermodal Center
Truck Parking

Figure 7-8 shows the Illustrative Projects carried forward from Commitment 2045 and the new ones added by Route to 2050. They are summarized in Table 7-9. In Table 7-9, funding sources are identified as “F” for federal, “S” for state, or “L” for local.

Figure 7-11: 2050 Illustrative Plan



Illustrative Projects

Table 7-9: 2050 Illustrative Plan

Project Sponsor	Project Name	Project Limits	Project Description	Funding Sources	Total Cost	Timeframe for Implementation
Broward County Transit	Broward Commuter Rail South	FEC Rail Corridor from Broward Health Medical Center between SE 15th and SE 17th St in Fort Lauderdale to the Brightline/ Commuter Rail Station in Aventura	11.5 miles of Commuter Rail on the FEC Rail Corridor between Broward and Miami-Dade counties, with three stations: Hollywood, Fort Lauderdale-Hollywood International Airport and Fort Lauderdale. Note: Total project cost estimated at \$317M, partially expended prior to 2025, with right-of-way and construction phases funded through a combination of local funds and federal and state grants.	F, S, L	\$317,000,000	PE - FY 2023-25 CST - FY 2026
Broward County Transit	Oakland Park Boulevard BRT	NW 136th Avenue, Flamingo Road, and Oakland Park Boulevard from Sawgrass Mills Malls to A1A	15 miles of Bus Rapid Transit (BRT) along Oakland Park Boulevard with approximately 16 branded stations.	F, S, L	\$269,117,380	PE - FY 2024-25 CST - FY 2026
Broward County Transit	Airport-Seaport-Convention Center LRT*	FLL Terminal Drive to SE 17th St via NE 7th Avenue, Eller Drive, SE 19th Avenue, and Eisenhower Boulevard	3.5 miles of Light Rail Transit (LRT) on elevated guideway with 3 stations, connecting the Fort Lauderdale-Hollywood International Airport, Port Everglades, and the Broward County Convention Center.	F, S, L	\$1,331,729,950	PE - FY 2024-25 CST - FY 2026
Broward County Transit	Downtown Connection LRT*	SE 17th St from Eisenhower Boulevard to SE 3rd Avenue; SE 3rd Avenue from SE 17th St to Broward Boulevard	3 miles of Light Rail Transit (LRT) at grade, along SE 17th St and then north through Downtown Fort Lauderdale to Broward Boulevard, connecting the Broward County Convention Center to Downtown Fort Lauderdale.	F, S, L	\$387,113,480	PE - FY 2024 CST - FY 2028
Broward County Transit	US 441/SR 7 BRT*	US 441/SR 7 from Commercial Boulevard to County Line Road	15 miles of Bus Rapid Transit (BRT) along US441/SR 7 with approximately 16 branded stations.	F, S, L	\$221,000,000	PE - FY 2024-26 CST - FY 2027-28

*Note: Cost reflects total project cost with the following funding assumptions: Broward County intends to seek 50% federal cost share, through the Federal Transit Administration (FTA) Capital Investment Grants (CIG) Program, 25% state cost share, and provide the remaining 25% in local funds"

Project Sponsor	Project Name	Project Limits	Project Description	Funding Sources	Total Cost	Timeframe for Implementation
Broward County Aviation Department	Intermodal Center (IMC)	East side of FEC Rail Corridor between the US 1 / FLL Terminal Drive interchange ramps	<p>8-level parking garage providing approximately 4,500 parking spaces including a bus transfer area, transit center and connection to future Automated People Mover.</p> <p>Note: Total project cost estimated at \$835M, partially expended prior to 2025, with design and construction phases funded through a combination of local funds and federal and state grants.</p>	F, S, L	\$814,435,000	PE - FY 2024 CST - FY 2025-27
Broward County Aviation Department	Automated People Mover (APM) Circulator	FLL Terminal Drive	<p>Elevated guideway and train system connecting the airport's terminals, existing parking garages, Rental Car Center, and the future Intermodal Center in a closed loop with up to six stations and a Maintenance and Storage Facility.</p> <p>Note: Total project cost estimated at \$855M, partially expended prior to 2025, with design and construction phases funded through a combination of local funds and federal and state grants.</p>	F, S, L	\$766,175,000	PE - FY 2024 CST - FY 2025-29
Broward County Highway Construction and Engineering Division	NW 31st Avenue Improvements	From Broward Boulevard to McNab Road	<p>Roadway Improvements with pavement delineation for bicyclists and pedestrians, intersection treatments, ADA-compliant bus stops, traffic signal upgrades, and landscaping.</p> <p>Note: Total cost and timeframe shown are for the design phase only, using local funding sources.</p>	L	\$2,500,000	PE - FY 2025
Broward MPO	I-95 Truck Parking Facility	Northwest corner of the park-and-ride lot on the north side of Broward Boulevard at I-95	New truck parking facility adjacent to I-95 at the Broward Boulevard Park-and-Ride (2016 NW 22 Avenue).	F, S	\$33,800,000	PE - FY 2026 CST - FY 2028

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Funding

Other Partner Agencies

Port Everglades

Port Everglades is planning for 2050 with an updated roadmap for future growth over the next 20 years that identifies \$3 billion in capital investments to improve productivity for cargo, cruise, and petroleum businesses that operate at the South Florida seaport. The current 20-Year Master/Vision Plan was approved on June 18, 2020, by the Broward County Board of County Commissioners, which governs the Port as a self-funded enterprise fund. The Port is now in the process of updating its Master/Vision Plan. The MPO is committed to supporting Port Everglades in its effort to secure funding for the maintenance and expansion of the port. Appendix E includes the unfunded project priorities for the port as of August 2024.

South Florida Regional Transportation Authority (SFRTA)

SFRTA is currently working on a major update to its Transit Development Plan, which will cover the years 2026 to 2035. SFRTA submitted a list of needs as part of the Call for Projects. Funded projects are shown in the Economic Development plan previously presented. Three of the requested projects were unable to be funded and are included in the unfunded needs list in Appendix D. As SFRTA identifies new capital projects, the MPO will update the Route to 2050 MTP as necessary to include them.

Broward County Mobility Advancement Program (MAP)

As noted in Chapter 2, Broward County voters approved a one percent transportation surtax in 2018 to fund a variety of transportation improvements. Known as MAP, the county adopts funded projects as part of its budget on an annual basis, including transit improvements identified through the PREMO plan. The County requested that the PREMO Plan be incorporated into the MTP as a combination of illustrative projects (see Table 7-9 and Figure 7-11) and unfunded needs. The unfunded PREMO projects are included in Appendix E. Other projects funded by MAP will be amended into the MTP as funding requests are received. For more information, visit the [MAP](#) and [PREMO Plan](#) websites.

