ROUTE **2050**

Metropolitan Transportation Plan

Adopted December 12, 2024















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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).

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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



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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

IIJA 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 PlanNEPA National Environmental Policy Act

NHFP National Highway Freight Program PlanNHPP 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 PlanTAC Technical Advisory CommitteeTAM(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

ROUTE2050



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.







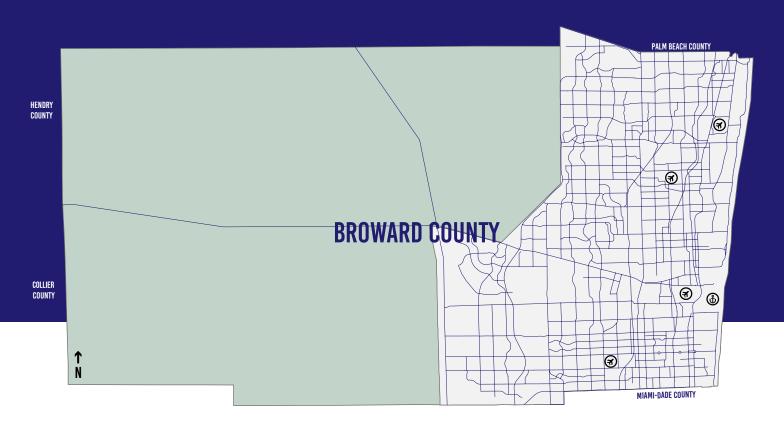
#2 BEST BUSINESS ATMOSPHERE IN NATION





The Broward Region

Broward MPO Planning Area



Broward MPO Planning Area

Broward County — Major Roads
Broward Urban Boundary Airport
Broward Conservation Boundary Seaport

Source: 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			
li	nternal Operations	Project Programming	
UPWP	Unified Planning Work Progam (Agency Budget Guide)	МТР	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.

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

64 FULLY FUNDED 1/2 BILLION IN FUNDING

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.

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.

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



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



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!

ROUTE2050



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.

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.

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

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.

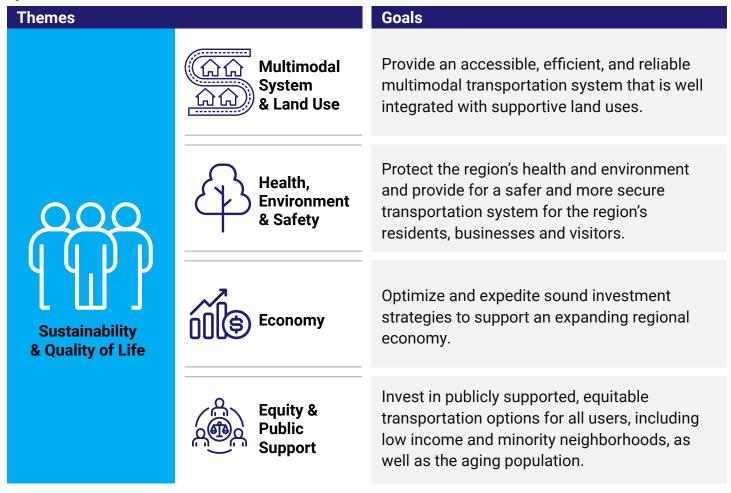
FDOT developed the FTP in partnership with public and private stakeholders to define transportation goals, objectives, and strategies to make the Florida economy more competitive, its communities more livable, and sustainable for future generations. The goals for the FTP are provided in Figure 2-2.

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.

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



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

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).

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.

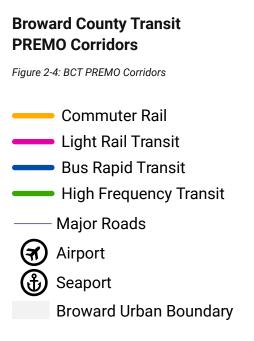
The 2050 RTP is considering three scenarios that look at the availability of transit and travel technology across the region, the impacts of growth and infrastructure hardening efforts, and a combination of these two approaches. Within each scenario, the analysis is looking at what happens if the region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

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 a 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.





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.

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:



Improve travel
times, including
advanced signal
systems and
overpasses to
improve
intersection
operations, and to
provide commuter
options, such as
new park-and-ride
facilities to
accommodate new
express bus routes.

Enhance first/last mile connectivity to existing and planned transit services with a focus on safety for all users, and support of transit agency partners to improve their existing services.

Advance additional or improved bicycle lanes, safety improvements, and electric infrastructure, including the creation of a competitive grant program to assist municipalities in establishing EV chargers.

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.

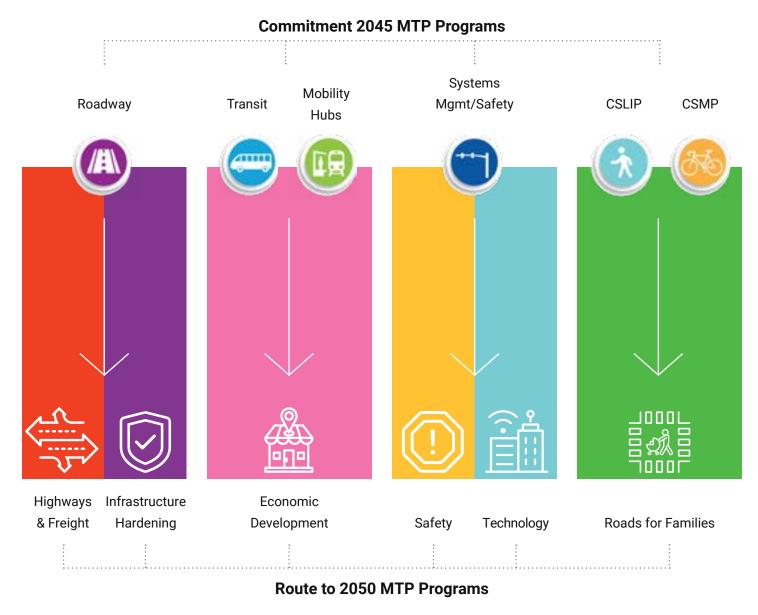
Step 5: Adopt Plan

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.

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



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	✓			Е
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	✓			Е
Funds invested in non-auto modes and technology	✓	1		P&E

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		✓		Е
Roadways with renewable and alternative fuel infrastructure		✓		Е
Funding invested within demographic areas			✓	Е
Projects funded within demographic areas			✓	P & E
Jobs accessible by non-auto modes			✓	Е
Units of carbon dioxide, ozone precursor emissions, particulate matter, and other transportation-related greenhouse gas equivalencies			✓	Е
Total emissions reduction			✓	E & PM
Projects that do not impact natural, cultural, and/or historic resources or adjacent communities			✓	P&E
Funding invested in infrasturcture 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).

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)	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
& Economic Vitality (12 points)	4. Improving travel time on a freight corridor (truck traffic >5% of AADT)
	5a. Improving pavement or bridge condition
	5b. Improving transit asset condition
	6. Supporting transit ridership
A : : : : : : : :	7. Coordinating with housing
Accessibility (24 points) &	8. Reducing travel time to or within a key activity center
Demographics (12 points)	9. Providing a non-auto connection to an activity center, essential destination, or tourist destination
	10. Serving an identified demographic area
	11. Failing to impact an existing residence or business
	12. Intersecting with the High Injury Network (HIN)
Safety (22 points) & Infrastructure Hardening	13. Intersecting with a susceptible facility (based on infrastructure hardening analysis to identify facilities and areas susceptible to extreme weather and coastal inundation)
(12 points)	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.

ROUTE2050



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.

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 socioeconomic 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.

Figure 3-1: Broward County



- Airport Broward Urban Boundary
- Port Z Tribal Federal Land
- Broward County Non-Tribal Federal Land
- Broward Conservation Boundary Other Counties

Source: Bureau of Indian Affairs

Figure 3-2: Environmentally Sensitive Lands



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



Wetlands



Protected Natural Lands



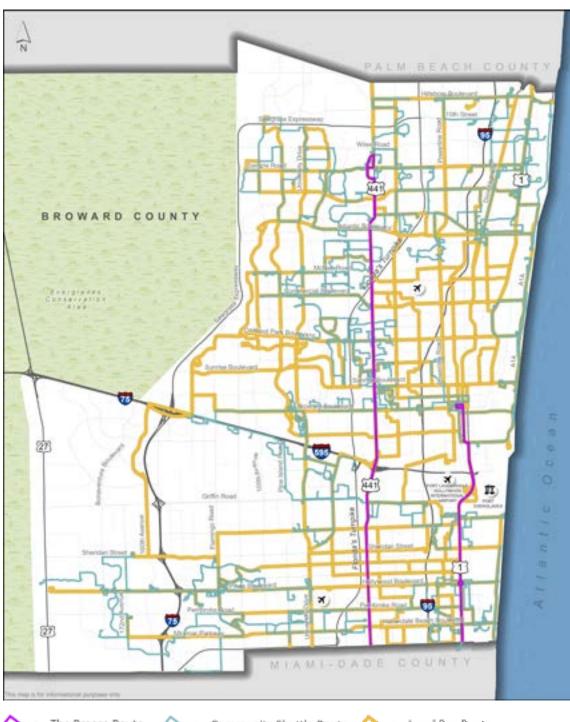
Protected Natural Lands & Wetlands

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



Source: FDOT and Broward County

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



The Breeze Route Community Shuttle Route Local Bus Route

Source: Broward County

Table 3-1: Transportation Statistics for Broward County

Broward Roadways (2023) ¹²		
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.

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.

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 Port Miami Cargo Historical Snapshot.

³ Port Miami Cruise.

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

 $^{^{2}}$ Miami-Dade Aviation Department Annual Comprehensive Financial Report, 2023.

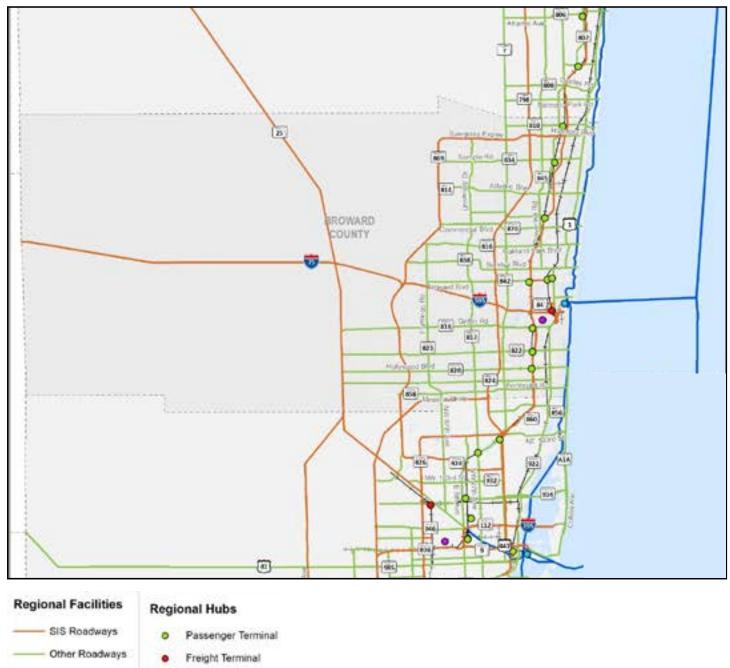
³ Palm Beach International Airport Traffic Report, December 2023.

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



Source: 2045 Southeast Florida Regional Transportation Plan

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



SIS Roadways Passenger Terminal
Other Roadways Freight Terminal
SIS Rail Lines Seaport
Other Active Rail Lines Airport
SIS Waterways

Source: 2045 Southeast Florida Regional Transportation Plan

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.

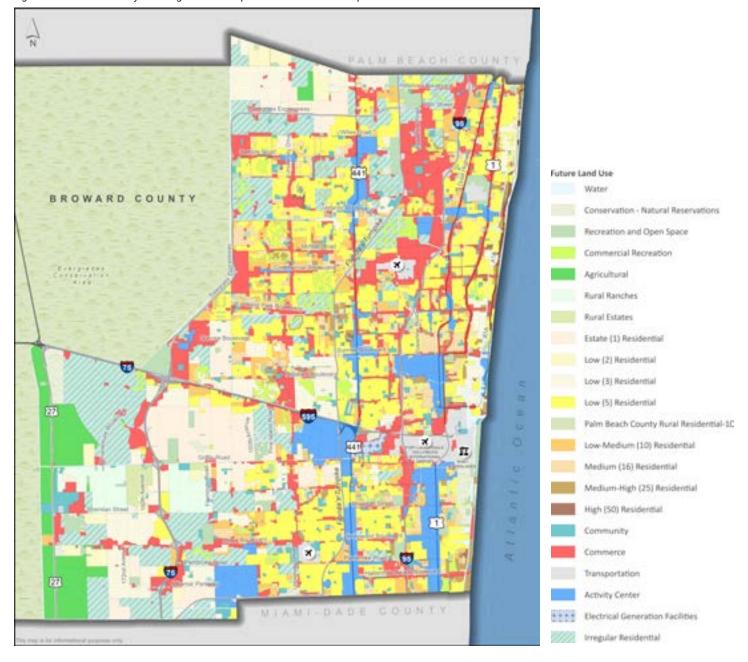
Table 3-3: Broward County Future Land Use Distribution

•		
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

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



Source: Broward County Planning Council

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



Absolute change

339,567

People

Change from 2.0 million in 2020 to 2.3 million in 2050

Employment Growth

Absolute change

117,942

Jobs

Change from 1.0 million in 2020 to 1.2 million in 2050

Housing Growth

Absolute change

133,250

Units

Change from 756,655 in 2020 to 889,905 in 2050

Hotel Growth

Absolute change

5,615

Rooms

Change from 31,685 in 2020 to 37,300 in 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!

ROUTE2050



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.

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.

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 longterm 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.

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:

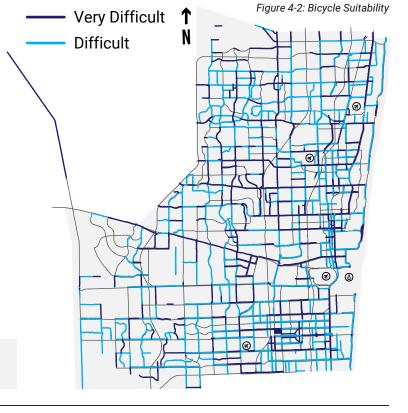
Figure 4-1: What are Route Markers?



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





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:

<u>BrowardMPO.org/major-initiatives/congestion-manage-ment-process-livability-planning</u>

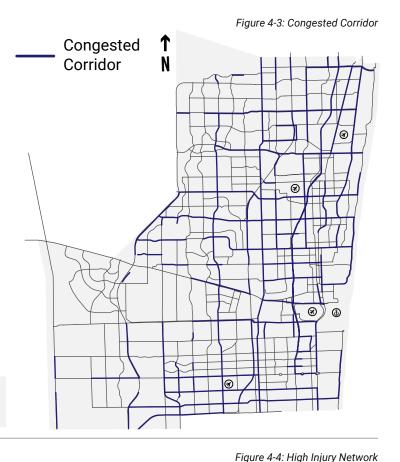


Programs: All

Emphasis Areas:

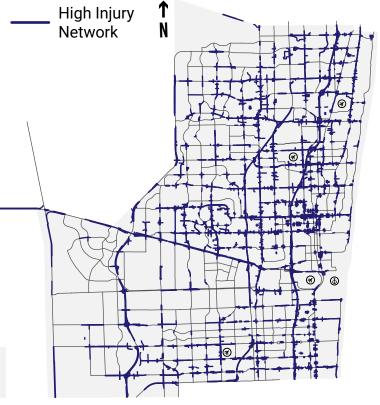






High Injury Network

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.



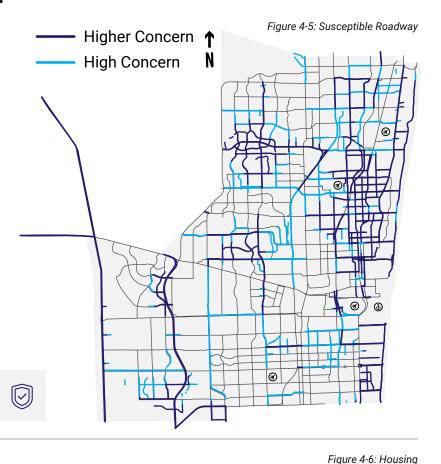


Programs: All Emphasis Areas:



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.



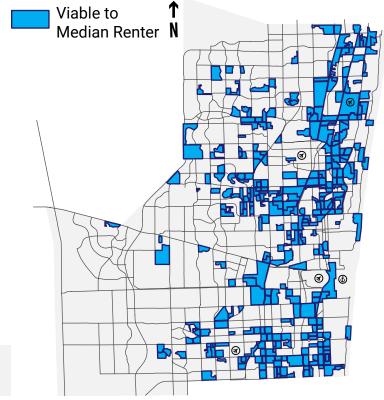


Programs:

Emphasis Areas:



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.





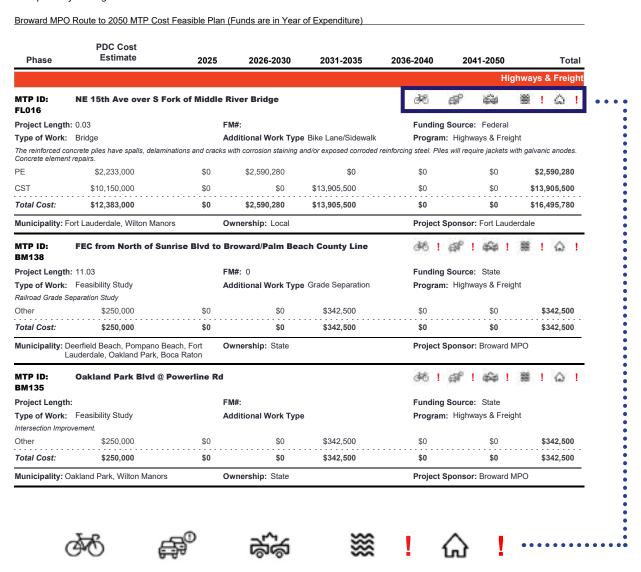
Programs: All Emphasis Areas:



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



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: Î

Emphasis Areas:



Program: (

Emphasis Areas:



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.

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:







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.

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:





Program:

Emphasis Areas:



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:









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:











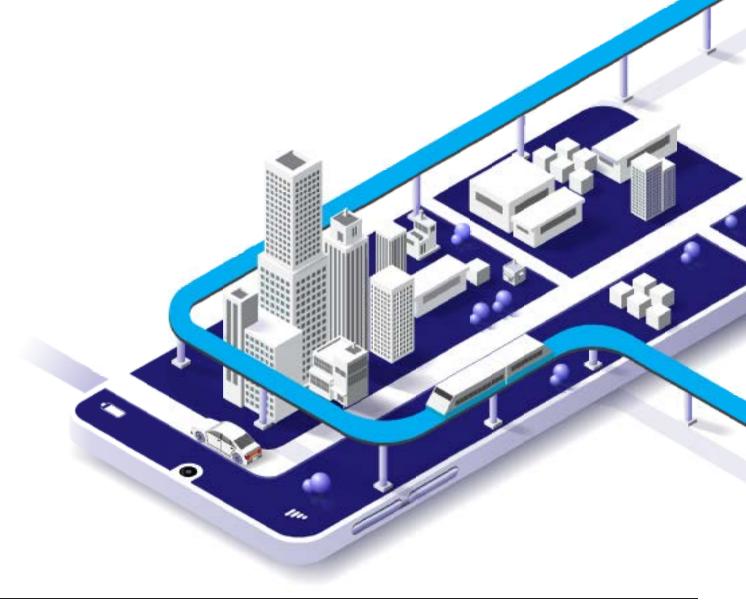
Emphasis Areas:



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.



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

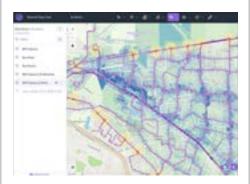
Baseline inventory of transportation infrastructure across Broward, including funded projects & proposals.

Analytics Toolkit

"What could happen next?"

Functionality

- · Create new data
- Model visualization
- · Custimizable 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.

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.

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 Al, 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:







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.

ROUTE2050



Public Involvement

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

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.

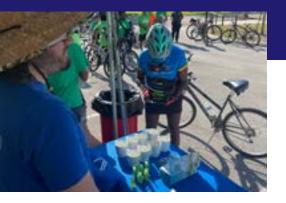
Phase 3

Jul 2024 - Dec 2024

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

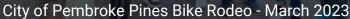
Each phase of outreach strategically builds on the previous one to close gaps and achieve a broad range of community perspectives to guide resource allocation and project prioritization in the 2050 MTP update.

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.







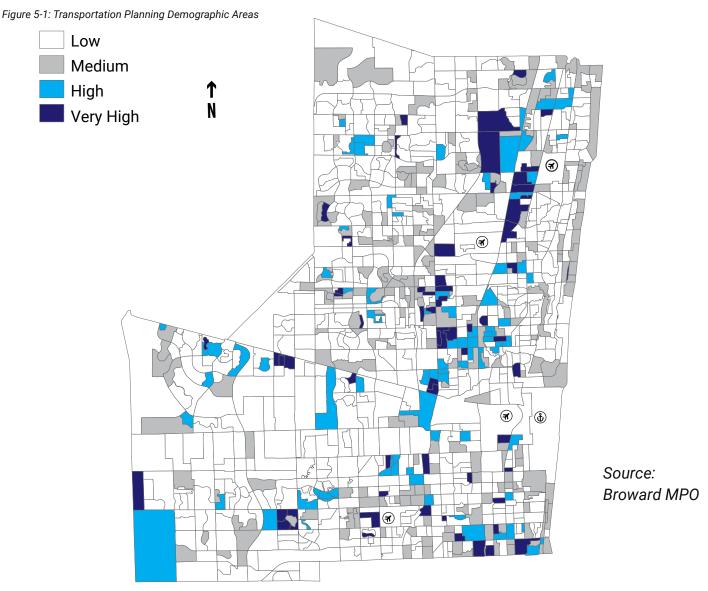




Demographic Areas

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.



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 twoyear 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.

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.



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



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"













"would love Any improved mass TransiT!"





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

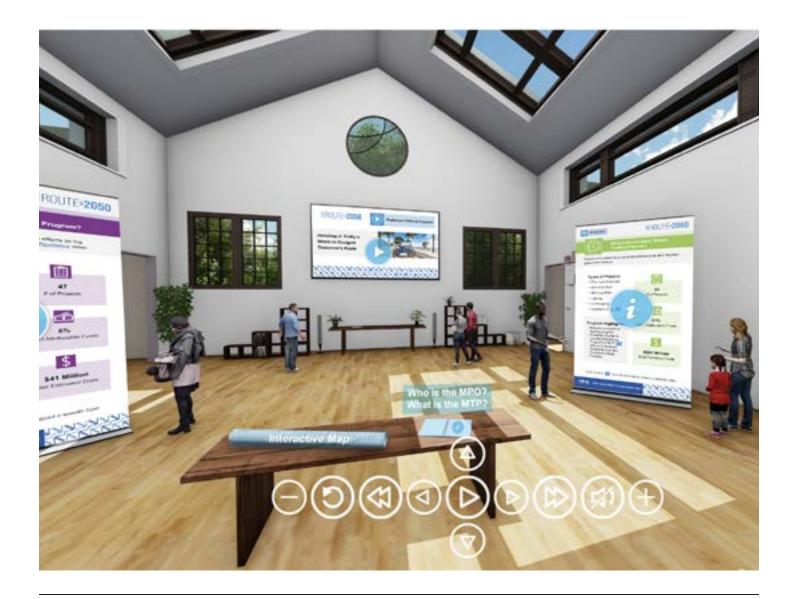




Interactive Activities:

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.



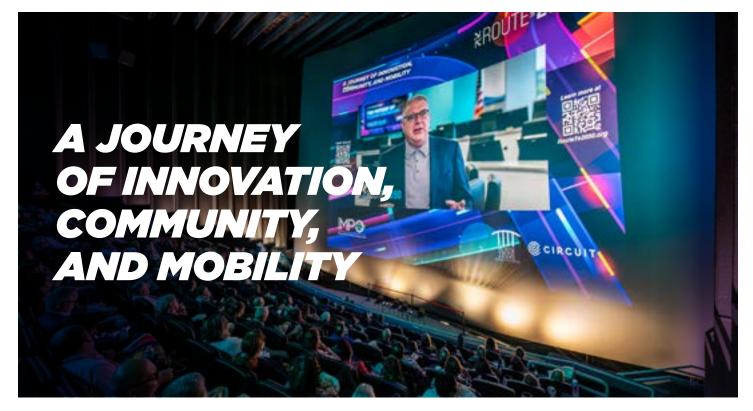
Phase 3

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.





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.







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.

ROUTE2050



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.

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 Assesment 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.

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.

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

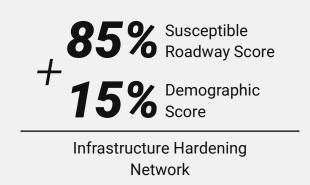
from the following identified stressors:

- 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.

Figure 6-2: Infrastructure Hardening Network Equation



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.

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.

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.

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

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.

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.

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.

Program with separate framework/development process



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.

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.

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.

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.

Figure 6-4: Technology Program Needs



Figure 6-5: Roads for Families Program Needs

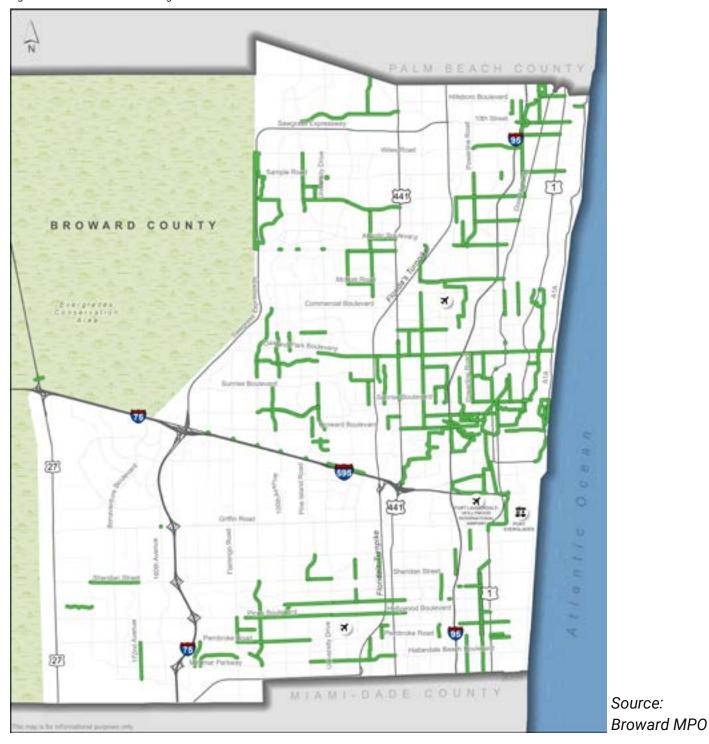


Figure 6-6: Safety Program Needs



Figure 6-7: Highways & Freight Program Needs

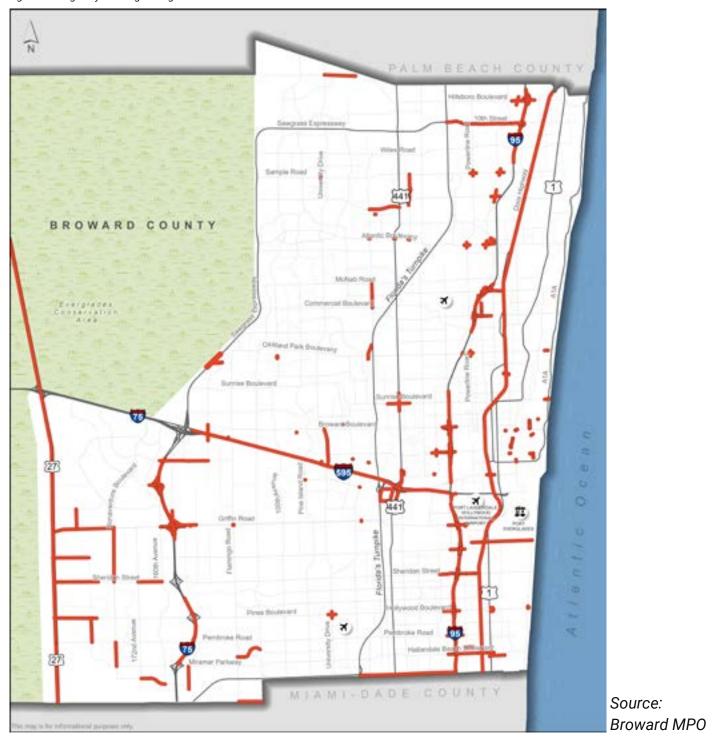


Figure 6-8: Economic Development Program Needs

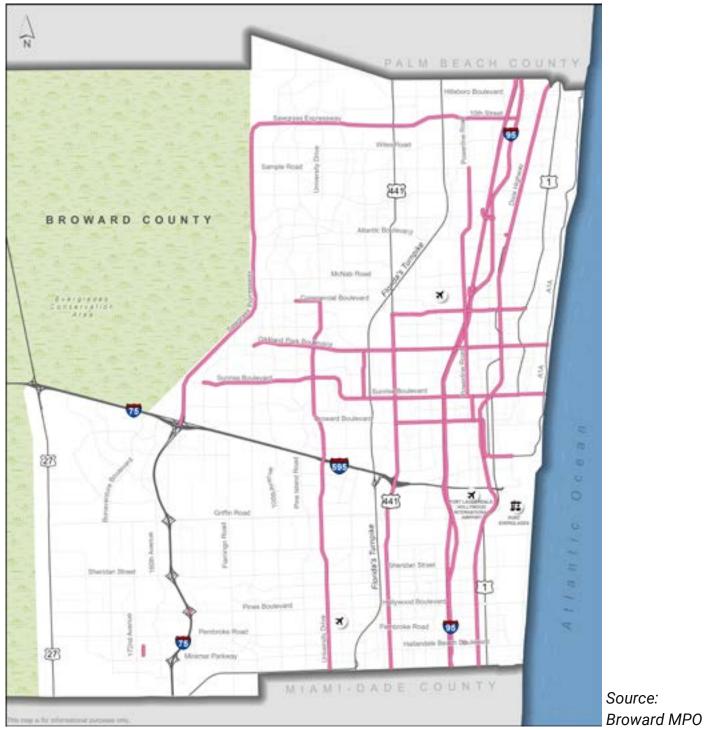
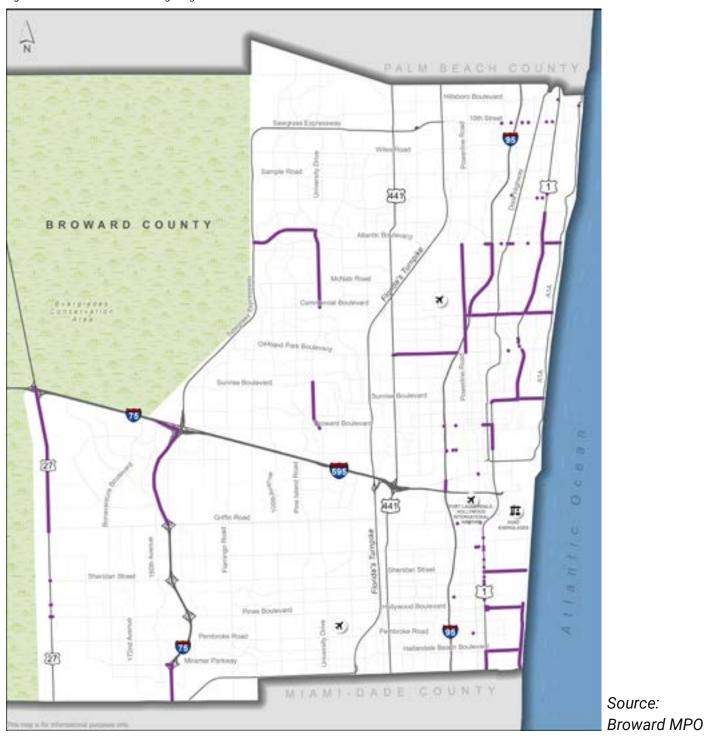


Figure 6-9: Infrastructure Hardening Program Needs



ROUTE**2050** 108

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.

