

The Long Range Transportation Plan for Broward County

Adopted - December 11, 2014

Amendment No. 01 - February 11, 2016

Amendment No. 02 - May 12, 2016

Amendment No. 03 - July 13, 2017

Amendment No. 04 - April 12, 2018

COMMITMENT
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Trade Centre South

100 West Cypress Creek Road,
8th Floor, Suite 850
Fort Lauderdale, Florida 33309-2112

954-876-0033 PHONE
1-800-273-7545 (TDD)
954-876-0062 FAX

info@browardmpo.com E-MAIL
www.BrowardMPO.org WEB

To order additional copies of
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contact: Christopher Ryan, Public
Information Officer/Title VI
Coordinator at (954) 876-0036 or
ryanc@browardmpo.org.

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LONG RANGE TRANSPORTATION PLAN

for Broward County

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move people · create jobs · strengthen communities

OUR PLEDGE

The Broward Metropolitan Planning Organization's (MPO) commitment is to move people, 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.

Through our outreach efforts, we know that the key to moving people is having a broad range of options suited to our citizen's range of mobility needs and economic circumstances. This plan will increase mobility options, including public transit, to provide our residents a wider variety of alternatives to driving a personal automobile for their everyday needs. Projects like enhanced bus service make it easier for riders to move across county lines without having to use their car. The Wave Streetcar will move people within downtown Fort Lauderdale, and therefore will reduce traffic and make its urban core more appealing to new businesses and residents.

Making our planning area more competitive in the local, regional and global economies is key to creating jobs. By placing new and expanded infrastructure at Port Everglades, the Port has been able to import and export more cargo, which has had a positive effect on creating jobs and new economic opportunities for our residents and employers. The newly completed Intermodal Container Transfer Facility is gearing up to take advantage of the Panama Canal expansion and will make it possible to move cargo containers directly from ships to railcars. These improvements will help reduce

the number of trucks on the roads while also strengthening the local economy.

A robust economy leads to stronger communities. Services like community shuttles meet the mobility needs of neighborhoods and employers by making local connections to our regional transit systems seamless. Our commitment to a Complete Streets program further unites communities by creating more livable environments where automotive, transit and non-motorized transportation options can safely coexist. It's these types of environments that make our communities stronger, safer and more economically vibrant.

Your vision and ideas helped craft this plan. The projects identified in this plan, which we call *Commitment 2040*, create a mix of transportation investments to meet our commitment to you: move people, create jobs and strengthen communities. Thank you for helping shape the future of our planning area for generations to come. See you in 2040.



Richard Blattner
Board Chair



Greg Stuart
Executive Director

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LIST OF ACRONYMS

AAF	All Aboard Florida	L RTP	Long Range Transportation Plan
BCT	Broward County Transit	MPO	Metropolitan Planning Organization
CIR	Community Involvement Roundtable	P3	Public Private Partnership
EJ	Environmental Justice	ROW	Right-of-Way
EPA	Environmental Protection Agency	RTP	Regional Transportation Plan
FAA	Federal Aviation Administration	SEFTC	Southeast Florida Transportation Council
FDOT	Florida Department of Transportation	SFRTA	South Florida Regional Transportation Authority
FEC	Florida East Coast Railway	SIS	Strategic Intermodal Systems
FECI	Florida East Coast Industries	SR	State Road
FHWA	Federal Highway Administration	STIP	State Transportation Improvement Program
FTA	Federal Transit Administration	TCC	Technical Coordinating Committee
FTP	Florida Transportation Plan	TDP	Transit Development Plan
ITS	Intelligent Transportation System	TIP	Transportation Improvement Program
IVTT	In-vehicle Travel Time	TRB	Transportation Research Board
LOS	Level-of-Service	USACE	United States Army Corps of Engineers
		USDOT	United States Department of Transportation

GOVERNING LAWS AND LEGAL DEFINITIONS

Clean Air Act (CAA)

Federal law passed in 1970 that prescribes the national air pollution control program. The 1990 Clean Air Act Amendments are the most far-reaching revisions of the original law. The Clean Air Act is administered by the Environmental Protection Agency (EPA). The State of Florida takes the lead in carrying out the Act.

Environmental Justice (EJ)

The equitable distribution of costs and benefits associated with any Federal investment on all members of the community. An environmental justice policy and analysis seeks to ensure that low-income persons and people of color, in particular, benefit from Federal investments and do not experience disproportionate adverse environmental and health impacts (E.O. 12898).

Metropolitan Planning Organizations (MPOs)

A group of local officials with the Federal mandate to develop transportation plans and programs for Urbanized Areas with a population of more than 50,000. MPOs are formed by agreement between Florida's governor and local elected officials representing at least 75 percent of the population located within that area (23 U.S. Code §134–135).

Moving Ahead for Progress in the 21st Century (MAP-21)

Legislative initiative by the United States Congress reauthorizing and restructuring funding and planning for highway and transit programs. MAP-21 authorizes increased levels of highway and transportation funding. It was signed into law by President Obama on July 6, 2012.

Regionally Significant Project

A project which serves regional transportation needs (such as access to and from the area outside of the region or major activity centers in the region) including, at a minimum, all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel (23 CFR. §450.204). These types of projects also include any project which requires the acquisition of right-of-way (ROW).

Title VI

The section of the Civil Rights Act of 1964 that prohibits discrimination on the basis of race, color or national origin in programs that receive federal financial assistance, including transportation projects (42 U.S. Code §2000d).

WHAT'S CHANGED SINCE THE LAST PLAN

Quite a bit...

Established as an independent MPO

Since 2010, we have been evolving into one of the leading independent Metropolitan Planning Organizations (MPOs) in the State of Florida, after separating from our former host government. Under the direction of our Board, we have modeled our plans and programs after the nation's top tier independent MPOs. Following planning principles set forth by our partners at the United States and Florida Departments of Transportation (USDOT and FDOT), consistent with nationally-based 'best practices' for Long Range Transportation Plans (LRTPs), and specific guidance provided by FDOT for creating "Citizen-friendly" plans, *Commitment 2040* continues our evolution.

We are providing the public with a document that is understandable and written in 'plain speak.' As such, we have modified how we package *Commitment 2040's* supportive, technical materials by either footnote or reference within this document. These footnotes are direct links to our website,

where all of the technical materials are archived. We can still provide printed versions of all these supportive materials, upon request.

Less public money for transportation projects

Public revenues supportive of transportation improvements have declined. The Federal Highway Trust Fund, financed primarily by a tax on gasoline, is receiving less money annually based on a dated funding mechanism initially established in the 1970s. Although vehicle efficiency standards are a good thing, the increase in efficiency results in lower tax revenue based on fuel consumed. Furthermore, Congress has had trouble keeping the Highway Trust Fund afloat over the last couple of years. The availability of public monies for transportation improvements is therefore likely to continue going down for the foreseeable future.

New Federal transportation legislation

Federal legislation enacted in 2012, identified as the Moving Ahead for Progress in the 21st Century Act (MAP-21), fundamentally changed the Federal government's approach to funding transportation improvements.¹ MAP-21 requires that all transportation projects, included in new LRTPs, be "financially feasible" (or "affordable" as is it referenced in *Commitment 2040*). *Commitment 2040* is our LRTP referenced throughout as our plan. This requirement now means that a funding recipient must demonstrate that projects can be planned, built, and operated with funds that are "reasonably available" to MPOs over the time span of the

¹For additional information on MAP-21, visit <http://www.fhwa.dot.gov/map21/>.

plan. Despite this redefined constraint, MAP-21 also provides for opportunities to ‘fast track’ bicycle and pedestrian projects, for greater support of our freight initiatives, and additional direction on measuring the impact of our affordable plan.

“Financial feasibility” requirement redefined

The new “financial feasibility” requirement has now been expanded. MPOs are now required to show not only that a project can be planned, but can also be built, operated and maintained throughout the life of the plan. This is a stricter, more financially constraining standard than before. Every affordable project in *Commitment 2040* meets this new standard.

Our approach to “financial feasibility”, within our previous plan, *Transformation 2035*, was less rigorous than is now required under current Federal law.² Accordingly, a significant number of projects identified in *Transformation 2035* now fall into the category of projects which cannot be fully funded. This is particularly true, for example, with respect to premium transit projects initially identified as desirable, but for which there are no currently anticipated funds to operate them over the life of *Commitment 2040*.

Performance-based planning mandate

Performance-based planning, now required by MAP-21, is a method of measuring a plan’s success based on established desired outcomes. It attempts to make decision-making and

accountability transparent to us all. The goal of performance-based planning is a constant improvement to meet stated goals and objectives. Although we have engaged in performance-based planning for some time now, this new requirement will ensure a consistent process and reliable results with our planning partners. While the implementation schedule outlined within MAP-21 is beyond the time of *Commitment 2040*’s adoption, we are already working with our planning partners to draft achievable measures.

Opportunities to accelerate project delivery

An important element of MAP-21 now allows certain Federal funds, allocated to MPOs, to be approved locally and spent in a faster and more flexible manner than in the past. This results in a programmatic approach to non-regionally significant projects with similar goals for addressing transportation needs. These projects can be aggregated together and then addressed through a programmatic approach that allows more available funding to be spent. This approach is also intended to accelerate project delivery by selecting projects which are exempt from lengthy Federal environmental reviews.

This programmatic approach does not require identification of individual projects for funding in *Commitment 2040*, but rather, assigns an overall budget that will be allocated by our Board periodically to individual projects identified through a coordinated process between MPOs, their transportation partners and eligible recipients.

²For additional information on *Transformation 2035*, visit <http://www.browardmpo.org/index.php/2035-long-range-transportation-documents>.

Greater emphasis on freight

The region's focus on international marketplaces requires an emphasis on freight capacities and the movement of goods. This mirrors Federal directives, as outlined within MAP-21, to make the nation stronger economically through additional freight planning.

We are taking the lead in establishing a regional approach to freight planning through collaboration with the other two MPOs in the Miami Urbanized Area (Palm Beach and Miami-Dade) in updating the *2040 Southeast Florida Regional Freight Plan*.³ This plan update both identifies and prioritizes freight improvements for roadway, seaport, rail and airport infrastructure. *Commitment 2040* focused regionally significant roadway projects on those improvements documented within the *2040 Southeast Florida Regional Freight Plan*.

New technology innovations

Numerous innovations have occurred in the short time since the adoption of our previous plan. The number and variety of electric and alternative fuel vehicles has increased significantly. These types of vehicles can help address issues such as air pollution and high fuel costs. This upsurge in use has brought new challenges, such as providing infrastructure for electric charging stations.

Technologies that used to be limited to the largest metropolitan areas are now available to the operators of local community buses. With your cell phone, you can find the location of local shuttles in relation to where you are. Smart phone apps use Real Time Rideshare Technology to allow riders to schedule trips on short notice with private drivers.

These innovations allow us to be more efficient in the use of limited resources.

³For additional information on the *Southeast Florida Regional Freight Plan*, visit <http://www.seftc.org/>.



Beach and Boardwalk in City of Hollywood

BROWARD BLVD

NE 3 AVE
J W MCLAUGHLIN AVE



THE MPO STORY

Our mission is to support the creation of transportation options, both locally and regionally. Through *Commitment 2040*, we emphasize the need for reliable transit, bicycle, pedestrian and roadway projects that promote economic strength, environmental conservation and improve quality of life.

We do this by guiding the use of Federal, state and other funds to create a transportation system that moves people, creates jobs and strengthens communities within our planning area. We work with citizens and the private sector, as well as our planning partners, to ensure the transportation options funded in *Commitment 2040* best represent the direction we all have chosen.

Who is the Broward MPO?

We are a Federally-designated agency that is responsible for making policy about local transportation and deciding how to spend government money on transportation projects within Broward County (our “planning area”). We seek to address overall mobility needs within our planning area, based on the needs and aspirations of our residents, businesses and visitors. Our mission is to transform transportation options, both locally and regionally, and to provide a transportation system that ensures the safe and efficient movement of people and goods.

Our vision is to transform transportation in our planning area to achieve optimum mobility with emphasis on mass transit while promoting economic vitality, protecting the environment, and enhancing quality of life.

The voting members of our 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. We work with transportation stakeholders who represent all segments of our planning area: individual members of the public, civic and community groups, government agencies and planning organizations at the local, county, state and Federal levels.

Through *Commitment 2040* we emphasize the need for reliable transit, pedestrian and roadway projects that promote economic strength, environmental conservation and a continuous improvement of quality of life. We identify, and secure funding for, improvements to our planning area’s transportation infrastructure, and guide the use of Federal, state and other funds to create a transportation system that moves people, creates jobs and strengthens communities.⁴

Our governmental partnerships - local, regional and Federal - make us strong. Together we can plan and build varied transportation systems that meet the mobility needs of all the citizens and employers in the southeast Florida region.



Citizen interaction at public workshop in City of Oakland Park

⁴For additional information on the Broward MPO, visit www.BrowardMPO.org.

Who are our planning partners?

In the development of *Commitment 2040* we have sought the input of as many segments of our communities as possible. We have undertaken a broadly targeted outreach process intended to collect many voices and opinions applicable to the transportation planning process - from outreach to you as users of transportation to the inclusion of private sector stakeholders. Public agencies engaged in transportation activities - such as the planning, construction and operation of transportation infrastructure at the regional and state levels - were also included in this outreach.

Citizens and the private sector

The public is the most important partner in the transportation planning process. *Commitment 2040* is built to reflect the needs and priorities of the citizens within our planning area. Public participation in transportation planning comes from our standing Community Involvement Roundtable (CIR) and our active engagement with advocacy groups, neighborhood associations and the public at large. Our public involvement program is tailored to solicit ideas and input from all corners of the community using a variety of media and communication tools.

Citizens and private sector stakeholders are critical partners in the shaping of *Commitment 2040*. Their voices frame the transportation needs of our planning area and identify the location of future economic development.

The private sector is also a critical partner in the development and implementation of *Commitment 2040*. Private sector investments directly influence land development and economic activities which must be considered as long range transportation plans are developed. The private sector also plays an important role by providing additional funding for transportation projects through impact fees and by partnering with government to build, own or operate transportation facilities. The private sector's voice in *Commitment 2040*'s development comes as a result of our outreach to private employers, industry representatives from Chambers of Commerce, Downtown Development Authorities, Community Redevelopment Authorities and trade groups.



Polling the Broward MPO Board during financial resources workshop

Local governments, agencies and institutions

Local governments, agencies and institutions - such as cities, the School Board, the Seminole Tribe of Florida, colleges, universities and trade schools - help plan, design, operate and maintain roadways, buses, bicycle facilities, and sidewalks and other transportation facilities. An important function of these partners is to consider transportation in the development of specific local site plans, and the implementation of longer-term comprehensive and master plans. Representatives from these entities serve on both our Board and on advisory committees, such as the Technical Coordinating Committee (TCC).

Broward County government and departments

County entities include the county's Traffic Engineering Division, Broward County Transit (BCT), Port Everglades and Fort Lauderdale-Hollywood International Airport. Each of these county entities is responsible for developing, operating and maintaining transportation infrastructure that is vital to the residents of Broward County. Each entity develops long and short-range plans that are integral to *Commitment 2040*. Representatives from each agency are active participants in the TCC and *Commitment 2040's* steering committee, which both provide technical guidance and serve as advocates for public outreach and education.⁵



BCT local bus service at Young Circle in City of Hollywood

South Florida Regional Transportation Authority

South Florida Regional Transportation Authority (SFRTA) is a legislatively created transportation policy-making body made up of private citizens, representatives from county government, and Florida Department of Transportation (FDOT). SFRTA was established to provide Tri-Rail commuter rail service in Broward, Palm Beach and Miami-Dade counties. SFRTA's mission is to develop and operate a viable regional rail transportation system in South Florida. SFRTA develops and implements a transit development plan (TDP), as does BCT, which are integral to *Commitment 2040*. SFRTA representatives are active participants in the TCC and *Commitment 2040's* steering committees.⁶

⁵For additional information on Broward County, visit www.broward.org.

⁶For additional information on the SFRTA, visit www.sfrta.fl.gov.