Non-Capacity Programs

State Roadway System Preservation

Based on agreement with the Federal Highway Administration (FHWA) and consistent with MPOAC guidelines, FDOT has provided District-level funding estimates related to the preservation of the existing transportation system. Included in this noncapacity program are resurfacing, bridge, and operations and maintenance activities. As a result of this commitment, FDOT has set aside \$8.4 billion (in future YOE) for District 4 state roadway system facilities from 2025 to 2050. These revenues are set aside by FDOT for meeting District and statewide goals and are consistent with current performance measure targets for:

Resurfacing pavements on the SHS

- Repairing and replacing deficient bridges on public roads
- Meeting state and federal criteria
- Maintaining transportation infrastructure once constructed

Funding

Non-State Roadway System Preservation

Historically, Broward County uses Constitutional, Local Option, and Ninth Cent gas taxes to fund non-State roadway expansion and maintenance and transit operations. The county's 2023 Transportation Capital Program reflects more than \$177 million for transportation projects, including \$120 million for non-State roadway maintenance, nearly \$31 million for transit operations, and an estimated \$16 million for roadway capital investments. The Broward County Board of County Commissioners oversees the allocation of gas taxes.

Planning & Environmental Linkages

FHWA promotes a tool called Planning and Environment Linkages (PEL). It is “a collaborative and integrated approach to transportation decision-making that 1) considers environmental, community, and economic goals early in the transportation planning process, and 2) uses the information, analysis, and products developed during planning to inform the environmental review process.”¹ PEL is meant for complex projects, which means there are significant environmental or built environment constraints, it is controversial or very costly, or has the potential for numerous alternatives that may be confusing. A PEL may also be conducted if the scope of a project isn't well-defined. The goal of PEL is to expedite the project development process so that necessary improvements can be delivered more efficiently, while still adhering to the tenets of the National Environmental Policy Act (NEPA).

The MPO has created a transparent process for developing its MTP. For both Commitment 2045 and Route to 2050, collaboration with the public, the MPO's Committees and Board, and partner agencies has been paramount. During the Call for Projects, MPO staff met with partner agencies to review their proposed submittals to ensure they would meet the requirements for inclusion in the MTP. Municipalities were also required to pass resolutions of support for the projects within their jurisdiction that were part of the draft Cost Feasible Plan, ensuring that the proposed projects were consistent with their community's goals. Lastly, as part of the prioritization process, each project was reviewed against available data provided by state and federal resource agencies for natural, historical, and built resources of potential concern. Thereby initiating an early review of potential impacts.

Due to the built-out nature of Broward County, there are very few projects identified in the Cost Feasible Plan that would be candidates for PEL. The majority of the complex projects are initiated by FDOT, which utilizes their own Efficient Transportation Decision Making (ETDM) process to achieve the same goals as FHWA's PEL. However, in recognition of past challenges with advancing projects, the MPO has opted to conduct a variety of feasibility studies to enable a more in-depth exploration of the purpose and need and potential impacts of certain project types to ensure the potential solutions are aligned with the community's goals. The Route Markers, described previously, are another way the MPO is helping to identify project concerns early in the development process.

¹ Planning and Environment Linkages | Environmental Initiatives | Environmental Review Toolkit | FHWA (dot.gov); accessed September 24, 2024.

Funding

Goods Movement

The MPO's Freight Transportation Advisory Committee (FTAC) includes members who are directly involved in the movement, storage, and distribution of freight and represent a broad spectrum of the freight community, including warehouse owners, industrial realtors, shipping companies, trucking companies and organizations, railroads, freight forwarders, importer/exporters, and truck parking and distribution companies.

The MPO established the FTAC to provide a forum for an open dialogue in which the freight community can gain insight into the MPO's decisions and upcoming projects and provide much-needed industry input to decision-makers regarding freight transportation priorities and expenditures. As a result, the FTAC played a critical role in reviewing the progress of the Route to 2050 MTP and its contribution to the movement of freight. Its input resulted in the addition of truck parking facilities in the needs and illustrative plans.

Numerous transportation projects that improve freight movement are included in the 2050 Cost Feasible Plan to support movement of people and goods in the Broward region. Types of projects include roadway capacity improvements on interstates, toll roads, primary arterials, interchanges, and major intersections, and the exploration of additional truck parking facilities.

Transportation Safety and Security

Route to 2050 identifies improving safety and security as key planning objectives for the Broward region. In addition, safety and security are also incorporated into the project prioritization process used to develop the 2050 Cost Feasible Plan. Examples of safety/security-related projects included in Route to 2050 include the following:

- Intersection capacity/safety/operational improvements on major evacuation routes
- Technology improvements in roadway and transit modes
- Roadway capacity expansion, including widening and interchange improvement projects on major evacuation routes, and the identification of facilities susceptible to the effects of extreme weather

Safety

As part of the Route to 2050 MTP, a safety analysis was performed to identify and prioritize locations to be further evaluated for possible safety solutions as part of the Broward Safety Action Plan (BSAP). The analysis evaluated system-wide trends, developed a toolbox of countermeasures to address these system-wide trends, and screened the network to identify crash hotspots for which actionable improvements can be made. As previously discussed, this information will be used in the BSAP to develop a set of projects to improve safety throughout Broward. Once identified, these projects will be amended into the 2050 Cost Feasible Plan as appropriate.

Funding

Security

Federal requirements for metropolitan planning include consideration of security as a factor in the MTP. The planning process should provide for consideration and implementation of projects, strategies, and services that will increase the security of the transportation system for motorized and non-motorized users. Security goes beyond safety and includes planning to prevent, manage, or respond to threats of a region and its transportation system and users.

USDOT defines transportation system security as the freedom from intentional harm and tampering that affects both motorized and non-motorized travelers and may also include natural disasters. In addition to the possibility of human-caused security issues, the Broward MPO planning area is highly susceptible to hurricanes, floods, and other severe weather events.

Homeland Security. Attention to human-caused and natural disaster security concerns has inevitably increased due to events such as September 11, 2001, and major hurricanes over the past 20 years. The susceptibility of the transportation system and its use in emergency evacuations have become key concerns for the Department of Homeland Security (DHS).

Established by DHS, the Urban Areas Security Initiative (UASI) focuses on enhancing regional preparedness in major metropolitan areas. The Miami/Fort Lauderdale UASI was established to coordinate with the Florida Division of Emergency Management on expanding regional collaboration and developing integrated regional systems for prevention, protection, response, and recovery.

MPO Security Strategies. Numerous MPO strategies integrate security aspects into the metropolitan planning process of the MPO, including the following:

- Identify and implement transportation projects that add alternate routes and connections.
- Coordinate with Broward County on implementing mitigation actions related to the transportation network.
- Coordinate/partner with local and regional agencies to incorporate transportation security into regional and local projects and plans.
- Identify and implement traffic and transit technologies to improve communications during hazards/events.