ROUTE2050



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.

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



Develop Revenue Forecast. The FDOT 2050 Revenue Forecast Handbook (see Technical Report 6 and Appendix C), which includes the forecast specific to the Broward MPO was evaluated and integrated into the MTP.



Convert Revenues to 2023 Dollars. The revenues were adjusted to reflect the present value in 2023 to normalize the allocation of revenues to funding programs.

Step 3

Allocate Revenues to Funding Programs. Revenues were allocated to funding programs according to eligible uses and policy direction from the MPO Board.

Step 4

Assign Prioritized Projects to Funding Programs. The prioritized highway, roadway enhancement, technology, and transit projects were assigned to the appropriate funding programs.

Step 5

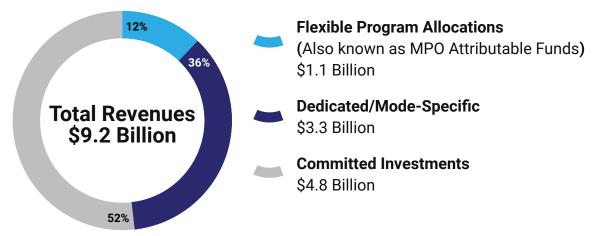
Assign Funded Projects to Time Periods and Inflate Dollars. Based on revenue availability, funded projects were prioritized and assigned to a future time period for implementation, with the project cost inflated to be consistent with that time period.

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

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.

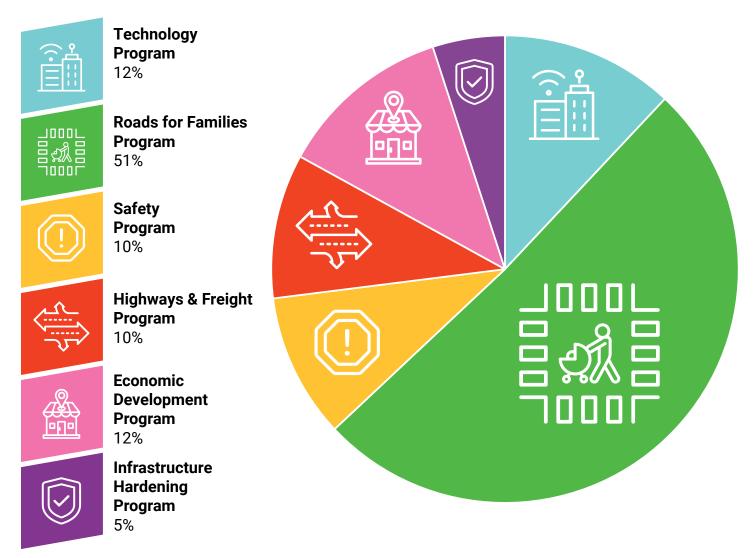
The remaining \$1.1 billion has the flexibility to be allocated across the MTP Funding Programs based on the technical analyses and policy decisions of the Broward MPO.

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



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.

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

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.

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



Legend

- 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
- 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.

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

able 7-1: 2050 Cost Feasib	le Plan Financial Sumn	nary by Funding Program	(2025-2050)			
Technology Prog	ram					
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 Familie	es 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 & Freig	ht 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%

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 Ha	rdening Progra	am				
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.

Technology Program



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

Number of Projects:

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	20	41-2050		Tota
1 11000		2020	2020-2000	2001-2000	2000-2040			T	echnolog
MTP ID: T1052	ADVANCED WROM	IG WAY DETEC	TION SYSTEM - BRO	WARD	₫8	₽°	ఫోఫ్ల	***	۵
Project Length	: 0.08		FM#: 4515971		Fundin	ng Source	: State		
	ITS COMMUNICATIO	N SYSTEM	Additional Work Type			m: Techi			
CST	\$2,723,677	\$0	\$3,159,466	\$0	\$0		\$0	\$:	3,159,466
Total Cost:	\$2,723,677	\$0	\$3,159,466	\$0	\$0		\$0	\$:	3,159,466
Municipality: V	arious		Ownership: State, Co	unty, Local	Project	t Sponso	r:		
MTP ID: TI406	DISTRICTWIDE AD	VANCED WROI	NG WAY DRIVING DE	ETECTION SYSTEM	₫8	æ°	4	***	۵
Project Length	: 0.01		FM# : 4531551		Fundin	g Source	: State		
Type of Work:	ITS COMMUNICATIO	N SYSTEM	Additional Work Type		Progra	m: Tech	nology		
PE	\$485,576	\$505,000	\$0	\$0	\$0		\$0		\$505,000
CST	\$1,971,014	\$0	\$2,286,377	\$0	\$0		\$0	\$2	2,286,377
Total Cost:	\$2,456,590	\$505,000	\$2,286,377	\$0	\$0		\$0	\$2	2,791,377
Municipality: V	arious		Ownership: State		Projec	t Sponso	r:		
MTP ID: TI447	EV CHARGING GA	P INTERSTATE	95(SR9) - PHASE 1		<i>₫</i> ₺	æ°	ఫేఫ	***	۵
Project Length	: 0.02		FM# : 4442592		Fundin	g Source	: State		
Type of Work:	ELECTRIC VEHICLE	CHARGING	Additional Work Type		Progra	m: Tech	nology		
Other	\$5,499,999	\$5,720,000	\$0	\$0	\$0		\$0	\$	5,720,000
Total Cost:	\$5,499,999	\$5,720,000	\$0	\$0	\$0		\$0	\$	5,720,000
Municipality: O	akland Park		Ownership: State		Project	t Sponso	r:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	20	41-2050		Total
								Т	echnology
MTP ID: TI228	ITS EQUIPMENT R	REPLACEMENT (CONSULTANT/ GRA	NT	<i>₫</i> %	æ°	3 54		ŵ
Project Length	: 0.04		FM# : 4461581		Fundin	g Source	: State		
Type of Work:	ITS COMMUNICATIO	N SYSTEM	Additional Work Type	•	Progra	m: Techr	nology		
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: V	arious		Ownership: State, Co	unty, Local	Projec	t Sponsoi	r:		
MTP ID: TI229	ITS EQUIPMENT R	REPLACEMENT (CONSULTANT/ GRA	NT	₫°	æ°	ఫేఫ	***	۵
Project Length	: 0.07		FM#: 4461582		Fundin	g Source	: State		
Type of Work:	ITS COMMUNICATIO	N SYSTEM	Additional Work Type	•	Progra	m: Techr	nology		
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: V	arious		Ownership: State, Co	unty, Local	Projec	t Sponsoi	r:		
MTP ID: TI272	REGIONAL TRANS	SPORTATION MA	ANAGEMENT CENTE	≣R	₫6	æ°	ఫేఫే	***	۵
Project Length	: 0.01		FM#: 4538821		Fundin	g Source	: State		
Type of Work:	TRAFFIC MANAGEM	ENT CENTERS	Additional Work Type	•	Progra	m: Techr	nology		
CST	\$431,034	\$0	\$500,000	\$0	\$0		\$0		\$500,000
Total Cost:	\$431,034	\$0	\$500,000	\$0	\$0		\$0		\$500,000
Municipality: O	akland Park		Ownership: State, Co	unty, Local	Projec	t Sponsoi	\$0 \$500, Sponsor:		

PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
	2020	2020 2000	2001 2000	2000 2040	2041 2000	Technology
SR 816 (OAKLAND BOULEVARD	PARK BLVD) A	AT NW 56TH AVENU	E - INVERRARY	₫8 !	₽°!₩!	`
: 0.02		FM#: 4531421		Funding	Source: Federal	
TRAFFIC SIGNAL UP	DATE	Additional Work Type		Program	: Technology	
\$172,277	\$179,169	\$0	\$0	\$0	\$0	\$179,169
\$793,696	\$0	\$920,689	\$0	\$0	\$0	\$920,689
\$965,973	\$179,169	\$920,689	\$0	\$0	\$0	\$1,099,858
auderhill		Ownership: Local		Project S	Sponsor:	
SR-25/US-27 FR N PK	OF SR-818/GRI	FFIN RD TO N OF SA	WGRASS RECRE	ATION 🦓 !	₽° +¥	` 1 ☆ 1
: 8.16		FM# : 4498191		Funding	Source: State	
RESURFACING		Additional Work Type		Program	: Technology	
\$16,150,764	\$0	\$18,734,889	\$0	\$0	\$0	\$18,734,889
\$16,150,764	\$0	\$18,734,889	\$0	\$0	\$0	\$18,734,889
/eston		Ownership: State		Project S	Sponsor:	
SR-7/US-441 AT R	OYAL PALM BL	VD/COPANS ROAD		₫8 <u>!</u>	£\$° ! \$\$\$!	`
: 0.17		FM# : 4492821		Funding	Source: State	
TRAFFIC SIGNAL UP	DATE	Additional Work Type		Program	: Technology	
\$3,443,697	\$3,581,446	\$0	\$0	\$0	\$0	\$3,581,446
\$3,443,697	\$3,581,446	\$0	\$0	\$0	\$0	\$3,581,446
argate		Ownership: State, Co	unty	Project S	Sponsor:	
	### SR 816 (OAKLAND BOULEVARD	SR 816 (OAKLAND PARK BLVD) A BOULEVARD : 0.02 TRAFFIC SIGNAL UPDATE	## SESTIMATE ## 2025 2026-2030 SR 816 (OAKLAND PARK BLVD) AT NW 56TH AVENUE BOULEVARD	### Sestimate ##	Estimate 2025 2026-2030 2031-2035 2036-2040 SR 816 (OAKLAND PARK BLVD) AT NW 56TH AVENUE - INVERRARY BOULEVARD № ! ! ! ! ! ! ! ! ! ! ! ! !	SR 816 (OAKLAND PARK BLVD) AT NW 56TH AVENUE - INVERRARY BOULEVARD Program: Technology Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Program: Technology Program: Technology Program: Technology Program: Technology Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-818/GRIFFIN RD TO N 0F SAWGRASS RECREATION Project Sponsor: SR-25/US-27 FR N 0F SR-27/US-241 AT ROYAL PALM BLVD/COPANS ROAD S0

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Technology
MTP ID: TI067	SR-736/DAVIE BLVI	D FROM SR-9/I-9	95 TO SR-5/US-1		₫© !	Funding Source: State Program: Technology \$0 \$0 \$2 \$0 \$0 \$2 Project Sponsor: Funding Source: State Program: Technology \$0 \$0 \$5 Funding Source: State Program: Technology \$0 \$0 \$5 Project Sponsor:	
Project Length	: 1.85		FM# : 4441181		Funding	Source: State	
Type of Work:	ATMS - ARTERIAL TRA	AFFIC 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: Fo	ort Lauderdale		Ownership: State		Project S	Sponsor:	
MTP ID: TI175	SR-814/ATLANTIC I	BLVD FROM SR	-7/US-441 TO SR-9/	1-95	₫6 <u>!</u>	∰° ! \$\$!	≋ ! ☆ !
Project Length	: 4.31		FM# : 4441191		Funding	Source: State	
Type of Work:	ATMS - ARTERIAL TRA	AFFIC 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: C	oconut Creek, Margate, F	Pompano Beach	Ownership: State		Project S	Sponsor:	
MTP ID: TI172	SR-822/SHERIDAN	STREET AT NO	RTH 46TH AVENUE		₫8	∰" \$~ ±	≋ ! ŵ !
Project Length	: 0.26		FM# : 4417701		Funding	Source: State	
Type of Work:	TRAFFIC SIGNAL UPD	DATE	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: H	ollywood		Ownership: State		Project S	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2044 2050		Total	
Filase		2025	2026-2030	2031-2039	2036-2040	2041-2050			
MTP ID: TI209	SR-838/W SUNRISE	BLVD FROM N	w 47 AV TO W OF I	-95 OVERPASS	₫8 !	∰ ! ¥¥ !	₩ 6	· ·	
Project Length	: 2.55	1	FM# : 4498211		Funding	g Source: State			
Type of Work:	RESURFACING	4	Additional Work Type	1	Progran	n: 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: L	auderhill, Plantation	(Ownership: State		Project	Sponsor:			
MTP ID: TI173	SR-870/COMMERCIA	AL BLVD FROM	SR-817/UNIVERSIT	TY DRIVE TO SR-	5/US-1 🕳 !	∰°! \$\$\$!	■ ! 公) I	
Project Length	: 8.75	I	FM# : 4419441		Funding	g Source: State			
Type of Work:	ATMS - ARTERIAL TRA	AFFIC MGMT	Additional Work Type	•	Progran	n: 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: T	amarac, Fort Lauderdale,	Oakland Park	Ownership: State		Project	Sponsor:	Techno Source: State Technology \$0 \$10,6 \$0 \$9,645,9 \$0 \$9,656,6 Source: State Technology \$0 \$9,656,6 Source: State Technology \$0 \$95,8 \$0 \$95,8 Source: State Technology \$0 \$1,980,0 \$0 \$1,9		
MTP ID: TI273	SR-93/I-75 (ALLIGA	FOR ALLEY MP	18.075 - MP 45.36 ⁻	1)	<i>₫</i> ₺	€\$° \$\$\$	₩ 6	<u>} </u>	
Project Length	: 0.13	1	FM#: 4534131		Funding	g Source: State			
Type of Work:	OTHER ITS		Additional Work Type	•	Progran	n: 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: S	Sunrise, Weston, Davie	(Ownership: State		Project	Sponsor:	\$0 \$9,645,9 \$0 \$9,656,6 consor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	204	1-2050		Total
								7	Technolog _y
MTP ID: TI446	SR-93/I-75 Electric	c PROGRAM - PI	HASE 1		<i>₫</i> ₺	æ°	केंद्र	***	ω !
Project Length	: 0.03		FM# : 4442591		Fundin	g Source:	State		
Type of Work:	ELECTRIC VEHICLE	CHARGING	Additional Work Type		Progra	m: Techno	ology		
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
	firamar, Pembroke, Pine anches, Davie, Weston		Ownership: State		Projec	t Sponsor:	:		
MTP ID: TI407	TRAFFIC OPS IMP	PROVEMENT			<i>₫</i> ₺	₽ [®]	\$	*	۵
Project Length	: 0.01		FM#: 4538241		Fundin	g Source:	State		
Type of Work:	OTHER ITS		Additional Work Type		Progra	m: Techno	ology		
Other	\$484,307	\$503,680	\$0	\$0	\$0		\$0		\$503,680
Total Cost:	\$484,307	\$503,680	\$0	\$0	\$0		\$0		\$503,680
Municipality: V	′arious		Ownership: State, Co.	unty, Local	Projec	t Sponsor:			
MTP ID: TI408	TRAFFIC OPS IMP	PROVEMENT			₫°	₽°	केंद्र	***	۵
Project Length	: 0.01		FM#: 4538251		Fundir	g Source:	State		
Type of Work:	OTHER ITS		Additional Work Type		Progra	m: Techno	ology		
Other	\$484,307	\$503,680	\$0	\$0	\$0		\$0		\$503,680
Total Cost:	\$484,307	\$503,680	\$0	\$0	\$0		\$0		\$503,680
Municipality: V	arious		Ownership: State, Co.	unty, Local	Projec	t Sponsor:	:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050		Total
							T	echnology
MTP ID: TI409	TRAFFIC OPS IMP	ROVEMENT			₫®	₩ ₀ \$\$	*	$\hat{\omega}$
Project Length	: 0.01	FI	M#: 4538261		Fundin	g Source: State		
Type of Work:	OTHER ITS	A	dditional Work Typ	е	Prograi	m: 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: V	arious	0	ounty, Local	Project	Sponsor:			
MTP ID: FD012	Andrew Ave from	Commercial Blvd	to I-595		₫8 !	a°! a¥ !	***	! ☆ !
Project Length	: 0.80	FI	√I# :		Fundin	g Source: Federal		
Type of Work:	TSM&O	A	dditional Work Typ	е	Prograi	m: Technology		
	include various ATMS dep nited to, fiber communication			ied in the 2021 FDOT D	istrict 4 TSM&O Mast	ter Plan. Infrastructure	deployme	ent may
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
	/ilton Manors, Fort Laud akland Park	erdale, Lazy Lake, O	wnership: County		Project	Sponsor: FDOT TS	SM&O	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050		Tota
7 11400		2020	2020-2000	2001-2000	2000-2040	2041-2000		Technolog
MTP ID: FD011	Davie Rd from Univer	sity Dr to SR 8	4 WB/I-595		₫6 !	∰ ! ¥¥		1 🟠 1
Project Lengt	h: 1.50	FI	₩ :		Funding	g Source: Federa	al	
Type of Work:	TSM&O	A	dditional Work Typ	е	Prograr	n: Technology		
	ll include various ATMS deployn imited to, fiber communications i			ied in the 2021 FDOT D	istrict 4 TSM&O Mast	er Plan. Infrastructui	e deployi	ment may
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	0	wnership: County		Project	Sponsor: FDOT	TSM&O	
MTP ID: BM121	Digital Twin				₫%	₽° ₽¥	***	۵
Project Lengt	h:	Fi	И#:		Funding	g Source: Federa	al/State	
Type of Work:	Technology	A	dditional Work Typ	е	Prograr	m: Technology		
Start up and mai	ntenance 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	0	wnership: State, Co	ounty, Local	Project	Sponsor: Browar	d MPO	
MTP ID: BM125	Electric Infrastructur	e - Cypress Cre	eek Station		œ	₩ *	*	۵
Project Lengt	h:	FI	VI#:		Funding	g Source: State		
	Park and Ride Lots	A	dditional Work Typ	e Technology	`	n: Technology		
Install electric inf	rastructure. Property is owned b	y 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	0	wnership: State		Project	Sponsor: Browar	d MPO	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	204	1-2050	`	Total
Filase		2025	2020-2030	2031-2039	2030-2040	204	1-2050		Technology
MTP ID: BM128	Electric Infrastructur	e - Deerfield Be	ach Station		ф	₽°	ఫేఫ్ల	*	۵
Project Length	n:	FM	#:		Fundin	g Source:	State		
	Park and Ride Lots rastructure. Property is owned by		ditional Work Type	• Technology	Progra	m: Techno	logy		
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,94	6,700		\$1,946,700
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,94	6,700		\$1,946,700
Municipality:	eerfield Beach	Ow	nership: State		Project	Sponsor:	Browar	d MPO	
MTP ID: BM131	Electric Infrastructur	e - Deerfield Bea	ach Station		₫8	æ°	4	*	ω !
Project Length	n:	FM	#:		Fundin	g Source:	State		
	Park and Ride Lots rastructure. Property is owned by		ditional Work Type	Technology	Progra	m: Techno	logy		
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,94	6,700		\$1,946,700
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,94	6,700		\$1,946,700
Municipality:	eerfield Beach	Ow	nership: State		Project	Sponsor:	Browar	d MPO	
MTP ID: BM126	Electric Infrastructur	e - Fort Lauderd	ale Airport Stat	ion	<i>₫</i> ₺	æ°	3	! `	۵
Project Length	1:	FM	#:		Fundin	g Source:	State		
• •	Park and Ride Lots rastructure. Property is owned by		ditional Work Type	Technology	Progra	m: Techno	logy		
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,94	6,700		\$1,946,700
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,94	6,700		\$1,946,700
Municipality:)ania Beach	Ow	nership: State		Project	Sponsor:	Browar	d MPO	

Phase	PDC Cost Estimate	2025	2026 2020	2024 2025	2036-2040	2044 2050		,	[otal
Filase		2025	2026-2030	2031-2035	2036-2040	2041-2050		Techno	Total
								recilii	Jiogy
MTP ID: BM129	Electric Infrastructure	e - Fort Lauderd	dale Airport Stat	ion (FDOT)	<i>\$</i> 6	\$\$° \$\$	*	ŵ	1
Project Length	n:	FM	1#:		Fundin	g Source: Federa	ıl		
• •	Park and Ride Lots rastructure. Property is owned by		lditional Work Type	Technology	Progra	m: Technology			
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700		\$1,946,7	700
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700		\$1,946,7	700
Municipality: [Dania Beach	Ov	vnership: Local		Project Sponsor: Broward MPO				
MTP ID: BM130	Electric Infrastructure	e - Fort Lauder	dale Station		<i>₫</i> ₺	∰° \$\$\$	*	ŵ	1
Project Length	1:	FM	1# :		Fundin	g Source: State			
• •	Park and Ride Lots rastructure. Property is owned by		lditional Work Type	Technology	Progra	m: Technology			
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700		\$1,946,7	700
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700		\$1,946,	700
Municipality: F	ort Lauderdale	Ov	vnership: State		Project	Sponsor: Broward	d MPO		
MTP ID: BM132	Electric Infrastructure	e - Hollywood S	itation		<i>₫</i> ₺	£\$° \$\$\$! `	! ☆	1
Project Length	1:	FM	1#:		Fundin	g Source: State			
	Park and Ride Lots rastructure. Property is owned by		lditional Work Type	Technology	Progra	m: Technology			
Other	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700		\$1,946,7	700
Total Cost:	\$945,000	\$0	\$0	\$0	\$0	\$1,946,700		\$1,946,7	700
Municipality: H	Hollywood	Ov	vnership: State		Project Sponsor: Broward MPO				

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050		Total
								Technology
MTP ID: BM127	Electric Infrastructur	e - Pompano Bea	ach Station		₫®	₩ 94	*	☆ !
Project Length	:	FM	# :		Funding	g Source: State		
Type of Work:	Park and Ride Lots	Add	litional Work Type	Technology	Prograr	n: Technology		
Install electric infra	astructure. Property is owned by	y 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
Junicipality: Pompano Beach Ownership: State Project Sponsor: Broward MP						MPO		
MTP ID: BM133	Electric Infrastructur	e - Sheridan Sta	tion		₫%	∰° \$\$	***	ᡬ
Project Length	:	FMa	# :		Funding	g Source: State		
3.	Park and Ride Lots astructure. Property is owned by		litional Work Type	Technology	Prograr	n: Technology		
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: H	ollywood	Ow	nership: State		Project	Sponsor: Broward	MPO	
MTP ID: FL013	NW 31st Avenue Mult	imodal Corridor			₫8 !	∰"! \$ \$\$	**	1 ω
Project Length	: 0.50	FM	# :		Funding	g Source: Federal		
Type of Work:	TSM&O	Add	litional Work Type	Safety Project	Prograr	n : Technology		
Implementation of based on the volu	the NW 31st Avenue Mobility p mes. Traffic calming and impro	project developed throu ved mobility. The insta	igh the plan. Explore llation of a	the future feasibility of a	a lane elimination bet	ween Cypress Creek I	Rd to Mo	:Nab Rd
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: F	ort Lauderdale	Ow	nership: County		Project	Sponsor: Fort Lau	derdale	;

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
							Technolog
MTP ID: FD006	SR 736/Davie Blvd from U	S 441/SR 7	7 to I-95		₫® !	∰" ! \$ \$\$!	`
Project Length	: 2.00	F	M#:		Funding	Source: State	
Type of Work:	TSM&O	Α	dditional Work Type		Program	: Technology	
	include various ATMS deployment banited to, fiber communications netwo			ed in the 2021 FDOT D	istrict 4 TSM&O Maste	r Plan. Infrastructure o	deployment may
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
Total Cost:	\$4,851,940	\$0	\$0	\$6,647,158	\$0	\$0	\$6,647,158
Municipality: H	ollywood, Dania Beach, Davie	0	wnership: State		Project S	Sponsor: FDOT TS	SM&O
MTP ID: FD009	SR A1A from Atlantic Blv	d to Sunris	se Blvd		₫ % !	₽° ! ₽¥ !	■ !
Project Length	: 1.10	F	M#:		Funding	Source: State	
Type of Work:	TSM&O	Α	dditional Work Type		Program	: Technology	
	include various ATMS deployment b nited to, fiber communications netwo			ed in the 2021 FDOT D	istrict 4 TSM&O Maste	r Plan. Infrastructure o	deployment may
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
Total Cost:	\$7,368,800	\$0	\$0	\$0	\$0	\$15,179,728	\$15,179,728
	auderdale-by-the-Sea, Pompano ort Lauderdale, Sea Ranch Lake		wnership: State		Project \$	Sponsor: FDOT TS	SM&O

	PDC Cost Estimate						_
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
							Technolog
MTP ID: FD003	US 1/SR 5 from Mi	ami-Dade County	Line to Broward	Blvd	₫%	£\$ [®] ! \$\$\$!	` ! ☆
Project Lengt	th: 10.50	F	·M#:		Fundin	ig Source: State	
Type of Work	: TSM&O	A	Additional Work Typ	e	Progra	m: Technology	
	ill include various ATMS dep limited to, fiber communication			fied in the 2021 FDOT	District 4 TSM&O Mas	ter Plan. Infrastructure	deployment may
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
. ,	Broward County, Halland Hollywood, Aventura, Dal Lauderdale	nia Beach, Fort	Ownership: State	Beach County Li		t Sponsor: FDOT TS	
MTP ID: FD008	Hollywood, Aventura, Dai Lauderdale US 441/SR 7 from	SR 870/Commerc	ial Blvd to Palm	Beach County Li	ne 🕉 !	£\$ [®] ! \$\$\$!	§ ! ♠
MTP ID: FD008 Project Lengt	Hollywood, Aventura, Dar Lauderdale US 441/SR 7 from th: 9.80	sR 870/Commerc	ial Blvd to Palm	•	ne 🕉 !	g Source: State	
MTP ID: FD008 Project Lengt Type of Work	Hollywood, Aventura, Dar Lauderdale US 441/SR 7 from th: 9.80	SR 870/Commerc For the state of the Table 100 to 1	ial Blvd to Palm M#: Additional Work Typ	e e	ne 🥙 ! Fundin Progra	g Source: State m: Technology	∰ ! ω
MTP ID: FD008 Project Lengt Type of Work	Hollywood, Aventura, Dar Lauderdale US 441/SR 7 from th: 9.80 :: TSM&O ::ll include various ATMS dep	SR 870/Commerc For the state of the Table 100 to 1	ial Blvd to Palm M#: Additional Work Typ	e e	ne 🥙 ! Fundin Progra	g Source: State m: Technology	∰ ! ω
MTP ID: FD008 Project Lengt Type of Work Project scope winclude, but not	Hollywood, Aventura, Dar Lauderdale US 441/SR 7 from th: 9.80 :: TSM&O ill include various ATMS deplimited to, fiber communication	SR 870/Commerc Fulloyment based on the Trans network, CCTV came	ial Blvd to Palm iM#: Additional Work Typ SM&O strategies identional for full covera	e fied in the 2021 FDOT	ne Fundin Progra District 4 TSM&O Mas	g Source: State m: Technology tter Plan. Infrastructure	
MTP ID: FD008 Project Lengt Type of Work Project scope w. include, but not in	Hollywood, Aventura, Dar Lauderdale US 441/SR 7 from th: 9.80 TSM&O ill include various ATMS deplimited to, fiber communication \$1,385,560	SR 870/Commerc Folloyment based on the Trons network, CCTV came	FM#: Additional Work Types SM&O strategies identional for full covera	be fied in the 2021 FDOT \$1,898,217	ne Fundin Progra District 4 TSM&O Mas	g Source: State m: Technology ter Plan. Infrastructure	
MTP ID: FD008 Project Lengt Type of Work Project scope winclude, but not in PE CST Total Cost: Municipality:	Hollywood, Aventura, Dar Lauderdale US 441/SR 7 from th: 9.80 :: TSM&O iill include various ATMS deplimited to, fiber communication \$1,385,560 \$6,298,000	SR 870/Commerc From Some state of the Trans network, CCTV came \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	FM#: Additional Work Type SM&O strategies identional for full covera \$0 \$0	ne fied in the 2021 FDOT \$1,898,217 \$0	Fundin Progra District 4 TSM&O Mas \$0 \$10,139,780 \$10,139,780	g Source: State m: Technology ster Plan. Infrastructure \$0 \$0	# ! \(\hat{\alpha} \) deployment may \$1,898,217 \$10,139,780 \$12,037,997
MTP ID: FD008 Project Lengt Type of Work Project scope winclude, but not in PE CST Total Cost: Municipality:	Hollywood, Aventura, Dar Lauderdale US 441/SR 7 from th: 9.80 TSM&O ill include various ATMS deplimited to, fiber communication \$1,385,560 \$6,298,000 \$7,683,560 Broward County, Tamara	SR 870/Commerc From Some state of the Trans network, CCTV came \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	FM#: Additional Work Type SM&O strategies identifiera for full covera \$0 \$0 \$0	ne fied in the 2021 FDOT \$1,898,217 \$0	Fundin Progra District 4 TSM&O Mas \$0 \$10,139,780 \$10,139,780	g Source: State m: Technology ster Plan. Infrastructure \$0 \$0 \$0	# ! \(\hat{\alpha} \) deployment may \$1,898,217 \$10,139,780 \$12,037,997
MTP ID: FD008 Project Lengt Type of Work Project scope winclude, but not in PE CST Total Cost: Municipality:	Hollywood, Aventura, Dar Lauderdale US 441/SR 7 from th: 9.80 TSM&O Ill include various ATMS deplimited to, fiber communication \$1,385,560 \$6,298,000 \$7,683,560 Broward County, Tamara Coconut Creek, North La	SR 870/Commerc From Some solonyment based on the Trons network, CCTV came \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	FM#: Additional Work Type SM&O strategies identifiera for full covera \$0 \$0 \$0 Summership: State	se fied in the 2021 FDOT \$1,898,217 \$0 \$1,898,217	re Fundin Progra District 4 TSM&O Mas \$0 \$10,139,780 \$10,139,780 Project	g Source: State m: Technology ster Plan. Infrastructure \$0 \$0 \$0 \$0	# ! \(\hat{\alpha} \) deployment may \$1,898,217 \$10,139,780 \$12,037,997 SM&O

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Roads for Families Program



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

Number of Projects:

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:

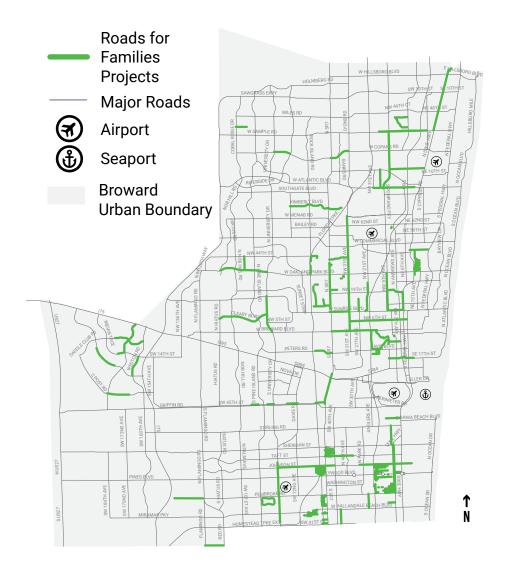


Emphasis Areas:





