



COMMITMENT  
**2045**

Metropolitan Transportation Plan  
**Executive Summary**

Adopted December 12, 2019



**“Commitment is what  
transforms a promise  
into reality.”**

*Abraham Lincoln*



Move People & Goods | Create Jobs | Strengthen Communities

100 West Cypres Creek Road  
6th Floor, Suite 650  
Fort Lauderdale, Florida 33309  
(954) 876-0033  
BrowardMPO.org

The *Commitment 2045* Metropolitan Transportation Plan (MTP) is the result of a two-year collaboration of the MPO and its partners. The Plan lays out a multimodal transportation system from 2020 through 2045.

For complaints, questions, or concerns about civil rights or nondiscrimination or for special requests under the Americans with Disabilities Act, please contact Erica Lychak, Communications Manager/Title VI Coordinator, at (954) 876-0058 or [Lychake@browardmpo.org](mailto:Lychake@browardmpo.org).



# COMMITMENT 2045

move people & goods • create jobs • strengthen communities

## Metropolitan Transportation Plan **Executive Summary**

Adopted December 12, 2019





**Councilmember  
Bryan Caletka**  
Chair  
Davie



**Gregory Stuart**  
Executive  
Director  
Broward MPO

## OUR PLEDGE

The Broward Metropolitan Planning Organization’s (MPO) commitment is to move people & goods, to create jobs, and to strengthen communities within Broward County (our planning area) and the surrounding region. Through our long-range planning efforts, we have made great strides in meeting these goals. This document builds on our previous efforts by laying out a 26-year plan for strategic transportation investments in our planning area that will improve quality of life, maximize mobility options, and promote a fiscally sustainable future.

Your vision and ideas helped craft this plan. The projects identified in this plan, which we call *Commitment 2045*, create a mix of transportation investments to meet our commitment to you: move people & goods, create jobs, and strengthen communities. Thank you for helping shape the future of our planning area for generations to come. See you in 2045!

**Councilmember  
Bryan Caletka**  
Chair

**Gregory Stuart**  
Executive Director

# BOARD OF DIRECTORS

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

## EXECUTIVE COMMITTEE



**Councilmember  
Bryan Caletka**  
Chair  
Davie



**Mayor  
Frank C. Ortis**  
Vice Chair  
Pembroke Pines



**School Board Member  
Patricia Good**  
Deputy Vice Chair  
School Board of  
Broward County



**Commissioner  
Richard Blattner**  
Chair Emeritus  
Hollywood



**Commissioner  
Beam Furr**  
Representative  
Broward County  
Board of County  
Commissioners



**Commissioner  
Sandy Johnson**  
Representative  
Lighthouse Point



**Commissioner  
Lawrence A. Sofield**  
Representative  
Sunrise



**Commissioner  
Margaret Bates**  
Representative  
Lauderhill



**Commissioner  
Mikkie Belvedere**  
Representative  
Coconut Creek



**Commissioner  
Michael Carn**  
Representative  
Oakland Park



**Vice Mayor  
Howard Clark**  
Representative  
Pembroke Park



**Commissioner  
Yvette Colbourne**  
Representative  
Miramar



**Mayor  
Bill Ganz**  
Representative  
Deerfield Beach



**Vice Mayor  
Tom Green**  
Representative  
Wilton Manors



**Vice Mayor  
Bill Harris**  
Representative  
Dania Beach



**Commissioner  
Dale V.C. Holness**  
Representative  
Broward County  
Board of County  
Commissioners



**Mayor  
Christine Hunschofsky**  
Representative  
Parkland



**Commissioner  
Byron Jaffe**  
Representative  
Weston



**Mayor  
Eric H. Jones, Jr.**  
Representative  
West Park



**Vice Mayor  
Irene Kirdahy**  
Representative  
Hillsboro Beach



**Commissioner  
Michele Lazarow**  
Representative  
Hallandale Beach



**Vice Mayor  
Robert L. McKinzie**  
Representative  
Fort Lauderdale



**Commissioner  
Barry Moss**  
Representative  
Pompano Beach

**MISSION STATEMENT**  
[ Why We Exist ]

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

**VISION STATEMENT**  
[ What We Strive For ]

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



**Vice Mayor  
Debra Placko**  
Representative  
Tamarac



**Commissioner  
Max Pulcini**  
Representative  
Cooper City



**Commissioner  
Tim Ryan**  
Representative  
South Florida Regional  
Transportation Authority  
(SFRTA)



**Council Member  
Denise "Dee"  
Schroeder**  
Representative  
Southwest Ranches



**Commissioner  
Barbara Sharief**  
Representative  
Broward County  
Board of County  
Commissioners



**Commissioner  
Joshua Simmons**  
Representative  
Coral Springs



**Commissioner  
Joanne Simone**  
Representative  
Margate



**Vice Mayor  
Elliot Sokolow**  
Representative  
Lauderdale By The  
Sea



**Sea Ranch Lakes**  
Vacant



**Mayor  
Lynn Stoner**  
Representative  
Plantation



**Mayor  
Dean Trantalis**  
Representative  
Fort Lauderdale



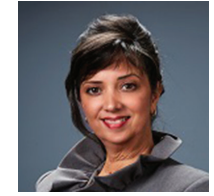
**Commissioner  
Michael Udine**  
Representative  
Broward County  
Board of County  
Commissioners



**Lazy Lake**  
Vacant



**Commissioner  
Beverly Williams**  
Representative  
Lauderdale Lakes



**Mayor  
Ana Ziade**  
Representative  
North Lauderdale



**District IV Secretary  
Gerry O'Reilly**  
Non-voting  
Representative  
Florida Department of  
Transportation



**Gregory Stuart**  
Executive Director  
Broward MPO



**Alan Gabriel**  
General Counsel  
Broward MPO

## THE BROWARD MPO

The Broward MPO is a federally-mandated agency responsible for setting policy on local transportation issues and deciding how to spend Federal and State funding on transportation projects in the Broward region. The MPO seeks to address overall mobility needs based on the needs and aspirations of residents, businesses, and visitors.

The Broward MPO’s mission is to collaboratively plan, prioritize, and fund the delivery of diverse transportation options. Through the *Commitment 2045* Metropolitan Transportation Plan (MTP), the MPO emphasizes the need for reliable transit, bicycle, pedestrian, freight, and roadway projects that promote economic strength and environmental conservation and improve the quality of life.

The MPO uses the MTP to guide the use of Federal, State, and other funds to create a transportation system that moves people & goods, creates jobs, and strengthens communities within its planning area. The MPO also works with citizens, the private sector, and MPO planning partners to ensure that the transportation options funded in *Commitment 2045* best represent the direction chosen in the context of policy direction from the MPO Board.

Figure 1 illustrates the Core Products of the Broward MPO; the MTP is a critical guiding document for all other core products. These Core Products include:

- **MTP** – Also known as a long-range transportation plan; guides investment in Broward’s transportation system for the next 26 years.
- **Multimodal Priorities List** – Annual list of multimodal transportation priorities derived from the MTP.
- **Transportation Improvement Program (TIP)** – Five-year comprehensive list of Federal, State, and local funded transportation projects, including transit, roadways, bridges, aviation, seaport, rail and commuter rail, bicycle facilities, pedestrian provisions, and enhancement projects such as landscaping and greenways.
- **Unified Planning Work Program (UPWP)** – Two-year operational budget of the MPO (operations, work program development, and transportation and related planning responsibilities).
- **Strategic Business Plan** – Action-oriented business plan that reflects strategic direction provided by the MPO Board.
- **Public Participation Plan** – Plan to guide the public participation activities of MPO staff to achieve the MPO Board’s Mission and Vision.

Figure 1: Core Products of the Broward MPO



## WHAT IS COMMITMENT 2045?

The Broward MPO developed the *Commitment 2045* MTP in accordance with the requirements of the US Department of Transportation's Fixing America's Surface Transportation (FAST) Act, Florida Statutes, and Federal metropolitan transportation planning regulations.

The MTP documents the plan development process, transportation needs in the Broward region, and a transportation plan that can be funded with sources that are reasonably expected to be available between today and 2045. As part of the MTP, the MPO developed and now manages six funding programs that support the allocation and monitoring of transportation investments in these critical transportation funding categories. Federal, State, and local transportation revenues are allocated to these 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.

The MTP also continues the pattern established in the previous plan updates (2035 and 2040) to provide a balanced transportation system that optimizes mobility and accessibility and supports economic growth through investments in a multimodal transportation system within existing resources.

### COMMITMENT 2045 Goals



**Move People  
& Goods**



**Create  
Jobs**



**Strengthen  
Communities**

### COMMITMENT 2045 THEMES

The following three themes were continually referenced throughout development of the *Commitment 2045* MTP.



#### SCENARIOS

Five transportation improvement scenarios (Trend, Compact Development, Technology, Resiliency, and Community Vision) emphasize different perspectives and ultimately establish a 2045 Needs Plan that blends the best elements of each scenario.



#### FUNDING

A more thorough understanding of transportation funding sources, their eligible uses, and how each is allocated and assigned to transportation improvement projects is accomplished as part of the *Commitment 2045* MTP.



#### PLANNING EVOLUTION

The evolution of transportation planning for the Broward region, a key theme for the MPO, includes looking back historically (1977 to present), planning for the next 26 years (2020 to 2045), and imagining a vision for the long-term future of the region (Vision 2100).



## MPO COMMITMENT

The *Commitment 2045* MTP shows the Broward MPO’s strong commitment to the following:

- **Developing projects** that will improve Broward’s multimodal transportation system within the existing planning and transportation funding framework.
- **Initiating a Call to Action** to collaboratively work toward changing how transportation improvements are funded at the Federal and State government levels and to seek more flexibility and local autonomy.
- **Setting the stage for Broward Vision 2100**, an aspirational vision for transportation in the region that goes beyond *Commitment 2045* by reflecting on opportunities presented by growth, technology, resiliency, and other new and emerging issues that will influence the future of the region.

To support this commitment, the MPO developed and followed the *Commitment 2045* plan development process, which is illustrated in Figure 2.