Chapter 7 Recap

The Broward MPO is on a mission to invest in a transportation system that meets the needs of residents, businesses, and visitors alike. With the Route to 2050 plan, we've built on the success of the Commitment 2045 MTP, using a strategic funding approach that complements state and county resources to prioritize exciting projects like roadway enhancements, transit improvements, and cutting-edge technology. Over the next 25 years, the MPO is allocating a whopping \$9.2 billion to these game-changing projects, ensuring Broward County's transportation future is innovative, and ready for the challenges of tomorrow!



08

Evaluation

This chapter addresses two categories of performance measures: the federally-required measures and the regional measures identified by the MPO. Outside of the MTP process, the MPO monitors and documents the federally-required performance measures in the MPO's State of the System Performance Report, which is included in the TIP. The MPO also provides a Performance Measures Dashboard on its website.

Evaluation

Introduction

Performance-based planning was established by the previous transportation funding bills and continued with the IIJA. National performance goals for federal-aid highway programs were established and MPOs are required to incorporate those performance goals, measures and targets into the MTP process. The goal of performance-based planning is to improve the investment efficiency of federal transportation funds, refocus investments on national transportation goals, increase the accountability and transparency of federal transportation funds, and improve decision-making. MPOs are also required to provide a System Performance Report as part of the MTP update.

Federal Performance Measures & System Performance Report

In compliance with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule, 23 USC 450, the following System Performance Report for the Broward MPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety Targets.

Highway Safety Measures (PM1)

The first of FHWA's performance management rules, referred to as the PM1 rule, establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures.

Safety-related performance measures (PM1):

- 1. Number of fatalities;**
- 2. Rate of fatalities per 100 million vehicle miles traveled (VMT);**
- 3. Number of serious injuries;**
- 4. Rate of serious injuries per 100 million VMT; and**
- 5. Number of non-motorized fatalities and non-motorized serious injuries.**

FDOT publishes statewide safety performance targets for the following calendar year in the HSIP Annual Report that it transmits to FHWA each August. The current safety targets established in the 2023 Highway Safety Improvement Program HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths.

MPOs must establish safety targets within 180 days of when FDOT establishes targets. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

Evaluation

This System Performance Report discusses the performance for each measure as well as progress achieved in meeting targets over time. Table 8-1 presents statewide performance for each PM1 measure in recent years and the 2024 targets established by FDOT.

Table 8-1: Statewide Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average				Florida CY 2024 Target
	2015-2019	2016-2020	2017-2021	2018-2022	
Number of Fatalities	3,110.6	3,191.6	3,306.4	3,387.2	0
Rate of Fatalities per 100 Million VMT	1.429	1.467	1.517	1.541	0
Number of Serious Injuries	20,181.0	18,993.8	18,030.0	17,146.2	0
Rate of Serious Injuries per 100 Million VMT	9.297	8.716	8.251	7.790	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,290.2	3,193.8	3,190.4	3,153.8	0

Table 8-2 presents performance in the MPO planning area for each safety measure in recent years. The Broward MPO adopted FDOT's target of "0" for PM1.

Table 8-2: Broward MPO Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average				Florida CY 2024 Target
	2015-2019	2016-2020	2017-2021	2018-2022	
Number of Fatalities	225.6	235.2	243	254.2	0
Rate of Fatalities per 100 Million VMT	1.304	1.394	1.475	1.559	0
Number of Serious Injuries	1,366.6	1,285	1,216	1,115.4	0
Rate of Serious Injuries per 100 Million VMT	7.908	7.552	7.305	7.034	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	312.4	293.8	296.8	288.8	0

Evaluation

The five-year average for fatalities and the fatal crash rate has been steadily increasing. The five-year rolling average for fatalities increased by 4.6% while the fatal crash rate increased by 5.7% from 2017-2021 to 2018-2022. This follows the same trend as the State of Florida; however, the rate of increase is higher in Broward. Serious injuries have been declining since 2015, with both the number and rate of serious injuries decreasing by 8.3% and 3.7%, respectively from 2017-2021 to 2018-2022. Similarly, the number of non-motorized fatalities and serious injuries is also declining, decreasing 2.7% during the same time period. These trends reflect the trends illustrated in the State data.

The Broward MPO agreed to support FDOT's highway safety targets on November 2, 2023. By adopting FDOT's targets, the Broward MPO agrees to plan and program projects that help FDOT achieve these targets.

The Broward MPO recognizes the importance of linking goals, objectives, and investment priorities to establish performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Broward MPO Route to 2050 MTP reflects the goals, objectives, and performance measures, as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

Florida's Strategic Highway Safety Plan

Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other partners in addressing safety and defines a framework for implementation throughout the state. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies.

Evaluation

HSIP

The HSIP is a core federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries.

Project Development

Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Proposed project data is analyzed using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires that safety be considered in a proposed project's purpose and need, outlining safety factors like crash modification and safety performance. MPOs and local governments consider safety data analysis when determining project priorities.

The Broward MPO Route to 2050 MTP increases the safety of the transportation system for motorized and non-motorized users as required.

The MTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The first goal of Route to 2050 is to Safely Move People and Goods and safety is incorporated throughout the MTP and other MPO programs, including:

Incorporation of safety measures in project ranking criteria (ongoing)

The MPO has a long history of prioritizing safety in ranking transportation projects during the MTP and annual REV cycles.

Interagency partnering (ongoing)

For many years, the Broward MPO has participated in various partnerships to promote safety awareness and to identify and address safety concerns throughout the community. This includes offering bicycle helmet fittings at community events, development of the Broward Safety Action Plan, and numerous events as part of the Roads for Families program.

Evaluation

Roads for Families Program (ongoing)

The MPO adopted a CSMP in February 2019 and continues to work on its implementation. As part of this effort, the MPO offers training for community partners and conducts community events as noted above.

Additional key components of the MPO's Roads for Families Program are:

Walking for Families! and Biking for Families! (ongoing)

Since 2014, the Broward MPO has organized annual Biking for Families! events to promote the use of Broward's bicycle facilities, bicycle safety, and the benefits of active transportation. Cyclists of all ages and abilities are encouraged and welcome to participate. This annual bike ride also features fun activities such as helmet fittings, bicycle giveaways and more. The MPO organized the first Walking for Families! Event in 2016. Similar to Biking for Families!, these events focus on promoting walking, safety and benefits of active transportation, while exploring community assets and local businesses.

Regional Safety Summit (ongoing)

In partnership with neighboring MPOs, an annual summit focused on promoting and creating safer, and more vibrant communities by encouraging and building the necessary skills to implement roadway enhancements throughout the South Florida region. This summit focuses on local safety projects and includes speakers from across the country and world, to discuss the latest developments in creating safe spaces and enhancing the public realm.