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	20	41-2050		Tot
							R	oads f	or Famili
MTP ID: BM185	Roads for Economic	Vitality Projec	ts		<i>₫</i> ₺	æ°	ఫోఫ	*	ᡬ
Project Length:	0.00	F	M#: 0		Fundin	g Source	: Federal		
	Bike Lane/Sidewalk ernatives funding set-aside for		Additional Work Typ	е	Progra	m: Road	s for Famili	es	
Other	\$56,350,000	\$0	\$4,518,000	\$22,590,000	\$22,590,000	\$45,	94,878,000		
Total Cost:	\$56,350,000	\$0	\$4,518,000	\$22,590,000	\$22,590,000	\$45,1	180,000	\$9	94,878,000
Municipality: C	ountywide	C	Ownership:		Project	Project Sponsor: Broward MPO			
MTP ID: TI342	A.C. PERRY K-8 SCH	OOL - MULTIPI	LE LOCATIONS		<i>₫</i> ₺	æ°	4	\$	ᡬ
Project Length:	2.29	F	M#: 4465521		Fundin	g Source	: Federal		
Type of Work:	SIDEWALK	A	Additional Work Typ	е	Progra	m: Road	s for Famili	es	
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: M	iramar	C	Ownership: Local		Project	t Sponso	r:		
MTP ID: TI351	BONAVENTURE BLV	D. FROM INDIA	N TRACE TO SR-	84	<i>₫</i> ₺	æ°	ఫోఫ	***	ᡬ
Project Length:	1.74	F	M#: 4439521		Funding Source: Federal				
Type of Work:	BIKE LANE/SIDEWALK	A	Additional Work Typ	е	Progra	am: 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: W	eston	(Ownership: Local		Project	Sponso	r:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	204	1-2050		,	Total
							F	Roads	for Fai	milies
MTP ID: TI224	BROWARD MPO ROA	DS FOR FAMIL	IES MASTER PLAN	1	₫8 !	₽°	4	*	! 6	<u>}</u> !
Project Length	: 7.33	F	M# : 4463771		Funding	Source:	Federa	l/State		
Type of Work:	FEASIBILITY STUDY	A	Additional Work Type		Progran	ı: Roads	for Fami	lies		
PDE	\$730,768	\$760,000	\$0	\$0	\$0		\$0		\$760,	,000
Total Cost:	\$730,768	\$760,000	\$0	\$0	\$0		\$0		\$760	,000
	ompano Beach, Deerfield E auderdale	Beach, Fort C	Ownership: State, Loc	cal	Project	Sponsor:				
MTP ID: TI376	C-13 Canal Trail fron	n Hiatus Green	way to East of Uni	iversity Dr.	₫8 !	ø.	क्रेंक	*	G	<u>)</u>
Project Length	: 2.52	F	M# : 4508311		Funding	Source:	Federa	I		
Type of Work:	BIKE LANE/SIDEWALK	A	dditional Work Type		Progran	ı: Roads	for Fami	lies		
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: S	unrise	C	Ownership: County		Project	Sponsor:				
MTP ID: TI357	CITY OF DEERFIELD	BEACH VARIO	US LOCATIONS		œ	æ°	త్రేశ్ర	**	G	<u>} </u>
Project Length	: 1.60	F	M# : 4455291		Funding	Source:	Federa	I		
Type of Work:	BIKE LANE/SIDEWALK	Α	Additional Work Type		Progran	ı: Roads	for Fami	lies		
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: D	eerfield Beach	C	Ownership: Local		Project	Sponsor:				

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	20	41-2050		Tota	al
			2020 2000	2001 2000	2000 2040			Roads	for Familie	
MTP ID: TI361	CITY OF HOLLYWOOI	D - VARIOUS LO	OCATIONS		₫6	æ°	4	≋	۵	!
Project Length	ı: 2.23	FI	M#: 4455341		Fundin	g Source	: Federal			
Type of Work:	SIDEWALK	Α	dditional Work Type	9	Prograi	n: Road	s for Famili	ies		
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	0	wnership: County, L	_ocal	Project	Sponso	r:			_
MTP ID: TI381	CITY OF HOLLYWOOI	D SIDEWALK A	T VARIOUS LOCA	ATIONS	₫6 !	æ°	\$	≋	۵	!
Project Length	ı: 9.65	F	M#: 4533391		Fundin	g Source	: Federal			
Type of Work:	BIKE PATH/TRAIL	Α	dditional Work Type	9	Prograi	n: Road	s for Famili	ies		
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: H	Hollywood	0	wnership: Local		Project	Sponso	r:			
MTP ID: TI374	CITY OF LAUDERHILL	L VARIOUS LO	CATIONS		₫8 .	æ°	कें क	***	۵	!
Project Length	ı: 2.32	FI	M# : 4507831		Fundin	g Source	: Federal			
Type of Work:	BIKE LANE/SIDEWALK	Α	dditional Work Type	9	Prograi	n: Road	s for Famili	ies		
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: L	auderhill	0	wnership: Local		Project	Sponso	r:			_

Diverse	PDC Cost Estimate									
Phase	LStillate	2025	2026-2030	2031-2035	2036-2040	2041-2				Tota
							Ro	ads	for Fa	milie
MTP ID: TI352	CITY OF MIRAMAR	COMPLETE STR	EETS PHASE IV		₫®	€g° é	ido ido	***	4	<u>}</u> 1
Project Length	: 0.00	F	M# : 4439771		Fundin	g Source: Fe	deral			
Type of Work:	SIDEWALK	A	dditional Work Type	•	Progra	m: Roads for	Familie	S		
CST	\$1,056,753	\$0	\$1,225,834	\$0	\$0		\$0		\$1,225	,834
Total Cost:	\$1,056,753	\$0	\$1,225,834	\$0	\$0		\$0		\$1,225	,834
Municipality: M	/liramar	С	wnership: Local		Project	Sponsor:				
MTP ID: TI307	CITY OF WESTON V	ARIOUS LOCAT	ions		₫8 !	₽ ₹	ģ	***	! 4	à 1
Project Length	1: 4.00	F	M# : 4482881		Fundin	g Source: Fe	deral			
Type of Work:	SIDEWALK	A	dditional Work Type	•	Progra	m: Roads for	Familie	S		
PE	\$681,611	\$2,500	\$787,881	\$0	\$0		\$0		\$790	,381
CST	\$3,982,662	\$0	\$4,619,889	\$0	\$0		\$0		\$4,619	,889
Total Cost:	\$4,664,273	\$2,500	\$5,407,770	\$0	\$0		\$0		\$5,410	,270
Municipality: V	Veston	C	wnership: Local		Project	Sponsor:				
MTP ID: TI371	CITYWIDE SIDEWAL	K IMPROVEMEI	NTS IN LAUDERDA	ALE LAKES	₫°	∰°! \$	à	***	ú	<u>1</u>
Project Length	1: 1.95	F	M# : 4497161		Fundin	g Source: Fe	deral			
Type of Work:	SIDEWALK	A	dditional Work Type	•	Progra	m: Roads for	Familie	s		
PE	\$263,946	\$2,500	\$303,390	\$0	\$0		\$0		\$305	,890
CST	\$863,995	\$0	\$1,002,235	\$0	\$0		\$0		\$1,002	,235
Total Cost:	\$1,127,941	\$2,500	\$1,305,625	\$0	\$0		\$0		\$1,308	,125
Municipality: L	auderdale Lakes	C	wnership: Local		Project	Sponsor:				

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
							ads for Familie
MTP ID: TI347	DAVIE BLVD EXTEN	TION/PETERS R	ROAD FROM SW 511	TH AVE TO SR-7	/US-441 🕳 !	∰ ¥¥ !	፠ ☆!
Project Length	: 0.94	F	M#: 4439481		Funding	Source: Federal	
Type of Work:	BIKE LANE/SIDEWALK	A	dditional Work Type		Program	: Roads for Familie	S
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: P	lantation	C	wnership: County		Project S	Sponsor:	
MTP ID: TI346	FLORANADA ROAD I	FROM SR-811/D	IXIE HWY TO SR-5/	US-1/FEDERAL H	HWY 🍻 !	a ³ ! ¥¥ !	`
Project Length	: 0.98	F	M# : 4415811		Funding	Source: Federal	
Type of Work:	SIDEWALK	A	dditional Work Type		Program	: Roads for Familie	S
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: O	akland Park	C	wnership: Local		Project S	Sponsor:	
MTP ID: TI308	HONEY HILL DR FRO	M FLAMINGO I	RD TO SW 55 ST		₫8 !	\$° \$\$	` !
Project Length	: 0.99	F	M# : 4482901		Funding	Source: Federal	
Type of Work:	BIKE PATH/TRAIL	A	dditional Work Type		Program	: Roads for Familie	S
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: N	liramar	C	wnership: Local		Project S	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050			Tota
						R	Roads	for Fa	milie
MTP ID: TI304	Johnson St from N 3	5th Ave to N 30	oth Rd & N 21st Av	ve to N 14th Ave	₫8 <u>1</u>	∰°! \$\$\$!	*	! 1	ŵ 1
Project Length	: 2.76	F	M#: 4455181		Funding	Source: Federal			
Type of Work:	BIKE LANE/SIDEWALK	Α	dditional Work Type		Progran	n: Roads for Famili	ies		
CST	\$1,684,237	\$1,751,608	\$0	\$0	\$0	\$0		\$1,751	1,608
Total Cost:	\$1,684,237	\$1,751,608	\$0	\$0	\$0	\$0		\$1,751	1,608
Municipality: H	ollywood	0	wnership: Local		Project	Sponsor:			
MTP ID: TI303	MIRAMAR COMPLET	E STREETS PH	ASE III		₫8	∰° 354 !	***	1	<u></u> ا
Project Length	: 2.55	F	M#: 4439451		Funding	Source: Federal			
Type of Work:	SIDEWALK	Α	dditional Work Type		Progran	n: Roads for Famili	ies		
CST	\$2,668,180	\$2,774,909	\$0	\$0	\$0	\$0		\$2,774	1,909
Total Cost:	\$2,668,180	\$2,774,909	\$0	\$0	\$0	\$0		\$2,774	1,909
Municipality: M	liramar	0	wnership: Local		Project	Sponsor:			
MTP ID: TI373	NE 12TH TERR ROA	DWAY IMPROVE	EMENTS		₫6	∰° ajá	*	1	<u> ۱</u>
Project Length	: 0.62	F	M# : 4497181		Funding	Source: Federal			
Type of Work:	SIDEWALK	Α	dditional Work Type		Progran	n: Roads for Famili	ies		
PE	\$426,911	\$2,500	\$492,429	\$0	\$0	\$0		\$494	1,929
CST	\$1,093,041	\$0	\$1,267,928	\$0	\$0	\$0		\$1,267	7,928
Total Cost:	\$1,519,952	\$2,500	\$1,760,357	\$0	\$0	\$0		\$1,762	2,857
Municipality: O	akland Park	0	wnership: Local		Project	Sponsor:			

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	204	11-2050			Tota
		2020	1010 1000	2001 2000	2000 20-10			Roads	for Fa	
MTP ID: TI064	NE 13TH IMPROVEM	ENTS VARIOUS	LOCATIONS - CI	TY OF OAKLAND F	PARK 🕳	₽ [®]	∌ ‰	*	1 1	۵
Project Length	: 2.51	F	M#: 4449981		Fundin	g Source:	: Federal			
Type of Work:	BIKE LANE/SIDEWALK	Α	dditional Work Type		Progra	m: Roads	for Famil	ies		
CST	\$5,349,932	\$5,563,931	\$0	\$0	\$0		\$0		\$5,56	3,931
Total Cost:	\$5,349,932	\$5,563,931	\$0	\$0	\$0		\$0		\$5,56	3,931
Municipality: O	akland Park	0	wnership: Local		Projec	t Sponsor	:			
MTP ID: TI372	NEW SIDEWALKS VA	ARIOUS LOCATI	ONS IN HOLLYWO	OOD'S GRACEWOO	D 🕸	₽ [®]	4	*	f	ŵ
Project Length	: 3.71	F	M#: 4497171		Fundin	g Source:	: Federal			
Type of Work:	SIDEWALK	Α	dditional Work Type		Progra	m: Roads	for Famil	ies		
PE	\$292,360	\$2,500	\$336,350	\$0	\$0		\$0		\$33	8,850
CST	\$1,731,116	\$0	\$2,008,095	\$0	\$0		\$0		\$2,00	8,095
Total Cost:	\$2,023,476	\$2,500	\$2,344,445	\$0	\$0		\$0		\$2,34	6,945
Municipality: H	ollywood	0	wnership: Local		Projec	t Sponsor	:			
MTP ID: TI355	NORTH 22ND/SW 12'	TH AVENUE FR	OM SHERIDAN ST	REET TO STIRLIN	G ₫%	∰ [®]	ప్రక్ష	***	f	۵
Project Length	: 1.02	F	M# : 4455261		Fundin	g Source:	: Federal			
Type of Work:	BIKE LANE/SIDEWALK	Α	dditional Work Type		Progra	m: Roads	for Famil	ies		
CST	\$3,530,646	\$0	\$4,095,551	\$0	\$0		\$0		\$4,09	5,551
Total Cost:	\$3,530,646	\$0	\$4,095,551	\$0	\$0		\$0		\$4,09	5,551
Municipality: H	ollywood, Dania Beach	0	wnership: Local		Project	t Sponsor	:			

Phase	PDC Cost Estimate	2025	0000 0000	0024 0025	0000 0040	00	44 0050		-	-4-1
Pilase	Lottillato	2025	2026-2030	2031-2035	2036-2040	20-	41-2050		for Fan	ota
MTP ID: TI358	NORTHWEST 39TH S	TREET FROM	CORAL RIDGE DRI	VE TO NORTHWEST	₫	∰°	₿	**	ŵ	!
Project Length	: 0.58	F	FM#: 4455311		Fundir	ig Source	: Federa	al		
Type of Work:	BIKE LANE/SIDEWALK	A	Additional Work Type		Progra	m: Roads	s for Fam	ilies		
PE	\$316,287	\$328,940	\$0	\$0	\$0		\$0		\$328,9) 40
CST	\$1,664,339	\$0	\$1,930,634	\$0	\$0		\$0		\$1,930,6	334
Total Cost:	\$1,980,626	\$328,940	\$1,930,634	\$0	\$0		\$0		\$2,259,5	574
Municipality: C	Coral Springs	(Ownership: Local		Projec	t Sponsoi	·:			
MTP ID: TI356	NORTHWEST 3RD ST HIGHWAY	REET FROM N	IORTHWEST 6TH A	VENUE TO DIXIE	₫ 8	æ°	4	!	ŵ	t !
Project Length	ı: 0.35	F	-M#: 4455271		Fundir	g Source	: Federa	al/State		
Type of Work:	BIKE LANE/SIDEWALK	A	Additional Work Type		Progra	m: Roads	s for Fam	ilies		
CST	\$2,383,994	\$0	\$2,765,434	\$0	\$0		\$0		\$2,765,4	134
Total Cost:	\$2,383,994	\$0	\$2,765,434	\$0	\$0		\$0		\$2,765,4	134
Municipality: H	Iallandale Beach	(Ownership: State, Loc	cal	Projec	t Sponsoi	:			
MTP ID: TI360	NORTHWEST 94TH A STREET	VENUE FROM	NORTHWEST 44T	H STREET TO 57TH	₫®	æ°	4	***	ඛ	t !
Project Length	ı: 0.74	F	M#: 4455331		Fundir	g Source	: Federa	al		
Type of Work:	BIKE LANE/SIDEWALK	A	Additional Work Type	1	Progra	m: Roads	s for Fam	ilies		
PE	\$355,914	\$370,152	\$0	\$0	\$0		\$0		\$370,1	152
CST	\$1,146,534	\$0	\$1,329,980	\$0	\$0		\$0		\$1,329,9	980
Total Cost:	\$1,502,448	\$370,152	\$1,329,980	\$0	\$0	-	\$0		\$1,700,1	132
Municipality: S	Sunrise	(Ownership: Local		Projec	t Sponsoi	:			

Diverse	PDC Cost Estimate							
Phase	LStillate	2025	2026-2030	2031-2035	2036-2040	2041-2050		Total
							Roads	for Families
MTP ID: TI348	NW 1ST ST FROM BRYA	N ROAD TO	SR-5/US-1		<i>₫</i> ₺	\$\$° \$\$\$	**	☆!
Project Length	: 0.75	F	M# : 4439491		Fundin	g Source: Federa	al/State	
Type of Work:	BIKE LANE/SIDEWALK	Δ	dditional Work Type	•	Progra	m: Roads for Fam	ilies	
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: D	Dania Beach	C	Ownership: State, Co	unty	Project	Project Sponsor:		
MTP ID: TI380	NW 41 STREET FROM S	R-7/US-441	TO NW 31 AVE		<i>ĕ</i> 8	€\$° \$\$\$!	ŵ !
Project Length	ı: 1.01	F	M# : 4533381		Fundin	g Source: Federa	al/State	
Type of Work:	BIKE LANE/SIDEWALK	A	dditional Work Type	•	Progra	m: Roads for Fam	ilies	
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: L	auderdale Lakes	C	Ownership: State, Lo	cal	Project	Sponsor:		
MTP ID: TI349	ORANGE DRIVE FROM S	SW 92ND AV	ENUE TO SW 67tl	1 AVENUE	₫8 !	£\$° ! \$\$\$!	1 🔝 1
Project Length	ı: 1.28	F	M#: 4439501		Fundin	g Source: Federa	al/State	
Type of Work:	BIKE LANE/SIDEWALK	Д	dditional 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: D)avie	C	Ownership: State, Co	unty	Project	Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total	
				2001 2000	2000 20 10		ads for Families	
MTP ID: TI365	PEMBROKE PARK VA	RIOUS LOCAT	TIONS		<i>₫</i> ₺ !	an ana !	≋	
Project Length	n: 1.50	FM# : 4482871			Funding	Funding Source: Federal		
Type of Work:	BIKE LANE/SIDEWALK	Additional Work Type			Program	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 S	Sponsor:		
MTP ID: T1370	PEMBROKE RD FROM	I SW 145TH AV	/E TO FLAMINGO F	ROAD	₫8 !	∰°! \$\$\$!	`	
Project Length	n: 1.53	FM#: 4496901			Funding	Funding Source: Federal		
Type of Work:	BIKE LANE/SIDEWALK	EWALK 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: F	Pembroke Pines	C	Ownership: Local			Project Sponsor:		
MTP ID: TI366	ROYAL PALM BLVD F	ROM EAST UN	IIVERSITY DRIVE	TO RIVERSIDE D	RIVE 🥳 !	∰°! \$\$\$!	≋ ! ☆ !	
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: 0	Coral Springs	C	Ownership: Local		Project S	Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050		To	otal
							Roads	for Fami	
MTP ID: TI359	SADDLE CLUB ROAD	FROM WEST (OF LAKEVIEW DRIV	VE TO WESTON RO	DAD 🕸	eg ^o sós	≋	ᡬ	!
Project Length	ı: 1.67	F	M#: 4455321		Fundir	ng Source: Federal			
Type of Work:	BIKE LANE/SIDEWALK	A	Additional Work Type		Progra	am: Roads for Famil	ies		
PE	\$372,599	\$387,503	\$0	\$0	\$0	\$0		\$387,50)3
CST	\$1,982,777	\$0	\$2,300,022	\$0	\$0	\$0		\$2,300,02	22
Total Cost:	\$2,355,376	\$387,503	\$2,300,022	\$0	\$0	\$0		\$2,687,52	25
Municipality: V	Veston	C	Ownership: Local		Projec	et Sponsor:			
MTP ID: TI353	SHADY BANKS AND 1	TARPON RIVE	R NEIGHBORHOOD	VARIOUS LOCAT	IONS 🕉	[휴 축축 <u>]</u>	***	. ⇔	!
Project Length	ı: 1.74	F	M#: 4439781		Fundir	ng Source: Federal			
Type of Work:	BIKE LANE/SIDEWALK	A	Additional Work Type		Progra	am: Roads for Famil	ies		
CST	\$1,595,758	\$0	\$1,851,080	\$0	\$0	\$0		\$1,851,08	30
Total Cost:	\$1,595,758	\$0	\$1,851,080	\$0	\$0	\$0		\$1,851,08	30
Municipality: F	ort Lauderdale	C	Ownership: County, Le	ocal	Projec	et Sponsor:			
MTP ID: TI362	SHERMAN CIRCLE FR	ROM JODI LAN	E TO JODI LANE		₫°	er sis	***	ᡬ	!
Project Length	ı: 1.87	F	M#: 4455351		Fundi	ng Source: Federal			
Type of Work:	BIKE PATH/TRAIL	A	Additional Work Type		Progra	am: Roads for Famil	ies		
PE	\$334,039	\$347,401	\$0	\$0	\$0	\$0		\$347,40)1
CST	\$1,775,349	\$0	\$2,059,405	\$0	\$0	\$0		\$2,059,40)5
Total Cost:	\$2,109,388	\$347,401	\$2,059,405	\$0	\$0	\$0		\$2,406,80)6
Municipality: N	<i>f</i> liramar	C	Ownership: County, Lo	ocal	Projec	t Sponsor:			

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050		Tota
						F	Roads	for Familie
MTP ID: TI066	SR-7/US-441 TRANSI	T CORRIDOR	IMPROVEMENTS GI	ROUP/PRIORITY 2	₫8 !	∰ ! ¥¥ !	*	☆ 1
Project Length	: 2.69		FM#: 4295763		Funding	Source: State		
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type		Program	: Roads for Fami	lies	
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: D	avie		Ownership: State		Project S	Sponsor:		
MTP ID: TI344	SR-7/US-441 TRANSI	T CORRIDOR	IMPROVEMENTS GI	ROUP/PRIORITY 5	æ6 !	₽°! ¥¥!	***	۵
Project Length	: 1.07		FM# : 4295765		Funding	Source: Federa	l	
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type		Program	: Roads for Fami	lies	
CST	\$114,507	\$119,088	\$0	\$0	\$0	\$0		\$119,088
Total Cost:	\$114,507	\$119,088	\$0	\$0	\$0	\$0		\$119,088
Municipality: M	argate, Coconut Creek		Ownership: County		Project S	Sponsor:		
MTP ID: TI302	SR-7/US-441 TRANSI	T CORRIDOR	IMPROVEMENTS GI	ROUP/PRIORITY 6	₫6 !	∰"! ### !	**	1 🟠 1
Project Length	: 2.88		FM# : 4295766		Funding	Source: Federa	l	
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type		Program	: Roads for Fami	lies	
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: N	orth Lauderdale		Ownership: Local		Project S	Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
1 11400		2020	2020-2000	2001-2000	2000-2040		pads for Familie
MTP ID: TI345	SR-7/US-441 TRANS	IT CORRIDOR	IMPROVEMENTS G	ROUP/PRIORITY 9	<i>₫</i> ₺ !	∰° 1 %% 1	₩ ŵ!
Project Length:	• 2.00		FM# : 4295769		Funding	Source: Federal	
-	BIKE LANE/SIDEWALK		Additional Work Type	9	_	: Roads for Familie	es
CST	\$94,579	\$98,363	\$0	\$0	\$0	\$0	\$98,363
Total Cost:	\$94,579	\$98,363	\$0	\$0	\$0	\$0	\$98,363
Municipality: Da	avie		Ownership: Local		Project S	Sponsor:	
MTP ID: TI028	SR-817/UNIVERSITY	DR FR N. OF	SR-824/PEMBROKE	RD TO N. OF JOH	NSON 🕸 !	₽° ! \$\$!	₩ û!
Project Length:	: 1.75		FM# : 4435971		Funding	Source: State	
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type	•	Program	: Roads for Familie	es .
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: Pe	embroke Pines		Ownership: State		Project 9	Sponsor:	
MTP ID: TI063	SR-834/SAMPLE RD.	FROM BLOU	NT RD TO NE 3RD A	VE.	₫® !	e\$° 1 \$\$\$ 1	≋ ! ☆ !
Project Length:	2.00		FM# : 4514061		Funding	Source: State	
Type of Work:	BIKE LANE/SIDEWALK		Additional Work Type	e	Program	n: Roads for Familie	es .
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: Po	ompano Beach		Ownership: State		Project S	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
			2020 2000	2001 2000	2000 20-10		oads for Families
MTP ID: TI375	TYLER ST FROM NW 21	AVE TO N Y	OUNG CIRCLE		₫8 !	₩ 9¥!	₩ ŵ
Project Length	h: 0.31	F	M#: 4507901		Funding	Source: Federal	
Type of Work:	BIKE LANE/SIDEWALK	Α	dditional Work Type	е	Program	: Roads for Familie	es
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	0	wnership: Local		Project	Sponsor:	
MTP ID: TI354	UTOPIA DRIVE FROM R	IVIERA BOU	LEVARD TO PEM	BROKE ROAD	æ	敏 樂	`
Project Length	h: 1.36	F	M#: 4455241		Funding	Source: Federal	
Type of Work:	BIKE PATH/TRAIL	Α	dditional Work Type	е	Program	: Roads for Familie	es
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: N	Miramar	0	wnership: Local		Project S	Sponsor:	
MTP ID: BM057	Atlantic Blvd from NW 3	1 Ave to NV	/ 6th Ave		₫6 !	£\$° ! \$\$\$!	₩! \ \ \ !
Project Length	h: 2.20	F	M#:		Funding	Source: Federal/	State
	Bike Lane/Sidewalk t Amenity Improvements, pedestriar		dditional Work Type	e	Program	n: Roads for Familie	es
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: F	Pompano Beach	0	wnership: State, Lo	ocal	Project	Sponsor: Broward I	MPO

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
- 110.00			2020 2000	2001 2000	2000 2040		oads for Familie
MTP ID: PL005	Cleary Road - Long Terr	m Improveme	nts		₫8 !	a° 364 !	■ ! 🟠 !
Project Length	: 0.08	FM	#: 4496781		Funding	Source: Federal	
Type of Work:	Bike Path/Trail (off road)	Ad	ditional Work Type	Safety Project	Program	n: Roads for Familie	es
for quick build fea	s from the C-42 canal, which would tures including a lane diet, which w uts, enhanced crosswalks, midbloo	vould facilitate the	installation of a shared	l use path and bike lanes	extending the length		
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: P	lantation	Ow	nership: County, L	.ocal	Project :	Sponsor: Plantation	1
MTP ID: HW003	Dixie Highway from Per	mbroke Road	to Sheridan Stre	et	₫8 <u>!</u>	∰ ! \$\$\$!	₩ ! ŵ !
Project Length	: 2.60	FM	#:		Funding	Source: Federal	
Type of Work:	Safety Project	Ad	ditional Work Type	Bike Lane/Sidewalk	Program	n: Roads for Familie	es
	y corridor is identified as a top tier facilities/mixed use paths.	s project in the Bro	oward County s Master	r Plan. The scope is to re	purpose one lane in	either direction and rep	place it with
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: H	ollywood	Ow	nership: County		Project	Sponsor: Hollywood	d

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
		2020	1010 2000	2001 2000	2000 2040		oads for Familie
MTP ID: BM014	Johnson St from Univers	sity Dr to S	56 Ave		₫6 !	∰" I \$\$\$ I	■ !
Project Length	n: 3.00	F	M#:		Funding	Source: Federal	
Type of Work:	Bike Lane/Sidewalk	А	dditional Work Type	e	Program:	: Roads for Familie	s
Bike Box, Bike La	anes, Traffic Calming, Transit Ameni	ty Improvement	s				
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	O	wnership: Local		Project S	ponsor: Broward M	1PO
MTP ID: FD014	Middle River Trail at N S	tate Road 7	,		₫6 <u>!</u>	#° 1 #¥ 1	≝! ☆
Project Length	n:	F	M#:		Funding	Source: State	
	Bike Path/Trail (off road) separated bike/ped crossing at maj		dditional Work Type	9	Program	: Roads for Familie	s
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: L	auderdale Lakes	O	wnership: State		Project S	ponsor: FDOT Mo	dal

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Ro	ads for Families
MTP ID: BM061	NW 15 St from Powerline	Rd to Dixi	e Hwy		₫6 <u>1</u>	∰ ! \$\$\$!	■ ! ☆ !
Project Lengt	h: 1.80	FI	VI#:		Funding	Source: Federal	
Type of Work	Bike Lane/Sidewalk	A	dditional Work Typ	е	Progran	n: Roads for Familie	S
Sidewalk, traffic	calming, pedestrian lighting, mid bloc	k 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
Total Cost:	\$10,394,916	\$0	\$1,542,315	\$12,419,508	\$0	\$0	\$13,961,823
Municipality:	Pompano Beach	0	wnership: County		Project	Sponsor: Broward N	1PO
MTP ID: BM034	NW 23 Ave/NW 21 Ave fr	om Sunrise	Blvd to NW 26th	St	₫8 !	£\$° ! \$\$\$!	≋ 1 ☆ 1
Project Lengt	h: 2.00	FI	VI#:		Funding	Source: Federal	
Type of Work	: Bike Lane/Sidewalk	A	dditional Work Typ	е	Progran	n: Roads for Familie	s
Lane repurposin	g, bike lanes, transit amenity improve	ments, shared u	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
Total Cost:	\$6,703,758	\$0	\$0	\$0	\$0	\$13,809,741	\$13,809,741
Municipality:	Fort Lauderdale, Oakland Park	0	wnership: County		Project	Sponsor: Broward N	1PO

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							nds for Families
MTP ID: BM062	NW 27 Ave from Atlantic I	Blvd to Mil	c Blvd		₫8 !	e\$° ! \$\$\$!	` ! ☆ !
Project Lengt	h: 1.00	FI	√I# :		Funding 9	Source: Federal	
Type of Work	Bike Lane/Sidewalk	A	dditional Work Type)	Program:	Roads for Families	
Sharrows, Traffi	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
Total Cost:	\$2,739,819	\$0	\$406,513	\$3,273,447	\$0	\$0	\$3,679,960
Municipality:	Pompano Beach	0	wnership: Local		Project S	ponsor: Broward Mi	20
MTP ID: BM036	NW 27 Ave from Sunrise B	lvd to NW	16 St		₫8 <u>!</u>	£\$° ! \$\$\$!	` ! ☆ !
Project Lengt	h: 0.70	FI	√I# :		Funding 9	Source: Federal	
Type of Work	: Bike Lane/Sidewalk	A	dditional 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
Total Cost:	\$3,451,382	\$0	\$512,089	\$4,123,599	\$0	\$0	\$4,635,688
Municipality:	Broward County, Fort Lauderdale	0	wnership: County		Project S	ponsor: Broward Mi	20

Diversi	PDC Cost Estimate						
Phase	Latimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						R	oads for Families
MTP ID: LL002	NW 31 Av from Browa	ard Blvd to Mc	Nab Road		<i>₫</i> ₺ !	∰" ! \$\$\$!	` ! ☆!
Project Length	: 6.09	F	M#: 4533411		Funding	Source: Federal	
Type of Work:	Safety Project	A	dditional Work Type	•	Program	n: Roads for Familie	es
Construction of M	ultimodal Path (with pavement o	delineation for bicyc	list & pedestrians), Raise	ed Intersections, ADA	compliant bus stops, N	ew Traffic Signal and	andscape.
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: L	auderdale Lakes	C	wnership: County		Project S	Sponsor: Lauderda	le Lakes
MTP ID: BM024	NW 6 St from NW 15	Ave to US 1/SF	3.5		₫8 !	£\$ [®] ! \$\$\$!	≝ ! ω !
Project Length	: 1.50	F	M#:		Funding	Source: Federal	
Type of Work:	Bike Lane/Sidewalk	A	dditional Work Type)	Program	n: Roads for Familie	es
Traffic calming, m	id block crossings, transit amen	ity 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: F	ort Lauderdale	C	wnership: Local		Project	Sponsor: Broward	MPO

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
1 11030		2023	2020-2030	2031-2033	2030-2040		oads for Families
MTP ID: BM025	NW 6 St from NW 31	Ave to NW 15 A	ve		<i>₫</i> ₺ !	∰°! ₩#!	# 1 ☆ 1
Project Length:	: 1.50	FM	1#:		Funding	Source: Federal	
Type of Work:	Bike Lane/Sidewalk	Ac	lditional Work Type	9	Progran	n: Roads for Famili	es
Buffered bike lane	s, traffic calming, pedestrian lig	hting, mid block cros	sing, pedestrian bridge	e, transit amenity improv	vements		
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: B	roward County, Fort Lauder	dale O v	vnership: County, L	_ocal	Project	Sponsor: Broward	MPO
MTP ID: BM065	Powerline Rd from At	lantic Blvd to S	ample Rd		₫8 <u>1</u>	e\$° 1 \$\$\$ 1	₩ ! ω !
Project Length:	: 3.10	FN	1#:		Funding	Source: State	
Type of Work:	Bike Lane/Sidewalk	Ac	lditional Work Type	9	Progran	n: Roads for Famili	es
Bike lanes, transit	amenity improvements, shared	l 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: Po	ompano Beach	Ov	vnership: State		Project	Sponsor: Broward	MPO