**Figure 2: *Commitment 2045* Plan Development Process**



## SUMMARY OF COMMITMENT 2045

Transportation investments set forth in *Commitment 2045* emphasize the need for reliable transit, bicycle, pedestrian, freight, roadway, and other transportation projects that support economic vitality, contribute to environmental conservation, and enhance the quality of life in our communities.

### Key Goals and Process

As shown in Figure 3, development of the *Commitment 2045* MTP is driven by the Broward MPO's three key goals and numerous objectives. To reach 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 FDOT, Broward County, the 31 cities in Broward County, local and regional agencies, and the neighboring Palm Beach TPA and Miami-Dade TPO.
- Address Federal and State metropolitan planning requirements.

### Needs Assessment

To identify transportation projects that will improve the transportation system and best respond to the MPO's goals and policies, a transportation needs assessment was conducted by:

- *Facilitating a call for projects* to partner agencies and jurisdictions.
- *Developing a transit vision* through analysis and collaboration among the MPO, Broward County, and SFRTA.
- *Collaborating with partners* through MPO committees and direct meetings with agencies and jurisdictions.
- *Conducting scenario planning analysis* that evaluated five scenarios and identified opportunities to integrate the best elements of each for consideration in the overall *Commitment 2045* needs assessment.
- *Performing travel demand modeling* that used the regional travel demand model to evaluate existing conditions, the five scenarios, and the 2045 Needs and Cost Feasible Plans.

- *Obtaining public input* from thousands of people through online surveys, a public opinion poll, public outreach meetings and presentations, telephone/e-townhall meetings, website and social media outreach, MPO committees, and direct collaboration with the MPO and jurisdictional partners.
- *Obtaining input from the MPO Project Team* through dozens of meetings and collaborations to review results of analyses and use sound planning judgment to incrementally develop the MTP.
- *Reviewing the Commitment 2040 Long Range Transportation Plan* to identify previously-noted transportation improvements.
- *Identifying Broward County surtax projects* that are appropriate for inclusion in the MTP.

### Cost Feasible Plan

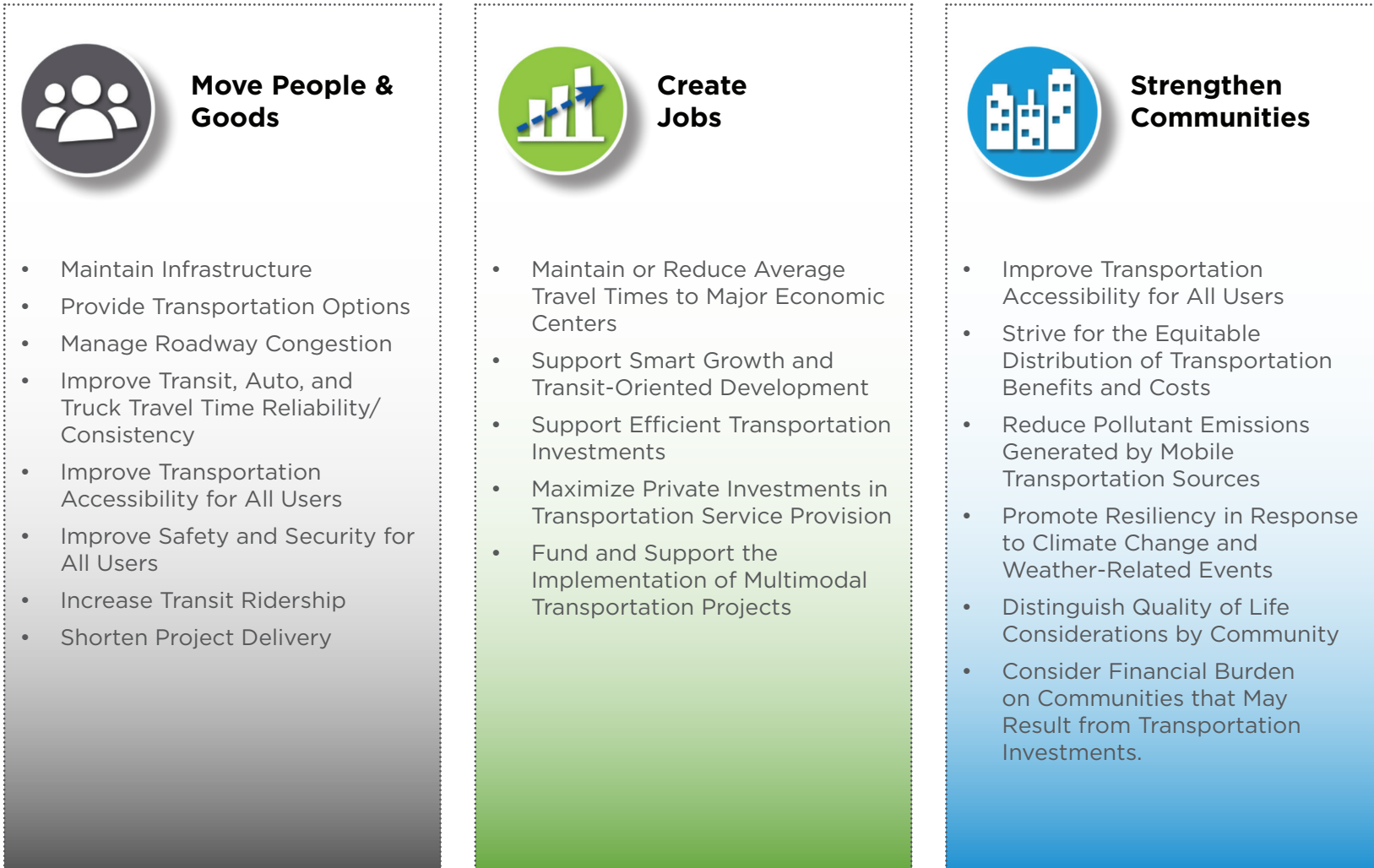
The *Commitment 2045* MTP is a \$12.8 billion program of transportation improvements for 2020 to 2045 that will aid the Broward MPO in achieving its goals of creating a transportation system that moves people & goods, creates jobs, and strengthens communities. Based on the Needs Assessment, performance-based project prioritization process, and forecast of available revenues for transportation, a 2045 Cost Feasible Plan was developed for the Broward region.

To support the allocation and monitoring of transportation investments in six critical transportation funding categories, the Broward MPO developed and manages six funding programs:

- Roadway Program
- Transit Program
- System Management/Safety Program
- Complete Streets and Localized Initiatives Program
- Complete Streets Master Plan Program
- Mobility Hub Program

Federal, State, and local transportation revenues are allocated to these programs based on eligible use requirements and policy direction from the MPO Board for sources that offer some flexibility in their allocation.

Figure 3: *Commitment 2045* MTP Goals and Objectives



# MTP GOALS AND PLANNING FACTORS

The 2045 MTP goals are shown in Table 1, along with how they relate to key planning factors.

**Table 1: 2045 MTP Goals and FAST Act Planning Factors**

2045 MTP Goals			
FAST Act Planning Factors	Goal #1: Move People & Goods	Goal #2: Create Jobs	Goal #3: Strengthen 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 Resiliency and Reliability	✓	✓	✓
Enhance Travel and Tourism	✓	✓	✓

## Partnerships

The MPO worked closely with its partners throughout the Broward region to collaborate in the development of *Commitment 2045*. Partners include:

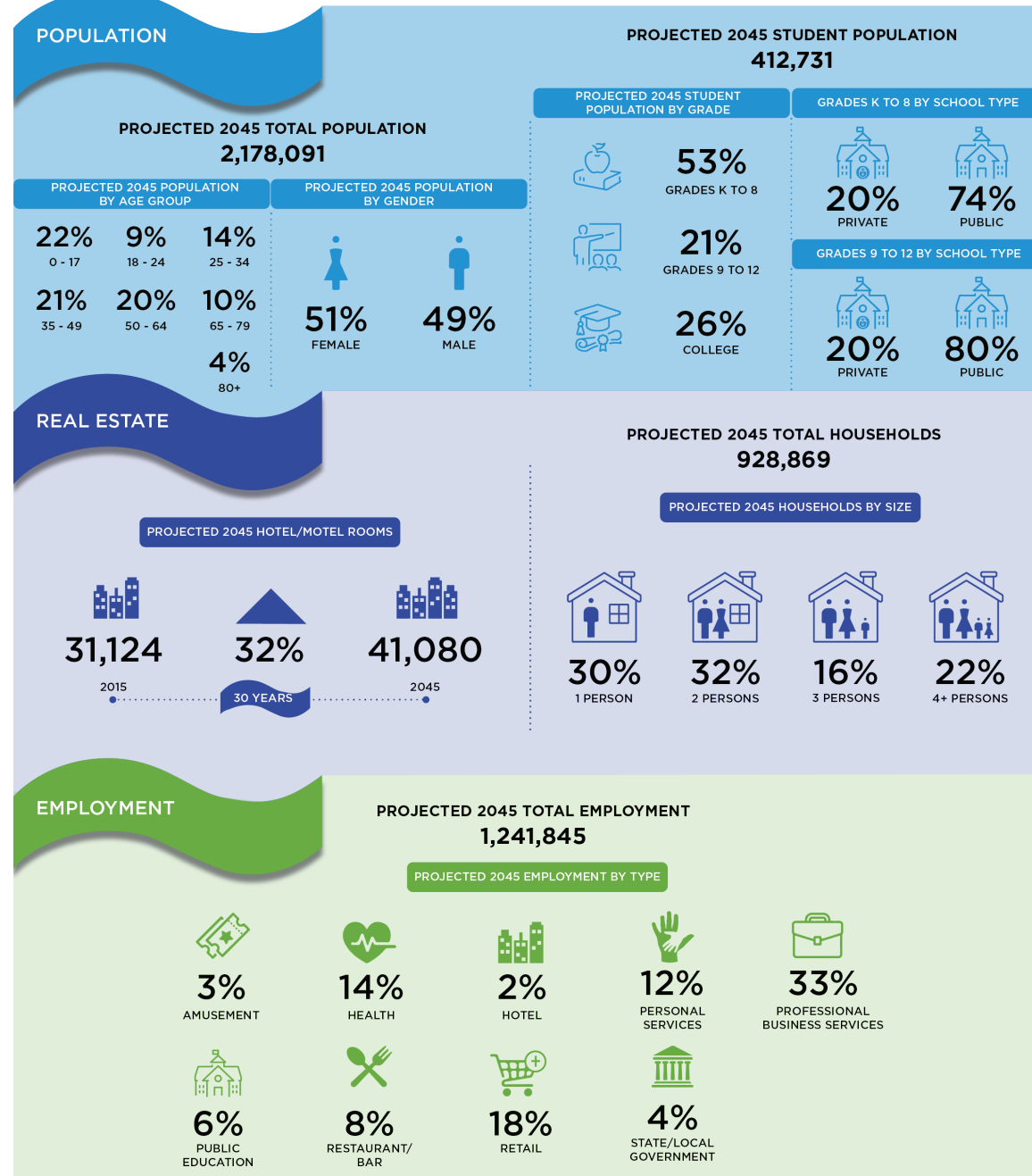


# PROJECTED GROWTH

Figure 4 shows the projected population and number of households in 2045. The population is projected to increase to almost 2.18 million, an overall increase of 20% and an annual growth rate of 0.6%. Households are projected to increase to approximately 929,000, an overall increase of 27% and an annual growth rate of 0.8%.