Florida Department of Transportation

Florida Department of Transportation (FDOT) is Florida's multi-modal transportation agency responsible for planning, designing, constructing and maintaining state roadways, Florida's Turnpike, the national highway system and other major transportation infrastructure. FDOT works closely with local agencies, MPOs, transportation providers and special districts that each own, operate or maintain different portions of the transportation network. FDOT is responsible for developing the Florida Transportation Plan (FTP), the Strategic Intermodal System (SIS) and the State Transportation Improvement Program (STIP). FDOT is represented on our technical and policy bodies, and works closely with us to advance project development.⁷

United States Department of Transportation and other Federal agencies

Many Federal agencies work closely with us to develop and implement transportation projects. The United States Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Federal Aviation Administration (FAA) all provide policy guidance, technical resources and funding for transportation projects.⁸ Other Federal agencies important in transportation planning and project development include the Environmental Protection Agency (EPA)⁹, the United States

Army Corps of Engineers (USACE)¹⁰ and research institutions such as the Transportation Research Board (TRB).¹¹

Regionalism - our leadership role

Our planning area sits in the center of the Miami Urbanized Area which is one of the most prosperous regions in the United States. This location plays an important role in regional, national and global economies by serving as a primary gateway to and from the Caribbean and Latin America through Port Everglades and the Fort Lauderdale/Hollywood International Airport.

Together, the Broward MPO, Palm Beach MPO and the Miami-Dade MPO have created the Southeast Florida Transportation Council (SEFTC), whose goal is to coordinate the plans of each MPO, and to develop larger regional plans for transportation issues which cross county boundaries and impact the overall region (the entire Miami Urbanized Area). Through SEFTC, the MPOs and FDOT are developing a variety of regional plans.¹² We support a number of such efforts, including the development of the Regional Transportation Plan (RTP).¹³

We are honored to provide regional leadership on a variety of other efforts. We serve as the lead MPO in the development of the *2040 Southeast Florida Regional Freight Plan*. We are

⁷For additional information on FDOT, visit www.dot.state.fl.us.

⁸For additional information on USDOT, visit <http://www.dot.gov/>.

⁹For additional information on EPA, visit <http://www.epa.gov>.

¹⁰For additional information on USACE, visit <http://www.usace.army.mil/>.

¹¹For additional information on TRB, visit <http://www.trb.org/>.

¹²For additional information on SEFTC, visit <http://www.seftc.org/>.

¹³For additional information on the RTP, visit <http://seftc.org/regionalplan/>.



Port Everglades

equally privileged to have developed a number of innovative concepts and initiatives, for example the mobility hubs concept, that are now being implemented by our SEFTC partners and throughout Florida.

2040 Southeast Florida Regional Freight Plan

We are the lead MPO in the development of the *2040 Southeast Florida Regional Freight Plan* (“freight plan”). This plan focuses on the development of a freight system profile, in order to identify and prioritize freight needs for the region’s transportation system and infrastructure - including ports and airports. The freight plan, currently under development, is intended to review key freight and logistics issues and to develop possible funding programs to implement recommended improvements. In addition, we are working on building a partnership with Federal and state agencies to

establish pilot programs and opportunities to accelerate and support investments in our larger region’s global logistics infrastructure.¹⁴

Mobility Hub concept

Our previous plan, *Transformation 2035*, created and defined a Mobility Hub concept to serve as transit access points with frequent transit service, as areas of high development potential and as critical points for trip generation or transfers within the transit system. The previous plan identified 103 potential Hub locations in three major categories - Gateway, Anchor and Community Hubs - based on a variety of land use and transit criteria.

As a consequence of the economic downturn and other changes to South Florida over the last five years, the original criteria for selecting and categorizing the Hubs are no longer applicable. As part of the implementation of *Commitment 2040*, we will be updating the Mobility Hub concept, including the typology and screening process for the identification of Hub locations to best leverage these transportation infrastructure investments within a new MPO program to fast track these improvements. This analysis provides the opportunity to revisit not only the location criteria, but also the Mobility Hub concept, as we examine how to leverage its investments to maximize a Mobility Hub’s economic and transit potential. This concept is now being implemented as an element of plans for the overall Southeast Florida region. An example is the inclusion of the Mobility Hub concept in the *2040*

¹⁴For additional information on the 2040 Southeast Florida Regional Freight Plan, visit <http://www.browardmpo.org/index.php/current-projects-studies/freight>.

Southeast Florida Regional Transit Plan. It is hoped that our experience planning and developing these Hubs will serve as a useful model for our larger region.¹⁵

Complete Streets implementation

We play a leadership role in implementing Complete Streets throughout our planning area. Our approach is to create a safe and efficient transportation network that promotes health and mobility for our residents and visitors by providing high quality multi-modal (pedestrian, bicycle, transit and automobile) access.

In 2012, we created the Broward Complete Streets Guidelines to facilitate and assist local governments in the implementation of Complete Streets. These guidelines serve as a template that can be adopted, modified, customized, or expanded based on each community's needs and desires. We are working to facilitate and streamline a planning process for bicycle and pedestrian improvements. Two demonstration projects have been identified for implementation under the Complete Streets concept: one along Hollywood Boulevard in an urban setting, and the other along Sunset Strip in a suburban setting.

Moving forward, we will continue to seek, identify, and program projects that meet local needs and our Complete Streets goals. As we develop our Complete Streets projects, we hope to serve as a regional resource of not only a source of information in the implementation of Complete Streets goals,



State Route A1A in City of Fort Lauderdale

but also demonstrate 'case studies' to other transportation stakeholders in Southeast Florida.¹⁶

Incorporating bicycle and pedestrian needs has been a cornerstone in our efforts to plan a transportation system that provides multi-modal options for all of our residents. Through our Mobility Program, over \$100 million in bicycle and pedestrian improvements (including sidewalks, multi-use paths, bicycle lanes, etc.) have been programmed within our planning area over the next five years (2014-2019). We continue to seek, identify and program projects that meet both a local and regional need. Working with partners at

¹⁵For additional information on our mobility hub concept, visit <http://www.browardmpo.org/index.php/major-functions/congestion-management-process-livability-planning>.

¹⁶For additional information on our role in the development of Complete Streets, visit <http://www.browardmpo.org/index.php/complete-streets-overview>.

FDOT, Broward County and local municipalities, we continue to facilitate a planning process that streamlines bicycle and pedestrian investments by filling network gaps and advancing projects that fulfill our network vision.

Climate change research

South Florida is already facing climate change impacts. In 2012, a combination of severe weather and seasonal high tides washed out a segment of State Road (SR) A1A in Fort Lauderdale. With no process in place to deal with an emergency of this type, Fort Lauderdale and the state had to quickly decide what to do and how to pay for it.

To prepare for such eventualities, we are leading a pilot project to anticipate climate change impacts to the regional transportation network, to develop long-term adaptation

strategies as well as a process for dealing with emergency situations. This pilot project will identify the risks of these dangers to the regional transportation network, and will develop long-term strategies and ‘case studies’ to educate future transportation investments.¹⁷

Working together with our partners we seek to address transportation solutions for those of us who travel for business or pleasure to Palm Beach and Miami-Dade counties, and to prepare for and support our planning area’s role within regional and global markets.

¹⁷For additional information on our climate change research, visit <http://www.browardmpo.org/index.php/current-projects-studies/adapting-to-climate-change>.



Port Everglades



BUILDING THE 2040 PLAN

We are a government agency responsible for creating local transportation policy and identifying the best use of Federal and state tax dollars on transportation projects. We do this by working with stakeholders to identify and secure funding for improvements to our planning area's transportation infrastructure.

Long range planning is our most effective tool. It helps the region grow and adapt to changing population and economic trends. *Commitment 2040* builds on previous long range transportation plans, current transportation assets and public input to create a relevant plan that propels our planning area through 2040 and beyond.

Historical context

Proof of effective long range transportation planning is all around you: from the bus stops near your home to highways, bicycle facilities and sidewalks. These projects were all included in a LRTP long before they were built.

Did You Know?

Fort Lauderdale's Wave Streetcar and I-95 and I-595 express lanes were envisioned in our last long range plan or earlier. The express lanes are already completed or under construction. The Wave will begin construction in 2016.

We have been planning transportation systems for over 40 years. We have seen projects go from idea to reality. *Commitment 2040* builds on our previous plans, most recently *Transformation 2035*, and sets new directions by listing specific projects that will make up the future of our planning area's transportation system as recommended and requested by you and our community's leaders (our "Board").

Why this plan is important?

Long range transportation planning is important for what it has done in the past and what it will do in the future. This plan builds on our existing transportation assets, identifies deficiencies in these facilities, and recommends actions that maintain or improve quality of life. This plan sets a direction

for what transportation should be today and over the coming decades. Some parts of the plan are affordable and can be paid for now, while some are only on our "wish list".

We have had a long range transportation plan for more than 40 years. The majority of the roads and transit services you use daily were planned and developed over that time - plans which have evolved as the needs of our planning area have changed.

Our plan is updated every five years to ensure it keeps up with growth and changing needs. We live in one of the world's great international centers. We cannot afford to take our role in the global economy for granted. This plan sets a direction for one of the most vital components of any modern region - transportation.

What will the plan achieve?

Commitment 2040 sets the vision for our transportation future through the year 2040. This vision includes a variety of implementable projects which move people, create jobs and strengthen communities. Moving people, creating jobs and strengthening communities is vital to the development and success of any region and establishes clear goals for our transportation system.¹⁸

¹⁸For additional information on Commitment 2040's goals and objectives, visit <http://www.browardmpo.org/index.php/development-process>.

Move people

How people travel is vital to our growth and fuels the economic engines that propel us forward. Whether it's making it easier to get to work each morning or running errands on the weekend, a transportation system should move people smoothly and safely to and from important locations. By reducing travel times and costs, *Commitment 2040* makes your favorite destinations more accessible.

Did You Know?

According to the Texas A&M Transportation Institute, in 2011, residents of the Southeast Florida region, including Broward, spent an average of 47 hours a year stuck in traffic. This consumed an extra 93 million gallons of fuel due to congestion.

Create jobs

An effective transportation system has the power to connect and to create successful economic centers. This helps businesses to attract top talent and makes our planning area a more appealing place to start new businesses, or for companies to move to, stay or expand. We have identified opportunities where public and private entities can partner to provide residents and businesses with new and exciting transportation options, such as Mobility Hubs that link several modes of transportation at a single stop.



Las Olas Boulevard in City of Fort Lauderdale

Strengthen communities

While getting to work and the grocery store are important, a good transportation system should also connect people with each other. Our Complete Streets initiative - which is a series of programs and includes multiple mobility improvements - will strengthen communities by creating environments where all modes of transportation and users are accommodated. People who walk, bicycle, ride transit or drive will be able to safely move throughout a Complete Street.

Enhancing the infrastructure within our planning area to allow businesses to grow effectively and efficiently is a core goal of *Commitment 2040*. Projects that provide for bicycle and pedestrian connections help build a sense of community and entice potential employees to relocate to our planning area

Tools used to identify and screen potential projects

Our ability to address and overcome past challenges has made our planning area a great place to both live and work. That success is due to our community’s willingness to work together and accomplish our common goals. Planning a future together is a vital part of our relationship with the public. We endeavored to reach as many people as possible throughout the development of *Commitment 2040*.



Towne Square in City of Plantation

WHAT WILL THE PLAN ACHIEVE

A plan, by its very definition, requires setting achievable goals and objectives. Our intent is to provide ones that are easily understood, tied to our overall vision and complement the goals of our planning partners.

It is important to point out that goals can sometimes be competing at face value. For example, a goal to improve pedestrian access and another to improve safety. Pedestrian access may be best served by increasing mid-block crossings, while safety may not. Optimizing outcomes with respect to competing goals and objectives is the primary function of *Commitment 2040*.

To learn more about how we will measure success of the goals and objectives, please see Monitored for Success section.

Move People

- Maintain infrastructure
- Achieve Level of Service (LOS) standards
- Improve accessibility for all users of the system
- Shorten project delivery
- Maximize transit ridership

Create Jobs

- Reduce travel time to economic centers
- Promote new development
- Minimize the cost of travel
- Maximize private investment

Strengthen Communities

- Ensure benefits and costs are equitable
- Reduce accidents, injuries and fatalities
- Promote redevelopment
- Ensure projects consider aesthetic improvements
- Provide options for non-motorized travel
- Promote environmental sensitivity

Existing plans and programs

Major transportation projects can take years or decades to go from an initial idea to construction and operation. Since our plan is updated once every five years, *Commitment 2040* integrates existing plans and programs developed by us and our planning partners. One of the existing plans that significantly contributed to the development of *Commitment 2040* was our previous plan, *Transformation 2035*.¹⁹ In this way we were able to benefit from our previous planning efforts and “not reinvent the wheel.” Our goal is to take maximum advantage of the detailed analysis and findings of ongoing or recently completed studies so as to better inform the development of *Commitment 2040*.

We engage planning partners at all levels of government. Together, the partners work to develop a cohesive plan for both our planning area and Southeast Florida.

Current conditions and future needs

Understanding today’s conditions and tomorrow’s needs is important to a successful plan. We use demographic and travel demand forecasts for the year 2040 as one way to assess the need for transportation investments throughout our planning area. In addition to future travel conditions, other aspects of the transportation system are considered as well; including: safety, operations and regional connectivity.²⁰

Did You Know?

Two major corridor studies - Oakland Park Boulevard and Hollywood/Pines Boulevard - were recently completed to improve transportation options and livability.

Outreach and public input

We have had a very successful outreach program where we received approximately 2,000 specific comments or suggestions on how we can improve our transportation system. You have shared with us your daily travel experiences and what it would take to make public transit and non-motorized transportation options more appealing.²¹

A variety of technical tools, not readily available when we produced our previous plan *Transformation 2035*, were utilized to provide the public and our Board with real-time, interactive polling results and improved visualization of projects.

Interactive polling

The development of *Commitment 2040* has been supported by a number of innovative ways to develop information concerning the types of transportation improvements the community prefers. Interactive polling has been conducted with both our Board and the public. It has contributed to