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						R	toads for Families
MTP ID: FL012	Powerline Road from Sun	rise Blvd t	o North of Oaklan	d Park Blvd	₫8 !	£P ! \$\$\$!	` ! ☆!
Project Length	: 2.10	F	M#:		Funding	Source: State	
Type of Work:	Safety Project	Α	dditional Work Type	Bike Lane/Sidewalk	Program	: Roads for Famil	ies
Implementation of	the long term recommendations of t	he FDOT led s	afety study to change the	e design of Powerline Ro	oad to improve safety	<i>'</i> .	
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: Fo	ort Lauderdale, Wilton Manors	0	wnership: State		Project	Sponsor: Fort Lau	derdale
MTP ID: FL021	Riverside Park Mobility P	roject			₫8 !	\$P \$\$\$!	₩ ! ω !
Project Length	:	F	M#:		Funding	Source: Federal	
Type of Work:	Sidewalk	Α	dditional Work Type)	Program	: Roads for Famil	ies
	walks and traffic calming on key con , SW 12th Ave, SW 9th St.	ridors connecti	ng to parks and Stranah	an high school including	SW 20th Ave, SW 1	8th Ave, SW 2nd St, S	SW 5th Ct, SE 14th
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: Fo	ort Lauderdale	0	wnership: Local		Project	Sponsor: Fort Lau	derdale

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tot
							Roads for Famili
MTP ID: FL019	South Middle River Mobil	ity Project			₫8 !	£\$° \$\$\$!	≣ ! ω
Project Lengt	h: 3.40	FI	M#:		Funding	g Source: Federal	I
Implementation	: Bike Lane/Sidewalk of the neighborhood's Master Plan incl include NW 7th Avenue, NW 16th Str	uding the addit		ctors within the neighbor	•	n: Roads for Famil g, lighting, and interse	
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	0	wnership: Local		Project	Sponsor: Fort Lau	iderdale
MTP ID: FD028	SR 7 from NW 11th Place	to NW 39t	h Street		₫8 !	£\$° ! \$\$\$!	፠! ω
Type of Work Buffered Bike La	h: 2.40 : Feasibility Study		M#:	D., 1 (0:1 !!		g Source: State	
	nnes		uditional Work Type	Bike Lane/Sidewalk	Progran	n: Roads for Famil	lies
Other	nnes \$250,000	\$0	\$0	\$0	Progra r \$402,500	n: Roads for Famil	lies \$402,500
Other Total Cost:			-				
Total Cost:	\$250,000	\$0 \$0	\$0	\$0	\$402,500 \$402,500	\$0	\$402,500 \$402,500
Total Cost:	\$250,000 \$250,000	\$0 \$0	\$0 \$0 wnership: State	\$0	\$402,500 \$402,500	\$0 \$0	\$402,500 \$402,500
Total Cost: Municipality: MTP ID:	\$250,000 \$250,000 Lauderdale Lakes, Lauderhill SR 842/ Broward Blvd fro	\$0 \$0 O m SR7 to I-	\$0 \$0 wnership: State	\$0	\$402,500 \$402,500 Project	\$0 \$0	\$402,500 \$402,500 lodal
Total Cost: Municipality: MTP ID: FD024 Project Lengt	\$250,000 \$250,000 Lauderdale Lakes, Lauderhill SR 842/ Broward Blvd fro h: 2.10 Feasibility Study	\$0 \$0 M SR7 to I-	\$0 \$0 wnership: State	\$0 \$0	\$402,500 \$402,500 Project	\$0 \$0 Sponsor: FDOT M	\$402,500 \$402,500 lodal
Total Cost: Municipality: MTP ID: FD024 Project Lengt Type of Work	\$250,000 \$250,000 Lauderdale Lakes, Lauderhill SR 842/ Broward Blvd fro h: 2.10 Feasibility Study	\$0 \$0 M SR7 to I-	\$0 \$0 wnership: State -95	\$0 \$0	\$402,500 \$402,500 Project	\$0 \$0 Sponsor: FDOT M	\$402,500 \$402,500 lodal
Total Cost: Municipality: MTP ID: FD024 Project Lengt Type of Work Buffered Bike La	\$250,000 \$250,000 Lauderdale Lakes, Lauderhill SR 842/ Broward Blvd fro h: 2.10 Feasibility Study nes	\$0 0 m SR7 to I-	\$0 \$0 wnership: State -95 M#: dditional Work Type	\$0 \$0 Bike Lane/Sidewalk	\$402,500 \$402,500 Project Funding	\$0 \$ponsor: FDOT M Sponsor: FDOT M Sponsor: FDOT M Sponsor: FDOT M Sponsor: FDOT M Roads for Family	\$402,500 \$402,500 lodal ※ ! ^

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						F	Roads for Families
MTP ID: PL002	University Drive fr	om Sunrise Boule	evard to Broward	Boulevard	₫°	∰ ! \$ \$\$	> ! ☆!
Project Length	n: 2.00	F	M#:		Fundir	ng Source: Federal	/State
Type of Work:	Bike Lane/Sidewalk	Α	dditional Work Typ	e Signing/Pavemen	t Markings Progra	m: Roads for Fami	ies
	ccess roadways to the east a project would include a ped			roject would activate th	ose access roads to h	nandle local traffic, alor	g with bike/peds.
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
Total Cost:	\$18,532,047	\$0	\$0	\$0	\$0	\$38,176,016	\$38,176,016
Municipality: F	Plantation	C	wnership: State, Lo	ocal	Projec	t Sponsor: Plantation	n
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 F	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:

Types of Projects: State safety

Non-state safety

Total Funding: \$151 Million

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

Program:

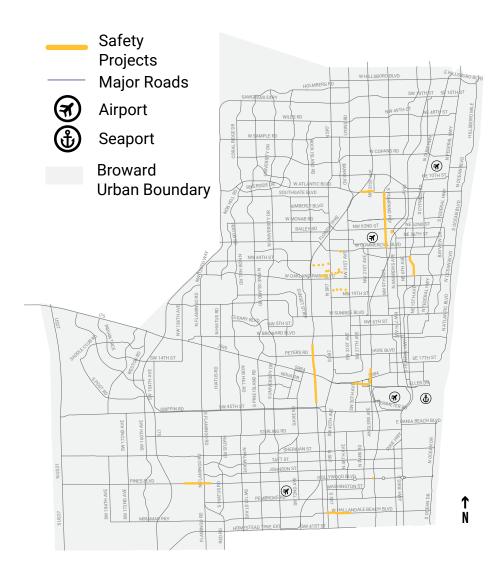


Emphasis Areas:





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	2020 2020	2024 2025	2020 2040	20.4	4 2050		Total
Priase	Lotimato	2025	2026-2030	2031-2035	2036-2040	204	1-2050		Total
						_			Safety
MTP ID: TI350	CITY OF LAUDERDA	ALE LAKES TR	AFFIC CALMING VA	ARIOUS LOCATIONS	<i>₫</i> ₺	∰ [©]	कें क	*	₩
Project Length	: 0.29		FM#: 4439511		Fundi	ng Source:	Federal		
Type of Work:	MISCELLANEOUS CON	NSTRUCTION	Additional Work Type)	Progra	ım: Safety			
CST	\$1,253,290	\$0	\$1,453,817	\$0	\$0		\$0		\$1,453,817
Total Cost:	\$1,253,290	\$0	\$1,453,817	\$0	\$0		\$0		\$1,453,817
Municipality: L	auderdale Lakes		Ownership: Local		Projec	t Sponsor:			
MTP ID: TI400	D/W SAFETY REVIE	WS & STUDIES	5		₫6	∰°	4	***	ᡬ
Project Length	: 0.07		FM#: 2300949		Fundir	ng Source:	State		
Type of Work:	TRAFFIC ENGINEERIN	IG STUDY	Additional Work Type	•	Progra	ım: Safety			
PE	\$298,076	\$310,000	\$0	\$0	\$0		\$0		\$310,000
Total Cost:	\$298,076	\$310,000	\$0	\$0	\$0		\$0		\$310,000
Municipality: ∨	′arious		Ownership: State, Co	punty	Projec	t Sponsor:			
MTP ID: TI435	DISTRICT WIDE/CO	MMUNITY SAF	ETY PROGRAM/SEC	CTION 402	<i>₫</i> ₺	æ°°	ఉేశ	***	ᡬ
Project Length	: 0.05		FM#: 2281041		Fundir	ng Source:	State		
Type of Work:	SAFETY PROJECT		Additional Work Type	•	Progra	ım: Safety			
PE	\$177,387	\$50,000	\$150,000	\$0	\$0		\$0		\$200,000
Total Cost:	\$177,387	\$50,000	\$150,000	\$0	\$0		\$0		\$200,000
Municipality: V	arious		Ownership: State, Co	ounty	Projec	t Sponsor:			

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tot
							Safe
MTP ID: TI423	FEC Railroad Safe	ety			₫8	鹭。 樂	■
Project Length	: 0.00		FM#: 2025002		Fundin	g Source: Federal	/State
Type of Work:	RAIL SAFETY PROJ	ECT	Additional Work Type	•	Progra	m: Safety	
Other	\$18,557,691	\$19,300,000	\$0	\$0	\$0	\$0	\$19,300,000
Total Cost:	\$18,557,691	\$19,300,000	\$0	\$0	\$0	\$0	\$19,300,000
Municipality: F	ort Lauderdale		Ownership: State, Co	unty, Local	Project	Sponsor:	
MTP ID: TI338	SAFETY IMPROVE TO 57)	EMENTS MAINLI	NE (SR 91) IN BROV	VARD CNTY, (MP	54.2 🚳 !	형 ! 약 !	` ! 心
Project Length	: 3.06		FM#: 4513642		Fundin	g Source: State	
Type of Work:	GUARDRAIL		Additional Work Type	•	Progra	m: Safety	
CST	\$1,743,121	\$0	\$2,022,021	\$0	\$0	\$0	\$2,022,021
Total Cost:	\$1,743,121	\$0	\$2,022,021	\$0	\$0	\$0	\$2,022,021
Municipality: D	avie, Plantation		Ownership: State		Project	Sponsor:	
MTP ID: TI042	SOUTHBOUND I-9	5 OFF RAMP TO	WESTBOUND I-595	;	₫8 !	₩ .	` ! 心
Project Length	: 1.63		FM# : 4475441		Fundin	g Source: State	
Type of Work:	LIGHTING		Additional Work Type	•	Progra	m: Safety	
CST	\$1,695,093	\$0	\$1,966,309	\$0	\$0	\$0	\$1,966,309
Total Cost:	\$1,695,093	\$0	\$1,966,309	\$0	\$0	\$0	\$1,966,309
Municipality: D	ania Beach, Fort Laude	erdale	Ownership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2	2050		,	Total
									5	Safety
MTP ID: TI047	SR-811/DIXIE HWY FF 44ST/PROSPECT	R N OF SR-816/	OAKLAND PARK I	BLVD TO NE	₫ % !	₽°! 3	54 !	*	! ፊ	<u>)</u> 1
Project Length	: 1.07	F	M# : 4492781		Funding	Source: St	tate			
Type of Work:	LIGHTING	Α	dditional Work Type		Progran	n: 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: C	oakland Park	0	wnership: State		Project	Sponsor:				
MTP ID: TI041	SR-814/ATLANTIC BL AVENUE	VD FR EAST O	F TURNPIKE TO E	AST OF NW 28TH	₫6 !	∰°! 3	ŝ	***	G	7
Project Length	: 0.70	F	M#: 4475431		Funding	Source: St	tate			
Type of Work:	LIGHTING	Α	dditional Work Type		Progran	n: 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: P	ompano Beach	0	wnership: State		Project	Sponsor:				
MTP ID: TI151	SR-820 HOLLYWOOD	BLVD - MP SX	1019.84		₫6	₩ 9	ŝ	***	G	<u>}</u> !
Project Length	: 0.01	F	M#: 4533901		Funding	Source: St	tate			
Type of Work:	RAIL SAFETY PROJECT	Α	dditional Work Type		Progran	n: 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: H	lollywood	0	wnership: State		Project	Sponsor:				

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050			Tota
									Safet
MTP ID: TI403	SR-820/PINES BLVI	FROM I-75 NOR	TH ON-RAMP TO	E OF NW 118TH A	VE ♂	∰" ! ఫ ఫ	***	1 1	ώ I
Project Length	: 1.40	F	M#: 4462001		Fundin	g Source: State			
Type of Work:	RESURFACING	Α	dditional Work Type	•	Progra	m: Safety			
CST	\$45,271	\$47,082	\$0	\$0	\$0	\$0		\$47	7,082
Total Cost:	\$45,271	\$47,082	\$0	\$0	\$0	\$0		\$47	7,082
Municipality: P	embroke Plnes	0	wnership: State		Project	Sponsor:			
MTP ID: TI182	SR-845 POWERLINI	E RD FR N OF S F	ALM AIRE DR TO	SR-814/ATL BLVI	<i>₫</i> ₺!	£\$° \$\$\$!	***	1 1	<u>۵</u> !
Project Length	: 1.03	F	M# : 4461962		Fundin	g Source: State			
Type of Work:	RESURFACING	Α	dditional Work Type)	Progra	m: Safety			
CST	\$1,661,769	\$0	\$1,927,654	\$0	\$0	\$0		\$1,927	7,654
Total Cost:	\$1,661,769	\$0	\$1,927,654	\$0	\$0	\$0		\$1,927	7,654
Municipality: P	ompano Beach	0	wnership: State		Project	Sponsor:			
MTP ID: TI402	SR-845/POWERLINE AIRE DR	ERD FR S SR-870)/COMMERCIAL B	LVD TO N OF S PA	λLM ૐ !	£\$° \$\$\$!	*	1 1	ŵ !
Project Length	2.96	F	M#: 4461961		Fundin	g Source: State			
Type of Work:	RESURFACING	Α	dditional Work Type	•	Progra	m: Safety			
CST	\$31,932	\$33,210	\$0	\$0	\$0	\$0		\$33	3,210
Total Cost:	\$31,932	\$33,210	\$0	\$0	\$0	\$0		\$33	3,210
Municipality: P	ompano Beach, Fort Lau	derdale O	wnership: State		Project	Sponsor:			

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050		Tota
								Safe
MTP ID: TI044	SR-858/HALLANDALE	BEACH BLVD	FR E OF SR-7/44	1 TO SW 44TH A\	/ENUE 🕳 !	∰°! \$\$\$		۵
Project Length	: 1.22	F	M#: 4475481		Fundin	g Source: State		
Type of Work:	LIGHTING	Α	dditional Work Typ	е	Progra	m: 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: V	Vest Park, Pembroke Park	0	wnership: State		Project	Sponsor:		
MTP ID: BM122	SS4A Off-System				₫ ₺	\$\$	***	ᡬ
Project Length	: 0.00	F	M#:		Fundin	g Source: Federa	ıl	
Type of Work:	Safety	A	dditional Work Typ	e Feasibility Study	Progra	m: Safety		
Other	\$50,517,220	\$0	\$3,783,889	\$20,218,355	\$20,370,355	\$40,880,555	\$8	5,253,154
Total Cost:	\$50,517,220	\$0	\$3,783,889	\$20,218,355	\$20,370,355	\$40,880,555	\$8	5,253,154
Municipality: C	Countywide	0	wnership: County,	Local	Project	Sponsor: Broward	d MPO	
MTP ID: BM123	SS4A On-System				₫%	£\$° \$\$\$	*	$\hat{\omega}$
Project Length	:	F	M#:		Fundin	g Source: State		
Type of Work:	Safety	А	dditional Work Typ	e	Progra	m: Safety		
Other	\$19,715,000	\$0	\$1,119,800	\$7,803,000	\$8,112,000	\$16,512,000	\$3	3,546,800
Total Cost:	\$19,715,000	\$0	\$1,119,800	\$7,803,000	\$8,112,000	\$16,512,000	\$3	3,546,800
Municipality: C	Countywide	0	wnership: State		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
1 11030		2023	2020-2030	2031-2033	2030-2040	2041-2030	Safety
Total F	Program Revenues:	\$21,309,771	\$16,238,203	\$28,021,355	\$28,482,355	\$57,392,555	\$151,444,239
τ	otal Program Cost:	\$21,309,771	\$16,238,203	\$28,021,355	\$28,482,355	\$57,392,555	\$151,444,239
Program Re	evenue 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



Table 7-5:	2050	Highways	٤ ه	Freight	Plan
Table 7-5.	2000	Tilgilways	α	rieigiii	гіан

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							ghways & Freigh
MTP ID: TI214	A1A/N OCEAN BLV	D & NE 27TH :	ST		₫8	∰°! ###	≌ Ω
Project Length	: 0.01		FM#: 4525181		Funding	Source: State	
Type of Work:	TRAFFIC SIGNALS		Additional Work Type	•	Progran	n: Highways & Frei	ght
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: F	ort Lauderdale		Ownership: State		Project	Sponsor:	
MTP ID: TI205	A1A/SE 20 AVE @ S	R 810/E HILLS	SBORO BLVD		₫8 !	£\$° ! \$\$\$!	`
Project Length	: 0.04		FM# : 4495641		Fundinç	Source: State	
Type of Work:	INTERSECTION IMPR	OVEMENT	Additional Work Type		ght		
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: D	eerfield Beach		Ownership: State		Project	Sponsor:	
MTP ID: TI320	ATLANTIC BLVD IN	ITCHNG IMPR	OVEMENTS (SAWGR	ASS XWAY MP 8)	₫8 <u>!</u>	£\$° \$\$\$	■! ☆!
Project Length	: 0.64		FM#: 4439561		Fundinç	Source: State	
Type of Work:	INTERCHANGE IMPRO	OVEMENT	Additional Work Type	•	Progran	n: Highways & Frei	ght
CST	\$28,846	\$30,000	\$0	\$0	\$0	\$0	\$30,000
Total Cost:	\$28,846	\$30,000	\$0	\$0	\$0	\$0	\$30,000
Municipality: C	Coral Springs		Ownership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	204	1-2050		Tota
							Hi	ghways	s & Freigl
MTP ID: TI159	BROWARD COUNTY P	USH BUTTON	I CONTRACT TRAF	FFIC OPS - ROADV	VAY 🚳	æ°	4	*	۵
Project Length:	0.07	F	M# : 4292496		Fundir	ng Source:	State		
Type of Work:	MISCELLANEOUS CONST	TRUCTION A	Additional Work Type	•	Progra	m: Highwa	ays & Fre	ight	
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: Va	arious	C	Ownership: State, Co	unty, Local	Projec	t Sponsor:			
MTP ID: TI160	BROWARD COUNTY P	USH BUTTON	I CONTRACT TRAF	FFIC OPS - ROADV	VAY 🚳	æ°	4	*	۵
Project Length:	0.08	F	M# : 4292497		Fundir	ng Source:	State		
Type of Work:	MISCELLANEOUS CONST	TRUCTION A	Additional Work Type	•	Progra	m: Highwa	ays & Fre	ight	
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: Va	arious	C	Ownership: State, Co	unty, Local	Projec	t Sponsor:			
MTP ID: TI166	BROWARD COUNTY P	USH BUTTON	I CONTRACT TRAF	FFIC SIGNAL CON	ST 🚜	₽°	4	***	۵
Project Length:	0.07	F	M# : 4363394		Fundir	ng Source:	State		
Type of Work:	TRAFFIC CONTROL DEVI	ICES/SYSTEM #	Additional Work Type	•	Progra	ı m: Highwa	ays & Fre	ight	
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: Va	arious	(Ownership: State, Co	unty, Local	Projec	Project Sponsor:			

Municipality: V	arious		Ownership: State, Co	ounty, Local	Proje	ct Sponso	r:		
Total Cost:	\$321,618	\$200,000	\$150,000	\$0	\$0		\$0		\$350,000
CST	\$321,618	\$200,000	\$150,000	\$0	\$0		\$0		\$350,000
Type of Work:	INSPECT CONSTRUC	TION PROJS.	Additional Work Type	,	Prog	ram: High	ways & Fre	ight	
Project Length	: 0.04		FM#: 4292534		Fund	ling Source	e: State		
MTP ID: TI270	BROWARD OPS CE	I GENERAL CE	I CONSULTANT COI	NSTRUCTION SUF	PPORT 🚜	₽ [®]	4	*	$\hat{\omega}$
Municipality: V	arious		Ownership: State, Co	ounty, Local	Proje	ct Sponso	r:		
Total Cost:	\$258,620	\$0	\$300,000	\$0	\$0		\$0		\$300,000
CST	\$258,620	\$0	\$300,000	\$0	\$0		\$0		\$300,000
Type of Work:	INSPECT CONSTRUC	TION PROJS.	Additional Work Type	,	Prog	ram: High	ways & Fre	ight	
Project Length	: 0.04		FM#: 4292539		Fund	ling Source	e: State		
MTP ID: TI220	BROWARD OPS CE	I GENERAL CE	I CONSULTANT COI	NSTRUCTION SUF	PPORT 🚜	₽°	4	*	$\hat{\omega}$
Municipality: V	arious		Ownership: State, Co	ounty, Local	Proje	ect Sponso	r:		
Total Cost:	\$1,974,640	\$0	\$2,290,584	\$0	\$0		\$0		\$2,290,584
CST	\$1,974,640	\$0	\$2,290,584	\$0	\$0		\$0		\$2,290,584
Type of Work:	TRAFFIC CONTROL D	DEVICES/SYSTEM	Additional Work Type)	Prog	ram: High	ways & Fre	ight	
Project Length	: 0.08		FM#: 4363395		Fund	ing Source	e: State		
MTP ID: TI167	BROWARD COUNT	Y PUSH BUTTO	ON CONTRACT TRA	FFIC SIGNAL CON	ist ₫%	₽°	\$	*	$\hat{\omega}$
							H	ighwa	ys & Freigh
Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040) 20	41-2050		Tota

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-	2040	20	41-2050		Tota
								Н	ighwa	/s & Freigl
MTP ID: TI271	BROWARD OPS CE	I GENERAL CE	I CONSULTANT CO	NSTRUCTION SUP	PORT	₫6	₽ª°	ఫ ేఫ	*	$\hat{\omega}$
Project Length:	0.04		FM#: 4292535			Fundir	ng Source	: State		
Type of Work:	INSPECT CONSTRUC	TION PROJS.	Additional Work Type	•		Progra	ı m: Highv	vays & Fre	ight	
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: Va	arious		Ownership: State, Co	unty, Local		Projec	t Sponso	r:		
MTP ID: TI218	BROWARD OPS GE	NERAL CEI CO	NSULTANT CONSTI	RUCTION SUPPOR	т	₫6	æ°	4	***	۵
Project Length:	0.07		FM#: 4292536			Fundir	ng Source	: State		
Type of Work:	INSPECT CONSTRUC	TION PROJS.	Additional Work Type	•		Progra	ı m: Highv	vays & Fre		
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: Va	arious		Ownership: State, Co	unty, Local		Projec	t Sponso	r:		
MTP ID: TI219	BROWARD OPS GE	NERAL CEI CO	NSULTANT CONSTI	RUCTION SUPPOR	т	₫°6	∰°	ఉ	***	ώ
Project Length:	0.07		FM#: 4292537			Fundir	ng Source	: State		
Type of Work:	INSPECT CONSTRUC	TION PROJS.	Additional Work Type	•		Progra	ı m: Highv	vays & Fre	ight	
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: Va	arious		Ownership: State, Co	unty, Local		Project Sponsor:				

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050		т	otal
				2001 2000			ghway	ys & Fre	
MTP ID: TI369	CLEARY BLVD FR	OM HIATUS RD	TO UNIVERSITY DE	R	₫8 !	∰° \$\$	***	! ώ	. !
Project Length	: 0.08		FM#: 4496781		Funding	g Source: Federal			
Type of Work:	TRAFFIC SIGNALS		Additional Work Type)	Prograr	n: Highways & Fre	ight		
PE	\$431,034	\$0	\$500,000	\$0	\$0	\$0		\$500,0	00
Total Cost:	\$431,034	\$0	\$500,000	\$0	\$0	\$0		\$500,0	000
Municipality: P	lantation		Ownership: Local		Project	Sponsor:			
MTP ID: TI412	COCONUT CREEK	INTERCHANGI	E MODIFICATIONS (I	MP 67)	₫°®	∰° \$\$	***	۵	!
Project Length	: 0.00		FM#: 4520772		Funding	g Source: State			
Type of Work:	INTERCHANGE IMPR	ROVEMENT	Additional Work Type	•	Prograr	n: Highways & Fre	ight		
PE	\$12,019,230	\$12,500,000	\$0	\$0	\$0	\$0	\$	12,500,0	000
ROW	\$3,620,689	\$0	\$4,200,000	\$0	\$0	\$0		\$4,200,0	000
Total Cost:	\$15,639,919	\$12,500,000	\$4,200,000	\$0	\$0	\$0	\$	16,700,0	000
Municipality: C	oconut Creek, Pompan	o Beach	Ownership: State		Project	Sponsor:			

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
							ghways & Freight		
MTP ID: TI378	E ORANGE DR FR S	W 67TH AVE T	O SR-7 FR SW 67TH	AVE TO SR-7	₫6 <u>1</u>	e\$° \$¥ !	∰ Ω!		
Project Length	ı: 1.75		FM#: 4533251		Funding	g Source: Federal			
Type of Work:	FEASIBILITY STUDY		Additional Work Type		Progran	n: Highways & Frei	ght		
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: D)avie		Ownership: Local		Project Sponsor:				
MTP ID: TI390	I-595 EXPRESS LAI	NES TOLL OPEI	RATIONS		<i>₫</i> ₺ !	₽°! ¥¥!	` ! ☆!		
Project Length	ı: 12.46		FM#: 4335791		Funding	g Source: State			
Type of Work:	TOLL COLLECTION		Additional Work Type		Progran	n: Highways & Frei	ght		
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 l	₋auderdale	Ownership: State		Project	Sponsor:			
MTP ID: TI002	I-595/SR-862/P3 FR	OM E OF 1-75 T	O W. OF I-95		₫8 <u>!</u>	e\$° ! \$∻\$!	₩ ! ω !		
Project Length	n: 11.30		FM#: 4208098		Funding	g Source: State			
Type of Work:	RESURFACING		Additional Work Type		Progran	n: Highways & Frei	ght		
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: D)ania Beach, Davie		Ownership: State		Project	Sponsor:			

	PDC Cost						
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
						Н	ighways & Freigl
MTP ID: T1393	I-75 EXPRESS TOLI	OPERATIONS	S BROWARD COUNT	Y	₫°	∰° 464	`
Project Length:	0.12		FM# : 4354111		Fundin	g Source: State	
Type of Work:	TOLL COLLECTION		Additional Work Type)	Prograi	m: Highways & Fre	ight
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: Va	arious		Ownership: State, Co	unty, Local	Project	Sponsor:	
MTP ID: TI389	I-95 EXPRESS TOLI	OPERATIONS	S BROWARD COUNT	Y	₫® .	∰°! \$\$\$!	> ! ☆ !
Project Length:	25.33		FM#: 4249332		Fundin	g Source: State	
Type of Work:	TOLL COLLECTION		Additional Work Type)	Prograi	m: Highways & Fre	ight
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
Pa Ho	eerfield Beach, Pompand ark, Fort Lauderdale, Dar ollywood, Hallandale Bea ark	nia Beach	Ownership: State		Project	Sponsor:	
MTP ID: TI176	MOVABLE BRIDGE	INTEGRATION	I INTO TSM&O - VAR	RIOUS LOCATIONS	<i>₫</i> % !	∰ ! \$\$\$!	` ! ☆ !
Project Length:	4.75		FM# : 4441201		Funding	g Source: State	
Type of Work:	PRELIMINARY ENGIN	EERING	Additional Work Type	1	Prograi	m: Highways & Fre	ight
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: Fo	ort Lauderdale		Ownership: Local		Project	Sponsor:	

Municipality: H	ollywood, Tribal Land, D	avie	Ownership: State		Project :	Sponsor:	
Total Cost:	\$1,923,076	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
PDE	\$1,923,076	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Type of Work:	PD&E/EMO STUDY		Additional Work Type	1	Program	n: Highways & Frei	ght
Project Length	: 0.00		FM# : 4172182		Funding	Source: State	
MTP ID: TI410	PD&E STIRLING R	OAD AND SR 9	1 INTERCHANGE (M	P 52)	<i>₫</i> %	∰"! ¥¥	■
Municipality: O	akland Park, Fort Laude	erdale	Ownership: County		Project	Sponsor:	
Total Cost:	\$3,251,122	\$0	\$3,771,304	\$0	\$0	\$0	\$3,771,304
CST	\$3,251,122	\$0	\$3,771,304	\$0	\$0	\$0	\$3,771,304
Type of Work:	MEDIAN MODIFICATI	ON	Additional Work Type		Program	n: Highways & Frei	ght
Project Length	: 2.04		FM#: 4481061		Funding	Source: Federal	
MTP ID: TI306	NW 21 AVE FROM	NW 26 ST TO 5	SR-870/COMMERCIAI	L BLVD	₫ % !	e\$° ! \$\$\$!	` ! ☆
Municipality: Fo	ort Lauderdale		Ownership: County		Project	Sponsor:	
Total Cost:	\$1,607,860	\$1,672,176	\$0	\$0	\$0	\$0	\$1,672,176
CST	\$1,607,860	\$1,672,176	\$0	\$0	\$0	\$0	\$1,672,176
Type of Work:	MEDIAN MODIFICATI	ON	Additional Work Type		Program	n: Highways & Frei	ght
Project Length	: 1.99		FM#: 4455191		Funding	Source: Federal	
MTP ID: TI305	NW 19TH STREET	FROM NW 31S	T AVENUE TO POWE	RLINE ROAD	<i>₫</i> ₺ !	@ [®] ! & & !	■! ☆
						Hi	ghways & Freig
Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tot

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
							ghways & Freigh		
MTP ID: TI324	PD&E WIDEN TPK (SR 91) FROM	TPK EXT TO I-595 (I	MP 47.5-54.5)	₫6 !	₽°! ¥¥!	₩ ! 🖒 !		
Project Length	7.29		FM# : 4497091		Funding	Source: State			
Type of Work:	PD&E/EMO STUDY		Additional Work Type	e	Program	ı: Highways & Freiç	ght		
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: D	avie, Hollywood, Pembro	ke Pines, Mirama	ar Ownership: State		Project	Sponsor:			
MTP ID: TI411	PD&E WIDEN TPK (71.5-77)	SR91), N OF S	SAWGRASS (SR869)	TO GLADES RD (M	P 🚳	∰" ! ###	`		
Project Length	: 5.50		FM#: 4477162		Funding	Source: State			
Type of Work:	PD&E/EMO STUDY		Additional Work Type	e	Program	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: D	eerfield Beach, Coconut	Creek	Ownership: State		Project \$	Sponsor:			
MTP ID: TI054	PEMBROKE ROAD I 817/UNIVERSITY D		AS ROAD (SW 89 AV) TO SR-	₫6 !	₽° ¥¥!	`		
Project Length	: 0.97		FM#: 4369801		Funding	Source: Federal			
Type of Work:	ADD LANES & RECON	STRUCT	Additional Work Type	•	Program	ı: Highways & Freiç	ght		
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: P	embroke Pines		Ownership: Local		Project \$	Sponsor:			