Figure 4 also provides information about projected school enrollment and hotel/motel rooms, which are important factors in determining transportation needs.

Figure 4: Broward County Projected Growth by 2045



# PUBLIC INVOLVEMENT

The Broward MPO has built a significant public involvement infrastructure over the past several years that includes frequent community events, a well-maintained website, an e-newsletter, a social media presence on Facebook, Twitter, Instagram, YouTube, and LinkedIn, and various other activities. This infrastructure was used to support two phases of public outreach.

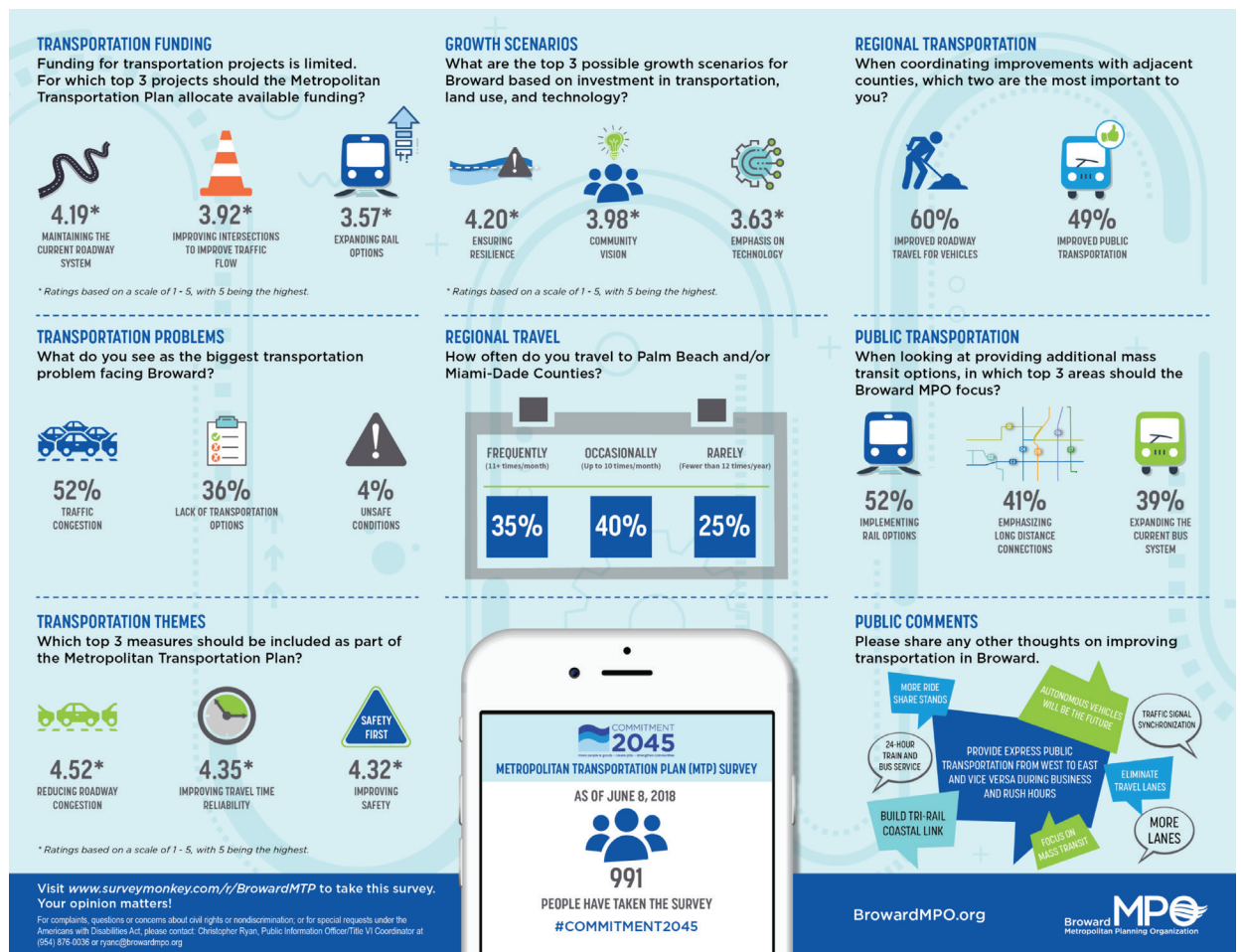
## Phase 1 Outreach (December 2017–November 2018)

- A tool kit that standardized the messaging and branding of the MTP effort for partners to share
- Rack cards that encouraged readers to visit the website and complete an online survey
- A website with thousands of views
- E-blasts with 15 versions to approximately 2,000 recipients
- An introductory video that provided an overview of the MTP and encouraged participation in the survey and was promoted via Facebook posts
- A direct mail piece sent to residents age 50 or older who reside in predominantly minority and low-income areas to encourage their participation in the online survey
- A Mayors’/Elected Officials’ Roundtable
- 10+ workshops with professional organizations and at public events
- An online survey that received about 1,000 responses
- Weekly social media posts
- 19 outreach meetings with homeowners’ associations and civic groups
- A telephone e-town hall event that connected with 47,465 callers and was webcast via Facebook Live
- Public opinion survey

The online survey results from January through April 2018 are shown in Figure 5. The telephone e-townhall event was conducted in March 2018; results from polls conducted during that event are summarized in Figure 6. These surveys reflect the opinions of different audiences, as the online survey was completed by self-selected participants and the telephone e-townhall event focused on Broward residents.

The results of the two surveys are remarkably similar regarding the most significant transportation problems facing the Broward region, with 52–54% of respondents saying congestion, 36% saying a lack of transportation options, and 4–7% saying safety. These survey results, along with other comments provided by the public, were used to identify needs.

Figure 5: Online Survey (January–April 2018) Results Summary

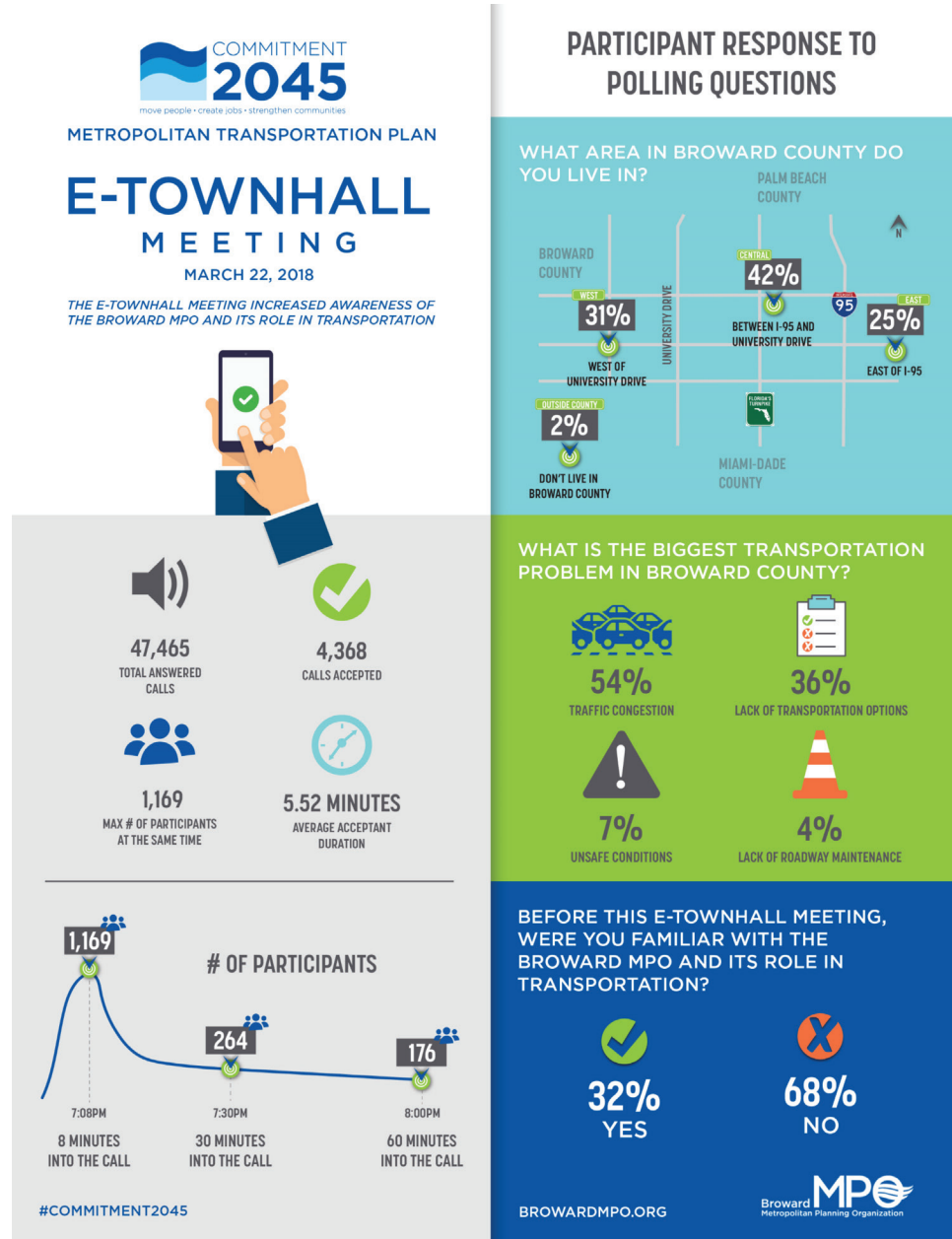


## Phase 2 Outreach (June–November 2019)

- An interactive map of the Cost Feasible Plan that allowed for public comments by project
- A palm card encouraging use of the interactive map
- A flyer explaining the Scenario Planning Analysis
- A video that encouraged use of the interactive map
- Five workshops with professional organizations at public events
- Five outreach meetings with homeowners groups and civic associations
- A second telephone e-townhall event

These Phase 2 efforts were designed to ensure participation by areas of the Broward region that were not sufficiently involved during Phase 1 and to re-engage with participants from Phase 1.