Congestion Management Process and Plan (June 2022)

The congestion management process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

In addition to congestion resulting from traffic volume, this report incorporated additional transportation measures used in performance management.

Broward Safety Action Plan (ongoing)

In 2023, the MPO was awarded a \$5 million Safe Streets and Roads for All planning grant in collaboration with Broward County. Together, the MPO and County are developing county-wide implementation strategies to prevent roadway deaths and serious injuries with an emphasis on at risk communities.

Evaluation

MTP Safety Funding Program

A stand-alone funding program for safety projects was established in Commitment 2045 and is continued in Route to 2050. For both of these plans, a safety analysis was conducted to identify locations where safety improvements are necessary. The most recent effort is being used in the development of the Broward Safety Action Plan.

Pavement and Bridge Condition Measures (PM2)

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

- 1: Percent of Interstate pavements in good condition**
- 2: Percent of Interstate pavements in poor condition**
- 3: Percent of non-Interstate National Highway System (NHS) pavements in good condition**
- 4: Percent of non-Interstate NHS pavements in poor condition**
- 5: Percent of NHS bridges (by deck area) classified as in good condition**
- 6: Percent of NHS bridges (by deck area) classified as in poor condition**

Pavement condition is assessed based on roughness, cracking, rutting, and faulting. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts. A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish two-year and four-year statewide targets for the PM2 measures. MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2023 and 2025, respectively.

Evaluation

This System Performance Report discusses performance for each measure as well as progress achieved in meeting targets over time. Table 8-3 and Table 8-4 present statewide performance for each pavement and bridge measure and the 2023 and 2025 targets established by FDOT.

Table 8-3: Statewide Pavement Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2023 Florida Statewide Target	2025 Florida Statewide Target
Percent of Interstate pavements in good condition	53.7%	68.5%	68.8%	70.5%	73.4%	≤60%	≤60%
Percent of Interstate pavements in poor condition	0.6%	0.2%	0.6%	0.3%	0.2%	≤5%	≤5%
Percent of non-Inter-state NHS pavements in good condition	40.1%	41.0%	n/a	47.5%	48.8%	≤40%	≤40%
Percent of non-Inter-state NHS pavements in poor condition	0.4%	0.2%	n/a	0.6%	0.6%	≤5%	≤5%

Table 8-4: Statewide Bridge Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2023 Florida Statewide Target	2025 Florida Statewide Target
Percent of NHS bridges (by deck area) in good condition	66.8%	65.5%	63.7%	61.5%	58.2%	≤50%	≤50%
Percent of NHS bridges (by deck area) in poor condition	1.2%	0.5%	0.7%	0.9%	0.6%	≤10%	≤10%

Evaluation

Table 8-5 and Table 8-6 present recent performance in the MPO planning area for the pavement and bridge measures.

Table 8-5: Broward MPO Pavement Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022
Percent of Interstate pavements in good condition	56.76%	76.8%	77.1%	74.5%	75.5%
Percent of Interstate pavements in poor condition	0%	0%	0%	0%	0%
Percent of non-Interstate NHS pavements in good condition	36.7%	35.9%	n/a	33.4%	37.2%
Percent of non-Interstate NHS pavements in poor condition	0.5%	0.2%	n/a	0.8%	0.7%

Table 8-6: Broward MPO Pavement Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022
Percent of NHS bridges (by deck area) in good condition	77.8%	77.9%	75.9%	65.1%	64.3%
Percent of NHS bridges (by deck area) in poor condition	0.4%	0.2%	0.3%	0.5%	0.5%

FDOT established the statewide PM2 targets on December 16, 2022. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. FDOT is also required by FHWA to develop a Transportation Asset Management Plan (TAMP) for the NHS pavements and bridges within the state.

The TAMP includes investment strategies to make progress toward achievement of the state's targets. FDOT's current TAMP was submitted on December 20, 2022, and recertified by FHWA on February 23, 2023. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Based on analyses of the data, the previous statewide targets are still appropriate for 2023 and 2025.

Evaluation

The percent of interstate pavements in good condition is improving in Broward, increasing from 74.5% in 2021 to 75.5% in 2022. Both of these are above the State's target of $\geq 60\%$. Over the past 5 years, none of the interstate pavement in Broward was found to be in poor condition. Generally, interstate pavements in Broward are in better condition compared to the State. Non-interstate pavements in good condition are also improving (an increase of 3.8%), but do not yet meet the adopted State target of $\geq 40\%$. The percent of non-interstate pavements in poor condition is below the adopted State target of 5% and is improving, decreasing by 0.1% between 2021 and 2022. Bridges in good condition in Broward showed a slight decline, dropping from 65.1% to 64.3% between 2021 and 2022, while bridges in poor condition remained unchanged at 0.5%. Both of these measures meet the adopted State targets, and the decrease in the percentage of bridges in good condition mirrors the trend at the State level. However, the State data shows an improvement (decrease) in the percent of bridges in poor condition.

The Broward MPO agreed to support FDOT's pavement and bridge condition performance targets on December 8, 2022. By adopting FDOT's targets, the Broward MPO agrees to plan and program projects that help FDOT achieve these targets.

The Broward MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Broward MPO Route to 2050 MTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is agile, resilient, and quality infrastructure.

The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

Evaluation

The Broward MPO Route to 2050 MTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Goal 1 in the MTP is to Safely Move People and Goods, which includes the following objective and indicators:

Objective

Ensure adequate funding is allocated to maintain and operate the existing transportation system

Indicator

Percentage of pavement in good and poor condition

Indicator

Percentage of bridges in good and poor condition



These indicators are part of the MTP Project Prioritization Process to ensure projects on roadway segments or bridges that are classified as “poor” receive a higher score and, therefore, a higher opportunity for funding to improve the asset’s condition.

Evaluation

On or before October 1, 2024, FDOT will provide FHWA and the Broward MPO a detailed report of pavement and bridge condition performance covering the period of January 1, 2022 to December 31, 2023. FDOT and the Broward MPO also will have the opportunity at that time to revisit the 2025 PM2 targets.

Performance Measures

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable
2. Percent of person-miles on the non-Interstate NHS that are reliable

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR)

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED)
5. Percent of non-single occupant vehicle travel (Non-SOV)
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An increasing TTTR means performance is worsening. Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish two-year and four-year statewide targets for the PM3 measures. MPOs must establish four-year targets for the measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent reliability for calendar years 2023 and 2025, respectively.

Evaluation

The System Performance Report discusses condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved in meeting targets over time. Table 8-7 presents recent statewide performance for each PM3 measure, and the 2023 and 2025 targets established by FDOT.