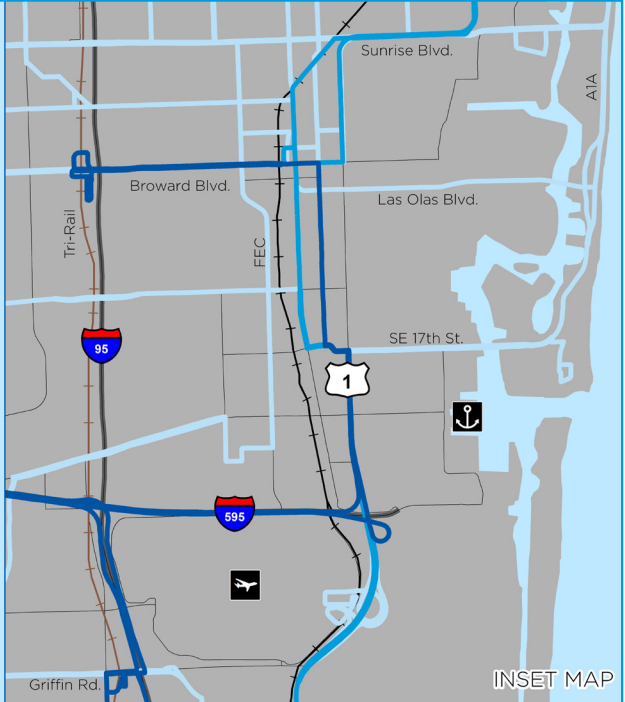
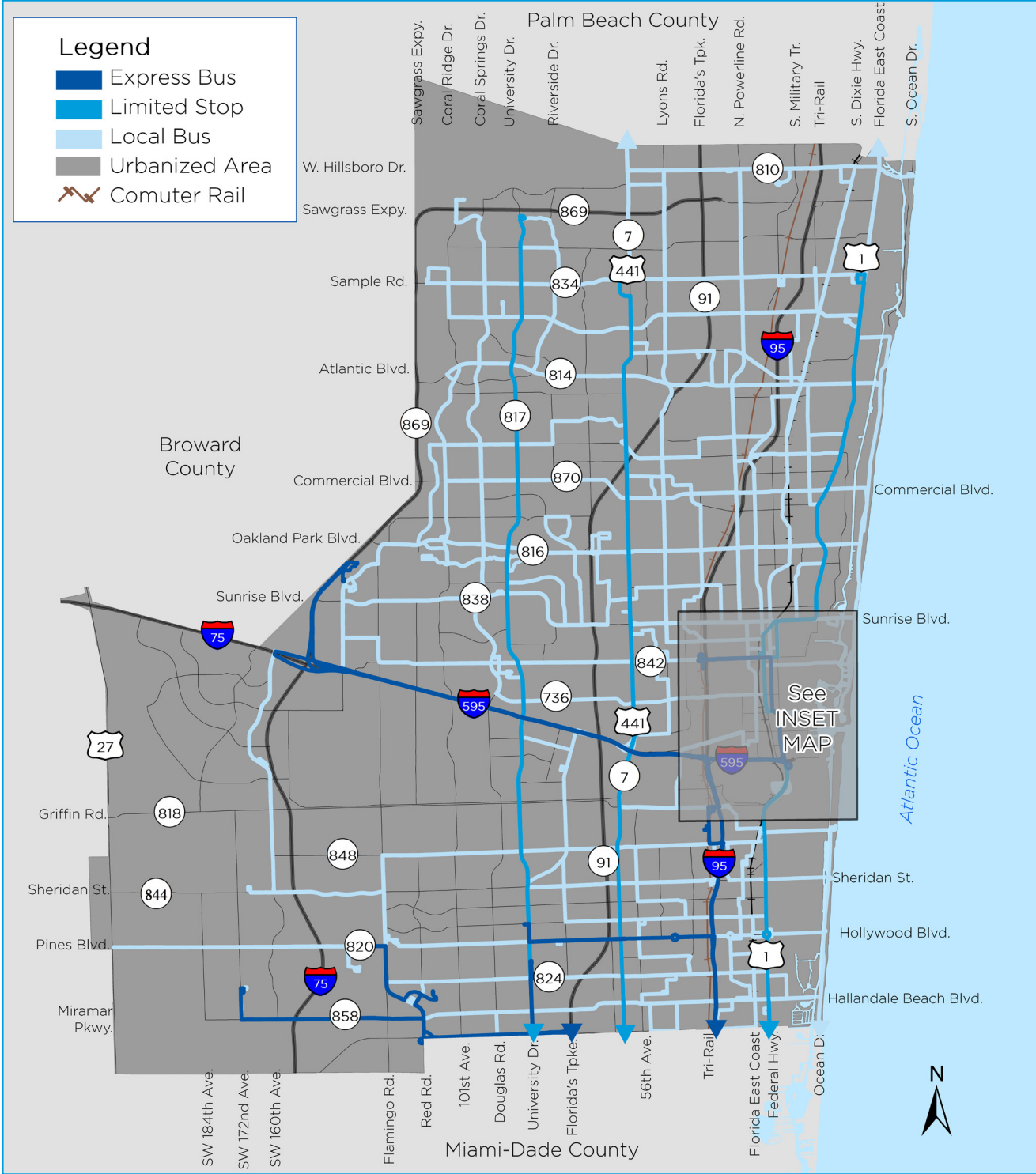
¹⁹For additional information on Transformation 2035, visit <http://www.browardmpo.org/index.php/2035-long-range-transportation-documents>.

²⁰For additional information on trends and performance, visit <http://www.browardmpo.org/index.php/development-process>.

²¹For additional information on public involvement, visit <http://www.browardmpo.org/index.php/development-process>.

Legend

-  Express Bus
-  Limited Stop
-  Local Bus
-  Urbanized Area
-  Comuter Rail



Broward MPO | December 11, 2014

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Existing Systems Roadway and Transit



move people • create jobs • strengthen communities

the priorities for transportation improvements reflected in *Commitment 2040*; starting with people-based bicycle and pedestrian improvements that will be funded with a new MPO program: Complete Streets and Other Localized Initiatives.

Interactive mapping tool

Another innovative tool we used in the development of *Commitment 2040* was interactive mapping. This web-based application allowed for all improvements being considered for inclusion in or referenced within *Commitment 2040* to be displayed on a Google Maps©. It also allowed improvements funded by planning partners and referenced within our plan to be updated over time as they transmit information to us.

We've heard you. This is your plan.



Citizens interact at community meeting in City of Coral Springs.

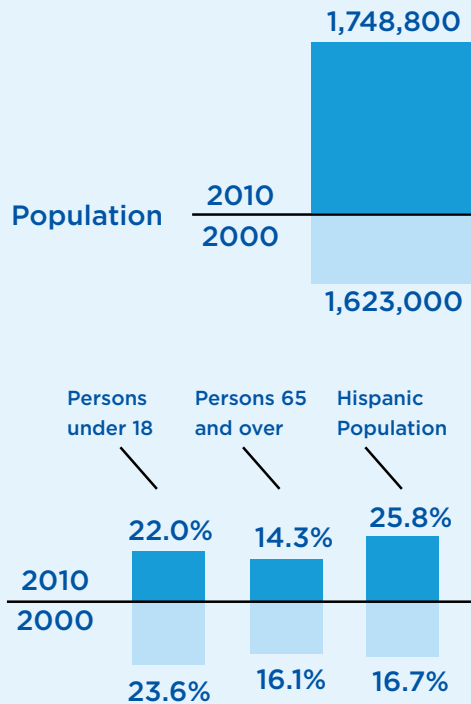


Public workshop at City of Pompano Beach

UNDERSTANDING WHERE WE ARE TODAY

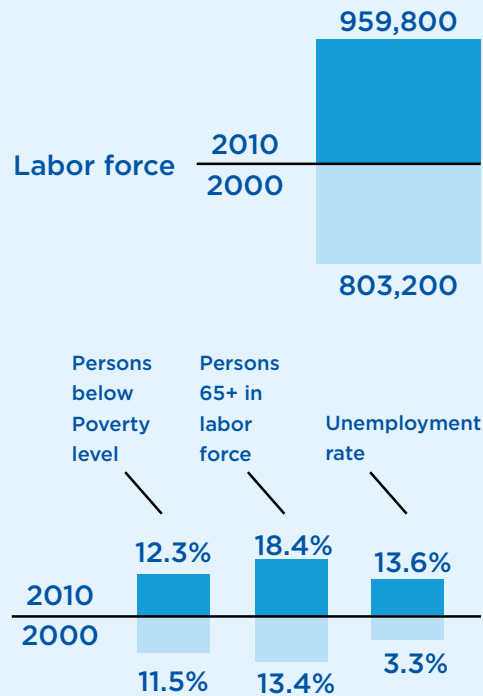
Move People

To better move people, we need to first understand who we are moving. The snapshot below helps us identify growing trends in Broward and better assess their transportation needs as they continue to grow and change.



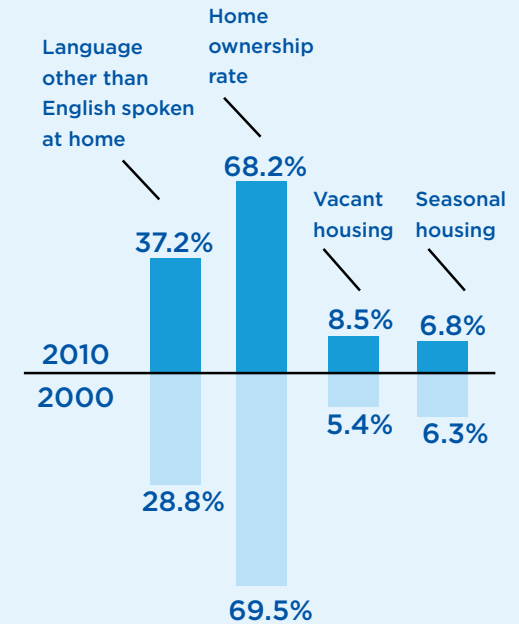
Create jobs

The jobs outlook in Broward has changed dramatically in the last decade. As the labor force has increased, so has the number of people who live below the poverty line. Our growing labor force is the life blood of our region.



Strengthen communities

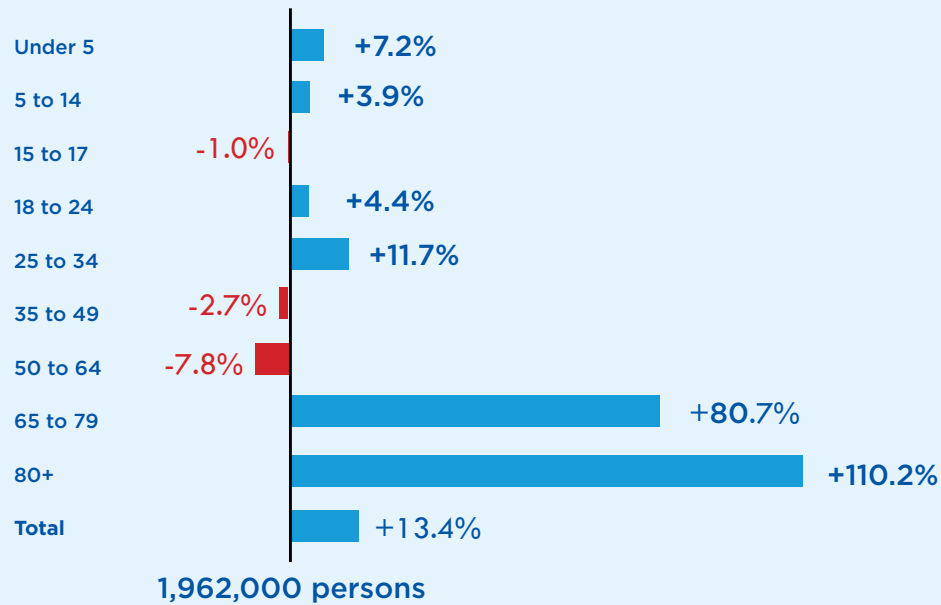
Who makes up a community and what language they speak provide an important snapshot of our communities. Homeownership rates, including vacant and seasonal housing, give valuable insights into the makeup of our communities.



Data Source: U.S. Census

CHANGES WE EXPECT TO OCCUR BY 2040

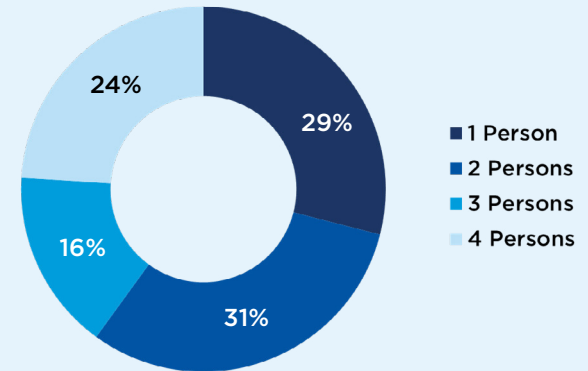
Population by age



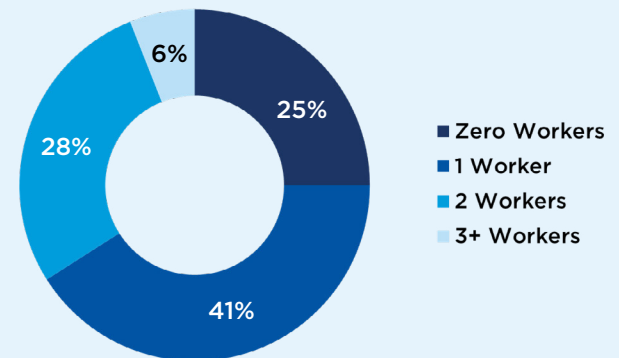
Population by gender



Households by size



Households by number of workers



Data Source: Broward County

Available financial resources

A requirement of *Commitment 2040* is that it present a financially feasible, or affordable, set of projects for implementation. FDOT provides state and Federal revenue forecasts that are used to determine how many of the improvements identified for possible inclusion within *Commitment 2040* fit within those financial constraints.

Did You Know?

In 2015, we will fund approximately \$192 million for multimodal transportation projects, which had been identified in *Transformation 2035*.

Local funds that can reasonably be expected to be available are considered as well. Unfortunately, all predicted local gas tax revenues are already committed to maintaining and operating the current transit system and roadways in our planning area. Actual local gas tax revenues have been dropping as fuel economy standards have been improving.²²

Addressing environmental concerns

The Broward MPO in consultation with a number of regulatory agencies such as Florida Department of Environmental Protection (FDEP), Broward County Department of Environmental Protection and Growth Management and a number of other environmental protection communities and businesses followed a comprehensive planning process that included analyzing potential environmental impacts associated with *Commitment 2040* projects, along with mitigation activities that showed promise for minimizing any significant impacts to the surrounding environment.²³ The primary vehicle through which projects were screened and solicited for regulatory agency comments was the Efficient Transportation Decision Making process, or ETDM, established by the Florida Department of Transportation as a means to support the state's environmental policies. The system provides agencies and other stakeholders the opportunity for early input and consideration of the environment in transportation planning, including linking the Project Development and Environment (PD&E) process with the requirements listed under the National Environmental Policy Act (NEPA). The goal of ETDM is to proactively identify potential avoidance, minimization, and mitigation opportunities for projects identified and selected by the MPO.

²²For additional information on financial resources, visit <http://www.browardmpo.org/index.php/development-process>.

²³For additional information on the Broward County Department of Environmental Protection and Growth Management, visit <http://www.broward.org/environmentandgrowth/Pages/Default.aspx>.

As stated on the previous page, the Broward MPO works with a variety of regulatory agencies to identify and limit potential negative impacts associated with any project contained within Commitment 2040. A typical mitigation approach that we follow includes:

- Avoid impacts altogether;
- Minimize a proposed activity / project size or its involvement;
- Rectify the impact by repairing, rehabilitating or restoring the affected environment;
- Reduce or eliminate the impact over time by preservation and continual maintenance during the timeframe of the action; and
- Compensate for environmental impacts by providing appropriate or alternative environmental resources of equivalent or greater value, on or off-site.

A range of project-specific environmental mitigation strategies are then developed by the implementing agency in consultation with Federal, state and Tribal agencies as part of the project development and engineering (PD&E) process.

Areas of potential impacts include wetlands and forested uplands; wildlife habitats; and, streams and waterways as shown in the maps on pages 23 and 24 of this document. Potential mitigation challenges include lack of funding for mitigation projects and programs, a shortage of available wetland mitigation bank credits, improperly assessing