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota		
						Hiç	ghways & Freigh		
MTP ID: TI069	PINE ISLAND ROAD FROM	MCNAE	B ROAD TO SOUTHGA	ATE BOULEVARD	₫6 !	EFP B	` ! ☆!		
Project Length	: 1.60		FM# : 4495092		Funding	Source: Federal			
Type of Work:	ADD LANES & RECONSTRUCT		Additional Work Type		Program	: Highways & Frei	ght		
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: Ta	amarac		Ownership: County		Project S	Sponsor:			
MTP ID: TI068	PINE ISLAND ROAD FROM	SR-870)/COMMERCIAL BLVD	TO MCNAB ROAL	<i>ĕ</i> 6!	₩ 94	₩ ! ☆ !		
Project Length	: 1.00		FM# : 4495091		Funding	Source: Federal			
Type of Work:	ADD LANES & RECONSTRUCT		Additional Work Type		Program	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: Ta	amarac		Ownership: County		Project S	Sponsor:			
MTP ID: TI377	SE 2ND ST/HIBISCUS ST/CI CHURCH ST	HURCH	I ST EXTENSION PRO	JECT FR US-1 TO	₫6 !	₽°! ¥¥!	₩ ! ŵ !		
Project Length	: 0.00		FM# : 4533241		Funding	Source: Federal/	State		
Type of Work:	FEASIBILITY STUDY		Additional Work Type		Program	: Highways & Frei	ght		
PDE	\$693,965	\$0	\$805,000	\$0	\$0	\$0	\$805,000		
Total Cost:	\$693,965	\$0	\$805,000	\$0	\$0	\$0	\$805,000		
Municipality: H	allandale Beach		Ownership: State, Loca	al	Project S	Sponsor:			

Dhaaa	PDC Cost Estimate	2025	2222 2222	2024 2025	2000 0010	0044 0050	- .	
Phase	Lotimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota	
						- "	ighways & Freigh	
MTP ID: TI427	SFRC - OVERPASS	FEASIBILITY ST	UDIES AT VARIO	US LOCATIONS	<i>ჰ</i> -6	\$\$ \$\$\$	`	
Project Length	: 0.01	F	M#: 4521751		Fundin	g Source: State		
Type of Work:	PTO STUDIES	A	dditional Work Typ	oe e	Progra	m: Highways & Fre	ight	
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: P	ompano Beach	C	Ownership: State, C	county, Local	Project	Sponsor:		
MTP ID: TI174	SR-5/US-1 @ SR-838	S/SUNRISE BOUL	EVARD		₫8 !	£\$° ! \$\$\$!	` ! ☆!	
Project Length	: 0.92	F	M#: 4419551		Fundin	g Source: State		
Type of Work:	PD&E/EMO STUDY	A	dditional Work Typ	oe e	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: F	ort Lauderdale	С	Ownership: State		Project	Sponsor:		
MTP ID: TI194	SR-5/US-1 FROM SI	R-736/DAVIE BLV	D TO LAS OLAS	BLVD	<i>₫</i> 8	₽° ! ¥¥	` 1	
Project Length	: 0.79	F	M# : 4480882		Fundin	g Source: State		
Type of Work:	PD&E/EMO STUDY	A	dditional Work Typ	oe e	Progra	m: Highways & Fre	ight	
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: F	ort Lauderdale	C	Ownership: State		Project	Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Tilase		2023	2020-2030	2031-2033	2030-2040		ghways & Freigh
MTP ID: TI001	SR-5/US-1 SOUTH B	OUND ON RA	MP TO WEST BOUN	D I-595	<i>₫</i> 8 !	∰"! ¥¥ !	⊯ ! ☆!
Project Length	: 0.74		FM# : 4435891		Funding	g Source: State	
Type of Work:	WIDEN/RESURFACE E	XIST LANES	Additional Work Type	е	Progran	n: Highways & Frei	ght
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: D	ania Beach, Hollywood, F	ort Lauderdale	Ownership: State		Project	Sponsor:	_
MTP ID: TI185	SR-7/US-441 @ SR-8	70/COMMERC	IAL BLVD		₫8 !	∰ ! ¥¥ !	≋ 1
Project Length	: 0.20		FM#: 4463801		Funding	g Source: State	
Type of Work:	PD&E/EMO STUDY		Additional Work Type	е	Progran	n: Highways & Frei	ght
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: T	amarac		Ownership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2020 2020	2024 2025	2020 2040	2044 2050	Tota			
Filase		2025	2026-2030	2031-2035	2036-2040	2041-2050 Hid	Tota ghways & Freigh			
MTP ID: TI269	SR-811/ DIXIE HWY FI	ROM NORTH (OF SR-834/ SAMPL	E RD TO SOUTH OF	<i>₫</i> 8 !	e\$° ! \$\$\$!	■ !			
Project Length	: 2.44	F	-M#: 4481742		Funding	Source: Federal				
Type of Work:	MISCELLANEOUS CONS	TRUCTION A	Additional Work Type)	Progran	ո։ Highways & Freig	ght			
CST	\$148,706	\$0	\$172,500	\$0	\$0	\$0	\$172,500			
Total Cost:	\$148,706	\$0	\$172,500	\$0	\$0	\$0	\$172,500			
Municipality: P	ompano Beach	(Ownership: Local		Project	Sponsor:				
MTP ID: TI062	SR-811/DIXIE HWY FR	ROM SR-816/0	AKLAND PARK BL	VD TO PROSPECT	RD ₫ !	∰" ! \$\$\$!	` ! ☆!			
Project Length	: 1.07	F	FM#: 4493311		Funding	Source: State				
Type of Work:	FEASIBILITY STUDY	A	Additional Work Type)	Progran	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: C	akland Park	(Ownership: State		Project	Sponsor:				
MTP ID: TI161	SR-811/DIXIE HWY NE	3 RTL @ NE 48	STREET		₫°	€\$° \$\$\$	`			
Project Length	: 0.01	F	FM#: 4311481		Funding	Source: State				
Type of Work:	RIGHT OF WAY ACTIVITIES Additional Work Type				Progran	ո։ Highways & Freig	ght			
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: D	eerfield Beach	(Ownership: State		Project	Sponsor:				

Phase	PDC Cost Estimate	2025	5 2026-2030	2031-2035	2036-2040	2041-2050	Tota
		2020	2023 2000	2001 2000	2000 2040		ighways & Freigl
MTP ID: TI268	SR-811/DIXIE HWY NB	RTL @ NE	48 STREET		₫8 !	e\$° ! \$\$\$	≝! ω !
Project Length	: 0.00		FM#: 4311483		Fundin	g Source: State	
Type of Work:	RIGHT OF WAY ACTIVITIE	S	Additional Work Type		Progra	m: Highways & Fre	ight
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: O	akland Park		Ownership: State		Project	Sponsor:	
MTP ID: TI045	SR-814/ATLANTIC BLV	D AT LYO	NS ROAD		<i>₫</i> ₺!	∰°! \$\$\$!	# ! ☆ !
Project Length	: 0.85		FM#: 4475501		Fundin	g Source: State	
Type of Work:	INTERSECTION IMPROVE	MENT	Additional Work Type		Progra	m: Highways & Fre	ight
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: C	oconut Creek		Ownership: State, Cou	inty	Project	Sponsor:	
MTP ID: TI215	SR-816/OAKLAND PAR	K AT SR-7	/US-441 CENTER TUR	N OVERPASS	<i>₫</i> 8.	e\$° ! \$\$\$!	
Project Length	: 0.02		FM#: 4531541		Fundin	g Source: State	
Type of Work:	PD&E/EMO STUDY		Additional Work Type		Progra	m: Highways & Fre	ight
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: La	auderdale Lakes		Ownership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Hig	hways & Freight
MTP ID: TI043	SR-816/OAKLAND PA	ARK BLVD AT	NW 31ST AVENUE		₫8 !	£\$° ! \$\$\$!	■ ! ☆ !
Project Length	: 0.37		FM# : 4475461		Funding	Source: Federal/S	tate
Type of Work:	TRAFFIC SIGNALS		Additional Work Type		Progran	n: Highways & Freigl	nt
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: O	akland Park, Lauderdale L	akes	Ownership: State, Cou	unty	Project	Sponsor:	
MTP ID: TI204	SR-817/UNIVERSITY	DR @ ROYAL	PALM BLVD.		₫6 !	e\$° ! \$\$\$!	₩ ! ŵ !
Project Length	: 0.12		FM#: 4495621		Funding	g Source: State	
Type of Work:	ADD LEFT TURN LANE(S)	Additional Work Type		Progran	n: Highways & Freigl	nt
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: C	oral Springs		Ownership: State, Loc	al	Project	Sponsor:	

Diverse	PDC Cost Estimate						
Phase	Littinate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Hig	hways & Freight
MTP ID: TI038	SR-817/UNIVERSI	TY DRIVE FROM	I NOVA DRIVE TO S	R-84	<i>ම</i> ්රි	£\$° ! \$\$\$!	` ! ☆!
Project Length	: 0.53		FM# : 4456241		Funding	Source: State	
Type of Work:	TRAFFIC OPS IMPRO	OVEMENT	Additional Work Type)	Program	ı: Highways & Freig	ht
CST	\$8,683,681	\$8,595,090	\$486,239	\$0	\$0	\$0	\$9,081,329
Total Cost:	\$8,683,681	\$8,595,090	\$486,239	\$0	\$0	\$0	\$9,081,329
Municipality: D	avie		Ownership: State		Project	Sponsor:	
MTP ID: TI179	SR-820/ PINES BL	VD AT 196TH A	VE		<i>š</i> %	₽° ! ₽¥	₩ Ω!
Project Length	: 0.04		FM#: 4449772		Funding	Source: State	
Type of Work:	INTERSECTION IMPR	ROVEMENT	Additional Work Type)	Program	: Highways & Freig	ht
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
Total Cost:	\$3,779,333	\$0	\$4,384,030	\$0	\$0	\$0	\$4,384,030
Municipality: P	embroke Pines		Ownership: State		Project S	Sponsor:	
MTP ID: TI195	SR-820/HOLLYWO	OD BLVD FROM	SR-5/ US-1 TO SR-A	A1A	₫8 !	e\$° \$\$\$!	` 1 \ \ 1
Project Length	: 1.43		FM#: 4481322		Funding	Source: State	
Type of Work:	PD&E/EMO STUDY		Additional Work Type)	Program	: Highways & Freig	ht
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: H	lollywood		Ownership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
- 11466		2020	2020 2000	2001 2000	2000 2040		hways & Freight
MTP ID: TI026	SR-820/PINES BLVI	D. @ SR-823/FLAN	IINGO RD		<i>ĕ</i> 8 !	a° 1 a34 1	≋ 1 ☆ 1
Project Length	: 0.29	F	M#: 4080462		Funding	Source: State	
Type of Work:	PD&E/EMO STUDY	Α	dditional Work Typ	e	Program	n: Highways & Freig	ht
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: P	embroke Pines	0	wnership: State		Project	Sponsor:	
MTP ID: TI193	SR-822/SHERIDAN	STREET FROM D	IXIE HIGHWAY 1	O SR-5/US 1	₫6!	₽°! \$\$\$!	≋ ! ☆ !
Project Length	: 0.42	F	M#: 4479221		Funding	Source: State	
Type of Work:	PD&E/EMO STUDY	Α	dditional Work Typ	е	Program	ı: Highways & Freig	ht
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: D	ania Beach, Hollywood	0	wnership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Н	ighways & Freight
MTP ID: TI029	SR-84 AT WESTON F	ROAD INTERSEC	TION IMPROVEM	IENTS	₫6 !	∰ ⁰ ఉఉ	`
Project Length	: 0.12	F	M#: 4456551		Funding	Source: State	
Type of Work:	ADD TURN LANE(S)	Α	dditional Work Type)	Program	ı: Highways & Fre	ight
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: S	unrise	0	wnership: State, Lo	cal	Project \$	Sponsor:	
MTP ID: TI046	SR-84/SE 24TH STRI	EET FROM SW 4	TH AVENUE TO S	SR-5/US-1	₫© !	an l ana	> ! ☆!
Project Length	: 0.64	F	M#: 4475521		Funding	Source: State	
Type of Work:	TRAFFIC SIGNALS	A	dditional Work Type)	Program	ı: Highways & Fre	ight
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: F	ort Lauderdale	0	wnership: State		Project S	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Hig	hways & Freight
MTP ID: TI184	SR-845/POWERLINE RD F	ROM SW 1	OTH ST TO BROWA	ARD/PALM BEA	сн ॐ !	a° 1 a¥ 1	≋ ! ☆ !
Project Length	: 1.63	F	M# : 4463781		Funding	Source: State	
Type of Work:	PD&E/EMO STUDY	A	dditional Work Type		Program	: Highways & Freig	ht
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: D	eerfield Beach	C	Ownership: State		Project S	Sponsor:	
MTP ID: TI206	SR-858/HALLANDALE BE	ACH BLVD	@ NE 14 AVE		₫8 <u>!</u>	a° ! ¥¥ !	` 1 \ \ 1
Project Length	: 0.14	F	M# : 4495651		Funding	Source: State	
Type of Work:	ADD LEFT TURN LANE(S)	A	dditional Work Type		Program	: Highways & Freig	ht
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: H	allandale Beach	C	Ownership: State, Loca	al	Project S	Sponsor:	

Broward Metropolitan Planning Organization - Route to 2050 MTP Report

Dhasa	PDC Cost Estimate	200			0000 0040	0044 0050		
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050		Total
						н	lighways & l	Freigh
MTP ID: TI444	SR-869 AND SR-9	/I-95 ALONG SR	-869 & I-95 CORRIDO)R	œ	E		ᡬ
Project Length	: 0.00		FM#: 4442012		Fundin	g Source: State		
Type of Work:	PRELIMINARY ENG	INEERING	Additional Work Type		Prograi	n: Highways & Fre	eight	
CST	\$3,897,214	\$2,260,000	\$2,000,000	\$0	\$0	\$0	\$4,26	0,000
Total Cost:	\$3,897,214	\$2,260,000	\$2,000,000	\$0	\$0	\$0	\$4,26	0,000
Municipality: C	Dakland Park		Ownership: State		Project	Sponsor:		
MTP ID: TI445	SR-869 AND SR-9	/I-95 ALONG SR	-869 & I-95 CORRIDO	DR	фO	∰° \$\$\$		ŵ
Project Length	: 0.00		FM# : 4442013		Fundin	g Source: State		
Type of Work:	PRELIMINARY ENG	INEERING	Additional Work Type		Prograi	n: Highways & Fre	eight	
CST	\$3,897,214	\$2,260,000	\$2,000,000	\$0	\$0	\$0	\$4,26	0,000
Total Cost:	\$3,897,214	\$2,260,000	\$2,000,000	\$0	\$0	\$0	\$4,26	0,000
Municipality: C	Dakland Park		Ownership: State		Project	Sponsor:		
MTP ID: TI017	SR-869/SW 10TH OF I-95	ST FROM FL TU	RNPIKE/SAWGRASS	EXPRESSWAY TO V	N &	∰°! ॐ	! 🗮 !	ŵ !
Project Length	ı : 2.15		FM#: 4398911		Fundin	g Source: State		
Type of Work:	ADD LANES & RECO	ONSTRUCT	Additional Work Type		Prograi	n: Highways & Fre	eight	
CST	\$206,331,322	\$212,736,785	\$2,061,000	\$0	\$0	\$0	\$214,79	7,785
Other	\$5,817,306	\$6,050,000	\$0	\$0	\$0	\$0	\$6,05	0,000
Total Cost:	\$212,148,628	\$218,786,785	\$2,061,000	\$0	\$0	\$0	\$220,84	7,785
Municipality: D	eerfield Beach		Ownership: State		Project	Sponsor:		

D:	PDC Cost Estimate						
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Hig	hways & Freigh
MTP ID: TI055	SR-870/COMMERCIA	AL BLVD BRID	GE OVER ICWW		₫®	€\$° \$\$\$	∷ 1 ☆ 1
Project Length	ı: 0.15		FM# : 4458911		Funding	g Source: State	
Type of Work:	FEASIBILITY STUDY		Additional Work Type		Prograr	n: Highways & Freig	ht
PE	\$411,426	\$427,884	\$0	\$0	\$0	\$0	\$427,884
Total Cost:	\$411,426	\$427,884	\$0	\$0	\$0	\$0	\$427,884
Municipality: F	ort Lauderdale, Lauderdal	e By The Sea	Ownership: State		Project	Sponsor:	
MTP ID: TI037	SR-870/COMMERCIA	AL BLVD FROM	I ROCK ISLAND ROA	AD TO ANDREWS	₫8 !	₽°! ¥¥!	` ! ☆!
Project Length	: 4.84		FM#: 4419442		Funding	g Source: State	
Type of Work:	TRAFFIC OPS IMPROV	'EMENT	Additional Work Type		Prograr	n: Highways & Freig	ht
CST	\$70,271	\$73,082	\$0	\$0	\$0	\$0	\$73,082
Total Cost:	\$70,271	\$73,082	\$0	\$0	\$0	\$0	\$73,082
Municipality: T	amarac, Fort Lauderdale		Ownership: State		Project	Sponsor:	
MTP ID: TI168	SR-9/I-95 @ SR-834/S	SAMPLE RD FI	R S OF NB EXIT RAM	P TO N OF NB ENT	. Æ	€8° ! \$\$\$!	■ ! ☆ !
Project Length	: 0.00		FM# : 4369581		Funding	g Source: State	
Type of Work:	INTERCHANGE JUSTIF	ICA/MODIFICA	Additional Work Type		Prograr	n: Highways & Freig	ht
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: D	eerfield Beach, Pompano	Beach	Ownership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
1 11400		2020	2020 2000	2001 2000	2000 2040		nways & Freigh
MTP ID: TI405	SR-9/I-95 TRUCK MOBI PALM BCH.	LITY & SAFE	TY ENHANCEMEI	NTS IN BROWARD &	<i>₫</i> ₺ !	£7° ! \$6¢ !	≋ ! ☆ !
Project Length	: 0.00	F	M# : 4520691		Funding	Source: State	
Type of Work:	FEASIBILITY STUDY	Α	dditional Work Type)	Program	: Highways & Freigh	nt
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
. Р Н	eerfield Beach, Pompano Bea ark, Fort Lauderdale, Dania B lollywood, Hallandale Beach, I ark	each	wnership: State		Project S	sponsor:	
MTP ID: TI274	SR-93/I-75/ALLIGATOR	ALLEY MAST	TER PLAN BROWA	ARD COUNTY	<i>₫</i> ₺	£\$° \$\$\$!	≋ ! ☆ !
Project Length	: 0.00	F	M#: 4534141		Funding	Source: State	
Type of Work:	FEASIBILITY STUDY	Α	dditional Work Type)	Program	: Highways & Freigh	nt
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: V	Veston	0	wnership: State		Project S	ponsor:	
MTP ID: TI217	SR-A1A FROM SOUTH	OF ARIZONA	ST TO HALLANDA	ALE BEACH BLVD	<i>₫</i> ₺ !	e\$° ! \$\$\$!	≋ ! ☆ !
Project Length	: 1.94	F	M# : 4534312		Funding	Source: State	
Type of Work:	PD&E/EMO STUDY	Α	dditional Work Type)	Program	: Highways & Freigh	nt
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: H			wnership: State		Project S		

Municipality: [Davie	0	wnership: Local		Project	Sponsor:		
Total Cost:	\$6,481,006	\$0	\$1,260,000	\$0	\$8,685,628	\$0	;	\$9,945,628
CST	\$5,394,800	\$0	\$0	\$0	\$8,685,628	\$0	;	\$8,685,628
PE	\$655,172	\$0	\$760,000	\$0	\$0	\$0		\$760,000
PDE	\$431,034	\$0	\$500,000	\$0	\$0	\$0		\$500,000
Type of Work:	FEASIBILITY STUDY	A	dditional Work Type	Add Turn Lane	Prograr	n: Highways & Fre	eight	
Project Length	n: 0.47	FI	M#: 4463811		Funding	g Source: Federal	I	
MTP ID: TI363	SW 130TH AVE FROM	M SW 8TH ST TO	O SR-84		<i>₫</i> ₺!	₩ *	***	۵
Municipality: F	ort Lauderdale	0	wnership: State		Project	Sponsor:		
Total Cost:	\$770,746	\$801,577	\$0	\$0	\$0	\$0		\$801,577
CST	\$770,746	\$801,577	\$0	\$0	\$0	\$0		\$801,577
Type of Work:	TRAFFIC SIGNALS	A	dditional Work Type	•	Prograr	n: Highways & Fre	eight	
Project Length	n: 0.00	FI	M# : 4524671		Funding	g Source: State		
MTP ID: TI225	SR-A1A/N. FT. LAUD	ERDALE BEACH	BLVD SOUTH OF	F NE 14TH CRT	₫ %	\$\$ \$\$	*	۵
						Н	ighway	s & Freigl
Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050		Tota

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Hi	ghways & Freigh
MTP ID: TI367	SW 148TH AVE FR	ROM BASS CRE	EK RD TO MIRAMAR	PKWY	₫ %	£\$° \$\$\$!	₩ ω !
Project Length	: 0.49		FM#: 4496431		Fundin	g Source: Federal	
Type of Work:	PD&E/EMO STUDY		Additional Work Type		Progra	m: Highways & Frei	ght
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: M	/liramar		Ownership: County, L	ocal	Project	Sponsor:	
MTP ID: TI309	TPK (SR91) TSM& 71-73)	O ADD LANES	N OF SAWGRASS TO	PALM BEACH (C/L (MP 🕳	a° 1 a54 1	
Project Length	: 1.58		FM#: 4159274		Fundin	g Source: State	
Type of Work:	ADD AUXILIARY LAN	E(S)	Additional Work Type	•	Progra	m: Highways & Frei	ght
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: D	eerfield Beach, Coconu	t Creek	Ownership: State		Project	Sponsor:	
MTP ID: TI319	TPK EXT (SR821)	MANAGED LAN	E IMPLEMENTATION	N (MP 40.2-47)	₫ % !	e\$° ! \$\$\$!	■ ! 🖒 !
Project Length	ı: 7.67		FM#: 4438824		Fundin	g Source: State	
Type of Work:	MISCELLANEOUS CO	ONSTRUCTION	Additional Work Type	1	Progra	m: Highways & Frei	ght
PE	\$191,346	\$199,000	\$0	\$0	\$0	\$0	\$199,000
Total Cost:	\$191,346	\$199,000	\$0	\$0	\$0	\$0	\$199,000
Municipality: M	Airomor .		Ownership: State			Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
		1010	1010 1000	2001 2000	1000 10-10		ghways & Freigh
MTP ID: TI321	TSM&O ADD AU)	(LANES TO S TI	PK(SR91) IN BROWA	RD CNTY, MP 47-51	₫8 <u>1</u>	∰"! \$\$\$!	` ! ☆!
Project Length	: 3.93		FM#: 4462231		Funding	Source: State	
Type of Work:	ADD AUXILIARY LA	NE(S)	Additional Work Type	•	Program	ı: Highways & Frei	ght
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	\$0	\$158,097,693
Municipality: H	lollywood, Pembroke F	Pines, Miramar	Ownership: State		Project S	Sponsor:	
MTP ID: TI322	TSM&O ADD AU)	(LANES TO S TI	PK(SR91) IN BROWA	RD CNTY, MP 51-54	₫6 <u>!</u>	∰°! ₩#!	` ! ☆!
Project Length	: 2.80		FM#: 4462241		Funding	Source: State	
Type of Work:	ADD AUXILIARY LA	NE(S)	Additional Work Type)	Program	ı: Highways & Frei	ght
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	\$0	\$115,533,086
Municipality: D	avie, Hollywood		Ownership: State		Project S	Sponsor:	
MTP ID: TI323	TSM&O TPK (SR	91) GRIFFIN ROA	AD INTERCHANGE IN	MPROVEMENTS (MP	54) 🕳 !	∰° ! \$\$\$!	≋
Project Length	: 0.39		FM#: 4462242		Funding	Source: State	
Type of Work:	INTERCHANGE IMP	PROVEMENT	Additional Work Type	,	Program	: Highways & Frei	ght
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	\$0	\$16,816,848
Municipality: D)avie		Ownership: State		Project S	Sponsor:	

Municipality: C	oral Springs		Ownership: State		Project S	ponsor:	
Total Cost:	\$2,181,034	\$0	\$2,530,000	\$0	\$0	\$0	\$2,530,000
Other	\$2,155,172	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
CST	\$25,862	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Type of Work:	ADD LANES & RECONST	TRUCT	Additional Work Type)	Program	: Highways & Frei	ght
Project Length:	: 2.74		FM#: 4354611		Funding	Source: State	
MTP ID: TI310	WIDEN SAWGRASS (\$12)(6TO10 LNS)	SR869) ATLA	ANTIC BLVD TO SAM	IPLE RD (MP 9-	₫® !	∰ \$\$# !	` ! ☆!
Municipality: C	oral Springs, Parkland		Ownership: State		Project S	ponsor:	
Total Cost:	\$105,988,659	\$99,000	\$122,836,423	\$0	\$0	\$0	\$122,935,423
Other	\$194,329	\$99,000	\$115,000	\$0	\$0	\$0	\$214,000
CST	\$105,794,330	\$0	\$122,721,423	\$0	\$0	\$0	\$122,721,423
Type of Work:	ADD LANES & RECONST	TRUCT	Additional Work Type)	Program	: Highways & Frei	ght
Project Length:	: 3.02		FM#: 4354615		Funding	Source: State	
MTP ID: TI312	WIDEN SAWGRASS (S	SR 869) UNIV	VERSITY DR TO SR7	' (MP 14.8-18.4)(6 ⁻	го10 🥳 !	ē\$° ! \$6\$!	` 1 ☆ 1
						Hiç	ghways & Freigh
Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Tilado		2020	2020 2000	2001 2000	2000 2040		ghways & Freigh
MTP ID: TI315	WIDEN SAWGRASS 4.1-7.5)	6 (SR869) OAK	LAND PARK BLVD T	O ATLANTIC BLVI	O (MP ∰ !	∰"! कें¢ !	≝ ! ☆ !
Project Length	: 4.93		FM#: 4371556		Funding	Source: State	
Type of Work:	ADD LANES & RECON	NSTRUCT	Additional Work Type	e	Program	: Highways & Frei	ight
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: T	amarac, Sunrise		Ownership: State		Project S	Sponsor:	
MTP ID: TI311	WIDEN SAWGRASS 14.8)(6TO10 LNS)	S (SR869) SAM	PLE TO UNIVERSITY	Y DR (MP 12-	₫® !	\$\$ ⁰ \$\$\$	`
Project Length	: 2.79		FM# : 4354614		Funding	Source: State	
Type of Work:	ADD LANES & RECON	NSTRUCT	Additional Work Type	e	Program	: Highways & Frei	ight
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: C	oral Springs		Ownership: State		Project S	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
				1001 1000	2000 20 10		hways & Freigh
MTP ID: TI318	WIDEN SAWGRAS 22)(6TO10 LNS)	S(SR869) FROM	I SR7 TO POWERLIN	E RD (MP18.4-	₫® !	£\$° ! \$\$\$!	≋ ! ☆ !
Project Length	: 3.82		FM#: 4372241		Funding	Source: State	
Type of Work:	ADD LANES & RECC	NSTRUCT	Additional Work Type		Program	ղ: Highways & Freig	ht
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
	Coral Springs, Coconut (Jeach	Creek, Deerfield	Ownership: State		Project \$	Sponsor:	
MTP ID: TI314	WIDEN SAWGRAS (6TO10LNS)	S(SR869) S OF	NW8TH TO SUNRISE	E BLVD (MP0-0.5)	₫8 <u>.</u>	₽°! ₩	≝! ώ
Project Length	: 1.09		FM#: 4371555		Funding	Source: State	
Type of Work:	ADD LANES & RECC	NSTRUCT	Additional Work Type		Program	n: Highways & Freig	ht
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: S	Sunrise		Ownership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
						Hi	ghways & Freigh
MTP ID: TI313	WIDEN SAWGRAS 4.1)(6TO10LN)	SS(SR869) SUNF	RISE BLVD TO OAKL	AND PARK(MP0.5-	₫6 !	∰"! \$\$\$!	■ 1
Project Length:	6.10		FM#: 4371551		Funding	Source: State	
Type of Work:	ADD LANES & REC	ONSTRUCT	Additional Work Type)	Program	ı: Highways & Frei	ght
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: St	ınrise		Ownership: State		Project	Sponsor:	
MTP ID: TI317	WIDEN SPUR(SR	91) FROM BROW	ARD CNTY TO TPK	EXT(SR821)(MP3.3	3-3.6) 🚳	∰"! \$\$\$!	`
Project Length:	0.30		FM#: 4233736		Funding	Source: State	
Type of Work:	ADD LANES & REC	ONSTRUCT	Additional Work Type	,	Program	ı: Highways & Frei	ght
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: M	iramar		Ownership: State		Project	Sponsor:	
MTP ID: TI327	WIDEN TPK (SR 9 60-62)	91) S OF OAKLA	ND PARK TO S OF C	OMMERICIAL BLV	D(MP 🕉 !	∰ ⁰ \$*\$	# ! ☆ !
Project Length:	2.01		FM#: 4520751		Funding	Source: State	
Type of Work:	ADD LANES & REC	ONSTRUCT	Additional Work Type	•	Program	ı: Highways & Frei	ght
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: Ta	amarac, Lauderhill, La	uderdale Lakes	Ownership: State		Project 5	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
1 11400			1010 1000	2001 2000	2000 20-10		hways & Freig
MTP ID: TI329	WIDEN TPK (SR91) ATLAI	NTIC BL	.VD TO N OF SAMPLE	RD (MP 66-69)	₫8 <u>1</u>	<i>∰</i> ! \$ 4 !	≝! ☆
Project Length:	: 3.57		FM# : 4520771		Funding	Source: State	
Type of Work:	ADD LANES & RECONSTRUC	Т	Additional Work Type		Program	: Highways & Freig	ht
PE	\$23,120,689	\$0	\$26,820,000	\$0	\$0	\$0	\$26,820,000
Total Cost:	\$23,120,689	\$0	\$26,820,000	\$0	\$0	\$0	\$26,820,000
Municipality: Co	oconut Creek, Pompano Beach		Ownership: State		Project S	Sponsor:	
MTP ID: TI330	WIDEN TPK (SR91) N OF	SAMPLE	E RD TO WILES RD (M	P 69-70)	₫8 <u>1</u>	₽°! ¥¥	` ! ☆
Project Length:	: 0.87		FM# : 4520781		Funding	Source: State	
Type of Work:	ADD LANES & RECONSTRUC	Т	Additional Work Type		Program	: Highways & Freig	ht
PE	\$1,644,230 \$1,7	10,000	\$0	\$0	\$0	\$0	\$1,710,000
Total Cost:	\$1,644,230 \$1,7	10,000	\$0	\$0	\$0	\$0	\$1,710,000
	oconut Creek, Pompano Beach,	Deerfield	Ownership: State		Project S	Sponsor:	
MTP ID: T1328	WIDEN TPK (SR91) S OF (ОММЕ	RCIAL BLVD TO ATLA	NTIC BLVD (MP 6	2-66) 🕉 !	ē ^{8°} ! ¥¥ !	■!
Project Length:	: 4.28		FM# : 4520761		Funding	Source: State	
Type of Work:	ADD LANES & RECONSTRUC	Т	Additional Work Type		Program	: Highways & Freig	ht
PE	\$11,948,275	\$0	\$13,860,000	\$0	\$0	\$0	\$13,860,000
ROW	\$150,303	\$0	\$174,352	\$0	\$0	\$0	\$174,352
Total Cost:	\$12,098,578	\$0	\$14,034,352	\$0	\$0	\$0	\$14,034,352
	amarac, North Lauderdale, Pomp each, Margate, Coconut Creek	ano	Ownership: State		Project S	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
i ilase		2025	2020-2030	2031-2033	2030-2040		hways & Freigh
						Tilg	
MTP ID: TI326	WIDEN TPK (SR91) S OF I-	595 TO S	OF OAKLAND PAI	RK (MP 55-60)	<i>₫</i> ₺ !	€ 8″ 994	`
Project Length	: 5.10	F	M#: 4520731		Funding	Source: State	
Type of Work:	ADD LANES & RECONSTRUCT	Γ 🖊	Additional Work Type		Program	: Highways & Freig	ht
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	\$0	\$11,550,000
Municipality: P	lantation, Lauderhill	C	Ownership: State		Project \$	Sponsor:	
MTP ID: TI331	WIDEN TPK (SR91) WILES	RD TO PA	ALM BEACH C/L (N	MP 70-73)	₫8.	₽° ! ¥¥	`
Project Length	: 3.16	F	M#: 4521141		Funding	Source: State	
Type of Work:	ADD LANES & RECONSTRUCT	Γ 🖊	Additional Work Type		Program	: Highways & Freig	ht
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	\$0	\$7,300,000
Municipality: D	eerfield Beach, Coconut Creek	C	Ownership: State		Project \$	Sponsor:	
MTP ID: MG006	Atlantic Blvd @ SR-7				₫8.	a° ! ¥¥ !	` !
Project Length	:	F	·M#:		Funding	Source: State	
Type of Work:	Feasibility Study	A	Additional Work Type	Grade Separation	Program	n: Highways & Freig	ht
	ht turn lanes to west bound Atlantic ar sider creating a depressed intersection		nd State Road 7. Provide	dual left turn lanes for l	both north and south b	bound State Road 7. Ad	dd storage to
Other	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Total Cost:	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Municipality: M	largate	C	Ownership: State, Co	unty	Project S	Sponsor: Margate	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Hiç	ıhways & Freigh
MTP ID: BM136	FEC from Broward/Miam	i-Dade Coun	ty Line to FLL Air	port	₫8 <u>!</u>	£\$° ! \$\$\$!	` ! ☆!
Project Length	: 6.94	FN	//#: 0		Funding	Source: State	
Type of Work: Railroad Grade Se	Feasibility Study eparation Study	Ad	dditional Work Type	Grade Separation	Progran	n: Highways & Freig	ıht
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
	roward County, Hallandale Bear ollywood, Dania Beach	ch, Ov	wnership: State		Project	Sponsor: Broward N	MPO
MTP ID: SI030	Copans Rd. at SFRC				₫ % !	∰" **	`
Project Length	: 0.00	FN	//#: SIS-3671		Funding	Source: State	
Type of Work:	GRADE SEPARATION	Ad	dditional Work Type		Progran	n: Highways & Freig	ıht
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: P	ompano Beach	O	wnership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
				2001 2000			ys & Freigh
MTP ID: BM117	Countyline Rd/HEFT Ex	tension from	Turnpike to I-95		<i>ĕ</i> 8 !	a° 1 a54 1 ≋	1 🟠 1
Project Length:	: 0.00	FI	Л#:		Funding	Source: State	
• •	Feasibility Study	A	dditional Work Type	•	Program	n: Highways & Freight	
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: M	iramar, Pembroke Park, West	Park O v	wnership: State		Project S	Sponsor: Broward MPO	
MTP ID: DB001	Dania Beach Blvd from	US-1 to A1A			<i>ĕ</i> 8 !	er l + ÷ l ≅	1 🟠 1
Project Length:	: 2.00	FI	Л#:		Funding	Source: Federal/State	
Type of Work:	Feasibility Study	Ad	dditional Work Type)	Program	n: Highways & Freight	
Assess the vulner	ability of Dania Beach Blvd lookin	g 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: H	ollywood, Dania Beach	O	wnership: State, Co	ounty, Local	Project \$	Sponsor: Dania Beach	
MTP ID: HB004	Hallandale Beach Boul	evard Corrido	or from I-95 to NE	8th Avenue	₫8.	e8° 1 \$\$\$ 1 \$\$	1 🟠 1
Project Length:	: 2.10	FM	Л#:		Funding	Source: Federal/State	
Type of Work:	Feasibility Study	Ad	dditional Work Type	Grade Separation	Program	n: Highways & Freight	
	cient intersections along Hallanda ch, and one of only two connectio		rd are at Dixie Highway	and NE/SE1st Avenue	and at US-1. Hallanda	ale Beach Boulevard is the o	nly form of
Other	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Total Cost:	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Municipality: Ha	allandale Beach, Pembroke P	ark O v	wnership: State, Co	ounty, Local	Project \$	Sponsor: Hallandale Bea	ch