Table 8-7: Statewide System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2023 Florida Statewide Target	2025 Florida Statewide Target
Percent of person miles traveled on the Interstate that are reliable	83.3%	83.4%	92.3%	87.5%	85.7%	≤75%	≤70%
Percent of person miles traveled on the non-Interstate NHS that are reliable	86.2%	86.9%	93.5%	92.9%	92.1%	≤50%	≤50%
Truck Travel Time Reliability (Interstate only)	1.43	1.45	1.34	1.38	1.46	1.75	2.00

Table 8-8 presents recent performance in the MPO planning area for the PM3 measures.

Table 8-8: Statewide System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022
Percent of person miles traveled on the Interstate that are reliable	72.5%	89.6%	88.3%	84.5%	78.2%
Percent of person miles traveled on the non-Interstate NHS that are reliable	83.4%	86.4%	96.0%	96.4%	94.1%

FDOT established the statewide PM3 targets on December 16, 2022. In setting the statewide targets, FDOT reviewed several external and internal factors that affect reliability in the near term. Statewide reliability increased from 2018 to 2022 on both the Interstate and non-Interstate NHS. The truck travel time reliability index declined between 2018 and the pandemic years of 2020 and 2021 and then increased in 2022. Actual performance in 2021 was better than the 2021 targets. Based on the data available and due to the uncertainty of future travel behavior, FDOT believes the previous 2021 targets are still appropriate for 2023 and 2025.

Evaluation

The data in Table 8-8 indicate that person miles traveled reliability on both the interstate and non-interstate system is declining in the Broward MPO region. The interstate system's reliability decreased by 6.3% and the non-interstate system's reliability decreased by 2.3%. This mirrors the trend at the State level, and it is important to note that both of these measures achieve (and are higher than) the State targets. Truck Travel Time Reliability increased by 0.6% between 2021 and 2022. However, it does not yet meet the State target adopted for the year 2023. Although not shown in the table, the data for 2023 shows this measure continues to improve, up to 1.66, a 5.7% increase.

The Broward MPO agreed to support FDOT's PM3 targets on December 8, 2022. By adopting FDOT's targets, the Broward MPO agrees to plan and program projects that help FDOT achieve these targets.

The Broward MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Broward MPO Route to 2050 reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP), Florida's Strategic Intermodal System (SIS), and the Florida Freight Mobility and Trade Plan.

The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven FTP goals is Efficient and Reliable Mobility for People and Freight.

Florida's SIS is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. It defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, preservation, safety, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).

Evaluation

The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal. FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

The Broward MPO Route to 2050 MTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements while ensuring safety is maintained or enhanced. The first two goals of the Route to 2050 MTP are to Safely Move People and Goods and to Create Jobs. Each of these goals includes objectives aimed at reducing congestion and improving reliability. Under the first goal, there is an objective to "improve travel reliability and reduce delay" and another to "implement transportation technologies that improve safety, promote efficiency, and meet the changing needs of travelers." Both of these objectives included criteria for the project prioritization process, including whether the project was located on an identified congested corridor and if it increased/improved the ITS infrastructure. Under the second goal, there are objectives to "maintain or reduce travel time to activity centers" and "support reliable freight movement." Criteria for both of these objectives were utilized in the project prioritization process, including whether the project provided access to an identified activity center and if it was located on a facility with a higher percentage of trucks.

The Route to 2050 also emphasizes a focus on improving system reliability and congestion mitigation through the establishment of the Roadway and Technology funding programs. The Highways & Freight funding program, as explained in Chapter 6, is for expanding roadway capacity and improving operating conditions. The Technology program was designed to fund ITS and real-time data and monitoring, among other initiatives, which should have a positive impact on travel time reliability and congestion mitigation. The Broward MPO is also focused on expanding travel opportunities, with significant investments in transit, bicycle, and pedestrian improvements. This is supported by the Economic Development and Roads for Families programs, and the emphasis placed on improving safety for all users (as noted previously in this chapter).

The MPO completed a Congestion Management Process Technical Report in 2022 that identified congested corridors for both the existing conditions (2019) and future conditions (2045). This document identifies supply- and demand-side strategies for addressing congestion. The document recognizes TSM&O and TDM approaches. Both Broward County and FDOT are implementing TSM&O improvements, which are included in the Cost Feasible Plan, to mitigate congestion on their facilities.

Evaluation

The Broward MPO is part of the South Florida Commuter Services (SFCS) program funded jointly by FDOT Districts Four and Six. SFCS seeks to reduce vehicle miles traveled in South Florida through the promotion of transit use, ridesharing, trip-reduction, and telecommuting. Finally, managed lanes currently exist (or are under construction) on I-95, I-595, and I-75 throughout the Broward MPO region. These lanes are high occupancy toll lanes, and registered carpools and vanpools (with 3 or more people) are able to use the lanes for free.

On or before October 1, 2024, FDOT will provide FHWA and the Broward MPO a detailed report of performance for the PM3 measures covering the period of January 1, 2022, to December 31, 2023. FDOT and the Broward MPO also will have the opportunity at that time to revisit the 2025 PM3 targets.

Transit Asset Management Measures

FTA’s Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The regulations require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures. Table 8-9 identifies the TAM performance measures.

Table 8-9: FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
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 FTA Transit Economic Requirements Model (TERM) Scale

Public transportation providers are required to establish TAM targets annually for the following fiscal year and must share its targets with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP. MPOs are not required to establish TAM targets annually when the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the MTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets).

Evaluation

When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from the targets established by a provider, especially if there are multiple providers in the MPO planning area. Public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (FDOT) for the entire group.

The Broward MPO has two Tier I providers operating in the region: Broward County Transit (BCT) and Tri-Rail, operated by the South Florida Regional Transportation Authority (SFRTA). Both of these agencies develop their own TAM Plans. BCT operates fixed route bus, express and community shuttles, and paratransit service throughout Broward County, with connections to Palm Beach and Miami-Dade counties. Tri-Rail is a commuter rail service that extends from Palm Beach County to Miami-Dade County. There are seven Tri-Rail stations in Broward County.

Evaluation

Transit Agency Targets

BCT established the transit asset targets identified in Table 8-10 during the fourth quarter of FY24. SFRTA established the transit asset targets identified in Table 8-11 on during the first quarter of FY24.

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The tables summarize both existing conditions for the most recent year available, and the targets.