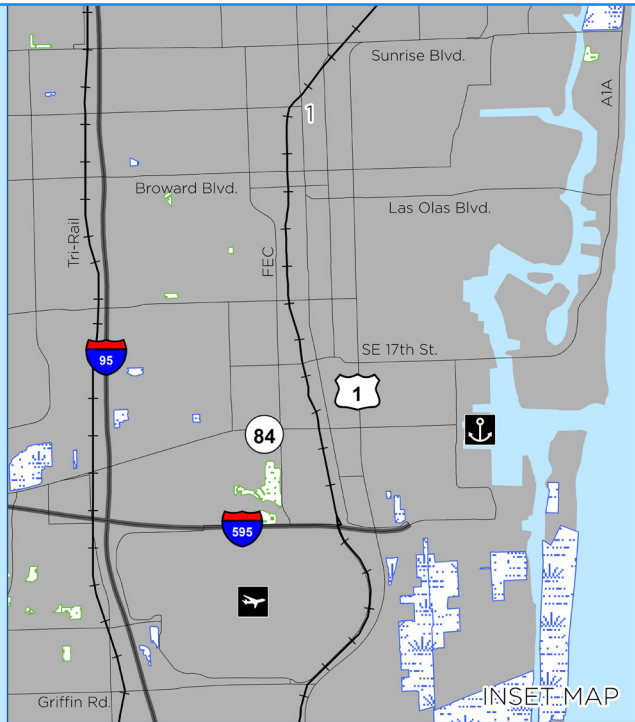
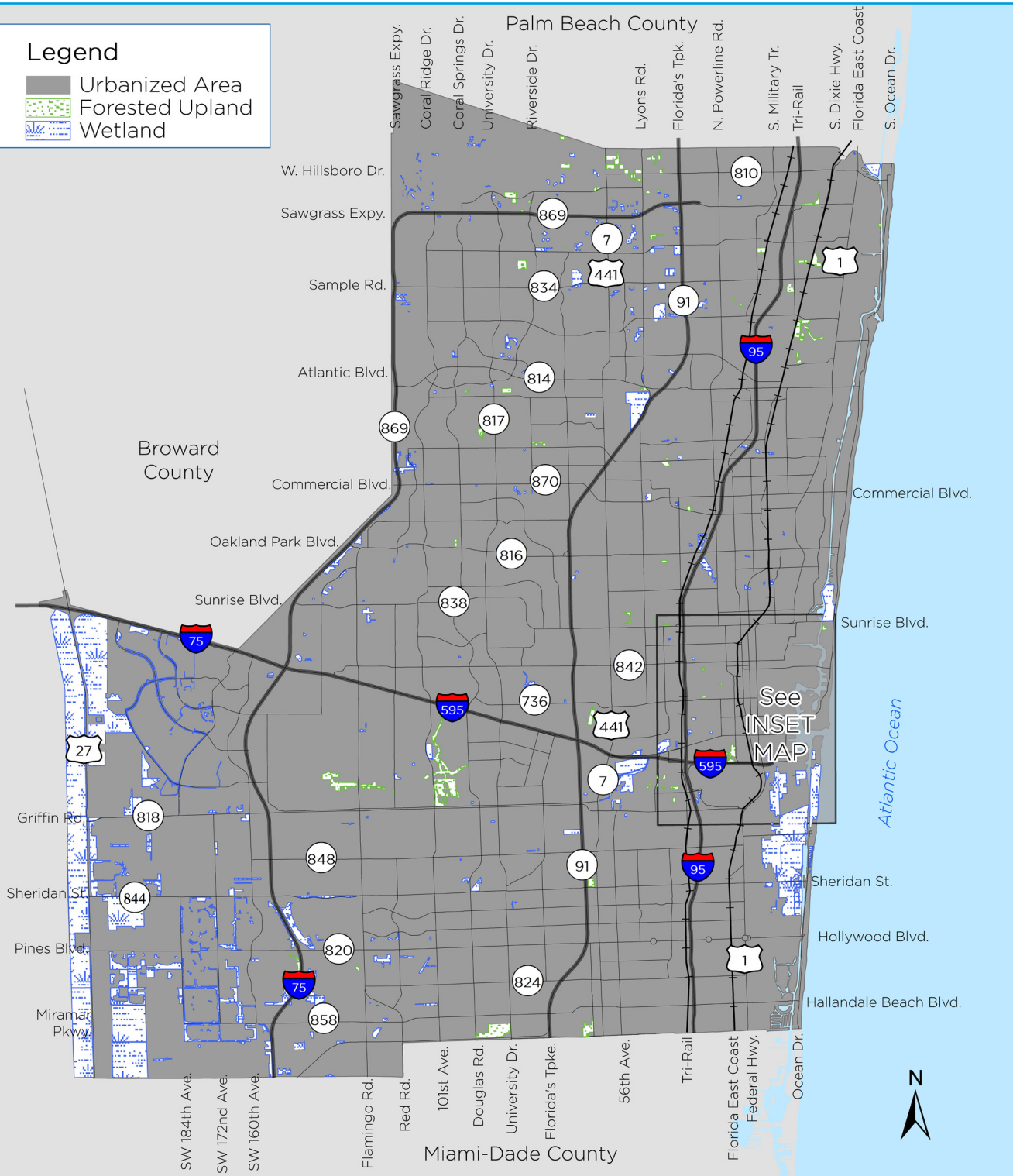


Everglades Wildlife Management Area

cumulative impacts of projects, and permitting issues with regulatory agencies. In addition, the agencies responsible for the construction of any project listed or referenced within Commitment 2040 have collaborative outreach processes in place to work with citizens, private sector and the MPO to select and implement the strategies that best minimize harmful environmental impacts unique to each project.

Legend

-  Urbanized Area
-  Forested Upland
-  Wetland



Broward MPO | March 24, 2016

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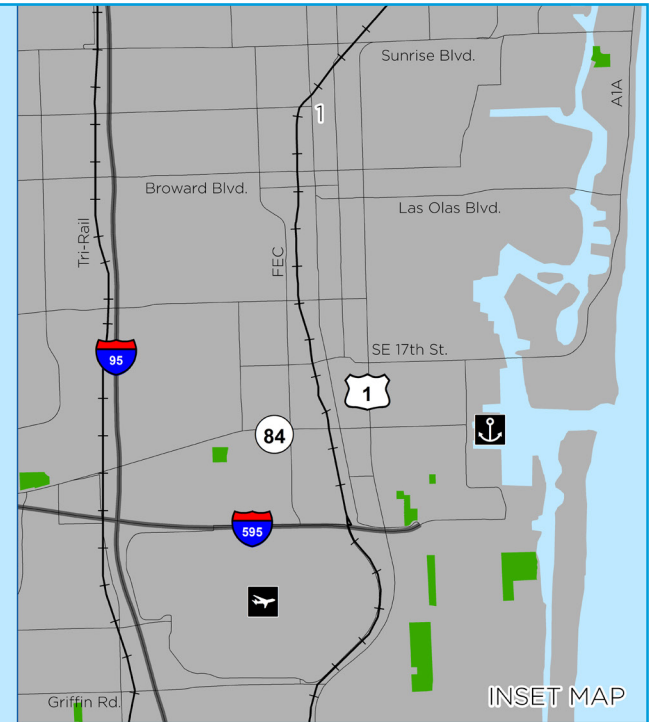
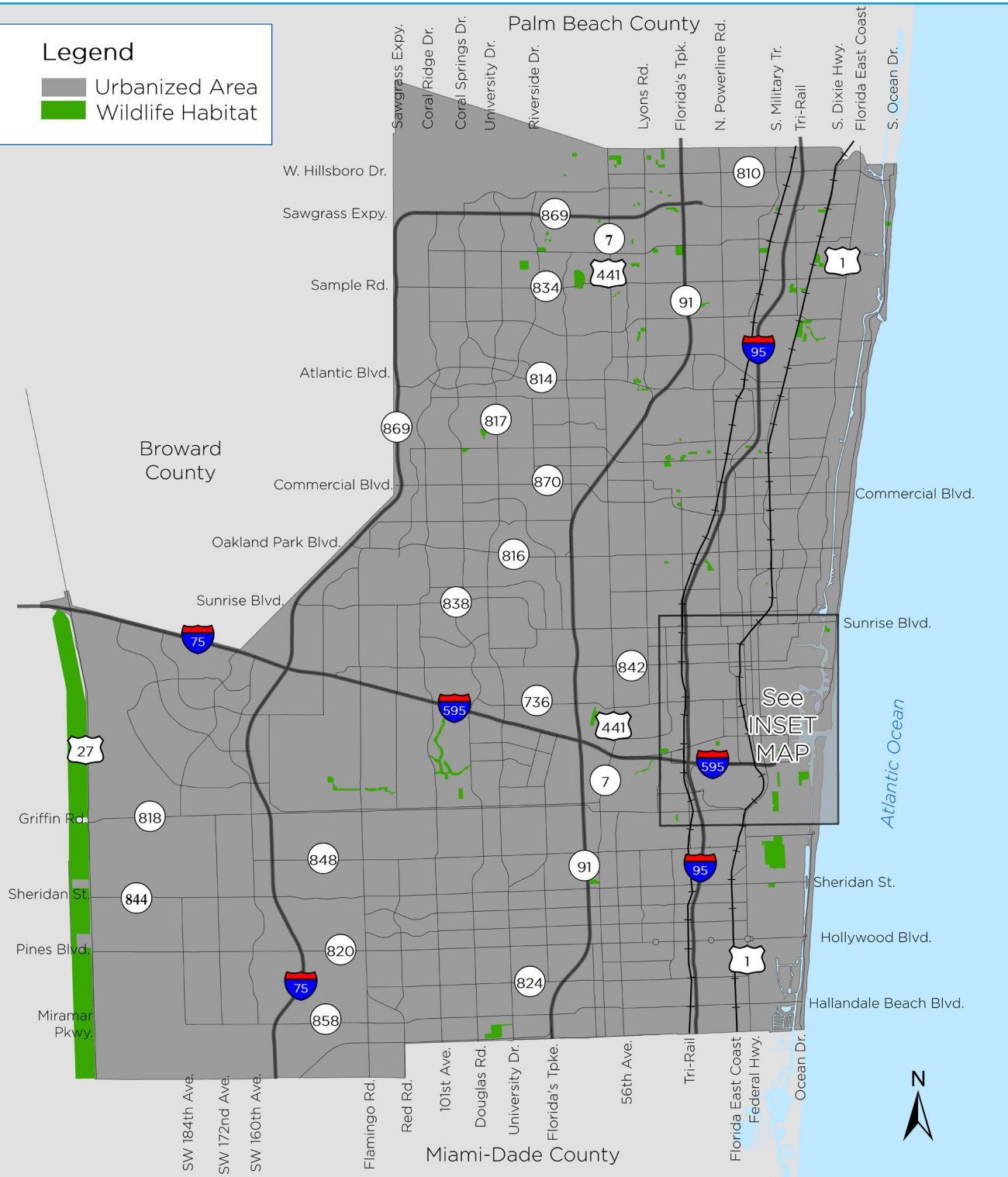
**Areas of Potential Impact
Wetlands and Forested Uplands**



move people • create jobs • strengthen communities

Legend

- Urbanized Area
- Wildlife Habitat



Broward MPO | March 24, 2016

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Areas of Potential Impact Wildlife Habitats



move people • create jobs • strengthen communities

Factors used to prioritize projects for possible funding

Having identified and screened all needed projects, we then evaluated and prioritized the projects using the following factors:

- How many of the goals and objectives of *Commitment 2040* does the project meet?
- Does the project help make better use of existing capacity; for example: intersection improvements, Intelligent Transportation Systems (ITS), wayfinder and similar elements?
- Has the project been fully vetted through an environmental process or something similar?
- Does the project fill in gaps in local or regional networks?
- Does the project address a known safety concern?
- Does the projects have the support of the proposed operator?
- Has the project already been identified in an existing plan; for example: the RTP, the Southeast Florida Regional Freight Plan, *Transformation 2035*, local comprehensive plans, or similar plans?
- Could the project be scaled to adapt to funding resources?
- How many barriers are there to expedited project delivery; for example: right-of-way (ROW) requirements, operator support and Title VI requirements?

Having applied these factors, the result was a prioritized list of needed projects.²⁴

Our prioritization of projects has changed from past approaches. Instead of emphasizing automobile centric projects, *Commitment 2040* prioritizes improvements emphasizing people-based forms of mobility - bicycle, pedestrian and transit projects.

Crafting the financially feasible plan

The total cost of this prioritized needs list exceeded reasonably available revenues. To create the financially feasible plan, projects were recommended for inclusion on the affordable list of regionally significant transit and roadway projects by mixing and matching projects based on:

- Projects that best satisfied the above factors;
- Comparison of the project to available funding, by the plans' time periods; and
- Environmental Justice (EJ) requirements and an equitable geographic distribution of the projects.

²⁴For additional information on project prioritization, visit <http://www.browardmpo.org/index.php/development-process>.

This process yielded a draft listing of financially feasible regionally significant projects - those we could afford - for both transit and roadway improvements. This draft listing was then further refined as follows:

- Through our public and stakeholder outreach; and
- A final review to ensure that the plan satisfies EJ requirements and an equitable geographic distribution of the projects as a whole.

Did You Know?

Broward has had a long range transportation plan for more than 40 years. The majority of the roadways and transit services you use daily were planned and developed through these plans.

Following this final set of reviews, the result was the final listing of financially feasible regionally significant projects for both transit and roadway improvements.²⁵

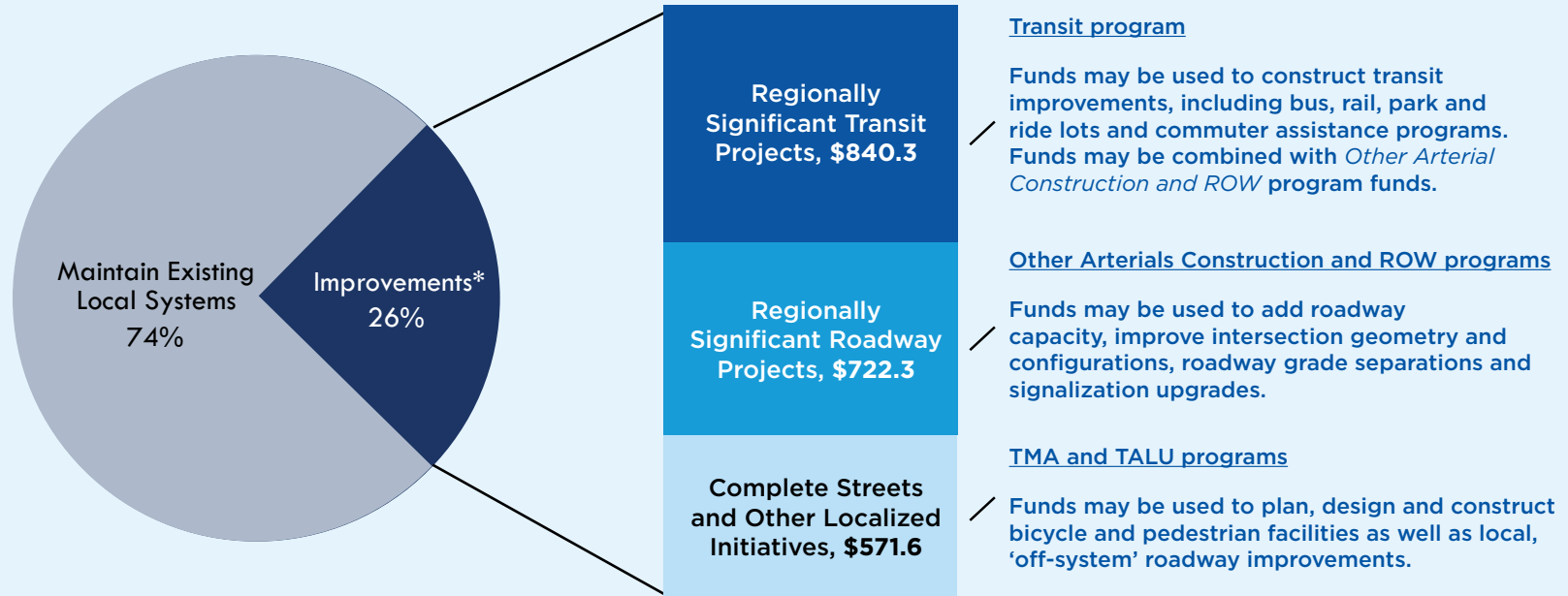
For additional information on the development of *Commitment 2040*, visit <http://www.browardmpo.org/index.php/development-process>.



BCT Bus stop in the City of Plantation

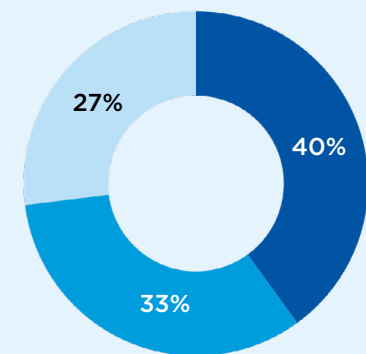
²⁵For additional information on the Broward County Department of Environmental Protection and Growth Management, visit <http://www.broward.org/environmentandgrowth/Pages/Default.aspx>.

HOW FUNDS DEDICATED TO THE MPO WERE ALLOCATED



	2019-2020	2021-2025	2026-2030	2031-2040
■	\$70.2	\$180.9	\$190.3	\$398.9
■	\$94.0	\$132.6	\$199.1	\$296.6
■	\$52.0	\$129.9	\$129.9	\$259.8
Totals	\$216.2	\$443.4	\$519.3	\$955.3

- Regionally Significant Transit Projects
- Regionally Significant Roadway Projects
- Complete Streets and Other Localized Initiatives



* Estimates in millions of dollars in year of expenditure

Data Source: FDOT



IMPROVEMENTS WE CAN AFFORD

Our responsibility with regards to *Commitment 2040* is to create a plan that considers future needs in a responsible and affordable way. This plan proposes realistic expenditures of taxpayer dollars to fund projects vital to continued growth in our planning area.

Commitment 2040 is both a strategic plan and a vision statement. The projects in this plan are what we can afford to construct and operate by 2040. These projects range in size and scope from improving existing transit services to building new roadways.

Taxpayers, Federal, state, county and local governments all provide hundreds of millions of dollars annually to fund and operate transportation projects in our planning area. This plan is both an implementable strategy and a statement of vision. It outlines a list of realistic and affordable projects that can be constructed, operated and maintained by and through 2040 including our Transportation Improvement Program. These projects range in size and scope from improving existing transit service to constructing new roadways with bike and pedestrian facilities.