Figure 6: Telephone E-Townhall Meeting (March 2018) Summary



## SCENARIO PLANNING

In long-range transportation planning, scenario planning evaluates the effects of alternative policies, plans, or programs on the future of the community and/or region. It also can provide insight to stakeholders and decision-makers as they develop transportation plans, allowing them to explore and consider alternatives by evaluating the implications of different approaches to the transportation system. Both the Regional Transportation Plan (RTP) and the *Commitment 2045* MTP included scenario planning in their development over the past two years, and each had different approaches—*Commitment 2045* focused on different transportation network solutions, and the RTP focused on policy and funding scenarios.

### **Commitment 2045 MTP Scenarios**

The five MTP scenarios are described below and summarized in Figure 7.

- **Trend Scenario** – Continues recent trends in growth and transportation investments. Improvements included minor roadway projects that did not provide significant expansion of capacity. Transit improvements were not included, as significantly expanding the transit system was not a possibility. In essence, this was a cost-constrained scenario.
- **Compact Development Scenario** – Aggressively pursues high-density development, infill, and redevelopment within key corridors. Improvements were based on the Transit Vision and refocused growth projections to the corridors for which investments in high-capacity transit were proposed. This scenario was not constrained by funding availability.
- **Resiliency Scenario** – Responds to sea-level rise, severe weather events, and other forces. The approach was to use the same projects as the Trend Scenario and remove any that were located on facilities identified as vulnerable in the Extreme Weather and Climate Change Risk study. This scenario was not constrained by funding availability.
- **Technology Scenario** – Aggressively pursues the advancement of emerging transportation technologies. Improvements include conversion of existing managed lanes to technology corridors and the identification of additional arterial corridors that would accommodate automated, connected, electric, and shared (ACES) vehicles. This scenario was not constrained by funding availability.

- **Community Vision Scenario** – Integrates individual community and agency visions. Improvements included projects submitted by local governments and partner agencies. This scenario was not constrained by funding availability.

### **2045 Regional Scenarios**

Given the region’s expected growth and need to explore transportation funding to meet urban area needs, the 2045 RTP effort sought to explore important policy and investment questions about Southeast Florida’s future. These questions revolve around two main elements:

- **Financial and legislative:** What changes to policy and legislation will allow greater flexibility in how existing revenue sources are used? What new revenue sources can feasibly generate revenue for regional transportation infrastructure?
- **Growth and development:** Are changes in development patterns necessary to complement regional transportation investments?

To help answer these questions, a set of scenario concepts was created for evaluating what policy changes may be needed to fund a transportation system to meet the ever-growing needs of our urbanized region:

- **Scenario 1 – Trend:** Current funding practices, transportation investment, and land use decisions.
- **Scenario 2 – Regional Transit:** Creating flexibility in existing revenue sources to enable a “flexing” of funds to new transit investment while also exploring new revenue sources to fully build out a regional transit network.
- **Scenario 3 – Alternative Growth and Development:** Shifting future growth to compact locations in close proximity to regional transit.



Figure 7: Summary of Scenario Planning Analysis Results

TREND	COMPACT DEVELOPMENT	RESILIENCY	TECHNOLOGY	COMMUNITY VISION
<ul style="list-style-type: none"> <li>• Reflects historical investments.</li> <li>• Established baseline for comparison.</li> </ul>	<ul style="list-style-type: none"> <li>• Transit investments only.</li> <li>• Growth redirected to transit corridors.</li> <li>• Travel demand increased.</li> <li>• Accessibility to jobs by transit improved.</li> <li>• Roadway congestion worsened with lack of investment.</li> <li>• <b>Best performing scenario for transit use.</b></li> </ul>	<ul style="list-style-type: none"> <li>• Intent was to prohibit future investment in vulnerable infrastructure.</li> <li>• Could not be modeled, as no additional improvements proposed for those facilities.</li> <li>• Identified need for additional study of vulnerable facilities to address projected impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Mix of roadway and transit investments, including AV/CV assumptions.</li> <li>• Travel demand reduced slightly.</li> <li>• Accessibility to jobs improved.</li> <li>• <b>Best performing scenario for congestion and safety improvements.</b></li> </ul>	<ul style="list-style-type: none"> <li>• Mix of roadway and transit investments.</li> <li>• Travel demand remained similar to trend.</li> <li>• Transit mode share increased.</li> <li>• Roadway congestion improved.</li> <li>• Safety remained similar to trend.</li> <li>• <b>Best performing scenario for job accessibility.</b></li> </ul>

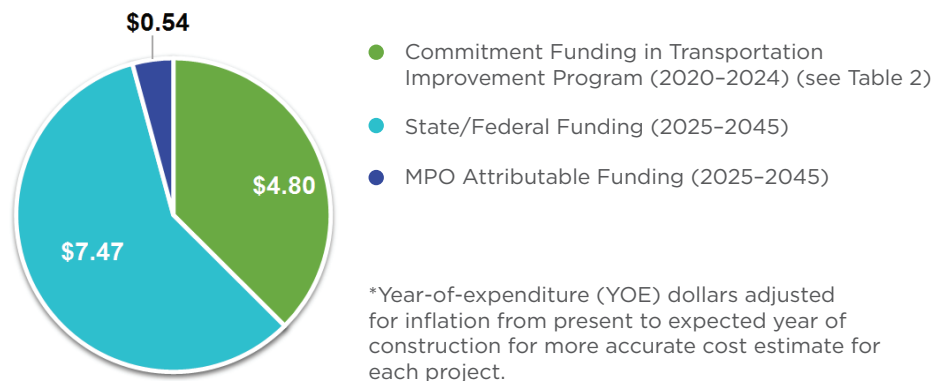
## FINANCIAL RESOURCES

Between 2020 and 2045, \$12.8 billion will be available to fund *Commitment 2045* transportation improvements throughout the Broward region. The initial five years of *Commitment 2045* (2020–2024) reflect the MPO’s adopted and committed Transportation Improvement Program (TIP). The remaining 21 years (2025–2045) reflect the transportation improvements that can be funded with revenues that are reasonably expected to be available over this time period.

Total revenues of \$12.8 billion for *Commitment 2045* are illustrated in Figure 8. Key observations about these revenues include:

- \$4.8 billion in transportation improvements are programmed in the TIP for implementation over the next five years (2020–2024); Table 2 provides a summary of these funding sources.
- Nearly \$8.0 billion in revenues is forecast to be available from 2025–2045.
- Of this \$8.0 billion, \$7.5 billion is designated by law or policy for specific types of transportation improvements, with little flexibility to change uses.
- The remaining \$538 million can be allocated according to the technical analyses and policy decisions of the Broward MPO.
- The Cost Feasible financial plan is summarized by funding program in Table 3.

**Figure 8: MTP Revenues (2020–2045) (in billions of YOE \$)\***



## FUNDING PROGRAMS

The six MPO Funding Programs are described below and illustrated in Figure 9. Also shown is the MPO’s policy direction for allocating to each of the funding programs from funding sources in which the MPO has complete flexibility and control (\$538 million).

### MPO Major Funding Programs

Major funding programs include major transportation investments in specific projects itemized in the *Commitment 2045* MTP. The MPO maintains two major funding programs—the Roadway Program and the Transit Program.



#### Roadway Program

Funding for this program is for transportation improvements that increase roadway capacity by building new roadways, adding lanes to existing roadways, or building/expanding interchanges and major intersections. Funding may also be allocated to concept studies, preliminary engineering, and design to support the development of roadway capacity projects.



#### Transit Program

This funding program includes transit capital investments such as transit vehicles, transit technology investments (e.g., fare collection equipment, automatic passenger counters, vehicle location, etc.), and roadway improvements designed to serve as exclusive lanes for transit services (for which operating funding has been identified).

## Other MPO Funding Programs

Other funding programs are set up in the MTP to allocate funds to projects that will be identified and prioritized annually or every two or three years following adoption of the MTP. As such, specific projects are not identified in the 2045 MTP for these programs. As part of the *Commitment 2045* development process, the MPO allocated funding into four additional funding categories, as summarized below:



### Systems Management/ Safety Program

Funding in this program is to be focused on Transportation Systems Management and Operations (TSM&O), a program based on actively managing the multimodal transportation network, measuring performance, streamlining and improving the existing system, promoting effective cooperation/collaboration, and delivering positive safety and mobility outcomes to the traveling public. Example projects include signal timing/coordination and major safety improvements. Funding also is set aside to support studies to identify, prioritize, and implement safety improvements.



### Complete Streets and Localized Initiatives Program (CSLIP)

This program provides funding for small local transportation projects that will improve safety and mobility for all transportation users. The MPO facilitates an annual competitive grant program to fund projects such as Complete Streets projects, traffic calming and intersection improvements, ADA compliance upgrades, bus shelters, bike racks, and technology advancements (e.g., transit signal priority and traffic control devices). Projects are generally around \$2 million each.