Table 8-10: FTA TAM Targets for Broward County Transit

Asset Category Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2024 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Paratransit cutaway bus (10 years useful life).	0%	0%
	Paratransit sedan (8 years useful life)	0%	0%
	Fixed route bus (varying lengths, diesel, hybrid and electric - 14 years useful life)	0%	0%
	Fixed route cutaway bus (10 years useful life)	0%	0%
	Over the road coach (10 years useful life)	0%	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Support service vehicles (8 years useful life)	7.48%	7.48%
	Rubber tire vehicles (14 years useful life)	23.53%	23.53%

Evaluation

Table 8-11: FTA TAM Targets for Tri-Rail, operated by SFRTA

Asset Category Performance Measure	Asset Class	FY 2023 Asset Condition	FY 2024 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Revenue vehicles (39 year useful life)	31.58%	30%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-revenue support-service and maintenance vehicles (8 year useful life)	41%	41%
Infrastructure			
% of track segments with performance restrictions	Rail fixed-guideway track (Performance restrictions (slow orders))	0.16%	30%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Stations, maintenance facilities, and operations center (1-5 Scale)	0%	5%

MPO Transit Asset Management Targets

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the MTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On November 2, 2023, the Broward MPO established transit asset management targets for the MPO planning area. These targets were established in consultation with and reflect the targets established by BCT and SFRTA through their TAM Plans. The targets for rolling stock, particularly buses and vans, reflect a composite of all the transit agencies' targets. In instances where targets applied to one specific agency, such as locomotives and track restrictions, the MPO adopted that agency's target. The targets for the MPO's planning area are shown in Table 8-12.

Evaluation

The Broward MPO planning area is served by two Tier 1 transit providers: BCT and SFRTA and therefore must develop TAM Plans. BCT's TAM Plan includes the following Tier 2 transit providers: Coconut Creek, Coral Springs, Dania Beach, Davie, Deerfield Beach, Fort Lauderdale, Hallandale Beach, Hillsboro Beach, Hollywood, Lauderdale-by-the-Sea, Lauderdale Lakes, Lauderhill, Lighthouse Point, Margate, Miramar, Pembroke Pines, Pompano Beach, Tamarac, and West Park.

Table 8-12: Transit Asset Management: Adopted Regional Targets

Performance Measure	Asset Class/Type	Adopted Regional Targets	Current Data
Rolling Stock			
Percentage of Revenue Vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Cutaway Bus (CU) (10 years ULB)	0%	0%
	Paratransit Mini Van (MV) (8 years ULB)	0%	0%
	40 Foot Bus (BU) (14 years ULB)	0%	0%
	60 Foot Articulated Bus (AB) (14 years ULB)	0%	0%
	45 Foot Bus (BR) (14 years ULB)	0%	0%
	Commuter Rail Locomotive (RL) (39 years ULB)	25%	32%
	Commuter Rail Passenger Coach (RP) (39 years ULB)	25%	32%
	Commuter Rail self-propelled passenger car (RS) (39 years ULB)	25%	32%
Equipment			
Percentage of nonrevenue, support-service and maintenance vehicles that have met or exceeded their (ULB)	All non-revenue vehicles (8 years ULB)	24%	0%
	Other rubber tire vehicles (14 years ULB)	24%	0%
Facilities			
Percentage of facilities rated below Condition 3 on the FTA Transit Economic Requirements Model (TERM)	Passenger, maintenance, parking and administrative facilities	5%	0%
Infrastructure			
Percentage of track segments with performance restrictions	Rail fixed guideway, track and signals	4%	0%

Evaluation

Transit Asset Management Performance

Generally, both BCT and SFRTA are achieving their adopted targets. BCT plans to address all vehicles (revenue or non-revenue) exceeding their useful life by the end of the fiscal year. SFRTA received a grant from FTA in May 2023 that allows for the replacement of 24 of their vehicles, representing 34% of their fleet. These new vehicles will allow SFRTA to achieve their adopted targets while providing for safer, more efficient, and more reliable service.

The Broward MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the MTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the TAM plans for both BCT and SFRTA, and the current Broward MPO Route to 2050 MTP.

Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulation establishes transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance under 49 U.S.C Chapter 53.

The regulation applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The provider's PTASP must include targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 26, 2017.

The transit safety performance measures are:

Total number of reportable fatalities and rate per total vehicle revenue miles by mode.

Total number of reportable injuries and rate per total vehicle revenue miles by mode.

Total number of reportable safety events and rate per total vehicle revenue miles by mode.

System reliability: mean distance between major mechanical failures by mode.

Evaluation

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.

Each provider of public transportation that is subject to the PTASP regulation must certify that its SSPP meets the requirement for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and transit safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the MTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs). When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the Broward MPO must reflect those targets in MTP and TIP updates.

Transit Agency Safety Targets

The following transit provider(s) operate in the Broward MPO planning area: BCT and SFRTA. Of these, BCT is subject to the PTASP requirements and is responsible for developing a PTASP and establishing transit safety performance targets annually. BCT established the transit safety targets identified in Table 8-13 on October 8, 2022, for FY 23. Table 8-14 shows the safety performance in FY 22.

Table 8-13: FY 2023 Transit Safety Targets for BCT

Transit Mode	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability
Fixed Route Bus	0	0.0	71	0.876	69	0.851	4,200
Community Bus	0	0.0	9	0.568	12	0.946	3,420
Paratransit	0	0.0	13	0.148	21	0.222	82,000

Table 8-14: FY 2023 Transit Safety Performance Data for BCT

Transit Mode	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability
Fixed Route Bus	3	0.033	71	0.876	69	0.851	4,200
Community Bus	0	0.000	9	0.568	12	0.946	3,420
Paratransit	1	0.011	13	0.148	21	0.222	82,000

Evaluation

Safety data for BCT, as shown in Table 8-14, indicates that in 2023 BCT met the target set for the number and rate of fatalities on its community bus service but not on its fixed route and paratransit services. All other safety and reliability targets were met.

On November 2, 2023, the Broward MPO agreed to support Broward County Transit's transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

Transit Safety Performance

The Broward MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the MTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the PTASP prepared by Broward County, and the current Broward MPO Route to 2050 MTP. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems.

Regional Performance Measures

Regional performance measures developed for the Route to 2050 MTP were used to compare today's conditions with the 2050 Needs and Cost Feasible plans. The regional performance measures tie back to the three core Route to 2050 MTP goals. In addition to a summary of regional performance measures for consideration in Route to 2050 MTP, performance targets are shown that reflect challenging, yet achievable performance targets for the Broward region. The performance targets are shown as a way of assessing the level of consistency between 2050 MTP outcomes and the regional transportation vision and goals. The regional performance measures are desired outcomes that reflect the community vision and are complementary to the federally-required performance measures. Tables 8-15, 8-16 and 8-17 summarize the regional performance measures and targets for each of the Route to 2050 MTP goals.