If additional funds become available in the future - for example, from specialized Federal funding programs or private investment dollars, *Commitment 2040* may be amended to add additional projects and programs.

Commitment 2040 complements existing corridor and comprehensive plans by integrating them as part of the regional investment strategy. It also reaffirms the long-term vision of the types of improvements the community and elected officials identified in *Transformation 2035*. From that vision, 44 regionally significant projects and one Complete Streets program were identified as financially feasible.

Transportation Improvement Program

Our Transportation Improvement Program (TIP) is a financially feasible, comprehensive list of Federal, state and locally funded transportation projects. All modes of transportation are included in the TIP. This includes transit, roadways, bridges, aviation, seaport, rail and commuter

rail, bicycle facilities, pedestrian projects and environmental enhancement projects like landscaping and greenways.

Produced annually, the TIP is known as a short-range plan because it allocates resources for the upcoming 5-year period. Project phases from inception to completion include:

- Planning (PLN)
- Project Development and Environmental Study (PD&E)
- Preliminary Engineering (PE)
- Right of Way Acquisition (ROW)
- Construction (CST)
- Construction, Engineering and Inspection (CEI)
- Maintenance (MNT)

Our current TIP is actively underway and it serves as the short term component for *Commitment 2040*. The FY 2015-2018 TIP projects represent the first four years of *Commitment 2040*'s Affordable Plan and its projects are fully incorporated into this plan. The revenues for those years covered in the TIP portion of the LRTP are already committed for project implementation.

Please see the chart on page 31 for the revenues and costs of the *Commitment 2040* Affordable Plan. The TIP is amended annually. As these amendments are made they too are incorporated into the plan. For more information on the most current TIP, visit <http://www.browardmpo.org/index.php/core-products/transportation-improvement-tip>.

	TIP					Totals
	2015-2018	2019-2020	2021-2025	2026-2030	2031-2040	
Revenue	\$28.6	\$240.0	\$559.7	\$547.8	\$1,181.6	\$2,557.8
Costs	\$28.6	\$181.6	\$457.2	\$347.8	\$857.5	\$1,872.7
Surplus	\$0	\$58.4	\$102.5	\$200.0	\$324.1	\$685.1

Affordable Commitment 2040 Plan

Regionally significant projects

A regionally significant project is Federally defined as “a project which serves regional transportation needs including, at a minimum, all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.” These projects must, under Federal requirements, be individually identified as to location, extent (from and to) and total estimated costs. It is these cost estimates that define the affordability of the projects. Therefore, the map and tables which follow - illustrating and organizing our planned regionally significant transit and roadway projects - is all we can afford given our current reasonably expected funding.

Highlighted projects



Sun trolley community shuttle service in City of Fort Lauderdale

Community shuttle services

Community transportation is critical to enhancing and strengthening the way communities interact with each other. Fort Lauderdale’s Sun Trolley system is a vital program that serves low-income members of the community by increasing their access to medical care, retail establishments and employment. Sun Trolley also provides riders with transfer opportunities to regional transportation services,

thus enhancing the region’s overall mobility too. As part of *Commitment 2040*, the City of Fort Lauderdale will receive 15 replacement vehicles for the Sun Trolley systems.

Broward County signalization network

Traffic signal timing is vital for the entire planning area. Allocating funding to modernize and synchronize signals will allow commuters to move along corridors more efficiently and see fewer red lights. This project stands to have a considerable impact as it will affect all major roadways.

Oakland Park corridor



BCT local bus service along Oakland Park Boulevard in City of Sunrise

Oakland Park Boulevard is a major east-west roadway in our planning area and is one of the most utilized east-west bus routes with approximately 9,000 daily riders. This corridor provides access to major employment and shopping centers, as well as education, civic and health related destinations.

This *Commitment 2040* project will enhance bus service by increasing the number of buses, and by including shelters, and bike and pedestrian amenities. Ultimately, this project will increase ridership, reduce traffic congestion, increase community

mobility, and provide greater accessibility to the larger system.

University Drive corridor



BCT local bus service along University Drive in City of Tamarac

University Drive is one of the most important north-south corridors in our planning area. *Commitment 2040* will allocate funds to enhance bus services along the corridor to improve mobility and access to the corridor’s key employment and educational centers. Based on surveys conducted by BCT, 55 percent of the riders use this route as their primary means to get to work and 17 percent use it as their primary means to access educational facilities.

Comprehensive list

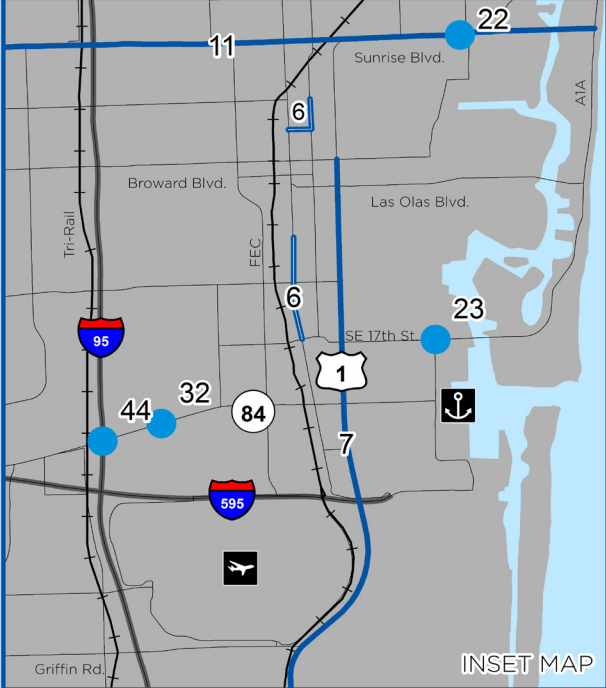
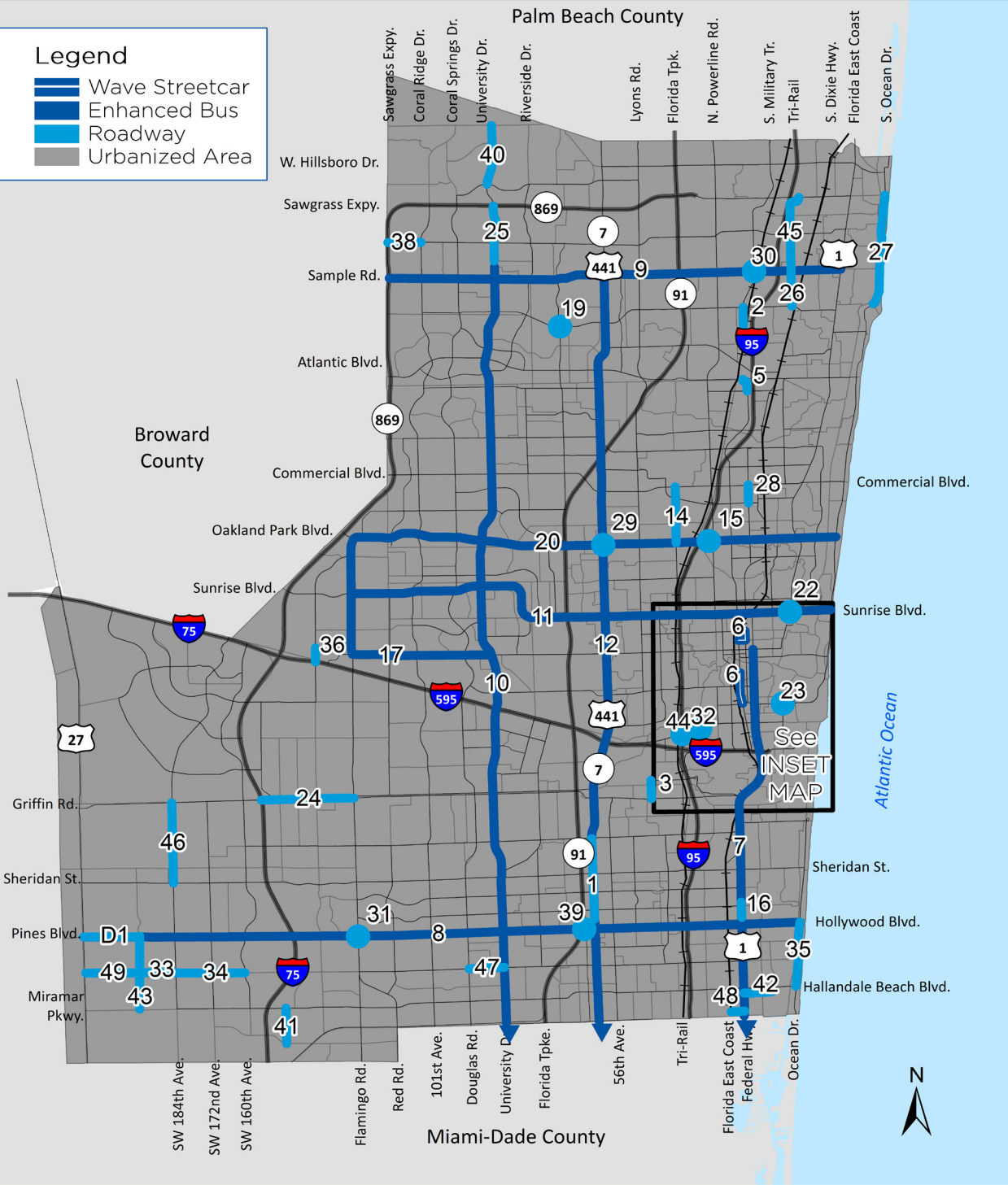
The following list of 50 regionally significant projects (10 transit and 40 roadway) are improvements that we can afford to construct, operate and maintain by and through 2040. More localized projects are excluded from both the map and the list because they do not fit the Federal definition of “regionally significant”. Such improvements have been included in the programmatic approach used for Complete Streets and other Localized Initiatives, detailed within the next section.



Broward Center for the Performing Arts in the City of Fort Lauderdale

Legend

-  Wave Streetcar
-  Enhanced Bus
-  Roadway
-  Urbanized Area



Broward MPO | April 12, 2018

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To view these projects within an interactive map, visit www.browardmpo.org/commitment-2040/investment-plan

Affordable Projects
Regionally Significant, 2015 - 2040



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AFFORDABLE TRANSIT PROJECTS

ID	Project	Description	Location	Total Cost*	Time Period
6	Wave Streetcar	Construct new streetcar route	SE 17th St. to SE 7th St. to Andrews Ave. at NW 4th Ave. to NE 6th Ave.	\$32.4	2015-2020
7	SR 5/US 1	Upgrades to support enhanced bus service	Aventura Mall to Downtown Terminal	\$4.7	2015-2020
8	SR 820/Hollywood/Pines Blvd.	Upgrades to support enhanced bus service	US 27 to SR A1A	\$86.3	2015-2025
9	SR 834/Sample Rd.	Upgrades to support enhanced bus service	SR 869/Sawgrass Expy. to US 1	\$6.5	2015-2025
10	SR 817/University Dr.	Upgrades to support enhanced bus service	Golden Glades to north of SR 834/Sample Rd.	\$175.3	2015-2030
11	SR 838/Sunrise Blvd.	Upgrades to support enhanced bus service	Sawgrass Mills Mall to SR A1A	\$6.3	2015-2030
12	SR 7/US 441	Upgrades to support enhanced bus service	Golden Glades to Sample Rd.	\$387.2	2015-2040
17	SR 842/Broward	Upgrades to support enhanced bus service	Sawgrass Mills Mall to SR 817/University Dr.	\$5.9	2019-2020
18	Modern Trolleys**	Purchase 15 trolley vehicles	City of Fort Lauderdale	\$5.7	2019-2020
20	SR 816/Oakland Park Blvd.	Upgrades to support enhanced bus service	Sawgrass Mills Mall to SR A1A	\$138.7	2019-2025
TOTAL				\$849.0	

AFFORDABLE ROADWAY PROJECTS

ID	Project	Description	Location	Total Cost*	Time Period
1	SR 7/US 441	Add lanes (from 4 to 6)	Fillmore St. to Stirling Rd.	\$14.6	2015-2018
2	Andrews Ave.	Add lanes (from 2 to 4)	NW 18th St. to Copans Rd.	\$2.2	2015-2018
3	SW 30th Ave.	Add lanes (from 2 to 4)	SR 818/Griffin Rd. to SW 45th St.	\$1.5	2015-2018
4	Broward Signal Network (1)**	Install traffic control devices/systems components	Broward County	\$0.9	2015-2018
5	Andrews Ave.	Add lanes (from 2 to 4)	Pompano Park Pl. to SR 814/Atlantic Blvd.	\$0.7	2015-2018
13	Broward Signal Network (2)**	Install Ethernet to fiber-optics signal components	Broward County	\$24.0	2019-2020
14	NW 21st Ave.	Reconstruct roadway to include multimodal alternatives	SR 816/Oakland Park Blvd. to SR 870/Commercial Blvd.	\$23.1	2019-2020
15	Intersection Improvement	Reconstruct intersection	SR 845/Powerline Rd. and SR 816/Oakland Park Blvd.	\$14.5	2019-2020
16	US 1	Reconstruct roadway to include multimodal alternatives	Pembroke Rd. to Johnson St.	\$6.0	2019-2020
D1	Pines Blvd.	Add lanes (from 4 to 6)	US 27 to NW 196th Ave.	\$14.0	2019-2025
19	Intersection Improvement	Reconstruct intersection	Rock Island Rd. and Royal Palm Blvd.	\$0.5	2019-2040
21	FDOT Signal System**	Install TSM&O components	Broward County	\$109.6	2019-2040
22	US 1	Reconstruct intersection	Sunrise Blvd. (Gateway)	\$100.0	2019-2040
23	SE 17th St.	Reconstruct roadway to include multimodal alternatives	Eisenhower Blvd.	\$30.0	2019-2020
24	SR 818/Griffin Rd.	Add 2 lanes (from 4 to 6)	I-75 to SR 823/Flamingo	\$35.7	2021-2025
25	SR 817/University Dr.	Add 2 lanes (from 4 to 6)	SR 869/Sawgrass Expy. to NW 40th St. (Cardinal)	\$35.0	2021-2025
26	NE 3rd Ave.	Reconstruct roadway to include multimodal alternatives	SR 834/Sample Rd. to Copans Rd.	\$21.2	2021-2025
27	Hillsboro Mile/SR A1A	Reconstruct roadway to include multimodal alternatives	Town of Hillsboro Beach	\$3.6	2021-2025
28	NE 6th Ave.	Reconstruct roadway to include multimodal alternatives	Prospect to SR 870/Commercial Blvd.	\$1.9	2021-2025
29	Intersection Improvement	Reconstruct intersection	SR 7/US 441 and SR 816/Oakland Park Blvd.	\$1.8	2021-2025
30	Intersection Improvement	Reconstruct intersection	Military Trail and SR 834/Sample Rd.	\$1.4	2021-2025
31	Intersection Improvement	Reconstruct intersection to include center turn overpass	Pines Blvd. and Flamingo Rd.	\$135.0	2019-2025
32	Intersection Improvement	Reconstruct intersection	SW 15th Ave. and SR 84	\$0.6	2021-2025
33	Pembroke Rd.	Construct new 4 lane roadway	SW 200th Ave. to SW 184th Ave.	\$53.1	2026-2030
34	Pembroke Rd.	Add 2 lanes (from 2 to 4)	SW 184th Ave. to SW 160th Ave.	\$28.9	2026-2030
35	SR A1A	Reconstruct roadway to include multimodal alternatives	SR 858/Hallandale Beach Blvd. to SR 820/Hollywood/Pines Blvd.	\$16.1	2026-2030
36	NW 136th Ave.	Construct turn-lanes	I-595 to NW 2nd St	\$10.3	2026-2030
37	Bridge Improvements**	Reconstruct bridges	City of Oakland Park	\$4.5	2026-2030
38	Wiles Rd.	Reconstruct roadway to include multimodal alternatives	Sawgrass Expy. to Coral Ridge Dr.	\$3.5	2026-2030
39	Intersection Improvement	Reconstruct intersection to eliminate turn-lanes	SR 820/Hollywood Blvd. and 62nd Ave.	\$0.3	2026-2030
40	SR 817/University Dr.	Add 2 lanes (from 2 to 4)	Holmberg Rd. to County Line Rd.	\$34.1	2026-2040
41	SW 148th Ave.	Add 2 lanes (from 2 to 4)	Bass Creek Rd. to SR 858/Miramar Pkwy.	\$27.3	2026-2040
42	SE 2nd St.	Construct new 2 lane roadway	SR 5/US 1 to Layne Blvd.	\$56.6	2031-2040