### Complete Streets Master Plan (CSMP)

Complete Streets are built for all users, with an emphasis on pedestrians, bicyclists, and transit users. The MPO developed a CSMP to guide future investments by creating a prioritized list of projects based on analysis and community input. Funding in this program is to implement the priority projects identified in the plan. Projects are generally greater than \$2 million each.



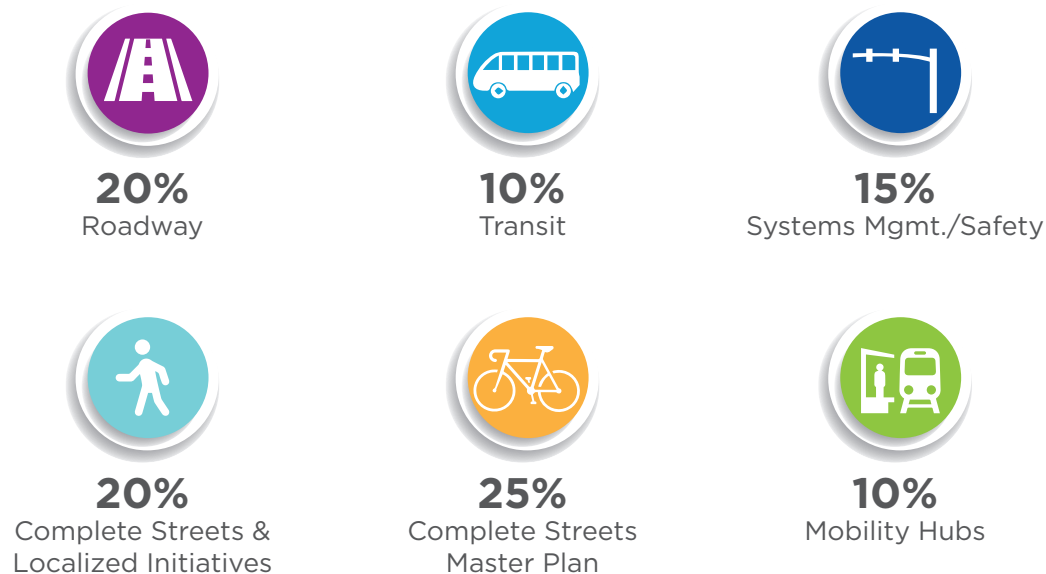
### Mobility Hub Program

Mobility Hubs are transit access points with frequent transit service, high development potential, and a critical point for travel demand or transfers within the transit system. Funding is available to help support the collaborative development of mobility hubs as communities identify and commit to opportunities that further program objectives.

**Table 2: Transportation Improvement Program (FY 2020–2024) (in YOE \$)**

Funding Source	Cost/Revenues					
	2020	2021	2022	2023	2024	Total
<b>Revenue Summary</b>						
Federal	\$183,568,858	\$159,373,840	\$110,261,432	\$149,535,721	\$215,482,780	\$818,222,631
Federal Earmark	\$13,066,343	\$0	\$0	\$0	\$0	\$13,066,343
Local	\$301,102,621	\$210,131,974	\$124,260,963	\$111,616,686	\$216,370,678	\$963,482,922
R/W & Bridge Bonds	\$2,449,348	\$0	\$1,000,000	\$0	\$0	\$3,449,348
State	\$11,325,581	\$26,378,291	\$55,526,116	\$7,210,988	\$7,210,988	\$107,651,964
State 100%	\$346,068,724	\$343,685,432	\$340,262,805	\$362,668,184	\$493,101,198	\$1,885,786,343
Toll/Turnpike	\$95,274,202	\$118,612,824	\$315,339,278	\$306,111,475	\$193,261,749	\$1,028,599,528
<b>TOTAL FUNDING</b>	<b>\$952,855,677</b>	<b>\$858,182,361</b>	<b>\$946,650,594</b>	<b>\$937,143,054</b>	<b>\$1,125,427,393</b>	<b>\$4,820,259,079</b>
<b>Total Project Cost</b>						
<b>TOTAL COST</b>	<b>\$952,855,677</b>	<b>\$858,182,361</b>	<b>\$946,650,594</b>	<b>\$937,143,054</b>	<b>\$1,125,427,393</b>	<b>\$4,820,259,079</b>

**Figure 9: Commitment 2045 MTP Funding Programs and Policy Allocation**



**State Road Funding on Non-State Roads**

According to the *FDOT Revenue Forecasting Handbook* (July 2018), MPOs in Transportation Management Areas (TMAs), such as the Broward MPO, can assume that 10% of the FDOT estimates for non-Strategic Intermodal System (SIS) roadway construction and right-of-way funds can be used for non-State roadway capacity improvements. As this funding allocation has not been clearly specified in previous long range transportation plans, the Broward MPO is highlighting this policy in the 2045 MTP and is clearly identifying the proposed projects for funding with the 10% set-aside for non-State roads.

**Table 3: 2045 Cost Feasible Plan Financial Summary by Funding Program (2025–2045)**

Funding Summary	Costs/Revenues in Year of Expenditure				
	2025	2026/30	2031/35	2036/45	Total
<b>Roadway Program – State Roads</b>					
Available Revenues	\$585,855,298	\$637,199,668	\$1,524,429,618	\$2,510,475,849	\$5,257,960,434
Project Costs	\$588,904,936	\$588,090,033	\$1,553,268,200	\$2,470,803,512	\$5,201,066,681
Balance	-\$3,049,638	\$49,109,635	-\$28,838,582	\$39,672,337	\$56,893,753
Cumulative Balance	-\$3,049,638	\$46,059,998	\$17,221,415	\$56,893,753	\$56,893,753
Percent of Revenue Expended	100.5%	92.3%	101.9%	98.4%	98.9%
<b>Roadway Program – Non-State Roads</b>					
Available Revenues	\$15,541,800	\$92,589,400	\$123,109,280	\$218,710,152	\$449,950,632
Project Costs	\$0	\$109,842,156	\$109,141,598	\$227,569,822	\$446,553,577
<b>Balance</b>	<b>\$15,541,800</b>	<b>-\$17,252,756</b>	<b>\$13,967,682</b>	<b>-\$8,859,670</b>	<b>\$3,397,055</b>
Cumulative Balance	\$15,541,800	-\$1,710,956	\$12,256,725	\$3,397,055	\$3,397,055
Percent of Revenue Expended	0.0%	118.6%	88.7%	104.1%	99.2%
<b>Transit Program</b>					
Available Revenues	\$42,897,400	\$354,200,313	\$447,867,293	\$600,056,748	\$1,445,021,754
Project Costs	\$37,540,000	\$333,585,113	\$435,028,093	\$592,518,750	\$1,398,671,956
Balance	\$5,357,400	\$20,615,200	\$12,839,200	\$7,537,998	\$46,349,798
Cumulative Balance	\$5,357,400	\$25,972,600	\$38,811,800	\$46,349,798	\$46,349,798
Percent of Revenue Expended	87.5%	94.2%	97.1%	98.7%	96.8%
<b>System Management/Safety Program</b>					
Available Revenues	\$18,431,814	\$92,312,371	\$92,587,371	\$186,248,093	\$389,579,650
Project Costs	\$18,431,814	\$92,312,371	\$92,587,371	\$186,248,093	\$389,579,650
Balance	\$0	\$0	\$0	\$0	\$0
Cumulative Balance	\$0	\$0	\$0	\$0	\$0
Percent of Revenue Expended	100.0%	100.0%	100.0%	100.0%	100.0%

Note: No non-State roadway projects are programmed in 2025 due to insufficient revenues to support the first prioritized project. Funding is carried over to support projects in the 2026–2030 time band.

**Table 3: 2045 Cost Feasible Plan Financial Summary by Funding Program (2025–2045) (cont'd)**

Funding Summary	Costs/Revenues in Year of Expenditure				
	2025	2026/30	2031/35	2036/45	Total
<b>Complete Streets and other Localized Initiatives Program</b>					
Available Revenues	\$8,279,133	\$41,396,987	\$41,396,987	\$82,788,493	\$173,861,600
Project Costs	\$8,279,133	\$41,396,987	\$41,396,987	\$82,788,493	\$173,861,600
Balance	\$0	\$0	\$0	\$0	\$0
Cumulative Balance	\$0	\$0	\$0	\$0	\$0
Percent of Revenue Expended	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Complete Streets Master Plan Program</b>					
Available Revenues	\$11,183,657	\$55,921,403	\$55,921,403	\$111,835,851	\$234,862,313
Project Costs	\$11,183,657	\$55,921,403	\$55,921,403	\$111,835,851	\$234,862,313
<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Cumulative Balance	\$0	\$0	\$0	\$0	\$0
Percent of Revenue Expended	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Mobility Hub Program</b>					
Available Revenues	\$2,567,400	\$12,839,200	\$12,839,200	\$25,677,300	\$53,923,100
Project Costs	\$2,567,400	\$12,839,200	\$12,839,200	\$25,677,300	\$53,923,100
Balance	\$0	\$0	\$0	\$0	\$0
Cumulative Balance	\$0	\$0	\$0	\$0	\$0
Percent of Revenue Expended	100.0%	100.0%	100.0%	100.0%	100.0%
<b>TOTAL PROGRAMS</b>					
Available Revenues	\$684,756,503	\$1,286,459,342	\$2,298,151,152	\$3,735,792,486	\$8,005,159,483
Project Costs	\$666,906,940	\$1,233,987,263	\$2,300,182,852	\$3,697,441,821	\$7,898,518,877
Balance	\$17,849,562	\$52,472,079	-\$2,031,700	\$38,350,665	\$106,640,606
Cumulative Balance	\$17,849,562	\$70,321,642	\$68,289,941	\$106,640,606	\$106,640,606
Percent of Revenue Expended	97.4%	95.9%	100.1%	99.0%	98.7%

Note: Nearly 99% of revenues forecast to be available from 2025–2045 is allocated to projects or funding programs, with some variations in fund balance for each time period. The outcome is the 2045 Cost Feasible Plan.

# ROADWAY PLAN

Table 4 and Map 1 include SIS, other State, and non-State roadway projects. Projects are funded in the timeframes indicated in the table.