Evaluation

Table 8-15: Regional Performance Measures and Targets – Goal 1, Safely Move People & Goods

Measure Area	Performance Measure	Target
Safety System	Number of fatalities and serious injuries for all modes/users	Reduce to 0 by 2050*
	Rate of fatalities and serious injuries per 100 million vehicle miles traveled (VMT) for all modes/users	Reduce to 0 by 2050*
Congestion Management	Percentage of interstate and non-interstate roadways providing reliable travel times in the PM peak	Improve by 5% or more by 2050
Level of Delay	Annual hours of peak hour excessive delay per capita	Reduce by 10% or more by 2050
	Transit system on-time performance percentage	Reduce by 10% or more by 2050
Mode Share	Percentage of Non-Single Occupant Vehicle travel	Increase to 25% or more by 2050
	Percentage of non-auto mode share/split	Increase to 15% or more by 2050
Emerging Technologies	Percentage of system miles actively monitored and managed	Maintain or increase by 2050
	Percentage of funds invested in non-auto modes and technology	Maintain or increase by 2050
Funding Efficiency	Number of projects identified as candidates for discretionary grant funding	Maintain or increase by 2050

*Note: Federally required

Table 8-16: Regional Performance Measures and Targets – Goal 2, Create Jobs

Measure Area	Performance Measure	Target
Reliability	Number of vehicle hours traveled (VHT) to activity centers	2050 VHT grows by 10% or less
	Truck travel time reliability index	Meet or exceed statewide PM3 targets
Sustainable Growth	Percentage of funds invested in non-auto modes	Increase to 35% or more by 2050
	Percentage of network served by transit/premium transit	Increase to 30% or more by 2050
Destination Access	Percentage of activity centers with improved access for non-auto modes	Increase to 80% or more by 2050
	Percentage of essential destinations with improved access for non-auto modes	Increase by 25% or more by 2050
	Percentage of tourist destinations with improved access for non-auto modes	Increase to 60% or more by 2050
Freight & Goods Accessibility	Average travel time to Port Everglades and Fort Lauderdale-Hollywood International Airport	Maintain or improve by 2050
Sustainable Energy	Percentage of interstate and non-interstate roadways with renewable and alternative fuel infrastructure	Increase to 10% or more by 2050

Evaluation







Table 8-17: Regional Performance Measures and Targets – Goal 3, Foster Vibrant Communities

Measure Area	Performance Measure	Target
Demographic Investments	Percentage of funding invested within demographic areas	Maintain or increase by 2050
	Number of projects funded within demographic areas	Maintain or increase by 2050
Job Access	Percentage of employment areas with improved access for non-auto modes	Increase by 50% or more by 2050
Air Quality/ Pollutant Emissions	Units of carbon dioxide, ozone precursor emissions, particulate matter, and other transportation-related greenhouse gas equivalencies	Reduce by 10% or more by 2050
	Total emissions reduction	Reduce by 10% or more by 2050
Planning & Environmental Linkages	Percentage of projects that do not impact natural, cultural, and/or historic resources or adjacent communities	Maintain or Improve by 2050
System Infrastructure Hardening	Percentage of funding invested in infrastructure hardening adaptation or mitigation projects and technology	Increase to 5% or more by 2050
	Percentage of transportation infrastructure that is not susceptible to extreme weather	Maintain or Improve by 2050
	Percentage of trips that are on infrastructure that is not susceptible to extreme weather	Maintain or increase by 2050
Housing Coordination	Percentage of projects that serve housing developments/areas	Increase to 60% or more by 2050
	Percentage of employment areas where access to housing via non-auto modes is improved	Increase by 40% or more by 2050

Generally, the 2050 CFP improves conditions in Broward County according to the established performance indicators, especially in those areas related to the four MTP Emphasis Areas: Safety, Infrastructure Hardening, Technology, and Housing.






Evaluation

Table 8-18: Regional Performance Results – Goal 1, Safely Move People & Goods

Measure Area	2050 Cost Feasible Plan
Safety System	 The Broward MPO is committed to a Vision Zero approach towards system safety, which will include annual evaluations for tracking progress towards the eventual goal of zero traffic fatalities or serious injuries as described in the Broward Regional Comprehensive Safety Action Plan (BSAP)
Congestion Management	 All targets not met but more travel options are provided
Level of Delay	 All targets not met but more travel options are provided
Mode Share	 All targets are met but transit mode share does increase*
Emerging Technologies	 All targets met
Funding Efficiency	 Significant percentage of projects appeared to be eligible for federal grants

*Note: Projects from the Broward County Transit (BCT) PREMO Plan are not included in the 2050 forecasted results

Table 8-19: Regional Performance Results – Goal 2, Create Jobs

Measure Area	2050 Cost Feasible Plan
Reliability	 Targets for reducing Vehicle Hours Traveled not met, but the MPO will continue to monitor freight reliability through annual PM3 reporting
Sustainable Growth	 All targets not met but more non-auto travel options are provided
Destination Access	 All targets met, and more destination access is provided
Freight & Goods Accessibility	 Travel time to Port Everglades and FLL is slightly higher
Sustainable Energy	 More EV charging stations provided than currently available*

*Note: Only MPO- or state-funded EV infrastructure projects are included. Any locally funded projects for implementing EV charging technology would create additional coverage.

Evaluation

Table 8-20: Regional Performance Results – Goal 3, Foster Vibrant Communities

Measure Area	2050 Cost Feasible Plan
Demographic Investments	↑ 71% of funding invested in MPO Demographic Areas
Job Access	↑ All targets not met but more non-auto travel options are provided
Air Quality / Pollutant Emissions	↑ All targets met and emissions reduced
Planning & Environmental Linkages	↑ 90% of projects not projected to impact sensitive resources
System Resiliency	↔ All targets not met, but system infrastructure hardening is improved
Housing Coordination	↑ All targets met, and housing access increased

Generally, the 2050 Needs Plan and CFP both improve conditions in Broward County according to the established performance indicators. Due to having a larger number of projects, the Needs Plan tends to provide larger impacts on most measures compared to the CFP.

Chapter 8 Recap

Congrats on making it through our Performance Measures! Here's a quick recap: The Broward MPO is keeping tabs on the safety of roads, bridges, and transit. Our latest report gives a shout-out to all of our performance measures (fancy lingo for "how are we doing on stuff that keeps people safe"). We've signed onto Florida's "Target Zero" campaign, meaning we are all about making sure no one dies or gets seriously hurt in traffic crashes. Pretty bold, right? We are tracking stats such as how many people die, how many get injured, and how non-motorized folks (like bikers and walkers) are doing out there. Spoiler alert: Fatalities are rising, but injuries are dropping a bit. So we're on it with our Broward Safety Action Plan, helmet-fitting events, and those ever-popular Roads for Families projects.

Now, the pavement and bridge situation? It's kind of like your favorite reality show, but for roads. We check for cracks and bumps on the highways and bridges to make sure they're not falling apart. Fun fact: Broward's interstate roads are holding up like champs, but non-interstate roads need some TLC to hit state targets. Bridges are aging, though, which, isn't great. But don't worry, the MPO has a plan to prioritize fund, and improve the infrastructure. It's all part of our 2050 game plan, which has big goals like making travel less stressful, prioritize transit and keeping those freight trucks rolling smoothly.