* Millions of dollars in year of expenditure ** Project not included within map

AFFORDABLE ROADWAY PROJECTS (CONTINUED)

ID	Project	Description	Location	Total Cost*	Time Period
43	SW 196th Ave.	Add 2 lanes (from 2 to 4)	SR 858/Miramar Pkwy. to SR 820/Pines Blvd.	\$47.5	2031-2040
44	Interchange Modification	Reconstruct interchange	I-95 and SR 84	\$38.6	2031-2040
45	NE 3rd Ave.	Add 2 lanes (from 2 to 4)	Sample Rd. to SW 10th St.	\$38.0	2031-2040
46	SW 184th Ave.	Construct new 2 lane roadway	SR 822/Sheridan St. to SR 818/Griffin Rd.	\$36.2	2031-2040
47	Pembroke Rd.	Add 2 lanes (from 4 to 6)	Douglas Rd. to SR 817/University Dr.	\$25.3	2031-2040
48	SE 9th St.	Upgrade railroad crossing	Florida East Coast Railroad to SE 9th St.	\$15.6	2031-2040
49	Pembroke Rd.	Construct new 4 lane roadway	SW 200th Ave. to US 27	\$10.0	2031-2040
TOTAL				\$1,023.7	

* Millions of dollars in year of expenditure



Quiet Zone ground breaking

AFFORDABLE TRANSIT PROJECTS

ID	Project	TIP (2015-2018)				2019 - 2020				
		Total Cost*	Pre-Engineering	Right-of-Way	Construction	Totals*	Pre-Engineering	Right-of-Way	Construction	Totals*
6	Wave Streetcar	\$32.4	\$1.8			\$1.8	\$5.5		\$25.1	\$30.6
7	SR 5/US 1	\$4.7	\$1.0			\$1.0	\$0.7		\$3.0	\$3.7
8	SR 820/Hollywood/Pines Blvd.	\$86.3	\$1.0			\$1.0	\$13.8			\$13.8
9	SR 834/Sample Rd.	\$6.5	\$0.7			\$0.7	\$0.9			\$0.9
10	SR 817/University Dr.	\$175.3	\$1.0			\$1.0				\$0.0
11	SR 838/Sunrise Blvd.	\$6.3	\$2.2			\$2.2				\$0.0
12	SR 7/US 441	\$387.2	\$1.0			\$1.0				\$0.0
17	SR 842/Broward	\$5.9				\$0.0	\$1.0		\$4.9	\$5.9
18	Modern Trolleys**	\$5.7				\$0.0	\$1.0		\$4.7	\$5.7
20	SR 816/Oakland Park Blvd.	\$138.7				\$0.0	\$22.5			\$22.5
TOTALS*		\$849.0	\$8.7	\$0.0	\$0.0	\$8.7	\$45.4	\$0.0	\$37.7	\$83.1

AFFORDABLE ROADWAY PROJECTS

1	SR 7/US 441	\$14.6		\$14.4	\$0.2	\$14.6				\$0.0
2	Andrews Ave.	\$2.2		\$2.2		\$2.2				\$0.0
3	SW 30th Ave.	\$1.5			\$1.5	\$1.5				\$0.0
4	Broward Signal Network (1)**	\$0.9			\$0.9	\$0.9				\$0.0
5	Andrews Ave.	\$0.7		\$0.7		\$0.7				\$0.0
13	Broward Signal Network (2)**	\$24.0				\$0.0	\$3.6		\$20.4	\$24.0
14	NW 21st Ave.	\$23.1				\$0.0	\$4.2		\$18.9	\$23.1
15	Intersection Improvement	\$14.5				\$0.0	\$2.6		\$11.9	\$14.5
16	US 1	\$6.0				\$0.0	\$0.3	\$1.2	\$4.5	\$6.0
D1	Pines Blvd.	\$14.0				\$0.0	\$0.7			\$0.7
19	Intersection Improvement	\$0.5				\$0.0	\$0.1		\$0.4	\$0.5
21	FDOT Signal System**	\$109.6				\$0.0	\$16.4			\$16.4
22	US 1	\$100.0				\$0.0	\$5.0			\$5.0
23	SE 17th St.	\$30.0				\$0.0	\$1.5			\$1.5
24	SR 818/Griffin Rd.	\$35.7				\$0.0				\$0.0
25	SR 817/University Dr.	\$35.0				\$0.0				\$0.0
26	NE 3rd Ave.	\$21.2				\$0.0				\$0.0
27	Hillsboro Mile/SR A1A	\$3.6				\$0.0				\$0.0
28	NE 6th Ave.	\$1.9				\$0.0				\$0.0
29	Intersection Improvement	\$1.8				\$0.0				\$0.0
30	Intersection Improvement	\$1.4				\$0.0				\$0.0
31	Intersection Improvement	\$135.0				\$0.0	\$6.8			\$6.8
32	Intersection Improvement	\$0.6				\$0.0				\$0.0
33	Pembroke Rd.	\$53.1				\$0.0				\$0.0
34	Pembroke Rd.	\$28.9				\$0.0				\$0.0
35	SR A1A	\$16.1				\$0.0				\$0.0
36	NW 136th Ave.	\$10.3				\$0.0				\$0.0
37	Bridge Improvements**	\$4.5				\$0.0				\$0.0
38	Wiles Rd.	\$3.5				\$0.0				\$0.0
39	Intersection Improvement	\$0.3				\$0.0				\$0.0
40	SR 817/University Dr.	\$34.1				\$0.0				\$0.0
41	SW 148th Ave.	\$27.3				\$0.0				\$0.0
42	SE 2nd St.	\$56.6				\$0.0				\$0.0

AFFORDABLE TRANSIT PROJECTS

ID	2021 - 2025				2026 - 2030				2031 - 2040			
	Pre-Engineering	Right-of-Way	Construction	Totals*	Pre-Engineering	Right-of-Way	Construction	Totals*	Pre-Engineering	Right-of-Way	Construction	Totals*
6				\$0.0				\$0.0				\$0.0
7				\$0.0				\$0.0				\$0.0
8			\$71.5	\$71.5				\$0.0				\$0.0
9			\$4.9	\$4.9				\$0.0				\$0.0
10				\$0.0	\$31.4		\$142.9	\$174.3				\$0.0
11				\$0.0	\$0.7		\$3.4	\$4.1				\$0.0
12				\$0.0				\$0.0	\$69.7			\$316.5
17				\$0.0				\$0.0				\$0.0
18				\$0.0				\$0.0				\$0.0
20			\$116.2	\$116.2				\$0.0				\$0.0
	\$0.0	\$0.0	\$192.6	\$192.6	\$32.1	\$0.0	\$146.3	\$178.4	\$69.7	\$0.0	\$316.5	\$386.2

AFFORDABLE ROADWAY PROJECTS

1				\$0.0				\$0.0				\$0.0
2				\$0.0				\$0.0				\$0.0
3				\$0.0				\$0.0				\$0.0
4				\$0.0				\$0.0				\$0.0
5				\$0.0				\$0.0				\$0.0
13				\$0.0				\$0.0				\$0.0
14				\$0.0				\$0.0				\$0.0
15				\$0.0				\$0.0				\$0.0
16				\$0.0				\$0.0				\$0.0
D1			\$13.3	\$13.3				\$0.0				\$0.0
19				\$0.0				\$0.0				\$0.0
21			\$21.9	\$21.9			\$32.9	\$32.9			\$38.4	\$38.4
22				\$0.0				\$0.0	\$20.0		\$75.0	\$95.0
23				\$0.0				\$0.0	\$6.0		\$22.5	\$28.5
24	\$5.4	\$8.8	\$21.5	\$35.7				\$0.0				\$0.0
25	\$5.3	\$5.4	\$24.4	\$35.0				\$0.0				\$0.0
26	\$3.2		\$18.0	\$21.2				\$0.0				\$0.0
27	\$0.2	\$0.7	\$2.7	\$3.6				\$0.0				\$0.0
28	\$0.3		\$1.6	\$1.9				\$0.0				\$0.0
29	\$0.3		\$1.5	\$1.8				\$0.0				\$0.0
30	\$0.2		\$1.2	\$1.4				\$0.0				\$0.0
31		\$27.0	\$101.2	\$128.2				\$0.0				\$0.0
32	\$0.1		\$0.5	\$0.6				\$0.0				\$0.0
33				\$0.0	\$8.0	\$16.2	\$28.9	\$53.1				\$0.0
34				\$0.0	\$4.3	\$8.7	\$15.9	\$28.9				\$0.0
35				\$0.0	\$2.4		\$13.7	\$16.1				\$0.0
36				\$0.0	\$1.5		\$8.8	\$10.3				\$0.0
37				\$0.0	\$0.7		\$3.8	\$4.5				\$0.0
38				\$0.0	\$0.5		\$3.0	\$3.5				\$0.0
39				\$0.0	\$0.0		\$0.3	\$0.3				\$0.0
40				\$0.0	\$5.1	\$6.6		\$11.8			\$22.3	\$22.3
41				\$0.0	\$4.1	\$3.9		\$8.0			\$19.3	\$19.3
42				\$0.0				\$0.0	\$8.5	\$6.8	\$41.3	\$56.6

* Millions of dollars in year of expenditure

AFFORDABLE ROADWAY PROJECTS (CONTINUED)

ID	Project	Total Cost*	TIP (2015-2018)			2019 - 2020				
			Pre-Engineering	Right-of-Way	Construction	Totals*	Pre-Engineering	Right-of-Way	Construction	Totals*
43	SW 196th Ave.	\$47.5				\$0.0				\$0.0
44	Interchange Modification	\$38.6				\$0.0				\$0.0
45	NE 3rd Ave.	\$38.0				\$0.0				\$0.0
46	SW 184th Ave.	\$36.2				\$0.0				\$0.0
47	Pembroke Rd.	\$25.3				\$0.0				\$0.0
48	SE 9th St.	\$15.6				\$0.0				\$0.0
49	Pembroke Rd.	\$10.0				\$0.0				\$0.0
TOTALS*		\$1,023.7	\$0.0	\$17.3	\$2.6	\$19.9	\$41.2	\$1.2	\$56.1	\$98.5

* Millions of dollars in year of expenditure

AFFORDABLE ROADWAY PROJECTS (CONTINUED)

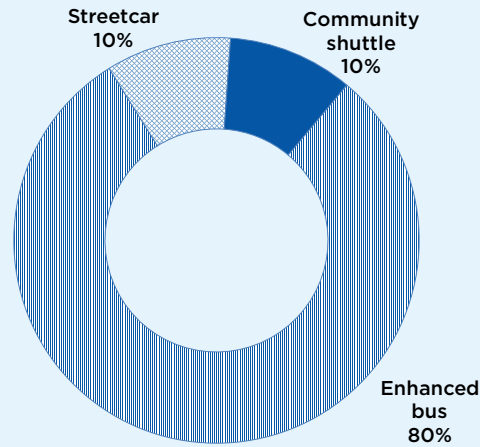
ID	2021 - 2025				2026 - 2030				2031 - 2040			
	Pre-Engineering	Right-of-Way	Construction	Totals*	Pre-Engineering	Right-of-Way	Construction	Totals*	Pre-Engineering	Right-of-Way	Construction	Totals*
43				\$0.0				\$0.0	\$7.1	\$9.3	\$31.0	\$47.5
44				\$0.0				\$0.0	\$5.8		\$32.8	\$38.6
45				\$0.0				\$0.0	\$5.7	\$10.1	\$22.2	\$38.0
46				\$0.0				\$0.0	\$5.4	\$12.6	\$18.1	\$36.2
47				\$0.0				\$0.0	\$3.8	\$4.4	\$17.1	\$25.3
48				\$0.0				\$0.0	\$2.3		\$13.3	\$15.6
49				\$0.0				\$0.0	\$0.5	\$2.0	\$7.5	\$10.0
	\$14.9	\$41.9	\$207.9	\$264.6	\$26.7	\$35.5	\$107.2	\$169.4	\$39.2	\$71.3	\$360.8	\$471.3

* Millions of dollars in year of expenditure

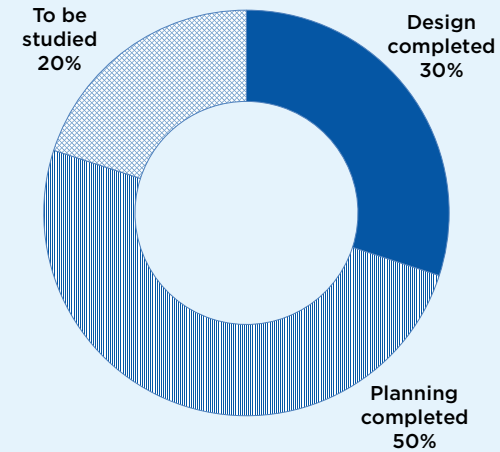
A LITTLE MORE ABOUT THE REGIONALLY SIGNIFICANT PROJECTS

Affordable Transit Projects

By service type

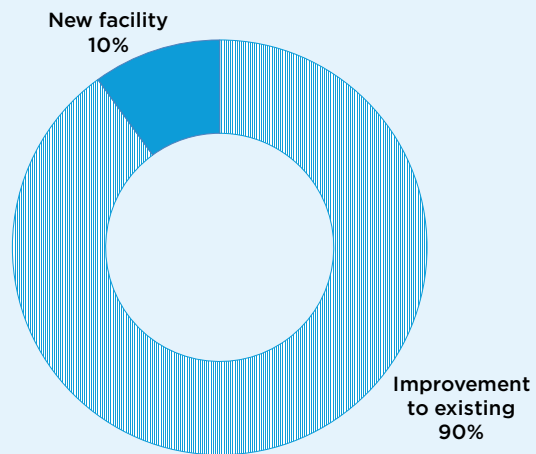


By planning status

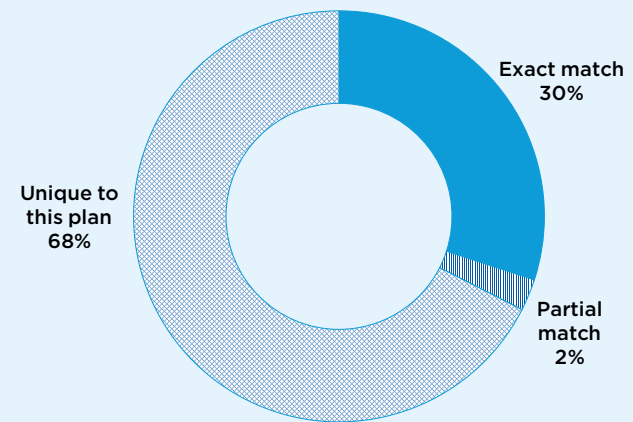


Affordable Roadway Projects

By improvement type



By inclusion in freight plan



Complete Streets and other Localized Initiatives Program

Commitment 2040 consolidates eligible classes of localized projects into one overall program in these four areas: Complete Streets, Safety and Security, Sustainability Initiatives and Technology Advancement. This program is intended to fast track delivery of bicycle, pedestrian, transit and other local roadway improvements that are eligible for expedited Federal review. An annual process will evaluate and fund these projects based on their consistency with this plan's goals and objectives, demonstrated public support, and EJ and Title VI requirements.



Boardwalk in City of Hollywood

Funding source(s)

- Approximately \$571.6 million (\$27.2 million/year) of discretionary Federal funds.
- State funds may be included per FDOT requests.

Example of candidate projects

- **Complete Streets** - Bicycle, pedestrian and transit facilities.
- **Safety and security** - Education and traffic calming.
- **Sustainability initiatives** - Mobility hubs and greenways.
- **Technology advancement** - ITS, upgraded signalization.

Example of Eligible recipients

- Local governments, regional transportation authorities, transit agencies and tribal governments.
- Natural resource and public land agencies.
- School districts and local educational agencies.
- Private transportation service providers.