**Table 4: 2045 Roadway Plan (2025–2045) (Funded Projects)**

Ref. ID	Project Sponsor	Jurisdiction	Project Name	Project Limits	Project Description	Total Cost (2019\$)	Timeframe for Implementation			
							2025	2026/30	2031/35	2036/45
1	Turnpike	Turnpike	Southern Turnpike Mainline/SR-91	MP 71 - Sawgrass Expwy/SR-869 to MP 73 - Broward/ Palm Beach County Line	Provide one auxiliary lane in each direction.	\$23,963,559	X			
2	FDOT	State SIS	I-95 @ Hillsboro Blvd		Modify interchange.	\$341,500,847	X			
3	FDOT	State SIS	I-95 @ I-595		Add 2 lanes to northbound I-95 off-ramp to eastbound I-595.	\$1,286,441	X			
4	FDOT	State SIS	I-75 @ Pines Blvd		Modify interchange.	\$56,989,831	X			
5	Broward MPO	State	SR-845/ Powerline Rd	Palm Beach Co Line to SW 10th St	Widen from 4 to 6 lanes.	\$25,997,536	X			
6	Broward MPO	State	SR-822/Sheridan St	US-1 to Dixie Hwy	Widen from 4 to 6 lanes.	\$43,551,562	X			
7	FDOT	State SIS	SW 10th St	W of Powerline Rd to W of Military Trail	Add managed lanes.	\$538,357	X	X		
8	FDOT	State SIS	I-95 @ Broward Blvd		Modify interchange.	\$98,825,802	X	X		
9	FDOT	State SIS	I-95 @ Davie Blvd		Modify interchange.	\$41,271,910	X	X	X	
10	FDOT	State SIS	I-95 @ Griffin Rd		Modify interchange.	\$274,216,060	X	X	X	
11	FDOT	State SIS	I-595 Managed Lanes	E of I-75 to W of I-95	Continue payout agreement for managed lanes on I-595.	\$975,311,642	X	X	X	X

**Table 4: 2045 Roadway Plan (2025–2045) (Funded Projects) (cont'd)**

Ref. ID	Project Sponsor	Jurisdiction	Project Name	Project Limits	Project Description	Total Cost (2019\$)	Timeframe for Implementation			
							2025	2026/30	2031/35	2036/45
12	Turnpike	Turnpike	Southern Turnpike Mainline/SR-91	MP 47 - Turnpike Ext/ SR-821 to MP 51 - Johnson St	Widen to 10 lanes with express lane; includes interchange improvements at MP 47 - Turnpike Extension @ SR-821 and MP 49 - Hollywood Blvd/Pines Blvd @ SR-820.	\$152,630,769		X		
13	Turnpike	Turnpike	Southern Turnpike Mainline/SR-91	MP 51 - Johnson St to MP 53 - Griffin Rd/SR 818	Widen to 10 lanes with express lane; includes interchange improvement at MP 53 - Orange Dr/Griffin Rd/SR-818.	\$146,563,077		X		
14	Turnpike	Turnpike	Southern Turnpike Mainline/SR-91	MP 71 - Sawgrass Expwy/SR-869 to MP 73 - Broward/ Palm Beach County Line	Widen to 10 lanes with express lane.	\$65,331,538		X		
15	Turnpike	Turnpike	Sawgrass Expressway/SR-869	MP 18 - US 441/ SR-7 to MP 22 - Powerline Rd	Widen from 6 to 10 lanes with express lanes; includes interchange improvements at MP 18 - US-441 @ SR-7; MP 19 - Lyons Rd; MP 21 - Southern Turnpike Mainline/SR-91/SW 10th St.	\$405,922,308		X		
16	FDOT	State SIS	I-95 @ Oakland Park Blvd		Modify interchange.	\$42,378,796		X	X	
17	Broward MPO	State	Hollywood Blvd	US-1 to SR-A1A	Conduct study to determine resiliency improvements.	\$1,500,000		X		
18	Broward MPO	State	SR-A1A	South of Arizona St to Hallandale Beach Blvd	Conduct study to determine resiliency improvements.	\$1,500,000		X		
19	Broward MPO	State	US-1/SR-5	Las Olas Blvd to Davie Blvd	Conduct study to determine resiliency improvements.	\$1,500,000		X		
20	Broward MPO	State	US-1	Broward Blvd to Las Olas Blvd	Conduct study to determine resiliency improvements.	\$750,000		X		
21	Broward MPO	State	Las Olas Blvd.	US-1 to SR-A1A	Conduct study to determine resiliency improvements.	\$1,500,000		X		
22	Broward MPO	State	US-1	Pembroke Rd to Hallandale Beach Blvd	Conduct study to determine resiliency improvements.	\$1,000,000		X		
23	Broward MPO	State	Hallandale Beach Blvd	US-1 to SR-A1A	Conduct study to determine resiliency improvements.	\$1,500,000		X		
24	City of Oakland Park	State	Dixie Hwy Corridor	Oakland Park Blvd to Prospect Rd	Conduct multimodal feasibility study.	\$600,000		X		
25	City of Deerfield Beach	State	SE 10th St	Dixie Hwy to US-1	Conduct multimodal feasibility study.	\$750,000		X		



**Table 4: 2045 Roadway Plan (2025–2045) (Funded Projects) (cont'd)**

Ref. ID	Project Sponsor	Jurisdiction	Project Name	Project Limits	Project Description	Total Cost (2019\$)	Timeframe for Implementation			
							2025	2026/30	2031/35	2036/45
26	Broward MPO	State	County Line Rd/ HEFT Extension	I-95 to Florida's Turnpike	Conduct multimodal feasibility study.	\$1,500,000		X		
27	SFRTA	State	Pompano Beach FEC-SFRC Connection		Construct track connection between FEC rail corridor and SFRC at Pompano Beach.	\$77,700,000		X		
28	FDOT	State	Griffin Rd	Old Griffin Rd intersection	Construct interim reconfiguration of north approach to intersection.	\$4,440,000		X		
29	Town of Davie	State	Florida's Turnpike Interchange @ Griffin Rd/ Orange Dr		Construct improvements to interchange.	\$51,240,000		X		
30	Broward MPO	State	Oakland Park Blvd @ SR-7		Construct center turn overpass.	\$99,900,000		X		
31	FDOT	State	US-1/SR-5	McNab Rd/15th St to Cypress Creek Rd/62nd St	Add eastbound left-turn lane.	\$2,450,980		X		
32	City of Coral Springs	State	University Dr @ Royal Palm Blvd		Add dual left-turn lanes on University Dr southbound at Royal Palm Blvd.	\$1,035,990		X		
33	Town of Hillsboro Beach	State	SR-A1A @ Hillsboro Blvd		Reconfigure intersection; additional EB to NB turn lane, allow through movement EB to WB, and extend left-turn lane NB to WB.	\$6,822,751		X		
34	FDOT	State	US 1/I-595 Westbound On-Ramp		Improve intersection alignments along US-1 and add additional lane to US-1/I-595 WB on-ramp.	\$8,880,000		X		
35	City of Hallandale Beach	State	Hallandale Beach @ NE 14th Ave		Implement dual left-turn lane from EB Hallandale Beach Blvd to NB NE 14th Ave.	\$3,714,781		X		