09

Advancing the Path to 2100

This chapter provides an overview of the strategies that will be implemented and setup to help achieve Vision 2100.

Advancing the Path to 2100

Next Steps

Route To 2050 will guide the Broward MPO as it delivers its commitment to the residents and communities of the Broward region to ensure that the MPO continues to safely move people and goods, create jobs, and foster vibrant communities. Keys to meeting this commitment are implementing projects, advancing the Path to 2100, and confirming the Broward MPO's commitment in the coming years.

Project Implementation

The success of Route to 2050 will be measured by moving identified transportation projects to implementation. From 2025 to 2029, \$4.8 billion is programmed for specific projects in the MPO's Transportation Improvement Program. From 2030 to 2050, the MTP invests \$9.2 billion in funding for transportation projects throughout the Broward region:

Figure 9-1: Funding Program Summaries



Advancing the Path to 2100

Another Step on the Path to 2100

The Route to 2050 MTP advances the vision of Vision 2100 while progressing the goals of the MPO Board and providing clear direction on how to invest in the future based on the priorities of the MPO Board. This direction includes project priorities for the six funding programs and a structure to advance these projects into the MPO's annual List of Priority Projects and the Five-Year Transportation Improvement Program.

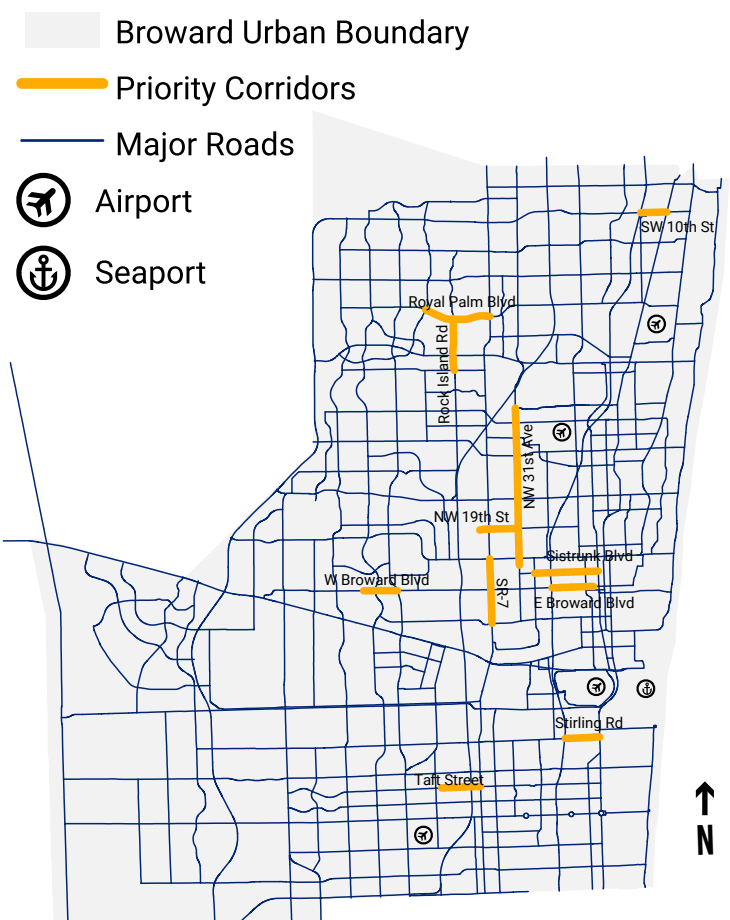
Several critical areas were identified during the development of the Route to 2050 MTP that require additional effort beyond the adoption of this plan. Through the development of Route Markers and initial efforts, the MPO will continue to address the following:



Safety

Efforts are already underway with the development of the Broward Safety Action Plan. Through detailed analysis and public feedback, the plan has identified 11 high-priority corridor locations, shown in Figure 9-2, that require immediate attention. Once project scopes are fully developed, these locations will be incorporated into the MPO's safety program.

Figure 9-2: BSAP Priority Corridors Map



Advancing the Path to 2100



Housing

An initial effort to develop a Housing Coordination Plan began with Route To 2050 and has established the foundations for the MPO to continue collaborating with its partners to complete the Plan before the next MTP update. Additionally, through the implementation of its Economic Development program in collaboration with the county's PREMO Plan, the MPO will work to ensure important first/last mile connections are established to the enhanced transit network.



Technology

A cornerstone of the MPO's technological strategy is the SMART METRO platform. With this innovative tool, the MPO will continue to explore the possibilities of AI and geospatial analysis to create a real time virtual simulation of the region's transportation system. The platform's goal is to have planners simulate travel behavior, analyze various scenarios, and make data-driven decisions to improve regional mobility.



Infrastructure Hardening

Additional efforts to adapt to environmental impacts will be further explored as part of the MPO's Risk-Based Susceptibility Assessment which will analyze current and future hazards to the transportation network. Using the FHWA framework, this assessment will evaluate hazard exposure, likelihood, and potential impacts to prioritize risks and safeguard critical infrastructure. A data-driven tool will be developed to rank Infrastructure Hardening Improvement Plan (IHIP) projects, which will outline strategies for enhancing infrastructure hardening. The IHIP will be publicly accessible, guiding transportation agencies and integrating prioritized projects into the MPO's MTP.



Advancing the Path to 2100

Broward MPO Commitment

With the adoption of the Route to 2050 MTP, significant progress has been made in the application of the Broward MPO's guiding principles associated with its Call to Action.

The Broward MPO is committed to:

Integrating its guiding principles into all MPO plans and programs.

Collaborating with planning partners to reinforce its guiding principles and implement transportation projects.

Pursuing a state and federal policy agenda that will reinforce its guiding principles.

Supporting the implementation of the Route to 2050 MTP and making incremental progress toward Vision 2100.





Get Involved

Congratulations, you've made it through the Broward MPO's Route To 2050 Metropolitan Transportation Plan, and guess what? You're now an honorary long-range transportation planner! You've explored the ins and outs of our transportation network, seen how we're spending those transportation dollars, and even caught a glimpse of some of the amazing events and initiatives we're rolling out. But this isn't just about reading—it's about action!

Take everything you've learned and become a champion for a safer, more connected community. The next time you're walking, biking, or even waiting at a bus stop, ask yourself: How comfortable do I feel? Is there enough shade? Are there safe bike lanes or sidewalks? Does this road flood when it rains? And hey, could I give my car a break and try public transit for a day? Every small action and observation helps move us toward a safer, smarter, and more sustainable future.

Let's get Broward to Vision 2100 together!



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