Funding process

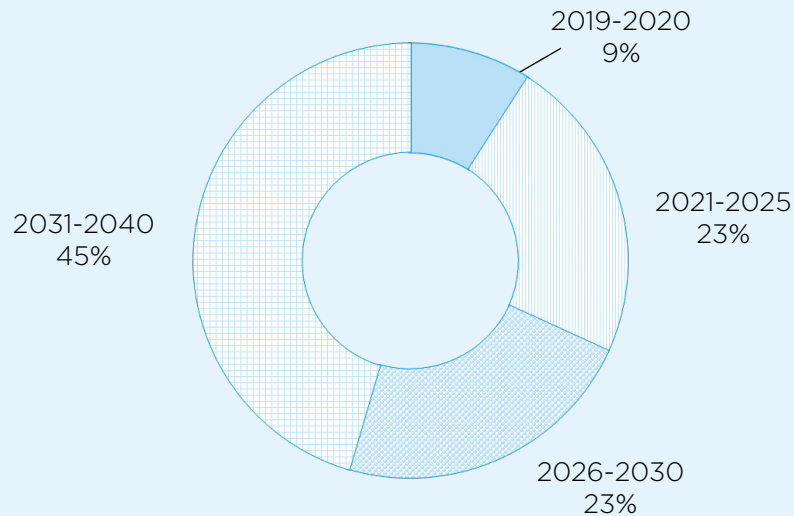
1. Open periodic award/funding cycle.
2. Receive and process applications.
3. Evaluate and rank projects based on Board direction and policy as well as project eligibility.
4. Add budgeted amounts of funding to the Transportation Improvement Program (TIP) as a single line item.

MORE DETAILS ON FUNDING THE NEW MPO PROGRAM

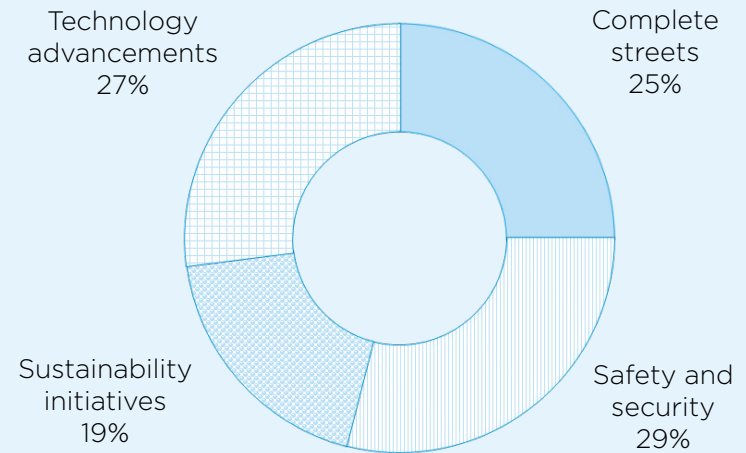
Allocation targets by program area and time period*

Program area	Example projects	2019-2020	2021-2025	2026-2030	2031-2040	Totals
Complete streets	Bicycle and pedestrian	\$13.0	\$32.5	\$32.5	\$65.0	\$142.9
Safety and security	Education and traffic calming	\$15.1	\$37.7	\$37.7	\$75.3	\$165.8
Sustainability initiatives	Mobility hubs and greenways	\$9.9	\$24.7	\$24.7	\$49.4	\$108.6
Technology advancement	ITS, signalization	\$14.0	\$35.1	\$35.1	\$70.1	\$154.3
Totals		\$52.0	\$129.9	\$129.9	\$259.8	\$571.6

By time period



By program area



* Estimates in millions of dollars in year of expenditure



Traffic calming along NE 45th Street in City of Fort Lauderdale



B-cycle station in City of Fort Lauderdale



Bike lane along Broward Boulevard in City of Fort Lauderdale



BCT bus stop in City of Lauderdale Lakes

Eligible project screening

Candidate projects considered for funding will be screened against such items as:

- Demonstrated project purpose and need;
- Demonstrated inclusion within local plans/program/studies;
- Demonstrated public support; and
- Demonstrated ability to fund project operation and maintenance.

Eligible project evaluation

Once basic eligibility screening is complete, further analysis will be conducted based upon available safety, traffic and transit data, followed by subsequent project scoring and ranking. FDOT involvement in this analysis will result in a determination of feasibility for proposed improvements. This analysis will ultimately conclude with further assessment by us in relation to such subjective measures, such as equitable geographic distribution of proposed projects and EJ and Title VI considerations from a system's level perspective.

As the specifics of this new Complete Streets and other Localized Initiatives Program are developed and refined, other planning partners and agencies will be engaged for involvement or feedback. This will ensure a transparent process is developed, including a project selection procedure that is understandable to the public, with accompanying information on award selection discussion and scoring. Projects identified in the previous plan, *Transformation 2035*, may be considered in the ranking of the new annual award

process. We intend to identify potential funding recipients and adequately assist in education through such means as direct outreach or conducting workshops.

Facilities extending beyond the MPO planning area

There are a number of agencies and private entities responsible for the development of transportation projects that have impacts beyond our planning area. Most of the following systems (and their operators) are direct recipients of Federal funds or loans, have independent authority and/or an ownership interest to develop financially constrained plans including operation and maintenance. The fiscally constrained plans developed for these facilities are incorporated into *Commitment 2040* in their entirety by reference.

Strategic Intermodal System

FDOT is the agency responsible for the designation, implementation and management of the Florida Transportation Plan which includes the Strategic Intermodal System (SIS). The SIS is an intermodal network of transportation facilities that flows from one mode to the next with the goal of providing the highest degree of mobility for people and goods traveling throughout Florida. The SIS is an integral piece of Florida's goal to enhance economic competitiveness and quality of life for its citizens.

Florida Statutes §339.62 through §339.65 define FDOT's role to designate the SIS, to plan and fund its components. The last major update to the SIS 2040 Cost Feasible Plan

was completed in 2013, which lists affordable projects. It identified more than \$2.3 billion of investments planned for interstates, Turnpike facilities, Port Everglades, Fort Lauderdale-Hollywood International Airport and the Florida East Coast Railroad (FEC).²⁶



Construction of I-595; completed in 2014

Port Everglades

Port Everglades contributes substantially to the region's economy, is a leading container port in Florida and is one of the most active cargo ports in the United States. Additionally, Port Everglades is a major cruise port. The Port is thus a significant economic asset to the region. Port Everglades is a self-funded enterprise of Broward County government that maintains a master plan which guides its investment strategies and lists affordable projects.²⁷



Port Everglades

Fort Lauderdale-Hollywood International Airport

Just as Port Everglades is essential to the mobility of freight and passengers, the Fort Lauderdale-Hollywood International Airport is also a facility with regional impacts on the flow of people, goods and the economy. We continue to collaborate with the airport on its growth which, ultimately, will lead to business attraction, promote economic growth and create new jobs. The airport is also a self-funded enterprise of Broward County government that maintains a master plan which directs its investment strategies and lists affordable projects.²⁸

²⁶For additional additional information the SIS, visit <http://www.dot.state.fl.us/planning/sis/>.

²⁷For additional information on Port Everglades' Master Plan, visit www.broward.org/port/masterplan/Pages/Default.aspx.

²⁸For additional information on Fort Lauderdale/Hollywood International Airport's Master Plan, visit www.broward.org/Airport/Community/Pages/MasterPlanUpdate.aspx.



Fort Lauderdale-Hollywood International Airport

South Florida Regional Transportation Authority

The South Florida Regional Transportation Authority (SFRTA), as the successor to the Tri-County Commuter Rail Authority, is the agency responsible for owning, operating and maintaining a rail transit system in the tri-county area of Broward, Palm Beach and Miami-Dade counties. SFRTA, under Florida Statute §343.54, is given the authority and responsibility to develop and adopt a plan for the operation, maintenance and expansion of its system.

By statute, the SFRTA has the authority to expand service into Monroe County. It is also authorized to operate supporting shuttle services. SFRTA's plan must address the development of public and private revenue sources, the services to be provided by SFRTA and any potential expansions of its current service. SFRTA's most recent Transit Development Plan (TDP) was completed in 2013.²⁹



Tri-Rail commuter service in City of Fort Lauderdale

²⁹For additional information on SFRTA's TDP, visit www.sfrta.fl.gov/transit-development-plan.aspx.

All Aboard Florida

Florida East Coast Industries (FECI) is developing a privately owned, operated and maintained passenger rail service known as *All Aboard Florida*. This intercity service will give passengers a new way to travel along the existing Florida East Coast Railroad (FEC) between Miami and the Space Coast and then along new tracks, yet to be built, into central Florida. Stations are currently planned for the downtowns of Fort Lauderdale, West Palm Beach and Miami and the future Intermodal Station at the Orlando International Airport.

While FECI is still completing the final details of *All Aboard Florida* at the time of *Commitment 2040's* adoption, FECI, as an owner and operator of the rail corridor, is recognized as having the legal authority and responsibility to finalize plans consistent with the requirements of its shareholders and regulators.

Did You Know?

The FEC corridor on which All Aboard Florida will run its trains is the original rail corridor laid out by Henry Flagler in the late 19th and early 20th centuries. This corridor provided for the development of much of Florida's east coast.



813 813

TRI RAIL

813

TRI RAIL

TRI RAIL

RTA

IF MORE FUNDING BECOMES AVAILABLE

Through the planning process we have identified all of our major transportation needs through the year 2040. Available funding limits what we can afford. Projects that are needed but not affordable within expected funding limits are kept in a “wish list.”

If these projects are important to you, then it's time to make your voice heard. Contact your local elected officials or get involved with us to make sure your ideas are known. With your help, we will continue to search for ways to move these projects from our “wish list” to reality.

We are fortunate to have substantial public interest in transportation planning. We, our planning partners, community organizations and private individuals are always looking not only to improve bicycle and pedestrian accessibility, but also to improve our roadway and transit systems. Although *Commitment 2040's* primary purpose is to identify affordable regionally significant projects that are consistent with local, state and national priorities, there is also an ongoing need for additional investments that just cannot be funded given expected and reliable revenue sources.

The “wish list”

Throughout *Commitment 2040's* development, a large number of projects were identified that could not be funded given today's financial reality; both regionally and locally. We keep track of all these projects on a “wish list.”

Regionally, more than 25 high-priority but as yet unfunded projects are identified in *Commitment 2040*. If a regionally significant project has been sufficiently vetted through the public outreach process and determined to be affordable, then it will be moved from the “wish list” to the affordable list of projects through an amendment to *Commitment 2040*.

Our planning area's total needs, especially locally, go beyond even these high-priority projects. In order to find funding

for the multimodal projects - such as the bicycle, pedestrian, transit and local roadway improvements which *Commitment 2040* focuses on - we will undertake additional coordination with both the public and our planning partners. In-depth analyses, community engagement and a demonstration of strong public support will help us make the case for additional funding to build these local projects. As we work to identify new and emerging localized needs our “wish list” will be adjusted as necessary, to reflect circumstances, priorities and additional funding opportunities that change over time.³⁰

As detailed in the Improvements We Can Afford section, a programmatic approach has been developed to fund localized projects. The “wish list” for localized projects, however, includes projects that could be eligible for currently available programmatic funds. We will continue to coordinate with our partner agencies and the public to fund and implement these localized projects. With your help, we will search for ways to fund all of the projects eligible for the Complete Streets and other Localized Initiatives Program.

High-priority projects

The following regionally significant projects are on our “wish list”. We can't fund these now so we cannot include them in *Commitment 2040's* affordable list of projects. However, these improvements are important and will be built if we are able

³⁰To view the “wish list” for bicycle projects, visit <http://www.browardmpo.org/images/WhatWeDo/LRTP/WishList-2040LRTP-Bike.pdf>.
To view the “wish list” for pedestrian projects, visit <http://www.browardmpo.org/images/WhatWeDo/LRTP/WishList-2040LRTP-Ped.pdf>.
To view the “wish list” for greenway projects, visit <http://www.browardmpo.org/images/WhatWeDo/LRTP/WishList-2040LRTP-Gway.pdf>.
To view the “wish list for transit projects, visit <http://www.browardmpo.org/images/WhatWeDo/LRTP/WishList-2040LRTP-trans.pdf>.

to find the funding. If these projects are important to you and you think they should be funded you can:

- Contact your local elected officials and let them know these projects are important to you and why;
- Visit one of our many public meeting or workshops; and/or
- Contact us directly.

Highlighted projects

Wave streetcar extensions

The Wave streetcar extensions are vital to change the way people move throughout downtown Fort Lauderdale and our larger community. Planned extensions to the already funded 2.7-mile system are being examined to connect with Tri-Rail, Port Everglades/Eisenhower Convention Center, Fort Lauderdale-Hollywood International Airport and even Sawgrass Mills Mall. A central Broward East-West corridor study has been completed, but lacks Federal clearance and the funding for construction, operation and maintenance.

New McNab and Nob Hill bus service

With the growth within our planning area, expanding travel options is vital to the growth of existing communities and even the creation of new ones. As one such option, the McNab/Nob Hill Road area would benefit from new bus service. Creating transit options would benefit this area's residents, would increase their access to vital services, and would mitigate congestion.³¹



Example of local bus service provided by BCT

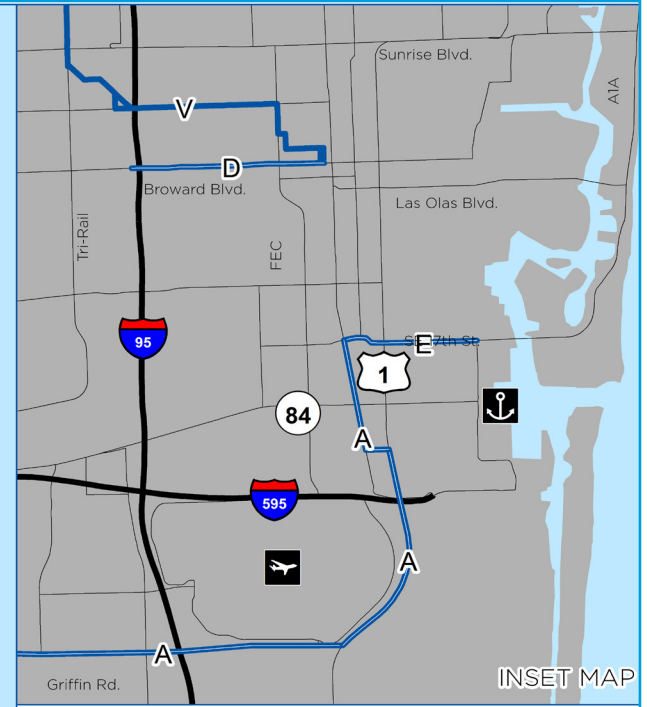
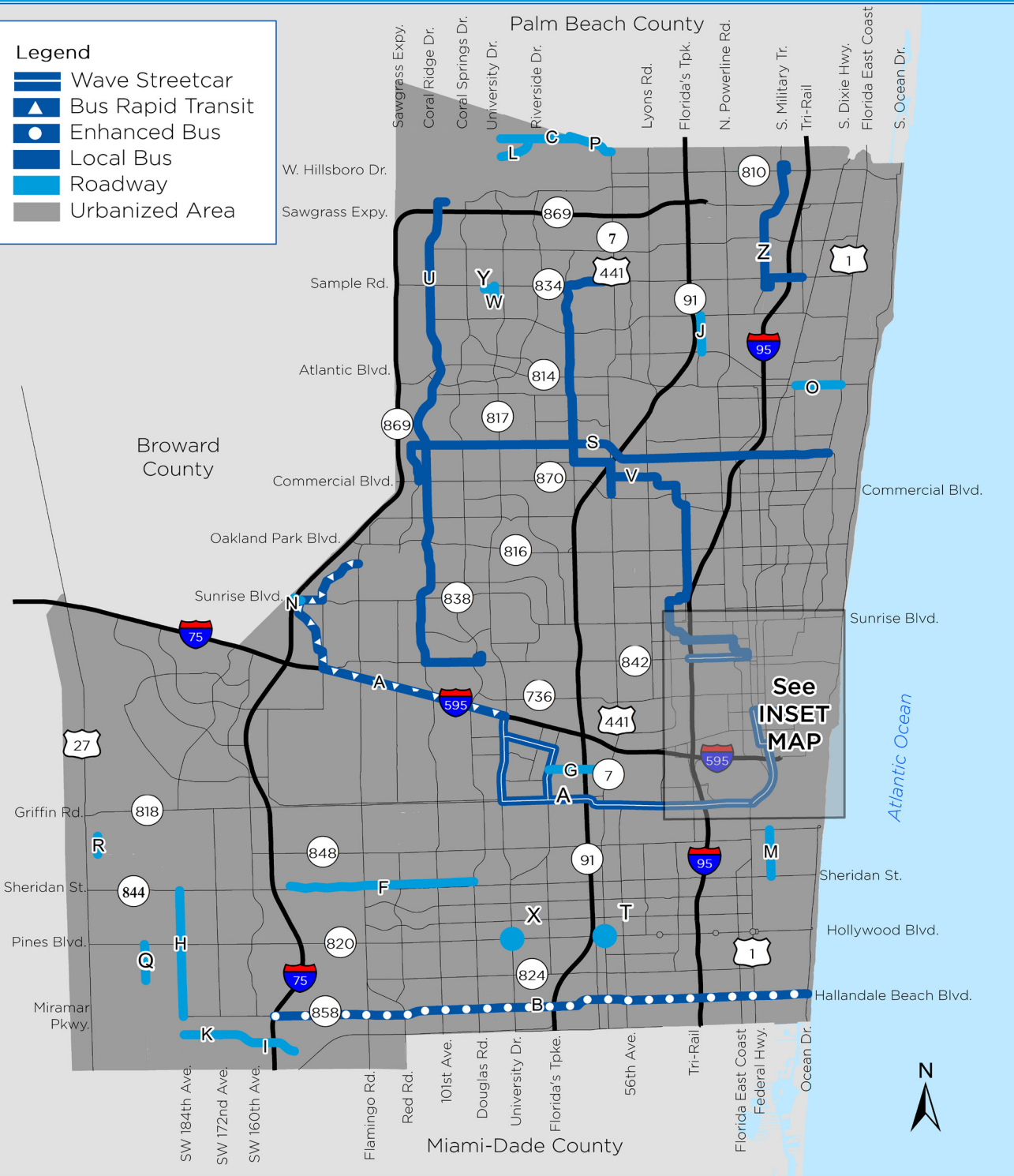
Comprehensive list

The following “wish list” of high-priority projects (9 transit and 18 roadway) are needs that we cannot afford to construct, operate and maintain by and through 2040. Should additional funding become available, for example through Federal grants, *Commitment 2040* will be amended to move “wish list” projects onto the affordable list of regional significant projects. If this happens, we will first look to add projects already identified as our high-priority unfunded needs.