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2	050			Total
1 11455		2020	2020 2000	2001 2000	2000 2040	2041 2		nways	s & Fı	
MTP ID: SI029	I-595 at 136th Avenu	ıe			<i>₫</i> %	€8° ₹	ĕ !	#	ડ	7
Project Length	1: 0.00		FM# : 4495601		Fundi	ng Source: St	ate			
Type of Work:	MODIFY INTERCHANGE	Ξ	Additional Work Typ	е	Progra	am: Highways	& Freigh	nt		
PDE	\$970,874	\$0	\$0	\$0	\$0	\$2,000,0	00	\$	2,000,	,000
PE	\$3,093,689	\$0	\$0	\$0	\$0	\$6,373,0	00	\$	6,373,	,000
Total Cost:	\$4,064,563	\$0	\$0	\$0	\$0	\$8,373,0	00	\$	8,373,	,000
Municipality:	Davie		Ownership: State		Projec	t Sponsor:				
MTP ID: SI013	I-595 EASTBOUND T	O NORTHBO	UND RAMP AT SR-7	7/US-441	<i>₫</i> %	E Š	igi igi	***	G	<u>)</u> 1
Project Length	1: 0.87		FM# : 4456731		Fundi	ng Source: St	ate			
Type of Work:	INTERCHANGE - ADD L	ANES	Additional Work Typ	e	Progra	am: Highways	& Freigh	nt		
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		Ownership: State		Projec	t Sponsor:				
MTP ID: SI038	I-595/SR-862/ P3 FR(OM E. OF 1-75	TO W. OF I-95		<i>₫</i> ₺	! ∰ ! ĕ	4	***	! G	<u>)</u>
Project Length	1: 9.81		FM# : 4208093		Fundi	ng Source: St	ate			
Type of Work:	ADD LANES & RECONS	TRUCT	Additional Work Typ	e	Progra	am: Highways	& Freigh	nt		
P3 Payout. I-595	Mega Project. corridor improve	ements including r	reversible managed lanes.							
Other	\$1,285,505,039	\$74,387,000	\$419,980,000	\$490,185,000	\$396,062,000	\$375,556,0	00	\$1,75	6,170,	,000
Total Cost:	\$1,285,505,039	\$74,387,000	\$419,980,000	\$490,185,000	\$396,062,000	\$375,556,0	00	\$1,75	6,170,	,000
Municipality:	Davie, Dania Beach		Ownership: State		Projec	t Sponsor:		·		

Phone	PDC Cost Estimate	2025	2026 2020	2024 2025	2020 2040	2044 2050	Tota
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota ghways & Freigh
MTP ID: SI025	I-75 at SR 820/Pines Blv	vd. from N. o	of Miramar Pkwy.	To N. of Pines Blvd.	<i>₫</i> 6 1	₹ ₀ \$\psi\$	``````````````````````````````````````
Project Length	: 3.08	F	M#: 4151521		Funding	Source: State	
Type of Work:	MODIFY INTERCHANGE		Additional Work Typ	е	Program	ı: Highways & Frei	ght
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: N	liramar, Pembroke Pines	(Ownership: State		Project \$	Sponsor:	
MTP ID: SI010	I-75/SR-93 EAST SIDE R	AMP IMPRO	OVEMENTS AT GR	IFFIN ROAD	₫8 !	₽° ₽¥ !	` ! ☆!
Project Length	: 4.19	F	M#: 4327091		Funding	Source: State	
Type of Work:	INTERCHANGE JUSTIFICA	/MODIFICA A	Additional Work Typ	е	Program	n: Highways & Frei	ght
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: D	avie	(Ownership: State		Project	Sponsor:	
MTP ID: SI015	I-95 at CB from Miami-E)ade/Browaı	rd County Line to	SR 824/Pembroke R	kd. 🚳	∰° \$\$	`
Project Length	: 1.53	F	FM#: 4369034		Funding	Source: State	
Type of Work:	MODIFY INTERCHANGE	A	Additional Work Typ	е	Program	n: Highways & Frei	ght
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: H	allandale Beach	(Ownership: State		Project S	Sponsor:	

Phase	PDC Cost Estimate	0005	0000 0000	0004 0005	0000 0040	0044 0050	Total
Pilase		2025	2026-2030	2031-2035	2036-2040	2041-2050	Total ighways & Freigh
MTP ID: SI016	I-95 at CD from SR 824/Pe	embroke R	d. to N. of Johnsto	on St.	₫ %	₩, ##	ඎ ⇔
Project Length	n: 1.54	F	M# : 4369035		Fundin	g Source: State	
	MODIFY INTERCHANGE	-	dditional Work Type			m: Highways & Fre	ight
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	0	wnership: State		Project	Sponsor:	
MTP ID: SI019	I-95 at Commercial Blvd.				₫8.	₹.	` ! ☆ !
Project Length	n: 0.00	F	M#: 4358084		Fundin	g Source: State	
Type of Work:	MODIFY INTERCHANGE	Α	dditional Work Type		Progra	m: Highways & Fre	ight
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:	Dakland Park	0	wnership: State		Project	Sponsor:	
MTP ID: SI018	I-95 at Hallandale Beach	Blvd., Pem	broke Rd., and Ho	llywood Blvd.	₫8.	@ [®] ! \$\$\$!	`
Project Length	n: 0.00	F	M#: 4369032, 3,		Fundin	g Source: State	
Type of Work:	MODIFY INTERCHANGE	Α	dditional Work Type		Prograi	m: Highways & Fre	ight
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	0	wnership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050)	Tota
							Highv	vays & Freig
MTP ID: SI026	I-95 at Oakland Park Blvd.				₫®	edo ede	! 300	≅
Project Length	: 3.35		FM# : 4391721		Fundir	ng Source: State		
Type of Work:	MODIFY INTERCHANGE		Additional Work Type		Progra	ı m: Highways & F	reight	
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: O	akland Park		Ownership: State		Projec	t Sponsor:		
MTP ID: SI021	I-95 CD Rd from N. of SR	820/Hol	lywood Blvd. to N. o	of SR 818/Griffin		! ∰° ! ₩¥	! 99	≣ ! ŵ
Project Length			FM# : 4391706			ng Source: State		
• •	MODIFY INTERCHANGE	4	Additional Work Type		Progra	ım: Highways & F	reight	
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: H	ollywood, Dania Beach	(Ownership: State		Projec	t Sponsor:		
MTP ID: SI022	I-95 from Miami-Dade/Brow	ard Cou	ınty Line to N. of Gr	iffin Rd.	₫6	∰° åå	!	≅
Project Length	: 10.03		FM#: 4391701		Fundir	ng Source: State		
Type of Work:	MODIFY INTERCHANGE		Additional Work Type		Progra	ım: Highways & F	reight	
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
	roward County, Dania Beach, Holly allandale Beach	ywood,	Ownership: State		Projec	t Sponsor:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
1 11030		2023	2020-2030	2031-2033	2030-2040		ghways & Freigh
MTP ID: SI028	I-95 from N. of Broward B	lvd. to Sun	rise Blvd.		<i>₫</i> 6 !	∰ ! ¥¥ !	∷ ! ώ !
Project Length	1: 1.00	FI	M#: 4480181		Funding	g Source: State	
Type of Work:	ADD LANES & RECONSTRUC	Т А	dditional Work Type		Progran	n: Highways & Frei	ght
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: F	Fort Lauderdale	0	wnership: State		Project	Sponsor:	
MTP ID: SI023	I-95 from N. of SR 822/She	eridan St. 1	to N. of SR 848/St	irling Rd.	<i>₫</i> ₺	∰ ఫ ఫ́ !	
Project Length	1: 1.00	FI	M# : 4391704		Funding	g Source: State	
Type of Work:	MODIFY INTERCHANGE	A	dditional Work Type		Progran	n: Highways & Frei	ght
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: H	Hollywood, Dania Beach	0	wnership: State		Project	Sponsor:	
MTP ID: SI024	I-95 from N. of SR 848/Stir	ling Rd. to	N. of SR 818/Grif	fin Rd.	<i>₫</i> ₺	£\$° \$\$\$!	₩ ω
Project Length	ո։ 2.00	FI	M# : 4391705		Funding	g Source: State	
Type of Work:	MODIFY INTERCHANGE	Α	dditional Work Type		Program	n: Highways & Frei	ght
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

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050)	Tota
		2020	2020 2000	2001 2000	2000 2040			/s & Freigl
MTP ID: SI020	I-95 from N.of Co	mmercial Blvd.	to N. of Cypress Cr	eek Rd.	₫8	€\$° \$\$! 🗮	۵
Project Length:	1.00		FM#: 4358087		Fundin	g Source: State		
Type of Work:	MODIFY INTERCHA	NGE	Additional Work Typ	De .	Progra	m: Highways & Fr	eight	
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: Oa	akland Park		Ownership: State		Project	Sponsor:		
MTP ID: SI027	I-95 from SR 84 to	o S. of Broward	Blvd.		₫8 !	₽° ₽₽	!	. ⇔
Project Length:	2.27		FM#: SIS-3398		Fundin	g Source: State		
Type of Work:	ADD LANES & RECO	ONSTRUCT	Additional Work Typ	oe .	Progra	m: Highways & Fr	eight	
PDE	\$1,456,311	\$0	\$0	\$0	\$0	\$3,000,000		\$3,000,000
PE	\$16,274,757	\$0	\$0	\$0	\$0	\$33,526,000	\$	33,526,000
Total Cost:	\$17,731,068	\$0	\$0	\$0	\$0	\$36,526,000	\$	36,526,000
Municipality: Fo	ort Lauderdale		Ownership: State		Project	Sponsor:		
MTP ID: PL001	Plantation Midtov	wn Bridge from	SW 17th Street to S	SR-84	毯	₩. ₩.	***	۵
Project Length:	0.09		FM#:		Fundin	g Source: State		
Type of Work:	Bridge		Additional Work Typ	ре	Progra	m: Highways & Fr	eight	
The City is propositraffic from both roa		ge that will span the N	orth New River Canal. The	e bridge will be located b	etween University Dri	ive and Pine Island R	Road and v	vill relieve
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: Pla	antation		Ownership: Local		Project	: Sponsor: Plantat	ion	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
							hways & Freigh
MTP ID: FL016	NE 15th Ave over S Fork	of Middle	e River Bridge		₫6	₩ ##	` !
Project Lengt	h: 0.03		FM#:		Funding	Source: Federal	
Type of Work	: Bridge		Additional Work Type	e Bike Lane/Sidewalk	Progran	n: Highways & Freig	ht
The reinforced of Concrete elemen	oncrete piles have spalls, delamination nt repairs.	ns and crac	ks with corrosion staining a	and/or exposed corroded r	einforcing steel. Pile	es will require jackets w	ith galvanic anodes.
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 Laude	erdale
MTP ID: BM138	FEC from North of Sunrise	e Blvd to	Broward/Palm Bea	ach County Line	₫® !	∰"! \$ \$\$!	₩ ! ŵ !
Project Lengt	h: 11.03		FM# : 0		Funding	Source: State	
Type of Work	: Feasibility Study		Additional Work Type	e Grade Separation	Progran	n: Highways & Freig	ht
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
	Deerfield Beach, Pompano Beach Lauderdale, Oakland Park, Boca F		Ownership: State		Project	Sponsor: Broward N	1PO
MTP ID: BM135	Oakland Park Blvd @ Pow	erline R	d		₫8 <u>!</u>	£\$ [®] ! \$\$\$!	■ ! ŵ !
Project Lengt	h:		FM#:		Funding	Source: State	
Type of Work	: Feasibility Study		Additional Work Type	e	Progran	n: Highways & Freig	ht
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 N	1PO

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-20)50	Total
							Highwa	ys & Freight
MTP ID: FL015	Old Dixie Highway over S	Fork Midd	lle River Bridge		₫ 8	\$ \$	\$ \	☆!
Project Length	n: 0.03	F	M#:		Fundin	g Source: Fed	deral	
Type of Work:	Feasibility Study	A	dditional Work Type	Bridge	Progra	m: Highways 8	Freight	
Structural repairs	to the bridge including concrete repa	irs to elements	s in close proximity to the	water. Addition of bike	lanes and sidewalks	s on the bridge.		
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$	0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$	0	\$402,500
Municipality: F	Fort Lauderdale, Wilton Manors	O	wnership: Local		Project	: Sponsor: Fort	Lauderdale	e
MTP ID: DF016	South Florida Rail Corrido	or @ Hillsbo	oro Boulevard		₫ % !	∰° ! ∰	<i>\$</i> \(\)	☆ !
Project Length	n:	F	M#:		Fundin	g Source: Sta	te	
Type of Work:	Feasibility Study	A	dditional Work Type	Grade Separation	Progra	m: Highways 8	Freight	
Grade separation	at Railroad crossing							
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	C	wnership: State		Project	Sponsor: Dee	rfield Beacl	า

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			<i>₫</i> 6 !	∰°! ₩	1 ▓ 1 ☆ 1
Project Length	: 0.00	FM	#: 4480151		Funding	g Source: State	
Type of Work:	GRADE SEPARATION	Ad	ditional Work Type		Prograr	n: Highways & Fr	reight
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: P	ompano Beach	Ow	nership: State		Project	Sponsor:	_
MTP ID: FD050	SR 814/Atlantic Bouleva	rd at South F	lorida Rail Corri	dor	<i>₫</i> % !	₩. \$\$! ▓ ! ☆ !
Project Length	: 0.00	FM	#:		Funding	g Source: State	
Type of Work: Road/rail grade se	Feasibility Study	Ad	ditional Work Type	Grade Separation	Progran	n: Highways & Fr	reight
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: P	ompano Beach	Ow	nership: State		Project	Sponsor: FDOT	SIS
MTP ID: SI017	SR 824/Pembroke Rd. fr	om Park Rd. 1	to S. of 27th Ave		₫ % !	∰ ! \$ \$\$! ▓
Project Length	: 0.00	FM	#: 4369036		Funding	g Source: State	
Type of Work:	MODIFY INTERCHANGE	Ad	ditional Work Type		Prograr	n: Highways & Fr	reight
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: H	Iallandale Beach, Hollywood	Ow	nership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Tildse		2023	2020-2030	2031-2033	2030-2040		ghways & Freigh
MTP ID: FD048	SR 834/Sample R	oad & Copans R	oad at South Florida	a Rail Corridor	₫6 !	∰"! \$\$\$!	₩ ! ω !
Project Length	n: 0.00		FM#:		Funding	Source: State	
Type of Work: Road/rail grade s	Feasibility Study eparation		Additional Work Type	Grade Separation	Program	: Highways & Frei	ght
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: [eerfield Beach, Pompa	no Beach	Ownership: State		Project S	Sponsor: FDOT SI	S
MTP ID: SI032	SR 84 at FEC Rail	lway			₫8 <u>!</u>	∰"! ఫ ఫ	₩ ! ω
Project Length	n: 0.00		FM#: SIS-3935		Funding	Source: State	
Type of Work:	GRADE SEPARATIO	N	Additional Work Type	9	Program	: Highways & Frei	ght
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: F	ort Lauderdale		Ownership: State		Project S	Sponsor:	
MTP ID: SI014	SR 869/SW 10th 5	Street from Flori	da Turnpike/Sawgra	ass Expressway to	W.of ∰ !	∰ ! ¥¥ !	≝ ! ω̂
Project Length	1: 2.15		FM# : 4398911		Funding	Source: State	
Type of Work:	ADD LANES & RECO	ONSTRUCT	Additional Work Type	9	Program	: Highways & Frei	ght
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: [eerfield Beach		Ownership: State		Project S	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
1 Hase		2025	2020-2030	2031-2033	2030-2040		ıhways & Freigh
MTP ID: S1033	SR 870/Commercial	Blvd. at FEC	Railway		<i>₫</i> 8 !	£\$° \$\$\$!	≋
Project Length	: 0.00		FM#: SIS-3672		Funding	Source: State	
Type of Work:	GRADE SEPARATION		Additional Work Type	е	Program	: Highways & Freig	ıht
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: O	akland Park		Ownership: State		Project S	Sponsor:	
MTP ID: BM094	SR-84 @ FEC Railway	1			₫8 !	£\$° ! \$\$\$	≋ !
Project Length	:		FM#:		Funding	Source: State	
• •	Feasibility Study at Railroad Crossing		Additional Work Type	e Rail Crossing	Program	ı: Highways & Freig	ht
Other	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Total Cost:	\$250,000	\$0	\$290,000	\$0	\$0	\$0	\$290,000
Municipality: Fo	ort Lauderdale		Ownership: State		Project S	Sponsor: Broward N	ИPO
MTP ID: SI001	SR-9/I-95 @ SR-842/B	ROWARD BO	ULEVARD		₫8 !	e\$° 1 \$\$\$ 1	≋ ! ☆ !
Project Length	: 3.63		FM#: 4355131		Funding	Source: State	
Type of Work:	INTERCHANGE - ADD L	ANES	Additional Work Type	е	Program	: Highways & Freig	ıht
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: Fo	ort Lauderdale		Ownership: State		Project S	Sponsor:	

5.	PDC Cost Estimate						
Phase	LStilliate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						F	lighways & Freight
MTP ID: S1002	SR-9/I-95 @ SUNR	ISE BLVD. INTE	RCHANGE IMPROVI	EMENT	₫8	₩. \$\#	! ▓ ! ☆ !
Project Length	n: 0.95		FM# : 4355141		Fundin	ig Source: State	
Type of Work:	INTERCHANGE - AD	D LANES	Additional Work Type	е	Progra	m: Highways & Fr	eight
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: F	ort Lauderdale		Ownership: State		Project	t Sponsor:	
MTP ID: SI003	SR-9/I-95 AT DAV	IE BOULEVARD			<i>₫</i> ₺	\$\$° \$\$\$! ∰ ☆
Project Length	1: 4.97		FM#: 4391711		Fundin	g Source: State	
Type of Work:	INTERCHANGE - AD	D LANES	Additional Work Type	е	Progra	m: Highways & Fr	eight
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: F	ort Lauderdale		Ownership: State		Project	t Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tot
				2001 2000	2000 20 10		Highways & Freig
MTP ID: SI004	SR-9/I-95 E OF 95 FRONTAGE RD	RAMPS T/FR CO	OMMERCIAL BLVD	N ANDREWS AV	<i>₫</i> ₺	₽° \$! `` ⇔ `` ⇔
Project Length:	: 0.48		FM#: 4358083		Fundin	g Source: State	
Type of Work:	ADD LANES & RECO	NSTRUCT	Additional Work Typ	e	Prograi	m: Highways & Fr	eight
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: Fo	ort Lauderdale		Ownership: State		Project	Sponsor:	
MTP ID: SI005	SR-9/I-95 FROM M GRIFFIN ROAD	IAMI-DADE/BRO	WARD COUNTY LI	NE TO NORTH OF	<i>₫</i> ₺ !	₽°! ¥¥	! ፠ ! ☆
Project Length:	: 10.03		FM# : 4391701		Funding	g Source: State	
Type of Work:	INTERCHANGE JUST	ΓΙΓΙCΑ/MODIFICA	Additional Work Typ	e	Prograi	m: Highways & Fr	eight
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
	roward County , Dania I embroke Park	Beach, Hollywood,	Ownership: State		Project	Sponsor:	
MTP ID: SI006	SR-9/I-95 FROM N	OF SR-820/HOL	LYWOOD TO N OF	SR-822/ SHERIDAN	sт ₫%!	₽°! ₽₽	! ▓ ! ☆
Project Length:	: 1.57		FM# : 4391703		Funding	g Source: State	
Type of Work:	INTERCHANGE JUST	TIFICA/MODIFICA	Additional Work Typ	e	Prograi	m: Highways & Fr	eight
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: He	ollywood		Ownership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	20	41-2050	,		Tota
Tildoo		2020	2020-2000	2001-2000	2000-2040				ıways	s & Freigh
MTP ID: SI007	SR-9/I-95 FROM S	OF COMMERCIA	AL BLVD. TO CYPRE	SS CREEK ROAD	œ	æ°	4	!	#	۵
Project Length	: 3.16		FM#: 4358082		Fundin	g Source	: State			
Type of Work:	INTERCHANGE JUS	TIFICA/MODIFICA	Additional Work Type		Progra	m: Highv	vays & Fr	eigh	t	
ROW	\$4,808	\$5,000	\$0	\$0	\$0		\$0			\$5,000
CST	\$51,371,552	\$0	\$59,591,000	\$0	\$0		\$0		\$5	9,591,000
Total Cost:	\$51,376,360	\$5,000	\$59,591,000	\$0	\$0		\$0		\$5	9,596,000
Municipality: F	ort Lauderdale		Ownership: State		Project	Sponso	r:			
MTP ID: SI008	SR-9/I-95 FROM S BLVD.	OUTH OF SW 10	TH STREET TO NOR	RTH OF HILLSBOR	o &	₽°	4	!	***	ω !
Project Length	: 5.09		FM#: 4369642		Fundin	g Source	: State			
Type of Work:	INTERCHANGE - AD	D LANES	Additional Work Type		Progra	m: Highv	vays & Fr	eigh	t	
PE	\$1,081,731	\$1,125,000	\$0	\$0	\$0		\$0		\$	1,125,000
CST	\$302,904,609	\$25,431,000	\$323,004,000	\$0	\$0		\$0		\$34	8,435,000
Total Cost:	\$303,986,340	\$26,556,000	\$323,004,000	\$0	\$0		\$0		\$34	9,560,000
Municipality: D	eerfield Beach		Ownership: State		Project	Sponso	r:			
MTP ID: S1009	SR-9/I-95 NORTHI	BOUND OFF-RAN	MP TO EASTBOUND	I-595	<i>₫</i> ₺	æ°	ఫేఫ	!	***	۵
Project Length	: 0.37		FM#: 4417231		Fundin	g Source	: State			
Type of Work:	ADD LANES & REHA	ABILITATE PVMNT	Additional Work Type	1	Progra	m: Highv	vays & Fr	eigh	t	
PE	\$60,577	\$63,000	\$0	\$0	\$0		\$0			\$63,000
CST	\$3,598,011	\$3,698,000	\$49,000	\$0	\$0		\$0		\$	3,747,000
Total Cost:	\$3,658,588	\$3,761,000	\$49,000	\$0	\$0		\$0		\$	3,810,000
Municipality: B	roward County , Fort La	auderdale	Ownership: State		Project	Sponso	r:			

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
1 Huse		2023	2020-2030	2031-2033	2030-2040		ighways & Freigh
MTP ID: SI011	SR-93/I-75 INTRC	HNG @ROYAL P	ALM BLVD FR GRIFFI	IN RD TO ROYAL F	PALM 🕸	£\$ ⁰ \$\disp	■
Project Length	: 2.79		FM#: 4215486		Fundir	ng Source: State	
Type of Work:	ADD LANES & RECO	NSTRUCT	Additional Work Type		Progra	am: Highways & Fre	ight
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: W	eston, Davie		Ownership: State		Projec	t Sponsor:	
MTP ID: SI012	SR-93/I-75 INTRCI	HNG @ROYAL PA	ALM BLVD FR S ROY	AL PALM BLV TO	ssw 🍇	₽° ¥¥!	`
Project Length	: 1.96		FM#: 4215487		Fundir	ng Source: State	
Type of Work:	ADD AUXILIARY LAN	NE(S)	Additional Work Type		Progra	am: Highways & Fre	ight
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: W	eston, Davie, Sunrise		Ownership: State		Projec	t Sponsor:	
MTP ID: LH003	Sunrise Blvd @ Sta	ate Road 7			<i>₫</i> ₺	! # ! # !	`
Project Length	:		FM#:		Fundir	ng Source: State	
Type of Work:	Feasibility Study		Additional Work Type		Progra	am: Highways & Fre	ight
Conduct multimod	al 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: La	auderhill, Plantation		Ownership: State		Projec	t Sponsor: Lauderh	ill

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Hiç	ghways & Freigh
MTP ID: SI035	US 27 from Krome A	venue (Miam	i-Dade County) to Bro	oward/Palm Bea	nch 🕉 !	∰ - *** !	` 1 ☆ 1
Project Lengtl	n: 27.63		FM# : 4480201		Funding	Source: State	
Type of Work:	ADD LANES AND RECO	NSTRUCT	Additional Work Type		Progran	ո: Highways & Frei	ght
Add Freight Cap	acity						
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
	Weston, Southweset Ranche Pines, Miramar	es, Pembroke	Ownership: State		Project	Sponsor:	
MTP ID: SI036	US 27 from Krome A County)	venue (Miam	i-Dade County) to Eve	ercane Rd. (Hen	ndry 🕉 !	변, 약축 T	≋ ! ☆ !
Project Lengtl	n: 27.63		FM#: SIS-3391		Funding	Source: State	
Type of Work:	OTHER ITS		Additional Work Type		Progran	ո: Highways & Frei	ght
Corridor Manage	ment, 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
	Weston, Southweset Ranche Pines, Miramar	es, Pembroke	Ownership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
						Hiç	ghways & Freigl
MTP ID: S1034	US 27 from Pembroke Rd.	to SW 20	6th St. (N. of Griffin I	Rd.)	₫6 !	∰ *** •	፠ ! ☆ !
Project Length	: 4.59	1	FM# : 4480191		Funding	Source: State	
Type of Work:	INTERCHANGE - C/D SYSTEM	۱ ,	Additional Work Type		Progran	n: Highways & Freiç	ght
Add Service-Front	tage-Connector/Distributor System and	d New Inter	changes				
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: S	outhwest Ranches, Pembroke Pin	ies	Ownership: State		Project	Sponsor:	
MTP ID: SI037	US 27 Rail Study from HEF Line	T n Miaı	mi-Dade to Hendry/P	alm Beach County	<i>₫</i> ₺ !	∰ ఫ ఫ !	∷ ! ☆!
Project Length	: 0.00		FM#:		Funding	Source: State	
Type of Work:	RAIL CAPACITY		Additional Work Type		Progran	n: Highways & Freiç	ght
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
	/eston, Southweset Ranches, Pen ines, Miramar	nbroke	Ownership: State		Project	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Н	ighways & Freight
MTP ID: BM120	US-27 Rail Corrid	or			₫%	. Eg - 154	! ▓ ! ☆ !
Project Lengt	h:		FM#:		Fundi	ng Source: State	
Type of Work:	Feasibility Study		Additional Work Ty	pe	Progra	am: Highways & Fre	eight
Conduct study to	explore the feasibility of fr	eight and passenger r	ail 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
	Broward County, Westor Southwest Ranches, Pe		Ownership: State		Projec	ct Sponsor: Broward	I 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 I	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

PDC Cost	t
Estimate)

Municipality: V	arious		Ownership: State, Co	unty, Local	Project	Sponsor:		
Total Cost:	\$106,567,697	\$23,294,014	\$97,636,746	\$0	\$0	\$0	\$12	20,930,760
Other	\$106,567,697	\$23,294,014	\$97,636,746	\$0	\$0	\$0	\$12	20,930,760
Type of Work:	OPERATING FOR F	IXED ROUTE	Additional Work Type	•	Progran	n: Economic Deve	elopment	
Project Length	: 0.05		FM# : 4071864		Funding	Source: State		
MTP ID: TI152	BROWARD COUN	ITY BLOCK GRA	NT OPERATING ASS	ISTANCE	<i>₫</i> %	€\$° \$\$\$	*	₩
Municipality: V	arious		Ownership: County		Project	Sponsor:		
Total Cost:	\$261,739,356	\$57,353,000	\$239,647,000	\$0	\$0	\$0	\$29	97,000,000
Other	\$261,739,356	\$57,353,000	\$239,647,000	\$0	\$0	\$0	\$29	97,000,000
Project Length Type of Work:		IMPROVEMENTS	FM#: 4522401 Additional Work Type)	_	g Source: Federa n: Economic Deve		
MTP ID: TI292	BROWARD COMM	NUTER RAIL (BC			<i>₫</i> 6	∰"! *	! `	I 🟠 I
Municipality: P	lantation, Fort Lauderd	dale, Lauderhill	Ownership: State, Co	unty	Project	Sponsor:		
Total Cost:	\$2,724,915	\$0	\$3,160,902	\$0	\$0	\$0		3,160,902
Other	\$2,724,915	\$0	\$3,160,902	\$0	\$0	\$0		3,160,902
Type of Work:	OPERATING FOR F	IXED ROUTE	Additional Work Type	•	Progran	n: Economic Deve	elopment	
TI153 Project Length	AVENUE : 10.51		FM#: 4402621		Funding	Source : State		
MTP ID:		EVARD FROM FI	AMINGO ROAD TO	SOUTHWEST 1ST	₫ %	∰" ! क ें	*	1 ☆ 1
						Econ	omic De	evelopmen
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050		Total