**Table 4: 2045 Roadway Plan (2025–2045) (Funded Projects) (cont'd)**

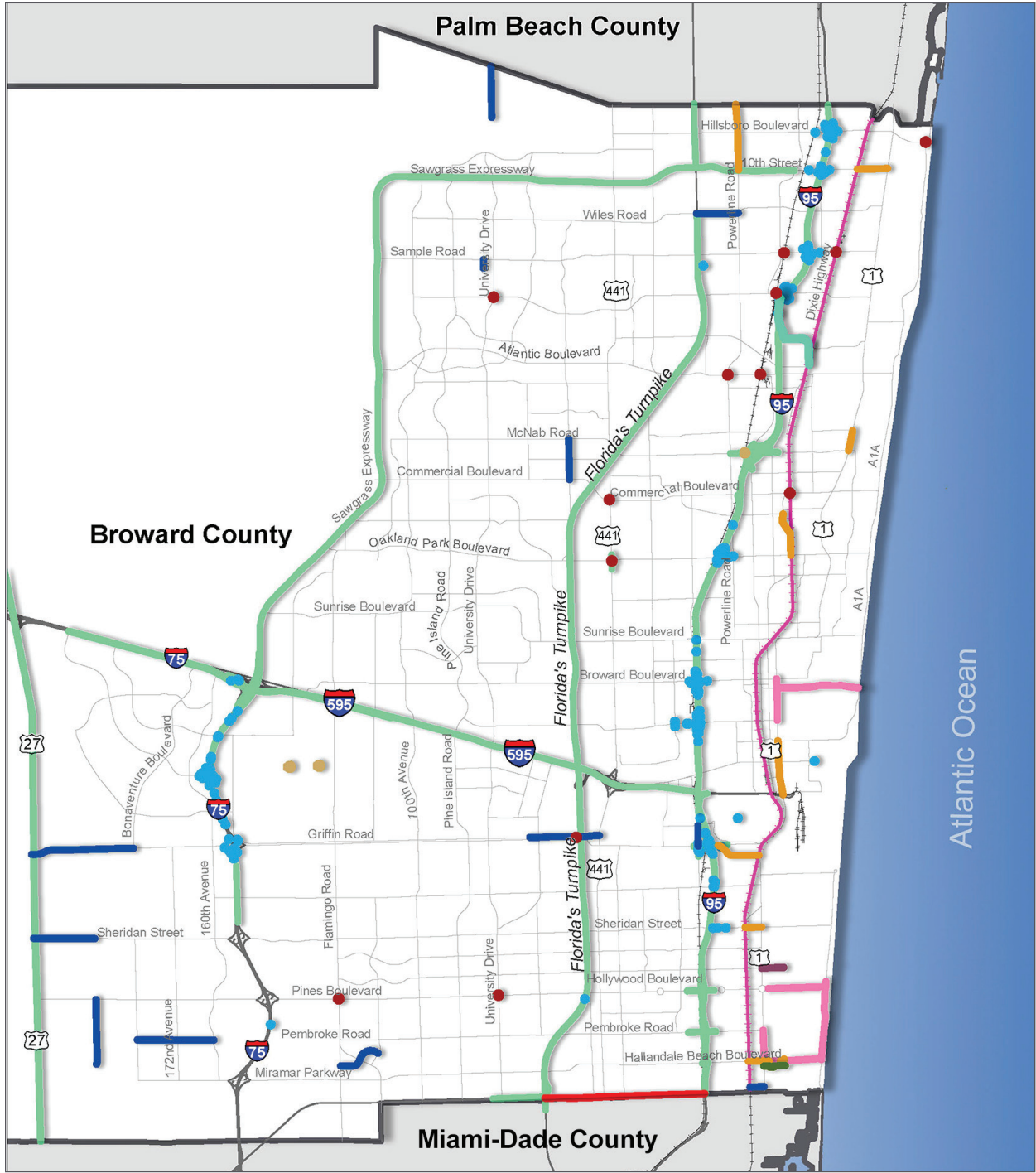
Ref. ID	Project Sponsor	Jurisdiction	Project Name	Project Limits	Project Description	Total Cost (2019\$)	Timeframe for Implementation			
							2025	2026/30	2031/35	2036/45
36	Broward MPO	State	South Florida Rail Corridor @ Copans Rd		Construct grade separation at railroad crossing.	\$52,458,600		X		
37	Broward MPO	Non-State	Johnson St	US-1 to N 14th Ave	Conduct study to determine resiliency improvements	\$750,000		X		
38	City of Hallandale Beach	Non-State	SE 2nd St/ Hibiscus St/ Church St Extension Project	US-1 to Church St	Conduct multimodal feasibility study.	\$600,000		X		
39	Town of Davie	Non-State	East Orange Dr	SW 67th Ave to SR-7	Add center turn lane and lighting improvements.	\$12,567,573		X		
40	City of Coral Springs	Non-State	Coral Hills Dr	Sample Rd to NW 31st Ct	Extend left-turn lane on Coral Hills Dr at Sample Rd, widen Coral Hills Dr between Sample Rd and NW 31st to 3-lane cross section including curb and gutter, bike lanes, and new sidewalk on east side.	\$3,071,831		X		
41	Town of Davie	Non-State	West Davie Roadway Improvements		Widen SW 130th Ave to add turn lane; widen SW 136th Ave from 2 to 4 lanes; add landscape medians; expand sidewalks; add bike lanes; construct roundabout; install traffic signal at Flamingo Rd @ SW 26th St.	\$22,692,000		X		
42	City of Hallandale Beach	Non-State	SE 9th St FEC Rail Crossing Realignment	Dixie Hwy to US-1	Construct grade separation over railroad crossing. Add EB to NB left-turn lane at US-1.	\$1,898,432		X		
43	City of Miramar	Non-State	Pembroke Rd	SW 160th Ave to SW 184th Ave	Widen from 2to 4 lanes with median, bicycle lanes, sidewalks, lighting, landscaping, hardscape, and irrigation systems.	\$31,413,000		X		
44	City of Parkland	Non-State	University Dr	Old Club Rd to Loxahatchee Rd	Widen from 2 to 4 lanes with bike lanes and sidewalks.	\$11,501,130		X		
45	Turnpike	Turnpike	Southern Turnpike Mainline/SR-91	MP 54 - I-595 to MP 70 - Wiles Rd	Conduct study to widen from 6/8 to 10/12 lanes with express lane; includes interchange improvements at MP 62 - Commercial Blvd @ SR-870; MP 67 - Coconut Creek Pkwy/Martin Luther King Blvd/Blount Rd; MP 69 - Sample Rd @ SR-834. Includes new interchanges at MP 61 - Oakland Park Blvd and MP 63 - Cypress Creek Rd.	\$2,990,789		X	X	
46	FDOT	State SIS	I-95	S of Hallandale Beach Blvd to N of Hollywood Blvd	Add highway capacity.	\$202,219,737			X	

**Table 4: 2045 Roadway Plan (2025–2045) (Funded Projects) (cont'd)**

Ref. ID	Project Sponsor	Jurisdiction	Project Name	Project Limits	Project Description	Total Cost (2019\$)	Timeframe for Implementation			
							2025	2026/30	2031/35	2036/45
47	FDOT	State SIS	I-95 @ Stirling Rd		Modify interchange.	\$5,265,132			X	
48	FDOT	State SIS	I-95	S of Commercial Blvd to N of Cypress Creek Rd	Add highway capacity.	\$132,963,158			X	
49	FDOT	State SIS	US-27	Krome Ave (Miami-Dade County) to Evercane Rd (Hendry County)	Implement corridor management/ITS.	\$23,635,526			X	
50	City of Tamarac	State	SR-7 @ Commercial Blvd		Construct urban interchange.	\$328,560,000			X	
51	City of Miramar	Non-State	SW 148th Ave	Bass Creek Rd to Miramar Pkwy	Widen from 2 to 4 lanes with median, bicycle lanes, sidewalks, lighting, landscaping, hardscape, and irrigation.	\$8,917,940			X	
52	City of Miramar	Non-State	Miramar Blvd	Flamingo Rd to Hiatus Rd	Widen from 2 to 4 lanes with median, bicycle lanes, sidewalks, lighting, landscaping, hardscape, and irrigation.	\$19,738,201			X	
53	City of Pembroke Pines	Non-State	Sheridan St	196th Ave to US-27	Widen from 2 to 4 lanes (includes sidewalk on one side).	\$13,237,489			X	
54	Broward MPO	Non-State	Ravenswood Rd	SW 42nd St to Griffin Rd	Widen from 2 to 4 lanes.	\$8,214,000			X	
55	Broward MPO	Non-State	Wiles Rd	Florida's Turnpike to Powerline Rd	Widen from 4 to 6 lanes.	\$14,874,000			X	
56	City of Tamarac	Non-State	Rock Island Road	McNab Rd to Commercial Blvd	Widen from 4 to 6 lanes with buffered bike lanes.	\$6,822,053			X	
57	FDOT	State SIS	I-95	SR-84 to S of Broward Blvd	Add highway capacity.	\$279,476,518			X	X
58	FDOT	State SIS	I-95	N of Broward Blvd to Sunrise Blvd	Add highway capacity.	\$40,522,119			X	X

**Table 4: 2045 Roadway Plan (2025–2045) (Funded Projects) (cont'd)**

Ref. ID	Project Sponsor	Jurisdiction	Project Name	Project Limits	Project Description	Total Cost (2019\$)	Timeframe for Implementation			
							2025	2026/30	2031/35	2036/45
59	FDOT	State SIS	US-27	Pembroke Rd to SW 26th St (N of Griffin Rd)	Add service-frontage-connector and distributor system and new interchanges.	\$78,861,565			X	X
60	FDOT	State SIS	US-27	Krome Ave (Miami-Dade County) to Broward/Palm Beach County Line	Add freight capacity.	\$320,574,467			X	X
61	Broward MPO	State	South Florida Rail Corridor @ Sample Rd/SR-834		Construct grade separation at railroad crossing.	\$52,458,600				X
62	Broward MPO	State	FEC Rail Corridor @ Sample Rd/SR-834		Construct grade separation at railroad crossing.	\$52,458,600				X
63	Broward MPO	State	FEC Rail Corridor @ Commercial Blvd/SR-870		Construct grade separation at railroad crossing.	\$52,458,600				X
64	Broward MPO	State	Pines Blvd @ Flamingo Rd		Construct center turn overpass.	\$99,900,000				X
65	Broward MPO	State	Atlantic Blvd @ Powerline Rd		Construct center turn overpass.	\$99,900,000				X
66	Broward MPO	State	University Dr @ Pines Blvd		Construct center turn overpass.	\$99,900,000				X
67	City of Hallandale Beach	State	Hallandale Beach Blvd	Dixie Highway to NE 8th Ave	Install a 4-lane bi-directional express bypass on Hallandale Beach Blvd across FEC rail lines.	\$71,501,760				X
68	Broward MPO	State	South Florida Rail Corridor @ Atlantic Blvd/SR-814		Construct grade separation at railroad crossing.	\$52,458,600				X
69	Broward MPO	Non-State	South Florida Rail Corridor @ NW 62nd/Cypress Creek		Construct grade separation at railroad crossing.	\$52,458,600				X
70	Broward MPO	Non-State	SW 196th Ave	Pines Blvd to Miramar Pkwy	Widen from 2 to 4 lanes.	\$42,400,535				X
71	Town of Southwest Ranches	Non-State	Griffin Rd	Bonaventure Blvd to US-27	Widen Griffin Rd from 2 to 4 lanes (include new bike lanes, install solar lighting from I-75 to US-27).	\$21,843,338				X



- State Projects**
- Interchange/Intersection
  - Capacity
  - Pompano Connection
  - Multimodal Study
  - Resiliency Study
  - SIS Interchange
  - SIS Capacity/Interchange
  - SIS Rail
- Non-State Projects**
- Interchange/Intersection
  - Capacity
  - Multimodal Study
  - Resiliency Study

## MAP 1 2045 COST FEASIBLE ROADWAY PLAN

This map is for informational purposes only. For complaints, questions, or concerns about civil rights or nondiscrimination or for special requests under the Americans with Disabilities Act, please contact Erica Lychak, Communications Manager/Title VI Coordinator, at (954) 876-0057 or [Lychake@browardmpo.org](mailto:Lychake@browardmpo.org)

# TRANSIT PLAN

Table 5 and Map 2 include transit projects that involve MPO funding. Projects are funded in the timeframes indicated in the table.

**Table 5: 2045 Transit Plan (2025-2045) (Funded and Unfunded Projects)**

Ref. ID	Project Sponsor	Project Name	Project Limits	Project Description	Total Cost (2019\$)	Timeframe for Implementation			
						2025	2026/30	2031/35	2036/45
1	Broward County	Federal Transit Formula Funding Program		Provide Federal transit funding for Broward County Transit.	\$661,263,728	X	X	X	X
2	City of Fort Lauderdale	Andrews & 3rd Avenues Mobility Improvements	SE 17th St to Sunrise Blvd	Reconfigure streets to be one-way oriented, with shared use path, transit-only lane, lighting, stormwater, transit, crosswalks.	\$10,000,000		X		
3	Broward County	Hollywood/Pines Blvd Rapid Bus	Flamingo Rd (Pembroke Pines) to Hollywood (Young Circle)	Implement 10-15 min limited stop bus service, mixed traffic or semi-exclusive Business Access and Transit (BAT) lanes, level boarding stations, use of Transit Signal Priority (TSP)/Queue Jump technologies, mobile ticketing.	\$64,557,779		X		
4	Broward County	University Dr Rapid Bus	Coconut Creek (Sample Rd) to Miami-Dade Co (Golden Glades)	Implement 10-15 min limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP/Queue Jump technologies, mobile ticketing.	\$115,696,114			X	
5	SFRTA	Tri-Rail Rolling Stock		Fund 1/3 of cost to replace rolling stock for Tri-Rail, including 6 new locomotives and 10 new bi-level coaches.	\$24,333,333				X
6	SFRTA	Tri-Rail Mobile Ticketing and Fare Verification		Fund mobile ticketing and fare verification equipment.	\$2,625,000				X



**Existing Transit Service**

- Express Bus
- Commuter Rail (Tri-Rail)
- Station (Tri-Rail)

**Proposed Transit Service**

- Express Bus
- BCT Rapid Bus
- Fixed Guideway (>50%)
- Pompano Connection
- Interstates
- Major Roads

Note: Local bus not shown; assumed to operate in all major roads.

**MAP 2  
2045 COST FEASIBLE  
TRANSIT PLAN**

This map is for informational purposes only. For complaints, questions, or concerns about civil rights or nondiscrimination or for special requests under the Americans with Disabilities Act, please contact Erica Lychak, Communications Manager/Title VI Coordinator, at (954) 876-0057 or Lychake@browardmpo.org

## CALL TO ACTION

With the adoption of *Commitment 2045*, the MPO will have a new 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**.

To advance its transportation investment and policy priorities, the MPO's Call to Action will aid in making the *Commitment 2045* MTP its blueprint for the future of the Broward region. Following the MPO's four guiding principles will support implementation of the MTP and incremental progress toward the transportation vision for the Broward region. The Broward MPO commitment is communicated through three key planning documents:

- **STARTED Plan (Strategic Transportation and Regional Transit Economic Development Plan)**
  - provides the history of how the MPO and its plans have evolved over the past four decades to where the MPO is today.
- **Commitment 2045 MTP** - the 25-year transportation plan that identifies and prioritizes transportation improvements that can be funded with resources projected to be available from 2020 through 2045. It fulfills the requirements set forth by Federal and State law and provides the policies and strategies to guide all other activities of the MPO.
- **Broward Vision 2100** - describes and illustrates the vision for Broward in 2100. It is intended to be aspirational, identifying and illustrating opportunities that leverage new and emerging technologies to increase transportation options, resiliency, and quality of life.

As part of the Call to Action, our elected officials, partners, and staff will need to coordinate in reaching out to state and federal entities to affect changes reflected in these guiding principles adopted by the Broward MPO Board.

## GUIDING PRINCIPLES



### Guiding Principle 1: Work collaboratively and proactively with member governments to deliver projects in the MTP.

- **Transparency** - Ensure that member governments are working with elected representatives and the public during the identification and prioritization of transportation projects.
- **Program readiness** - Ensure that each project included in the Cost Feasible Plan meets the Broward MPO's "program-ready" requirements:
  - A clear **scope of work** with well-defined limits, a clear description of all elements included as part of the project, and potential right-of-way impacts
  - A realistic engineering **cost-estimate**
  - Documented **collaboration and coordination with partners** (including roadway owners and affected neighboring municipalities) and public outreach for the project
  - A **resolution of support** from a project sponsor's governing board

### What makes a project program ready?

Needed for consideration



Scope of Work



Partner  
Collaboration



Cost Estimate



Resolution\*

\*Needed if selected for inclusion in the MTP





**Guiding Principle 2: Maximize allocation of transportation funding to complement existing investments in the region.**

- **Funding Programs** – Use the six MTP funding programs for projects that match transportation investments with MPO Board policy goals and direction.
- **Funding Allocation** – Continue to maximize the impact of MPO-attributable funding that complements other transportation funding sources, such as the County Surtax and FDOT State roadway funding.



**Guiding Principle 3: Align transportation funding policy with the needs and vision for Broward County.**

- **Funding Imbalance** – Correct the imbalance between local priorities and State funding policy that emphasizes roadway capacity projects over multimodal investments.
- **New Local Revenues** – Explore opportunities for new local revenue sources to support unfunded multimodal transportation needs identified in the 2045 MTP.
- **Policy Recommendations** – Support policies and recommendations of the 2045 Regional Transportation Plan (RTP).



**Guiding Principle 4: Implement Vision 2100 for Broward’s multimodal future.**

- **Transportation Vision** – Use the *Commitment 2045* MTP to support the implementation of Broward Vision 2100. Broward Vision 2100 is an aspirational vision for the Broward region and was conceived to imagine the future of the Broward region in the context of:
  - Forecast population and employment growth through 2045 and 2100
  - Land use, development, and resiliency policies that support the vision
  - New and emerging technologies, such as Smart Cities; Smart Streets; Autonomous, Connected, Electric, and Shared (ACES) vehicles; and dynamic pricing, among others
  - Multimodal transportation system that reflects the six MPO funding programs and leverages new and emerging technologies
  - Commitment to reinforce moving people and goods, creating jobs, and strengthening cities
  - MPO leadership and commitment to the Call to Action

## NEXT STEPS

*Commitment 2045* will guide the Broward MPO as it delivers our commitment to the residents and communities of the Broward region to ensure that we continue to move people & goods, create jobs, and strengthen communities.

Key to meeting this commitment are implementing projects, using the MTP as the blueprint for the future, and confirming the Broward MPO's commitment in the coming years.

### Project Implementation

The success of *Commitment 2045* will be measured by moving identified transportation projects to implementation. From 2020 to 2045, the MTP reflects **\$12.8 billion** in funding for transportation projects throughout the Broward region:

- **Five-Year Program** - From 2020 to 2024, **\$4.8 billion** is programmed for specific projects in the MPO's Transportation Improvement Program.
- **Roadway Program** - From 2025 to 2045, **\$5.7 billion** will be for roadway improvements on State roads (\$5.1 billion) and non-State roads (\$450 million).
- **Transit Program** - From 2025 to 2045, **\$1.4 billion** will be for transit projects, \$1.1 billion of which will flow to Broward County Transit through the Federal transit formula funding program.
- **Other Programs** - From 2025 to 2045, **\$883 million** is set aside for the Systems Management/Safety Program (\$390 million), Complete Streets and Localized Initiatives Program (\$174 million), Complete Streets Master Plan Program (\$235 million), and Mobility Hub Program (\$54 million).
- The funding commitment to other funding programs is small in comparison to the roadway and transit programs, further reinforcing the Call to Action to pursue more flexible funding in the future.

## MTP—The Blueprint

The *Commitment 2045* MTP provides the blueprint for advancing the goals of the MPO Board and clear direction on how to invest in the future based on the priorities of the MPO Board.

### MPO Commitment

With the adoption of the *Commitment 2045* 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 *Commitment 2045* MTP and making incremental progress toward Broward Vision 2100.

# ACKNOWLEDGMENTS

Thank you to the MPO Technical, Citizens, and Freight Advisory Committees for their review and contributions to the *Commitment 2045* MTP.

## MPO Staff

**Gregory Stuart**  
*Executive Director*

**Michael Ronskavitz**  
*Chief of Staff*

## MTP Management Team

**William Cross**  
*Planning & Programming  
Deputy Executive Director*

**Peter Gies (MTP Project Manager)**  
*Systems Planning Manager*

**Paul Flavien**  
*Data Services Manager*

## Staff

**Chadwick Blue**  
*Project Coordination Manager*

**Monica Diaz**  
*Administrative Assistant*

**Andrew Riddle**  
*Surtax Services Manager*

**Hannah Bourgeois**  
*Public Outreach Officer*

**Carl Ema**  
*Boards Coordination Manager*

**John Robertson**  
*Chief Financial Officer*

**Charlene A. Burke**  
*Local Governmental Services  
Principal Planner*

**Khyra Everette**  
*Communications Principal Coordinator*

**Buffy C. Sanders II**  
*Livability/Mobility Program  
Principal Planner*

**Paul Calvaresi**  
*Local Governmental Services Manager*

**Tracy Flavien**  
*Budget and Grants Director*

**Rebecca N. Schultz**  
*Boards Coordinator*

**Conor Campobasso**  
*Complete Streets and Other Localized  
Initiatives Program (CSLIP) Manager*

**Stephanie Garcia**  
*Livability/Mobility Program Associate  
Planner*

**Anthea Thomas**  
*Public Outreach Manager*

**Juan Cañez**  
*Data Services Associate Planner*

**Ricardo S. Gutierrez**  
*Livability/Mobility Program Manager*

**Lydia Waring**  
*Purchasing & Procurement Manager*

**Jihong Chen**  
*Project Programming Manager*

**Erica Lychak**  
*Communications Manager,  
Title VI Coordinator*

**Veleta Williams**  
*Accounting Manager*

**David Clark**  
*Executive Assistant*

**Kerrie MacNeil**  
*Surtax Services Project Manager*

**Alan Gabriel**  
*General Counsel*

**James Cromar**  
*Strategic Initiatives  
Deputy Executive Director*

**Fazal Qureshi**  
*Transportation Engineering Project  
Manager*

**Michele Danza**  
*Human Resources Manager*

**Christopher Restrepo**  
*Systems Planning Principal Planner*

*Produced by Tindale Oliver  
for the Broward MPO*

The logo for Broward Metropolitan Planning Organization (MPO). It features the text "Broward MPO" in a bold, sans-serif font, with "Metropolitan Planning Organization" in a smaller font below it. To the right of the text is a circular icon containing a stylized globe with horizontal lines.

Broward MPO  
Metropolitan Planning Organization

Move People & Goods | Create Jobs | Strengthen Communities



BrowardMPO.org