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	20	41-2050		Total
								mic De	velopmen
MTP ID: TI265	DOWNTOWN FORT	Γ LAUDERDALE	TRANSPORTATION	MANAGEMENT	₫®	æ°	₿ \$	*	۵
Project Length:	: 0.03		FM#: 4133824		Fundin	g Source	: State		
Type of Work:	COMMUTER TRANS.	ASSISTANCE	Additional Work Type		Progra	m: Econo	omic Devel	opment	
Other	\$440,980	\$100,000	\$400,000	\$0	\$0		\$0		\$500,000
Total Cost:	\$440,980	\$100,000	\$400,000	\$0	\$0		\$0		\$500,000
Municipality: Fo	ort Lauderdale		Ownership: State, Co	unty, Local	Project	Sponsor	r:		
MTP ID: TI266	I-595/SR-862 EXPF	RESS BUS OPER	ATIONS AND MAIN	TENANCE	₫ 8	æ°	4	***	₩
Project Length:	: 0.01		FM#: 4239764		Fundin	g Source	: State		
Type of Work:	OPERATING FOR FIX	KED ROUTE	Additional Work Type		Progra	m: Econo	omic Devel	opment	
Other	\$16,524,525	\$3,650,000	\$15,097,296	\$0	\$0		\$0	\$1	8,747,296
Total Cost:	\$16,524,525	\$3,650,000	\$15,097,296	\$0	\$0		\$0	\$1	8,747,296
Municipality: Pl	antation		Ownership: State, Co	unty, Local	Project	Sponso	r:		
MTP ID: TI387	I-95 EXPRESS BUS	S OPERATIONS	AND MAINTENANCI	<u> </u>	Æ	æ°	ఫేఫే	***	ŵ
Project Length:	: 0.05		FM#: 4242194		Fundin	g Source	: State		
Type of Work:	OPERATING FOR FIX	KED ROUTE	Additional Work Type		Progra	m: Econo	omic Devel	opment	
Other	\$6,129,952	\$3,756,000	\$2,921,360	\$0	\$0		\$0	\$	6,677,360
Total Cost:	\$6,129,952	\$3,756,000	\$2,921,360	\$0	\$0		\$0	\$	6,677,360
Municipality: Va	arious		Ownership: State, Co	unty, Local	Project	Sponso	r:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	20	41-2050		Total
							Econo	mic De	velopmen
MTP ID: TI388	I-95 EXPRESS BU	S OPERATIONS	AND MAINTENANCE	Į.	<i>₫</i> %	æ°	ఫకేశ	*	۵
Project Length	: 0.05		FM# : 4242195		Fundir	g Source	: State		
Type of Work:	OPERATING FOR FIX	XED ROUTE	Additional Work Type		Progra	m: Econo	omic Devel	opment	
Other	\$6,415,089	\$0	\$7,441,504	\$0	\$0		\$0	\$7	7,441,504
Total Cost:	\$6,415,089	\$0	\$7,441,504	\$0	\$0		\$0	\$	7,441,504
Municipality: V	arious		Ownership: State, Cou	unty, Local	Projec	t Sponso	r:		
MTP ID: TI413	Josh Lee Blvd				<i>₫</i> 6	æ°	ఫేఫ	***	☆!
Project Length	: 0.64		FM# : 2025001		Fundir	g Source	: Federal		
Type of Work:	TRANSIT IMPROVEN	MENT	Additional Work Type		Progra	m: Econo	omic Devel	opment	
Other	\$4,519,230	\$4,700,000	\$0	\$0	\$0		\$0	\$4	4,700,000
Total Cost:	\$4,519,230	\$4,700,000	\$0	\$0	\$0		\$0	\$4	4,700,000
Municipality: S	unrise		Ownership: Local		Projec	t Sponso	r:		
MTP ID: TI290	MIAMI UZA - BRO	W CNTY TRANS	SIT SECTION 5339 BU	JS/BUS FORMULA	₫ €	æ	ఫేఫే	***	ᡬ
Project Length	: 0.06		FM# : 4303331		Fundin	g Source	: Federal/	State	
Type of Work:	CAPITAL FOR FIXED	ROUTE	Additional Work Type		Progra	m: Econo	omic Devel	opment	
Other	\$14,993,368	\$3,400,000	\$13,600,000	\$0	\$0		\$0	\$17	7,000,000
Total Cost:	\$14,993,368	\$3,400,000	\$13,600,000	\$0	\$0		\$0	\$17	7,000,000
Municipality: Va	arious		Ownership: State, Cou	Projec	t Sponso	r:			

Phase	PDC Cost Estimate	2025	5 2026-2030	2031-2035	2036-2040	20	41-2050		Tot	tal
							Econo	mic De	velopme	ent
MTP ID: TI289	MIAMI UZA - BRO	WARD COUNTY	SECTION 5307 FOR	MULA FUNDS	<i>₫</i> 6	æ°	3	*	ᡬ	
Project Length	: 0.06		FM#: 2350201		Fundin	g Source	: Federal/	State		
Type of Work:	CAPITAL FOR FIXED	ROUTE	Additional Work Type)	Progra	m: Econo	omic Devel	opment		
Other	\$117,301,061	\$26,600,000	\$106,400,000	\$0	\$0		\$0	\$13	3,000,000)
Total Cost:	\$117,301,061	\$26,600,000	\$106,400,000	\$0	\$0		\$0	\$13	3,000,000)
Municipality: V	arious		Ownership: State, Co	unty, Local	Projec	Sponso	r:			
MTP ID: TI291	MIAMI UZA - SFR	TA CAPITAL SE	CTION 5339 BUS AN	D BUS FACILITIES	<i>₫</i> 6	æ°	ఫేఫ	***	۵	!
Project Length	: 0.05		FM#: 4356881		Fundin	g Source	: Federal/	State		
Type of Work:	RAIL REVENUE/OPE	ERATIONA IMPR	Additional Work Type	•	Progra	m: Econo	omic Devel	opment		
Other	\$2,332,893	\$529,023	\$2,116,092	\$0	\$0		\$0	\$2	2,645,115	5
Total Cost:	\$2,332,893	\$529,023	\$2,116,092	\$0	\$0		\$0	\$2	2,645,115	5
Municipality: V	arious		Ownership: State, Co	unty, Local	Projec	t Sponso	r:			
MTP ID: TI415	MIAMI UZA - SFR	TA SECTION 53	07 FORMULA FUNDS	•	æ	æ°	ఫోఫ	***	۵	!
Project Length	: 0.05		FM#: 2368542		Fundin	g Source	: Federal			
Type of Work:	RAIL REVENUE/OPE	ERATIONA IMPR	Additional Work Type		Progra	m: Econo	omic Devel	opment		
Other	\$107,023,080	\$24,269,294	\$97,077,176	\$0	\$0		\$0	\$12°	1,346,470)
Total Cost:	\$107,023,080	\$24,269,294	\$97,077,176	\$0	\$0		\$0	\$12 [′]	1,346,470)
Municipality: Va	arious		Ownership: State		Project	Sponso	r:			_

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	20.	11-2050		Total
1 11400			2020-2000	2001-2000	2000-2040	20-		mic De	velopmen
					-1-0	0	-0-		^ .
MTP ID: TI417	MIAMI UZA - SFR	TA SECTION 53	37 STATE OF GOOD	REPAIR	<i>₫</i> ₺	æ°	ஞ்ஞ்	**	₩ 1
Project Length	: 0.05		FM#: 4336111		Fundir	g Source	: Federal		
Type of Work:	RAIL REVENUE/OP	ERATIONA IMPR	Additional Work Type		Progra	m: Econo	mic Deve	lopment	
Other	\$119,304,280	\$27,054,264	\$108,217,056	\$0	\$0		\$0	\$13	5,271,320
Total Cost:	\$119,304,280	\$27,054,264	\$108,217,056	\$0	\$0		\$0	\$13	5,271,320
Municipality: V	arious		Ownership: State		Projec	t Sponsor	:		
MTP ID: TI428	Rail Vehicle Rep	lacement Grant			₫®	₽ª°	ఫీఫ	*	
Project Length	: 0.01		FM# : 4546011		Fundir	g Source	: Federal		
Type of Work:	PURCHASE VEHIC	_ES/EQUIPMENT	Additional Work Type		Progra	m: Econo	mic Deve	lopment	
Other	\$96,519,230	\$100,380,000	\$0	\$0	\$0		\$0	\$10	0,380,000
Total Cost:	\$96,519,230	\$100,380,000	\$0	\$0	\$0		\$0	\$10	0,380,000
Municipality: P	ompano Beach		Ownership: State		Projec	t Sponsor	:		
MTP ID: TI267	SERVICE DEVELO	OPMENT, CITY C	OF POMPANO BEACH	, MICROTRANSIT	Æ	₽°	ఉేశ	**	₩
Project Length	: 0.06		FM#: 4540431		Fundir	g Source	: State		
Type of Work:	TRANSIT IMPROVE	MENT	Additional Work Type		Progra	m: Econo	mic Deve	lopment	
Other	\$375,000	\$390,000	\$0	\$0	\$0		\$0		\$390,000
Total Cost:	\$375,000	\$390,000	\$0	\$0	\$0		\$0		\$390,000
Municipality: V	arious		Ownership: State, Co	unty, Local	Projec	t Sponsor	:		

	PDC Cost								
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	20	41-2050		Total
							Econo	mic De	velopmen
MTP ID: TI420	SFECC CORRIDOR	R TRANSIT ALT	, FROM MIAMI TO BE	ROWARD	₫ %	æ°	4	巖	$\hat{\omega}$
Project Length	: 0.07		FM#: 4170315		Fundir	g Source	: Local		
Type of Work:	RAIL CAPACITY PRO	DJECT	Additional Work Type	•	Progra	m: Econ	omic Devel	opment	
PDE	\$3,846,153	\$4,000,000	\$0	\$0	\$0		\$0	\$4	4,000,000
Total Cost:	\$3,846,153	\$4,000,000	\$0	\$0	\$0		\$0	\$4	4,000,000
Municipality: V	arious		Ownership: State		Projec	t Sponso	r:		
MTP ID: TI416	SFRTA BLOCK GR	RANT FOR FEED	ER BUS		₫°	æ°	केंद्र	***	۵
Project Length	: 0.05		FM# : 4179831		Fundir	g Source	: State		
Type of Work:	TRANSIT SERVICE	DEMONSTRATION	Additional Work Type		Progra	m: Econ	omic Devel	opment	
Other	\$21,447,434	\$4,773,176	\$19,555,098	\$0	\$0		\$0	\$24	4,328,274
Total Cost:	\$21,447,434	\$4,773,176	\$19,555,098	\$0	\$0		\$0	\$24	4,328,274
Municipality: V	arious		Ownership: State		Projec	t Sponso	r:		
MTP ID: TI343	SFRTA ROLLING	STOCK SEFTC 1	ΓRIP		₫ €	ø.	ఫేఫ	***	☆ !
Project Length	: 0.04		FM# : 4481021		Fundir	g Source	: State		
Type of Work:	PURCHASE VEHICLI	ES/EQUIPMENT	Additional Work Type		Progra	m: Econ	omic Devel	opment	
Other	\$19,827,584	\$13,000,000	\$8,500,000	\$0	\$0		\$0	\$2	1,500,000
Total Cost:	\$19,827,584	\$13,000,000	\$8,500,000	\$0	\$0		\$0	\$2	1,500,000
Municipality: V	arious		Ownership: State		Projec	t Sponso	r:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Econom	ic Development
MTP ID: TI419	SOUTH FLORIDA E	AST COAST COR	RIDOR (SFECC) C	ORRIDOR	₫° !	∰°! ∯## !	፠ ! ☆ !
Project Length	n: 24.94	FI	M# : 4170313		Funding	Source: Local	
Type of Work:	RAIL CAPACITY PROJ	JECT A	dditional Work Type	•	Program	: Economic Develop	ment
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
MTP ID:	Deerfield Beach, Pompand Park, Fort Lauderdale, Da Hollywood, Hallandale Bea Park SR-9/I-95 Economic	nia Beach ach, Pembroke	•		₫6 !	Sponsor:	■!
TI401	0.00	-	M#. 4250005		F din o	Course Foderal/Ct	-4-
Project Length Type of Work:	BIKE LANE/SIDEWAL		M#: 4358085 dditional Work Type	1	_	Source: Federal/St : Economic Develop	
CST	\$15,440	\$16,058	\$0	\$0	\$0	\$0	\$16,058
Total Cost:	\$15,440	\$16,058	\$0	\$0	\$0	\$0	\$16,058
Municipality: F	ort Lauderdale	0	wnership: State, Co	unty, Local	Project S	Sponsor:	
MTP ID: TI392	SR-93/I-75 FROM B	ROWARD CL TO I	MIC IN MIAMI		<i>ĕ</i> 8	∰° ! \$\$\$!	≝ ! ☆!
Project Length	n: 0.50	FI	M# : 4307639		Funding	Source: State	
Type of Work:	k: OPERATING FOR FIXED ROUTE Additional Work Type Program: Economic Development					ment	
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: N	<i>l</i> iramar	0	wnership: State		Project \$	Sponsor:	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	20	41-2050		Total
								mic D	evelopmen
MTP ID: TI414	TOWN OF DAVIE O	COMMUTER ASS	SISTANCE		₫8 !	æ°	3 54	*	۵
Project Length:	: 0.03		FM#: 2346374		Fundin	g Source	: Federal		
Type of Work:	COMMUTER TRANS.	ASSISTANCE	Additional Work Type		Progra	m: Econ	omic Deve	lopment	t
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: Da	avie		Ownership: Local		Project	Sponso	r:		
MTP ID: TI451	TRANSPORTATIO	N DISADVANTA	AGE PLANNING		₫8	æ°	4	***	ᡬ
Project Length:	: 0.01		FM#: 4320291		Fundin	g Source	: State		
Type of Work:	TD COMMISSION - C	CAPITAL	Additional Work Type		Progra	m: Econ	omic Deve	lopment	t
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: Va	arious		Ownership: State, Co	unty, Local	Project	Sponso	r:		
MTP ID: TI450	TRANSPORTATIO	N DISADVANTA	GE TRIP EQUIPMEN	т	<i>ĕ</i> 8	æ°	4	***	ᡬ
Project Length:	: 0.06		FM#: 4320271		Fundin	g Source	: State		
Type of Work:	TD COMMISSION - C	CAPITAL	Additional Work Type		Progra	m: Econ	omic Deve	lopment	t
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: Va	arious		Ownership: State, Co	unty, Local	Project	Sponso	r:		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Economi	c Developmen
MTP ID: BM087	Broward Blvd LRT Econo	mic Devel	opment Project		₫6 !	∰ ! \$\$\$! Ì	# ! ☆ !
Project Length	: 3.60	F	FM#:		Funding	Source: Federal	
Type of Work:	Economic Development Project	ot 🖊	Additional Work Type		Program	: Economic Developn	nent
Planning phase fo	or Economic Development enhancer	nents along Br	oward Blvd from NW 1st A	ve 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
	roward County, Hallandale Bead ollywood, Dania Beach	ch, (Ownership: County, Lo	ocal	Project S	Sponsor: Broward MP	0
MTP ID: BM085	Broward Commuter Rail	North Eco	nomic Developmen	t Project	₫® !	a ³⁰ l \$5¢ l 1	≋ 1 ☆ 1
Project Length	: 15.80	F	-M#:		Funding	Source: Federal	
Type of Work:	Economic Development Project	et A	Additional Work Type		Program	: Economic Developn	nent
Planning phase fo	or Economic Development enhancer	nents along Br	oward Commuter Rail Nor	th from Davie Blvd to I	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
В	/ilton Manors, Deerfield Beach, each, Fort Lauderdale, Oakland oca Raton		Ownership: County, Lo	ocal	Project \$	Sponsor: Broward MP	0

	PDC Cost Estimate						
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
						Econo	mic Developmen
MTP ID: BM084	Broward Commuter Rail So	outh Ec	onomic Developme	ent Project	<i>₫</i> ₺ !	∰. 9,4	` ! ☆!
Project Length	: 11.50		FM#:		Funding	g Source: Federal	
Type of Work:	Economic Development Project		Additional Work Type	е	Prograr	m: Economic Devel	opment
Economic Develop	pment enhancements for first/last Mile	connectio	ns to existing and future tr	ransit facilities along Bro	oward 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
. Н	roward County, Hallandale Beach, ollywood, Aventura, Dania Beach, auderdale	Fort	Ownership: County,	Local	Project	Sponsor: Broward	MPO
MTP ID: BM188	Capital Investment for Fut	ure Eco	onomic Developme	nt Project	œ	₩. 9.9.	≋
Project Length	: 0.00		FM# : 0		Funding	g Source: Federal/	State
	Economic Development Project tfunding for future Economic Develop	ment to co	Additional Work Type		Program	m: Economic Devel	opment
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: T	BD		Ownership: State, Co	ounty, Local	Project	Sponsor: Broward	MPO

Dhaca	PDC Cost Estimate	2025	2002 2002	0004 0005	0000 0040	0044 0050	T-4-1
Phase	Lotinato	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Economic D	evelopment
MTP ID: BM078	Commercial Blvd BRT	Economic De	velopment Projec	t	₫ % !	ea [®] ! a54 ! ∰	1 ☆ 1
Project Length	: 5.60	FI	M#:		Funding	Source: Federal	
Type of Work:	Economic Development Pro	oject A	dditional Work Type	•	Program	: Economic Developmen	t
Planning phase fo	r Economic Development enhan	cements along Cor	mmercial 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: Ta	amarac, Fort Lauderdale, Oa	kland Park O	wnership: County, L	ocal	Project	Sponsor: Broward MPO	
MTP ID: BM093	Cypress Creek Econor	nic Developm	ent Project Phase	2	<i>ჰ</i> %	a° a÷ ! ∷	ᡬ
Project Length	:	FI	M#:		Funding	Source: State	
Type of Work:	Economic Development Pro	oject A o	dditional Work Type)	Program	n: Economic Developmen	t
Economic Develop	pment enhancements for first/las	t Mile connections	to existing and future tra	ansit 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: Fo	ort Lauderdale	0	wnership: State		Project	Sponsor: Broward MPO	
MTP ID: BM086	Downtown Connection	LRT Econom	ic Development F	Project	₫® !	ē ⁰ ! \$\$! ▓	1 🖒 1
Project Length	: 1.50	FI	M#:		Funding	Source: Federal	
Type of Work:	Economic Development Pro	oject A	dditional Work Type	•	Program	n: Economic Developmen	t
Planning phase fo	r Economic Development enhan	cements along And	drews Ave from 17th St t	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: Fo	ort Lauderdale	0	wnership: County, L	ocal	Project	Sponsor: Broward MPO	_

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Econo	omic Developmen
MTP ID: BM187	Electrification of the SF	RC			œ	∰° \$\$	`
Project Lengt	h: 0.00	F	M# : 0		Fundin	g Source: State	
Type of Work	: Feasibility Study	Α	dditional Work Type	Rail	Prograi	m: Economic Deve	lopment
Study to evaluat	e the feasibility of electrifying the So	uth Florida Rail (Corridor. Regional study	needs SEFTC coord	lination.		
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	0	wnership: State		Project	: Sponsor: Broward	MPO
MTP ID: SF003	Fiber Installation along	the SFRC Co	orridor (Broward)		₫6 !	₩. ₩.	■ △
Project Lengt	h: 11.50	F	M#:		Fundin	g Source: State	
Type of Work	: Rail	Α	dditional Work Type	TSM&O	Progra	m: Economic Deve	lopment
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
	Broward County, Hollywood, De Beach, Pembroke Park, Pompal Dania Beach, Fort Lauderdale, (no Beach,	wnership: State		Project	: Sponsor: SFRTA	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							mic Developmen
MTP ID: SF005	New Automated Fare	Collection Sys	tem (AFCS) (Brov	ward)	₫ 	£\$° ! \$\$\$!	₩ ! ώ !
Project Length	: 0.00	FN	/ 1#:		Fundin	g Source: State	
Type of Work: AFCS	Transit Improvement	Ac	lditional Work Type	Transit Improveme	ent Progra	m: Economic Devel	opment
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	\$46,139,530
B D	roward County, Hollywood, C leach, Pembroke Park, Pomp lania Beach, Fort Lauderdale lark, Boca Raton	ano Beach,	vnership: State		Project	: Sponsor: SFRTA	
MTP ID: BM116	Oakland Park Blvd @ S	FRC Tri-Rail S	tation		<i>₫</i> ₺	£° \$\$!	₩ ω !
Project Length	: 0.00	FN	/ 1#:		Fundin	g Source: State	
Type of Work:	Feasibility Study	Ad	lditional Work Type	•	Progra	m: Economic Devel	opment
Study the feasibili	ity 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	\$0	\$721,000	\$721,000
Municipality: O	akland Park	Ov	vnership: State		Project	Sponsor: Broward	MPO

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Econor	nic Development
MTP ID: BM079	Oakland Park Blvd BRT Ec	onomic	Development Proj	ect	₫° !	£\$ ⁰ ! \$\$\$!	` ! ☆!
Project Lengtl	h: 14.00		FM#:		Funding	Source: Federal	
Type of Work:	Economic Development Project		Additional Work Type	е	Program	: Economic Develo	pment
Economic Develo	opment enhancements for first/last Mile	connection	ns to existing and future tr	ansit facilities along Oa	kland Park Blvd from A	1A to Sawgrass Mills I	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
Total Cost:	\$9,600,000	\$0	\$1,856,000	\$10,960,000	\$0	\$0	\$12,816,000
	Sunrise, Lauderdale Lakes, Wilton Lauderhill, Fort Lauderdale, Oaklan		Ownership: County, I	Local	Project \$	Sponsor: Broward N	ИРО .
MTP ID: FD020	Pines Blvd at I-75				₫ ₺	∰" ! ### !	≝! ☆
Project Lengtl	h:		FM#:		Funding	Source: State	
	Park and Ride Lots for the I-75 Express Bus		Additional Work Type	e	Program	: Economic Develo	pment
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
Total Cost:	\$15,750,000	\$0	\$870,000	\$20,550,000	\$0	\$0	\$21,420,000
Municipality:	Pembroke Pines		Ownership: State		Project S	Sponsor: FDOT Mo	dal

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
1 11430		2023	2020-2030	2031-2033	2030-2040		mic Development
MTP ID: BM081	Powerline Rd BRT Ecor	omic Develo	pment Project		<i>₫</i> 8 !	∰°! \$\$\$!	
Project Length:	: 9.60	FI	₩ :		Funding	Source: Federal	
	Economic Development Proj r Economic Development enhanc		dditional Work Type		Program	: Economic Devel	opment
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
	/ilton Manors, Pompano Beacl auderdale, Oakland Park	n, Fort O	wnership: County, L	ocal	Project \$	Sponsor: Broward	МРО
MTP ID: BM134	Race Track Rd @ SFRC	Tri-Rail Stati	ion		₫°	\$\$ \$\$	` ! ☆!
Project Length:	:	FI	₩ #:		Funding	Source: State	
Type of Work:	Feasibility Study	A	dditional Work Type		Program	: Economic Devel	opment
Study the feasibilit	ty of adding a Tri-Rail Station on F	Race Track Rd @	SFRC.				
Other	\$350,000	\$0	\$0	\$0	\$0	\$721,000	\$721,000
Total Cost:	\$350,000	\$0	\$0	\$0	\$0	\$721,000	\$721,000
Municipality: Po	ompano Beach	0	wnership: State		Project S	Sponsor: Broward	MPO

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
							nic Developmer
MTP ID: SF008	Safety and Security C	ameras at Bro	ward Tri-Rail Sta	tions	<i>₫</i> ₺ !	#° 1 #¥ 1	₩ ! ŵ !
Project Len	gth:	FI	√ l#:		Fundin	g Source: State	
Type of Wor	rk: Safety Project	Ad	dditional Work Type	Transit Improvement	Progra	m: Economic Develo	pment
Safety and Se	curity Camera						
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
MTP ID: SF007	Park, Boca Raton SFRC Wood Tie Conve	ersion to Conc	rete in Broward C	ounty	<i>₫</i> ₺ !	₽°! ¥¥!	≋!
Project Len	ath: 11.50	FI	√I# :		Fundin	g Source: State	
Type of Wo	_	A	dditional Work Type			m: Economic Develo	ppment
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	r: Broward County, Hollywood, I Beach, Pembroke Park, Pomp Dania Beach, Fort Lauderdale	oano Beach,	wnership: State		Project	t Sponsor: SFRTA	

Phase	PDC Cost Estimate	2025	0000 0000	0004 0005	0000 0040	0044 0050	Total
Pilase		2025	2026-2030	2031-2035	2036-2040	2041-2050 Econo	Tota mic Developmen
					1.0	-0	
MTP ID: SF004	Signal Safety Capital	Improvements	for SFRC (Browa	ird)	<i>₫</i> ₺	\$\$\tag{\tag{\tag{\tag{\tag{\tag{\tag{	■! ☆!
Project Lengt	h: 0.00	FM	Л#:		Fundin	g Source: State	
Type of Work	: Railroad Crossing	Ad	dditional Work Type	Safety Project	Progra	m: Economic Devel	opment
Signal System C	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
Total Cost:	\$30,695,103	\$0	\$0	\$0	\$2,353,292	\$60,220,866	\$62,574,158
· · · · · · · · · · · · · · · · · · ·	Broward County, Hollywood, Beach, Pembroke Park, Pom Dania Beach, Fort Lauderdal Park, Boca Raton	ipano Beach,	wnership: State		Project	Sponsor: SFRTA	
MTP ID: BM082	SR-7 BRT Economic	Development Pi	roject		₫ %	∰"! \$ ` \$\$!	፠! ☆!
Project Lengt	h: 14.00	FN	Л#:		Fundin	g Source: Federal	
	Economic Development F	•	dditional Work Type 7 from Miramar Parkwa		Progra	m: Economic Devel	opment
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
	Broward County, Tamarac, V Lauderdale Lakes, Lauderhil Davie, Fort Lauderdale, Plan	, Hollywood,	wnership: County, L	ocal	Project	Sponsor: Broward	MPO

Phase	PDC Cost Estimate	2025	2020 2020	2024 2025	2020 2040	2044 2050			Ta	4-
Filase		2025	2026-2030	2031-2035	2036-2040	2041-2050 Econo	omic I	Dove	To	_
						LCOIN		Jeve	Юрин	,
MTP ID: BM080	Sunrise Blvd BRT Eco	nomic Develo	pment Project		₫6 <u>!</u>	₩ <u>.</u>	*	!	₩	
Project Length	1: 14.30	F	M#:		Funding	g Source : Federa	I			
Type of Work:	Economic Development Pr	oject A	dditional Work Type		Progran	n: Economic Deve	lopme	nt		
Planning phase fo	or Economic Development enhai	ncements along Su	nrise Blvd from A1A to Sa	awgrass Mills Mall						
Other	\$250,000	\$0	\$0	\$0	\$0	\$515,000		\$!	515,00)
Total Cost:	\$250,000	\$0	\$0	\$0	\$0	\$515,000		\$	515,000)
	Broward County, Sunrise, Lau Lauderdale, Plantation	iderhill, Fort O	Ownership: County, Lo	ocal	Project	Sponsor: Broward	I MPO			_
MTP ID: FD023	SW 10th Street Conne	ector Civic Ce	nter and Downtow	n Miami	₫0 !	∰"! 3 54	***	!	ᡬ	
Project Length	1:	F	M#:		Funding	g Source: State				
Type of Work:	Transit Improvement	А	dditional Work Type		Progran	n: Economic Deve	lopme	nt		
Sawgrass Expres	ssway Express Bus – New Passe	enger Service (bus _l	purchases) for Civic Cent	er and Downtown Mia	ami					
Other	\$3,792,000	\$0	\$0	\$0	\$6,105,120	\$0		\$6,	105,12)
Total Cost:	\$3,792,000	\$0	\$0	\$0	\$6,105,120	\$0		\$6,	105,12)
. ,	Broward County, Sunrise, Tar Coconut Creek, Coral Springs Beach, Parkland, Davie		wnership: State		Project	Sponsor: FDOT N	lodal			
MTP ID: BM083	University Dr BRT Eco	onomic Develo	pment Project		₫8 <u>!</u>	∰"! ఉ ఉ	*	!	ŵ	
Project Length	1: 14.90	F	M#:		Funding	g Source: Federa	I			
	Economic Development Pr	oject A	dditional Work Type		Progran	n: Economic Deve	lopme	nt		
Planning phase fo	or Economic Development enhai	ncements along Un	iversity Drive from Miram	ar Parkway to Comme	ericial Blvd					
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0		\$4	402,50)
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0		\$4	402,50)
	Sunrise, Tamarac, Lauderhill, Miramar, Davie, Pembroke Pi		Ownership: County, Lo	ocal	Project	Sponsor: Broward	I 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
						Econo	omic Development
Total P	rogram Revenues:	\$306,898,002	\$761,758,983	\$85,696,508	\$90,020,308	\$185,279,528	\$1,429,653,329
To	otal Program Cost:	\$306,898,002	\$757,974,706	\$81,100,759	\$89,940,039	\$185,084,267	\$1,420,997,773
Program Re	evenue 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
						Infrastru	cture Hardening
MTP ID: TI383	SR-5/US-1 FROM LAS OLAS	BLVD	SR-842/BROWARD BI	LVD	₫®	a° 1 a% 1	■ ! ☆
Project Length	: 0.23		FM# : 4534271		Fundin	g Source: State	
Type of Work:	TRANSPORTATION PLANNING		Additional Work Type		Progra	m: Infrastructure Hard	dening
Other	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Total Cost:	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Municipality: F	ort Lauderdale		Ownership: State		Project	t Sponsor:	
MTP ID: TI384	SR-5/US-1 FROM SR-858/HA	LLANI	DALE BEACH BLVD T	O SR-824/PEMBRO	KE 🕉	₽° \$\$	` ! ☆!
Project Length	: 0.76		FM#: 4534291		Fundin	g Source: State	
Type of Work:	TRANSPORTATION PLANNING		Additional Work Type		Progra	m: Infrastructure Hard	dening
Other	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Total Cost:	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Municipality: H	allandale Beach		Ownership: State		Project	t Sponsor:	
MTP ID: TI385	SR-858/HALLANDALE BEAC	H BLV	/D FROM SR-5/US-1 To	O SR-A1A	₫ 6 !	. ∰ . 1 ∰ . I	■ ! ☆ !
Project Length	: 1.43		FM#: 4534301		Fundin	g Source: State	
Type of Work:	TRANSPORTATION PLANNING		Additional Work Type		Progra	m: Infrastructure Hard	dening
Other	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Total Cost:	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000

Ownership: State

Project Sponsor:

Municipality: Hallandale Beach

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Infrastruc	ture Hardening
MTP ID: TI386	SR-A1A FROM SOUTH	OF ARIZONA	ST TO HALLANDA	ALE BEACH BLVD	₫6 !	∰° l \$\$\$! !	≋ 1 ☆ 1
Project Length	: 1.95	F	M#: 4534311		Funding	Source: State	
Type of Work:	TRANSPORTATION PLAN	INING A	dditional Work Type		Program:	Infrastructure Harde	ening
Other	\$144,230	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Total Cost:	\$144,230	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Municipality: H	ollywood	0	wnership: State		Project S	ponsor:	
MTP ID: TI364	US-1/SR-5 FROM LAS	OLAS BLVD T	O DAVIE BLVD		₫6	∰° \$\$!	≋ ! ☆ !
Project Length	: 0.00	F	M#: 4480881		Funding	Source: State	
Type of Work:	TRANSPORTATION PLAN	INING A	dditional Work Type		Program:	Infrastructure Harde	ening
Other	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Total Cost:	\$129,310	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Municipality: Fo	ort Lauderdale	0	wnership: State		Project S	ponsor:	
MTP ID: BM161	I-75 from Broward/Mia	mi-Dade Cour	nty Line to Mirama	ar Pkwy	₫6 !	∰° ! \$\$\$! !	≋ 1 ☆ 1
Project Length	:	F	M#:		Funding	Source: State	
Type of Work:	Infrastructure Hardening St	udy A	dditional Work Type		Program:	Infrastructure Harde	ening
Conduct study to	determine infrastructure hardenii	ng 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: M	iramar	0	wnership: State		Project S	ponsor: Broward MP	0

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
		2020	2020 2000	2001 2000	2000 2040		re Hardening
MTP ID: BM162	I-75 from Griffin Rd to Wes	t of West	on Rd		<i>₫</i> 8 !	£°! \$\$\$! \$	
Project Length	1:	F	M#:		Funding	Source: State	
• •	Infrastructure Hardening Study determine infrastructure hardening imp		Additional Work Type		Program	: Infrastructure Harden	ng
Other	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000
Total Cost:	\$250,000	\$0	\$0	\$0	\$0	\$515,000	\$515,000
Municipality:	Davie, Sunrise, Weston	0	Ownership: State		Project S	Sponsor: Broward MPO	
MTP ID: BM159	I-95 from Commercial Blvd	l to Atlan	tic Blvd		₫8 !	a ^a ! \$\$! \$	1 🟠 1
Project Length	1:	F	M#:		Funding	Source: State	
• -	Infrastructure Hardening Study determine infrastructure hardening imp		Additional Work Type		Program	: Infrastructure Harden	ng
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality:	Dakland Park, Pompano Beach	0	Ownership: State		Project S	Sponsor: Broward MPO	
MTP ID: BM160	I-95 from I-595 to SR-84				₫6 !	e ^{g°} ! \$5¢ ! \$	1 🟠 1
Project Length	1:	F	M#:		Funding	Source: State	
	Infrastructure Hardening Study determine infrastructure hardening imp		dditional Work Type		Program	: Infrastructure Harden	ng
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: F	Fort Lauderdale	0	Ownership: State		Project S	Sponsor: Broward MPO	

Dhaaa	PDC Cost Estimate			0004 0005	0000 0040	0044 0050			
Phase	Latimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
						Infrastru	ıcture Hardening		
MTP ID: BM165	Mast-Arm Conversion	n Atlantic Blvd			₫8 <u>1</u>	∰°! \$\$\$!	≝ ! ☆ !		
Project Lengtl	n: 0.00	FM	Л#:		Funding	Source: Federal			
Type of Work:	Mast-Arm	Ad	dditional Work Type	•	Program	: Infrastructure Har	dening		
Convert traffic sig	gnal wires to mast-arms @ S C	press Rd, NE/SW 1s	t 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	Oı	wnership: Local		Project S	Sponsor: Broward N	ЛРО		
MTP ID: BM170	Mast-Arm Conversion	n Atlantic Blvd			₫® !	£\$° \$\$\$	≋ !		
Project Lengtl	ո:	FM	Л#:		Funding Source: State				
Type of Work:	Mast-Arm	Ad	dditional Work Type)	Program: Infrastructure Hardening				
Convert traffic sig	gnal 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	Oı	wnership: State		Project S	Sponsor: Broward N	ЛРО		

	PDC Cost							
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total	
						Infrastru	ucture Hardening	
MTP ID: BM171	Mast-Arm Conversion	n Broward Blvd			₫8.	£\$ ⁰	` ! ☆!	
Project Length	:	FI	Л# :		Funding	Source: State		
Type of Work:	Mast-Arm	A	dditional Work Type		Program	: Infrastructure Ha	rdening	
Convert traffic sig	nal 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: F	ort Lauderdale	0	wnership: State		Project Sponsor: Broward MPO			
MTP ID: BM172	Mast-Arm Conversion	n Commercial B	lvd		₫ % !	EE® I \$\$\$ I	₩ ! 🟠 !	
Project Length	:	FI	И#:		Funding	Source: State		
Type of Work:	Mast-Arm	A	dditional Work Type		Program: Infrastructure Hardening			
Convert traffic sig	nal wires to mast-arms @ Bay	iew 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: F	ort Lauderdale	0	wnership: State		Project \$	Sponsor: Broward N	ИРО	

	PDC Cost Estimate							
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total	
						Infrastru	ıcture Hardening	
MTP ID: BM168	Mast-Arm Conversion	Copans Rd			₫6 <u>!</u>	∰° 464 !	` ! ☆!	
Project Length	n: 0.00	FM#	# :		Funding	Source: Federal		
Type of Work:	Mast-Arm	Add	litional Work Type		Program	: Infrastructure Ha	dening	
Convert traffic sig	gnal wires to mast-arms @ NE 1	5th 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: F	Pompano Beach	Ow	nership: County		Project S	Sponsor: Broward N	ИPO	
MTP ID: BM173	Mast-Arm Conversion	Davie Blvd			₫8 <u>!</u>	£ ⁶	≋ ! ☆ !	
Project Length	ո:	FM#	# :		Funding Source: State			
Type of Work:	Mast-Arm	Add	litional Work Type		Program: Infrastructure Hardening			
Convert traffic sig	gnal 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: F	Fort Lauderdale	Ow	nership: State		Project S	Sponsor: Broward N	МРО	

	PDC Cost								
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
						Infrastr	ucture Hardening		
MTP ID: BM175	Mast-Arm Conversion	Griffin Rd			₫8 !	∰ ! ¥¥ !	` ! ☆		
Project Lengt	h:	FN	N#:		Funding	Source: State			
Type of Work:	Mast-Arm	Ac	lditional Work Type		Progran	n: Infrastructure Ha	rdening		
Convert traffic si	gnal wires to mast-arms @ NW	10th St, Perimiter 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	Ov	vnership: State		Project Sponsor: Broward MPO				
MTP ID: BM176	Mast-Arm Conversion	n Hillsboro Blvd			₫ €	e\$ [®] ! \$\$\$	`		
Project Lengt	h:	FN	N#:		Funding	Source: State			
Type of Work:	Mast-Arm	Ac	Iditional Work Type		Progran	n: Infrastructure Ha	rdening		
Convert traffic si	gnal 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	Ov	vnership: State		Project	Sponsor: Broward	MPO		

	PDC Cost Estimate							
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total	
						Infrast	ructure Hardening	
MTP ID: BM177	Mast-Arm Conversion	n Hollywood Blv	d		<i>₫</i> ₺	FF FF	₩ ! ☆ !	
Project Length:		FM	Л#:		Funding	g Source: State		
Type of Work:	Mast-Arm	Ad	dditional Work Type	•	Prograr	n: Infrastructure H	ardening	
Convert traffic sign	al 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: Ho	ollywood	Oı	wnership: State		Project	Sponsor: Broward	MPO	
MTP ID: BM167	Mast-Arm Conversion	n Johnson St			₫8 <u>!</u>	∰ ! \$\$!	₩	
Project Length:	0.00	FM#:			Funding Source: Federal			
Type of Work:	Mast-Arm	Ad	dditional Work Type)	Prograr	n: Infrastructure H	ardening	
Convert traffic sign	al wires to mast-arms @ N 28	th Ave, N 20th Ave, I	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 Spor		Sponsor: Broward	MPO					

Diversi	PDC Cost Estimate							
Phase	LStillate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total	
						Infrast	ructure Hardening	
MTP ID: BM166	Mast-Arm Conversion	n Las Olas Blvd			₫8 !	(\$1 ⁰ 4) 4)	# ! ☆	
Project Lengt	h: 0.00	FN	Л#:		Funding	Source: Federa	I	
Type of Work	Mast-Arm	Ad	lditional Work Type	•	Program	ı: Infrastructure H	ardening	
Convert traffic si	gnal 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	Oı	wnership: Local		Project	Sponsor: Broward	MPO	
MTP ID: BM178	Mast-Arm Conversion	ı Lyons Rd			₫®	® \$\$. ₩ . ₩ .	
Project Lengt	h:	FN	Λ#:		Funding Source: State			
Type of Work	Mast-Arm	Ad	Iditional Work Type)	Program: Infrastructure Hardening			
Convert traffic si	gnal wires to mast-arms @ Saw	grass 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	Oı	wnership: State		Project :	Sponsor: Broward	MPO	

	PDC Cost							
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total	
						Infrastru	icture Hardening	
MTP ID: BM179	Mast-Arm Conversion Oa	kland Park	Blvd		<i>₫</i> ₺!	£\$° ! \$\$\$!	` ! ☆!	
Project Length	:	FI	₩ :		Funding	Source: State		
Type of Work:	Mast-Arm	A	dditional Work Type		Program	: Infrastructure Har	dening	
Convert traffic sign	nal wires to mast-arms @ NE 16th A	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: O	akland Park, Wilton Manors	0	wnership: State		Project S	Sponsor: Broward N	ЛРО	
MTP ID: BM180	Mast-Arm Conversion Pe	mbroke Rd			₫8.	a° ! \$\$!		
Project Length	:	FM#:			Funding Source: State			
Type of Work:	Mast-Arm	A	dditional Work Type		Program: Infrastructure Hardening			
Convert traffic sign	nal wires to mast-arms @ NW 2nd A	Ave/S 22nd Ave	and NW 10th Ave/S 28t	th 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: H	ollywood	0	wnership: State		Project S	Sponsor: Broward N	ЛРО	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
						Infrastr	ucture Hardening		
MTP ID: BM181	Mast-Arm Conversion	n SR-84			<i>₫</i> ₺ !	th, m	≝! ω̂		
Project Lengtl	1:	FM	#:		Funding	Source: State			
Type of Work:	Mast-Arm	Ade	ditional Work Type		Program	: Infrastructure Ha	ardening		
Convert traffic sig	gnal wires to mast-arms @ SW 4	4th 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: F	Fort Lauderdale	Ow	nership: State		Project S	Sponsor: Broward	MPO		
MTP ID: BM182	Mast-Arm Conversion	ı SR-A1A			₫® !	∰"! ॐ i	≣! ω̂		
Project Lengtl	1:	FM	FM#:			Funding Source: State			
Type of Work:	Mast-Arm	Ad	ditional Work Type		Program: Infrastructure Hardening				
	gnal wires to mast-arms @ North Aire Towers/3725 Block South.	h Midblock/4001 Block	South, Hillsboro Blvd,	Ocean Crest/3001 Blo	ock South, Crocus Ter/	1500 Block South, Iris	Ter/1600 Block		
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	Ow	nership: State		Project S	Sponsor: Broward	MPO		

	PDC Cost						
Phase	Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Infrastru	ıcture Hardening
MTP ID: BM183	Mast-Arm Conversion	n Stirling Rd			₫6 !	∰°! \$\$\$!	` ! ☆!
Project Lengt	n:	FM#	:		Funding	Source: State	
Type of Work:	Mast-Arm	Add	itional Work Type	•	Program	: Infrastructure Har	dening
Convert traffic si	gnal wires to mast-arms @ SW :	3/4 Ave and Phippen Ro	d.				
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	Owr	ership: State		Project S	Sponsor: Broward N	ИРО .
MTP ID: BM169	Mast-Arm Conversion	n SW 10th St			₫® !	∰ ఫ ఫ !	■ ! 🖒 !
Project Lengt	n:	FM#	:		Funding	Source: State	
Type of Work:	Mast-Arm	Add	itional Work Type	•	Program	: Infrastructure Har	dening
Convert traffic sig	gnal wires to mast-arms @ Natu	ıra Blvd, Newport Cente	r, 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	Owr	ership: State		Project S	Sponsor: Broward N	ЛРО

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Infrastru	cture Hardenin
MTP ID: BM164	Mast-Arm Conversion	SW/SE 10th St	t		₫8 <u>!</u>	£\$° \$\$≨ !	`
Project Length	n: 0.00	FI	VI#:		Funding 9	Source: Federal	
Type of Work:	Mast-Arm	A	dditional Work Type	•	Program:	Infrastructure Hard	lening
Convert traffic sig	gnal wires to mast-arms @ SE 2	nd Ave, SE 6th Ave,	and SW 6th Ave				
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	0	wnership: Local		Project S	ponsor: Broward M	PO
MTP ID: BM174	Mast-Arm Conversion	ı US-1			₫8 <u>!</u>	e\$° ! \$\$\$!	≋ ! ☆ !
Project Length	1:	FI	₩ :		Funding 9	Source: State	
Type of Work:	Mast-Arm	A	dditional Work Type	e	Program:	Infrastructure Hard	lening
38 STREET NE,	gnal wires to mast-arms @ STIR JOHNSON STREET, 2500 BLC TREET SE, DIXIE HIGHWAY/7	OCK NE, SOUTH OF	BUCHANAN STREET,	55 STREET NE, TAFT	STREET, 3 STREET S	W, SOUTH OF 13 ST	
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
	Dania Beach, Fort Lauderdal Pompano Beach	e, Hollywood, O	wnership: State		Project S	ponsor: Broward M	PO

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Infrastr	ucture Hardeninç
MTP ID: BM184	Mast-Arm Conversion US-2	27			₫® !	£\$° ! \$\$\$	≝ ! ω !
Project Length	:		FM#:		Funding	Source: State	
Type of Work:	Mast-Arm		Additional Work Type		Program	n: Infrastructure Ha	rdening
Convert traffic sig	nal wires to mast-arms @ Johnson St,	Sheridan	St, Pines Blvd, and Griffin 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: P	embroke Pines, Southwest Ranch	es	Ownership: State		Project	Sponsor: Broward I	MPO
MTP ID: BM139	SR-814 Atlantic Boulevard	from I-		e	₫8 ! _	e	` ! ☆!
Project Length			FM#:		_	Source: State	
	Infrastructure Hardening Study		Additional Work Type		Program	1: Infrastructure Ha	rdening
Other	determine infrastructure hardening imp \$250,000	srovement \$0	\$. \$290,000	\$0	\$0	\$0	\$290,000
Total Cost:	\$250,000	\$0	\$290,000	φο \$0	\$0	φο \$0	\$290,000
Municipality: P		Ψ0	Ownership: State		* -	Sponsor: Broward I	. ,
- Warnerpanty.	ompano Beach		Ownership. Otate		110,601	oponisor. Droward i	WII O
MTP ID: BM140	SR-814 Atlantic Boulevard	from U	niversity Drive to SR-	869	₫ %	∰" <u> </u> \$\$\$ <u> </u>	` ! ☆!
Project Length	:		FM#:		Funding	Source: State	
Type of Work:	Infrastructure Hardening Study		Additional Work Type		Program	n: Infrastructure Ha	rdening
Conduct study to	determine infrastructure hardening imp	rovement	S.				
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 I	MPO

Dhasa	PDC Cost Estimate	2225	0000 0000	0004 0005	0000 0040	0044 0050	T-4-1
Phase	Lottificto	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Infrastructi	ure Hardening
MTP ID: BM141	SR-814 Atlantic Boulevard	from US	-1 to SR-A1A		₫° !	∰ ! \$\$! \$	1 ☆ !
Project Length	:	F	M#:		Funding	Source: State	
	Infrastructure Hardening Study		additional Work Type		Program	: Infrastructure Harder	ning
-	determine infrastructure hardening imp		Φ0	0040.500	Φ0	Φ0	00.40.500
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 S	Sponsor: Broward MPC)
MTP ID: BM142	SR-816 Oakland Park Blvd	from SR-	7 to I-95		₫° !	® \$\$ \$	1 ☆ 1
Project Length	:	F	M#:		Funding	Source: State	
	Infrastructure Hardening Study		additional Work Type	onal Work Type Program: Infrastructure Hardening			
•	determine infrastructure hardening imp						
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: L	auderdale Lakes, Oakland Park	C	wnership: State		Project S	Sponsor: Broward MPC)
MTP ID: BM143	SR-817 University Dr from	Atlantic	Blvd to Commercia	al Blvd	₫° !	<i>∰</i> ! \$\$! \$	1 ☆ 1
Project Length	:	F	M#:		Funding	Source: State	
Type of Work:	Infrastructure Hardening Study	A	additional Work Type		Program	: Infrastructure Harder	ning
Conduct study to	determine infrastructure hardening imp	provements.					
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Municipality: C	Coral Springs, Tamarac	C	Ownership: State		Project S	Sponsor: Broward MPC)

	PDC Cost Estimate								
Phase	Estillate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total		
						Infrastructu	ire Hardening		
MTP ID: BM144	SR-817 University Dr from	Sunrise I	Blvd to Broward Bl	vd	₫8 !	<u>β</u> β° ! 364 ! 38	1 6 1		
Project Length:	:	F	M#:		Funding \$	Source: State			
Type of Work:	Infrastructure Hardening Study	A	Additional Work Type		Program:	Infrastructure Harden	ing		
Conduct study to d	determine infrastructure hardening imp	provements.							
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 fro	om US-1 t	o SR-A1A		₫8 !	<i>∰</i>	1 6 1		
Project Length:	:	F	M#:		Funding 9	Source: State			
Type of Work:	Infrastructure Hardening Study	A	Additional Work Type		Program:	Infrastructure Harden	ing		
Conduct study to d	determine infrastructure hardening imp	provements.							
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500		
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500		
Municipality: H	ollywood	C	Ownership: State		Project S	ponsor: Broward MPC)		
MTP ID: BM146	SR-822 Sheridan St from U	JS-1 to SR	R-A1A		₫6 !	<i>∰</i> ! \$ 4 ! \$	1 6 1		
Project Length:	:	F	M#:		Funding 9	Source: State			
• •	Type of Work: Infrastructure Hardening Study Additional Work Type Conduct study to determine infrastructure hardening improvements.			Program: Infrastructure Hardening					
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500		
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500		
Municipality: Da	ania Beach, Hollywood	C	Ownership: State		Project S	ponsor: Broward MPC)		

PDC Cost Estimate	2225	0000 0000	0004 0005	0000 0040	0044 0050	T-4-		
Lottificto	2025	2026-2030	2031-2035	2036-2040		Tota		
					Infrastruc	ture Hardenin		
SR-838 Sunrise Blvd from	US-1 to S	R-A1A		₫° !	a ^p ! \$\$!	# ! ☆ !		
:	F	M#:		Funding	Source: State			
Infrastructure Hardening Study	Α	dditional Work Type		Program	: Infrastructure Harde	ening		
determine infrastructure hardening imp	provements.							
\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500		
\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500		
unicipality: Fort Lauderdale Ownership: State				Project Sponsor: Broward MPO				
SR-84 from Andrews Ave t	o US-1			ĠΦ	£\$° \$\$\$			
:	F	M#:		Funding	Source: State			
Infrastructure Hardening Study		dditional Work Type		Program: Infrastructure Hardening				
\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500		
\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500		
ort Lauderdale	0	wnership: State		Project S	Sponsor: Broward MF	20		
SR-842 Broward Blvd from	US-1 to A	Andrews Ave		₫° !	e\$°	≝! ω		
:	F	M#:		Funding	Source: State			
Infrastructure Hardening Study determine infrastructure hardening imp		dditional Work Type		Program	: Infrastructure Harde	ening		
\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500		
\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500		
Municipality: Fort Lauderdale		wnership: State		Project S	Sponsor: Broward MF	0		
	Estimate SR-838 Sunrise Blvd from Infrastructure Hardening Study determine infrastructure hardening imp. \$250,000 S250,000 ort Lauderdale SR-84 from Andrews Ave to the state of the s	SR-838 Sunrise Blvd from US-1 to Sillar SR-838 Sunrise Blvd from US-1 to Sillar SR-838 Sunrise Blvd from US-1 to Sillar SR-84 Sunrise Blvd from US-1 to Sillar Structure Hardening Study And determine infrastructure hardening improvements. \$250,000 \$0 SR-84 from Andrews Ave to US-1 Infrastructure Hardening Study And determine infrastructure hardening improvements. \$250,000 \$0 SR-842 Broward Blvd from US-1 to Andrews Ave	SR-838 Sunrise Blvd from US-1 to SR-A1A : FM#: Infrastructure Hardening Study Additional Work Type determine infrastructure hardening improvements. \$250,000 \$0 \$0 ort Lauderdale Ownership: State SR-84 from Andrews Ave to US-1 : FM#: Infrastructure Hardening Study Additional Work Type determine infrastructure hardening improvements. \$250,000 \$0 \$0 \$250,000 \$0 \$0 \$250,000 \$0 \$0 S250,000 \$0 \$0 SR-842 Broward Blvd from US-1 to Andrews Ave : FM#: Infrastructure Hardening Study Additional Work Type determine infrastructure hardening improvements. \$250,000 \$0 \$0 \$0	### SR-838 Sunrise Blvd from US-1 to SR-A1A FM#:	SR-838 Sunrise Blvd from US-1 to SR-A1A	Estimate 2025 2026-2030 2031-2035 2036-2040 2041-2050		

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
- 11400		2020	2020 2000	2001 2000	2000 2040		cture Hardenin
MTP ID: BM150	SR-845 Powerline Rd fro	m Oakland	l Park Blvd to Atlant	ic Blvd	₫6 <u>!</u>	£\$ [®] ! \$\$\$!	≋ ! ☆ !
Project Length	:		FM#:		Funding	g Source: State	
• •	Infrastructure Hardening Study determine infrastructure hardening is		Additional Work Type		Progran	n: Infrastructure Hard	dening
Other	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
Total Cost:	\$250,000	\$0	\$0	\$342,500	\$0	\$0	\$342,500
	ort Lauderdale, Oakland Park, F Beach	ompano	Ownership: State		Project	Sponsor: Broward M	PO
MTP ID: BM151	SR-858 Hallandale Beacl	n Blvd fron	n US-1 to SR-A1A		<i>₫</i> ₺ !	£\$° \$\$\$	■ ! ☆ !
Project Length	1:		FM#:		Funding	g Source: State	
Type of Work:	Infrastructure Hardening Study	/	Additional Work Type		Progran	n: Infrastructure Hard	dening
Conduct study to	determine infrastructure hardening is	mprovements.					
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: H	Iallandale Beach		Ownership: State		Project	Sponsor: Broward M	PO
MTP ID: BM152	SR-870 Commercial Blvd	from SR-	A1A to Powerline Rd		₫8 <u>!</u>	e\$° \$\$\$	` 1 \ \ 1
Project Length	ı:		FM#:		Funding	Source: State	
Type of Work:	Infrastructure Hardening Study	/	Additional Work Type		Progran	n: Infrastructure Hard	dening
Conduct study to	determine infrastructure hardening i	mprovements.					
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
	ort Lauderdale, Lauderdale-by-t Dakland Park	ne-Sea,	Ownership: State		Project	Sponsor: Broward M	PO

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Tota
- 11400		2020	2020 2000	2001 2000	2000 2040	Infrastructur	
MTP ID: BM153	SR-A1A from Arizona St to	Broward	d/Miami-Dade Count	y Line	<i>₫</i> ₺ !	eg. 1 ±# 1 ∰	1 🔝 1
Project Length:	:	1	FM#:		Funding	g Source: State	
• •	Infrastructure Hardening Study determine infrastructure hardening imp		Additional Work Type		Progran	n: Infrastructure Hardenir	ng
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: H	allandale Beach		Ownership: State		Project	Sponsor: Broward MPO	
MTP ID: BM156	US-1 from Commercial Blv	d to NE	14th St		<i>₫</i> ₺ !	® 1 \$\$ 1 ∰	1 🟠 1
Project Length:	:	1	FM#:		Funding	g Source: State	
	Infrastructure Hardening Study determine infrastructure hardening imp		Additional Work Type		Progran	n: Infrastructure Hardenir	ng
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
	ort Lauderdale, Oakland Park, Pol each	mpano (Ownership: State		Project	Sponsor: Broward MPO	
MTP ID: BM155	US-1 from Davie Blvd to B	roward B	Blvd		<i>₫</i> ₺ !	\$° ! \$\$! ∰	1 🟠 1
Project Length:	:	ı	FM#:		Fundinç	Source: State	
Type of Work:	Infrastructure Hardening Study		Additional Work Type		Progran	n: Infrastructure Hardenir	ng
Conduct study to o	determine infrastructure hardening imp	provements.					
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: Fo	ort Lauderdale	(Ownership: State		Project	Sponsor: Broward MPO	

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
						Infrastructui	e Hardening
MTP ID: BM154	US-1 from Hallandale Bea	ch Bivd to	o Broward/Miami-Da	ade County Line	₫8 !	a° 1 a34 1 ≥	1 🔝 1
Project Length	1:	F	FM#:		Funding	Source: State	
Type of Work:	Infrastructure Hardening Study	A	Additional Work Type		Program	: Infrastructure Hardenii	ng
Conduct study to	determine infrastructure hardening im	provements.					
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 S	Sponsor: Broward MPO	
MTP ID: BM157	US-1/SR-838 Sunrise Blvd	from Sea	rs Town to Oakland	d Park Blvd	₫0 !	a° 1 34 1 ≌	1 🟠 1
Project Length	1:	F	FM#:		Funding	Source: State	
Type of Work:	Infrastructure Hardening Study	A	Additional Work Type		Program	: Infrastructure Hardenii	ng
Conduct study to	determine infrastructure hardening im	provements.					
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: F	Fort Lauderdale	(Ownership: State		Project S	Sponsor: Broward MPO	
MTP ID: BM158	US-27 from I-75 to Griffin	Rd			₫6 !	a° ¥4! ≝	1 🟠 1
Project Length	1:	F	FM#:		Funding	Source: State	
Type of Work:	Infrastructure Hardening Study	A	Additional Work Type		Program	: Infrastructure Hardenii	ng
Conduct study to	determine infrastructure hardening im	provements.					
Other	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Total Cost:	\$250,000	\$0	\$0	\$0	\$402,500	\$0	\$402,500
Municipality: S	Southwest Ranches, Weston	(Ownership: State		Project S	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
						Infrast	ructure Hardening
Total P	rogram Revenues:	\$150,000	\$2,582,549	\$9,763,416	\$10,609,616	\$21,304,456	\$44,410,037
To	otal Program Cost:	\$150,000	\$1,577,714	\$8,813,662	\$10,188,998	\$19,766,173	\$40,496,547
Program Re	evenue Remaining:	\$0	\$1,004,835	\$949,754	\$420,618	\$1,538,283	\$3,913,490

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Illustrative Plan

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

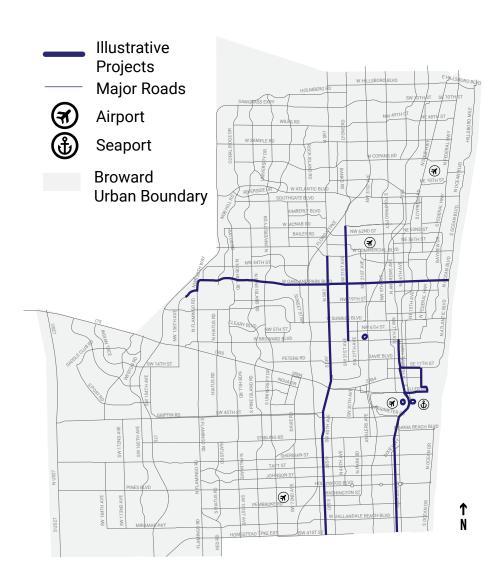
Number of Projects:

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

^{*&}quot;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	8-level parking garage providing approximately 4,500 parking spaces including a bus transfer area, transit center and connection to future Automated People Mover. 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.	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	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. 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.	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	Roadway Improvements with pavement delineation for bicyclists and pedestrians, intersection treatments, ADA-compliant bus stops, traffic signal upgrades, and landscaping. Note: Total cost and timeframe shown are for the design phase only, using local funding sources.	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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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 constructe

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.

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 muchneeded 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.

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!

ROUTE2050





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.

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 decisionmaking. 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.

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			Florida CY 2024		
Measures	2015-2019	2016-2020	2017-2021	2018-2022	Target
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		Florida CY 2024			
Measures	2015-2019	2016-2020	2017-2021	2018-2022	Target
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

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 4ls: information intelligence, innovation, insight into communities, and investments and policies.

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 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.

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.

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 fouryear 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 twoyear and four-year targets represent pavement and bridge condition at the end of calendar years 2023 and 2025, respectively.

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 bridg- es (by deck area) in good condition	66.8%	65.5%	63.7%	61.5%	58.2%	≤50%	≤50%
Percent of NHS bridg- es (by deck area) in poor condition	1.2%	0.5%	0.7%	0.9%	0.6%	≤10%	≤10%

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.

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 ≥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 ≥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.

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.

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)

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 twoyear 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.

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.

The data in Table 8-8 indicate that person miles traveled reliability on both the interstate and noninterstate 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).

The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the co ditions 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.

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).

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.

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 guarter 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	Paratransit cutaway bus (10 years useful life).	0%	0%
vehicles within a particular asset class	Paratransit sedan (8 years useful life)	0%	0%
that have met or exceeded their ULB	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-reve- nue vehicles within a particular asset class that have met or ex- ceeded their ULB	Support service vehicles (8 years useful life)	7.48%	7.48%
	Rubber tire vehicles (14 years useful life)	23.53%	23.53%

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			30%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Tran- sit EconomicRequirements Model (TERM) Scale	on rating operations center (1-5 Scale) the FTA Tran- Requirements		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.

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	Cutaway Bus (CU) (10 years ULB)	0%	0%
have met or	Paratransit Mini Van (MV) (8 years ULB)	0%	0%
exceeded their Useful Life Benchmark (ULB)	40 Foot Bus (BU) (14 years ULB)	0%	0%
Line Bonominank (GEB)	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	All non-revenue vehicles (8 years ULB)	24%	0%
nonrevenue, support-service and maintenance vehicles that have met or exceeded their (ULB)	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)	acilities rated below administrative facilities Condition 3 on the TA Transit Economic Requirements Model		0%
Infrastructure			
Percentage of track segments with perfor- mance restrictions	Rail fixed guideway, track and signals	4%	0%

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.

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

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.

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

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

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

*Note: Federally required

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	Units of carbon dioxide, ozone precursor emissions, particulate matter, and other transportation-related greenhouse gas equivalencies	Reduce by 10% or more by 2050
Emissions	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	Percentage of funding invested in infrastructure hardening adaptation or mitigation projects and technology	Increase to 5% or more by 2050
Hardening	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.

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.

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.

ROUTE2050





Advancing the Path to 2100

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



Technology Program: \$169 million will be for implementing the MPO's three-tiered approach to technology improvements, addressing how the future will be powered, data-driven, and offer enhanced decision-making.



Roads for Families Program: \$535 million will be invested in bicycle, pedestrian, and traffic calming projects.



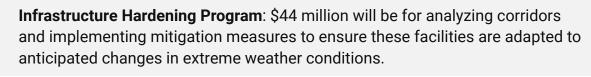
Safety Program: \$151 million will be for implementing safety improvements identified in the Broward Safety Action Plan on State roads (\$33.5 million) and non-State roads (\$85.2 million).



Highways & Freight Program: \$6.9 billion will be for roadway and freight improvements on State roads and non-State roads.



Economic Development Program: \$1.4 billion will be for transit projects, including first and last mile connectivity for the County's PREMO corridors.



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:



Figure 9-2: BSAP Priority Corridors Map

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.



Priority Corridors

Major Roads

Seaport

Royal Palm Blyd

Broward Bryd

Broward Bryd

String Rd

N





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 Al and geospatial analysis to create a real time virtual simulation of the region's transportation system. The platforms 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.



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!





RouteTo2050.org

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