³¹To view a list of unfunded capital and service needs identified by BCT, visit <http://www.browardmpo.org/images/WhatWeDo/LRTP/Needs-2040LRTP-BCT.pdf>.

Legend

-  Wave Streetcar
-  Bus Rapid Transit
-  Enhanced Bus
-  Local Bus
-  Roadway
-  Urbanized Area



Broward MPO | April 12, 2018

This product is for planning purposes only and may not have been prepared for, or be suitable for engineering or surveying purposes. Users of this information should review or consult the primary data and sources to ascertain the usability of the information. The Broward MPO assumes no liability for improper use.

To view these projects within an interactive map, visit www.browardmpo.org/commitment-2040/investment-plan

**Unfunded Needs
High-priority, 2019 - 2040**



move people • create jobs • strengthen communities

UNFUNDED TRANSIT PROJECTS

ID	Project	Description	Location	Cost*
A	Central Broward East/West	Construct streetcar extension and rapid bus route	Sawgrass Mills Mall to downtown Fort Lauderdale	\$467.0
B	SR 858/Hallandale Beach Blvd.	Corridor upgrades to support enhanced bus service	I-75 to SR A1A	\$84.0
D	SR 842/Broward Blvd.	Construct streetcar extension	Tri-Rail Station to NW 1 st Ave.	\$50.0
n/a	3 rd Maintenance Facility	Construct maintenance facility	To be determined	\$58.0
E	17 th St.	Construct streetcar extension	SR 5/US 1 to Eisenhower Blvd.	\$42.0
S	McNab Rd.	Add local bus service	Hiatus Rd. to SR 5/US 1	\$2.2
U	Nob Hill Rd.	Add local bus service	SR 842/Broward Blvd. to Holmberg Rd.	\$1.8
V	Rock Island Rd.	Extend local bus service	Turtle Creek Dr. to SR 7/US 441	\$1.4
Z	Military Trail	Extend local bus service	Sample Rd. to Hillsboro Blvd.	\$0.5
TOTAL				\$706.9

UNFUNDED ROADWAY PROJECTS

ID	Project	Description	Location	Cost*
C	Hillsboro Blvd.	Construct new 4 lane roadway	University Dr. to current Hillsboro Blvd.	\$54.0
F	SR 822/Sheridan St.	Add 2 lanes (from 4 to 6)	SW 148 th Ave. to Douglas St.	\$41.0
G	Oakes Rd.	Construct new 4 lane roadway, including overpass	Davie Rd. to SR 7/US 441	\$40.0
H	SW 184 th Ave.	Add 2 lanes (from 4 to 6)	SR 822/Sheridan St. to SR 858/Miramar Pkwy	\$32.0
I	Bass Creek Rd.	Add 2 lanes (from 2 to 4)	172 nd Ave. to SW 148 th Ave.	\$17.0
J	Blount Rd.	Add 2 lanes (from 2 to 4)	Hammondville Rd. to Copans Rd.	\$13.0
K	Bass Creek Rd.	Construct new 4 lane roadway	SW 184 th Ave. to SW 172 nd Ave.	\$12.0
L	Trails End Rd.	Construct new 4 lane roadway	SR 817/University Dr. to County Line Rd.	\$10.0
M	SE 5 th Ave.	Reconstruct roadway to include multimodal alternatives	Dania Beach Blvd. to SR 822/Sheridan St.	\$5.0
N	SR 838/Sunrise Blvd.	Reconstruct roadway to include turn lanes	Sawgrass Corporate Center to SR 869/Sawgrass Expy.	\$5.0
O	SR 814/Atlantic Blvd.	Restripe to 6 lanes	Cypress Rd. to SR 5/US 1	\$4.0
P	Loxahatchee Rd.	Reconstruct roadway from 2 lanes undivided to 2 lane divided	Parkside Dr. to SR 7/US 441	\$4.0
Q	SW 196 th St.	Add 2 lanes (from 2 to 4)	SR 820/Pines Blvd. to Pembroke Rd.	\$3.0
R	SW 210 th Terrace	Construct new 2 lane roadway	SR 848/Stirling Rd. to SW 54 th St.	\$3.0
T	Intersection Improvement	Reconstruct intersection	SR 7/US 441 and SR 820/Hollywood Blvd.	\$2.0
X	Intersection Improvement	Reconstruct intersection	SR 820/Pines Blvd. and SR 817/University Dr.	\$1.0
W	Coral Hills Dr.	Reconstruct roadway to include multimodal alternatives	NW 29 th St. to SR 834/Sample Ave.	\$1.0
Y	NW 33 rd St.	Reconstruct roadway to include multimodal alternatives	Coral Hills Dr. to NW 99 th Way	\$1.0
TOTAL				\$248.0

* Millions in 2012 dollars

The unfunded needs of our larger region

There are agencies and private entities responsible for identifying unfunded needs that extend beyond our planning area. Because each of the following systems (and operators) has the independent statutory authority to accomplish this, these plans are fully incorporated into *Commitment 2040* by reference.

Strategic Intermodal System

FDOT is responsible for developing the unfunded needs plan for the SIS. Several major unfunded projects have been identified by FDOT including improvements at Fort Lauderdale-Hollywood International Airport, Port Everglades, the Sawgrass Expressway and Interstates 95, 75 and 595. At the time this plan was finalized, unfunded but needed SIS improvements include the reconstruction of various interchanges, SIS connector improvements to Tri-Rail, the addition of lanes to portions of the Homestead Extension of Florida's Turnpike and various improvement to the region's freight and passenger rail corridors.

Port Everglades

Port Everglades, like other transportation entities, continues to conduct needs assessments and to identify funding strategies to accommodate expected growth. Guided by a 20-year master plan, the Port is also committed to capital improvements.

As the Port is a self-sustaining unit of county government, it can issue bonds to accelerate master plan project delivery

to meet needs that otherwise would not be affordable in the 2040 time horizon of this plan. In spite of this ability, at the time this plan was finalized, approximately \$2.0 billion dollars in needed but unfunded projects have been identified in the 2040 SIS Unfunded Needs Plan for Port Everglades; including dredging, intermodal transfer improvements and new bulkheads The Port has also identified a variety of additional needs within its Master Plan.³²

Did You Know?

In 2013, Port Everglades exported almost twice as much in value to Canada and Mexico (\$75.7 million) as it imported from these trading partners.

Fort Lauderdale-Hollywood International Airport

The Broward County Aviation Department continuously assesses its ability to accommodate existing and future demand at Fort Lauderdale-Hollywood International Airport. Travel forecasts aid in the process of anticipated growth, and identify investments to be incorporated into airport master plans. The Airport too makes planning determinations on projects as either financially or not-financially feasible.

As a self-sustaining unit of county government, the Airport can also issue bonds to accelerate master plan projects allowing it to build needed projects that would not otherwise be affordable by the year 2040. In spite of this ability, at the

³²To view a list of unfunded needs identified by Port Everglades, visit <http://www.browardmpo.org/images/WhatWeDo/LRTP/Needs-2040LRTP-PE.pdf>.

time this plan was finalized, almost \$1.0 billion dollars in unfunded but needed projects have been identified in the SIS Unfunded Needs list for the Airport including runway and apron improvements and a new permanent baggage handling system for terminals 2, 3 and 4. The Airport has also identified a variety of additional needs within its Master Plan.³³

Tri-rail commuter and supportive services

The planned Tri-Rail passenger service on the Florida East Coast Railroad (FEC) railway (dubbed the ‘Coastal Link’) is a strategic investment for southeast Florida and has the ability to enhance the long-term competitive position of our region. The Coastal Link will generate an extensive range of benefits including spurring economic development, creating jobs, improving regional access and mobility and providing opportunities for transit-oriented development. As of the time this plan was finalized, a financially feasible funding strategy has not been identified to build or operate these new services.³⁴

In addition to Coastal Link, SFRTA has also identified a variety of other needs within its TDP including express bus service, mobility hubs and parking facilities.³⁵



Potential Coastal Link commuter service along the FEC

³³To view a list of unfunded needs identified by the Airport, visit <http://www.browardmpo.org/images/WhatWeDo/LRTP/Needs-2040LRTP-FLL.pdf>.

³⁴For additional information on Coastal Link, visit <http://tri-railcoastallink.com/>.

³⁵To view a list of unfunded needs identified by SFRTA, visit <http://www.browardmpo.org/images/WhatWeDo/LRTP/Needs-2040LRTP-SFRTA.pdf>.

Filling the funding gap

Despite the gains in transportation infrastructure to be achieved through the funding of the affordable regionally-significant projects, we are faced with funding gaps like all other agencies. We will continue to pursue opportunities and resources where funds might be added to and stretched to enhance transportation for all users. This could include such an approach as to have a private entity run transit systems or community shuttles more cheaply than a governmental agency.

Speak Up Broward

We have started an important conversation with our community that will ultimately lead us to an action plan and timeline to expand our current transportation choices. Speak Up Broward also provides an opportunity for our community to learn about our role and transportation issues generally, and to express their opinions about what they think should be priorities when making decisions, what types of improvements should be made in the future, and what is the best way to fund any additional transportation improvements. One of the most important things our leaders can do is to listen to you because transportation affects your lives every day.³⁶

Public private partnerships

An alternative funding source, which is evolving in Florida, is the use of Public Private Partnerships (P3s) to fund and accelerate project delivery and share funding risks with the private sector. The implementation of these P3s are varied, and can range from joint-venture partnerships between a private entity and a transit agency to capture the value of rising property values adjacent transit stations to the use of tolling funds, over the long term, to compensate a private party for the construction of the tolled facility. The development of the additional lanes on I-595 is a local example of a P3.

Additional Federal funding

We are constantly searching for opportunities for additional funding from Federal and other governmental sources. The Federal government has on-going cycles for the competitive funding of applications for transportation improvements from us and other transportation entities. Examples of this additional Federal funding we have secured for our planning area include monies to start the Wave streetcar in Fort Lauderdale, and a FTA grant for University Drive.

³⁶For additional information on Speak Up Broward, visit <http://browardmpo.org/index.php/major-functions/speak-up-broward>.



Fort Lauderdale-Hollywood International Airport



MONITORED FOR SUCCESS

The best laid plans often have unexpected outcomes. Therefore plans need to be regularly evaluated to monitor progress and, if necessary, make adjustments to ensure undesired outcomes do not develop.

Responsible stewardship of Federal, state and local tax dollars requires us to show not only affordable and needed projects, but also how our decisions are advancing our goals and objectives in the most efficient way possible.

Performance-based planning

Performance-based planning attempts to make decision-making and accountability transparent to all of us. Several questions need to be answered to successfully implement this:

- What are the areas of concern we as a community are trying to address?
- How do those areas perform both now and historically?
- What are our improvement goals for those areas?
- Given competing areas and limited resources, what can we reasonably hope to achieve that addresses our concerns?
- What plan best helps us achieve our goals?
- When projects are built, did they achieve what they were intended to do?

The outcome of performance-based planning is a constant, or a desired incremental improvement in reaching our goals. If a particular project did not help us meet our stated goals, or was more effective than originally thought, that information can help us make better decisions in the future. Done properly, performance-based planning can not only bring transparency and an increasing movement towards our goals, it can also serve to make a compelling case for *Commitment 2040* and why our communities are and should be invested in its outcome.

Measuring effectiveness

Measuring how well we achieve our goals is both an art and a science. There are two types of measures: objective – such as number of accidents, which are easy to quantify, and subjective measures – such as ‘quality of life’, which are tougher to measure but are just as important. We intend to measure both.

Did You Know?

Subjective measures, such as aesthetics and quality of life, are important to a plan’s implementation and are monitored through the public outreach and education process.

Watch for our ‘report card’ on both *Commitment 2040*’s successes and its potential challenges. We will continue our public outreach efforts to keep you informed. Visit the *Commitment 2040* website for the most up to date information. As with the development of *Commitment 2040*, your continued involvement and input are the most important part of this plan.

HOW THE OBJECTIVES WILL BE MEASURED

We are developing a baseline of information to assess the progress towards meeting the *Commitment 2040* goals and to set performance targets for the future. The ideas below are our starting point.

Move People

Maintain infrastructure

- All operating and maintenance costs for existing and proposed facilities/services are fully funded through existing or reasonably expected revenue sources.

Achieve Level of Service standards

- Increase the proportion of facilities, by mode, operating at or exceeding Level of Service (LOS) standards.

Improve accessibility for all users of the system

- Increase the number of jobs within 30 minutes in-vehicle travel time (IVTT).
- Reduce gaps in sidewalk and bicycle lane networks.

Shorten project delivery

- Reduce the number of projects requiring right-of-way.

Maximize transit ridership

- Increase transit mode share.

Create Jobs

Reduce travel time to economic centers

- Reduce average in-vehicle travel time to central business districts, ports and regional shopping centers.

Promote new development

- Increase transit service to redevelopment areas.

Minimize the cost of travel

- Reduce the amount of time and money spent by all travelers.

Maximize private investment

- Reduce net cost of public expenditure.
- Increase community / public involvement.

Strengthen Communities

Ensure benefits and cost are equitable

- Increase number of viable transportation alternatives.
- Increase the number of jobs within 30 minutes IVTT.

Reduce accidents, injuries and fatalities

- Reduce the number of transportation-related accidents, injuries and fatalities for all modes.

Promote redevelopment

- Increase the number of public / private partnerships where the majority of residents make 50% less than the median income.
- Increase the number of jobs within 30 minutes IVTT.

Ensure projects consider aesthetic improvements

- Increase the number of projects addressing aesthetics.

Provide options for non-motorized travel

- Increase the number sidewalk miles.
- Increase the number of bicycle lane miles.
- Reduce gaps in sidewalk and bicycle lane networks.

Promote environmental sensitivity

- Reduce energy consumption by person miles traveled.
- Reduce tons of ozone precursors and greenhouse gases from mobile sources.



FURTHER READING

Even though it is presented in a style that is reader-friendly, *Commitment 2040* is the result of extensive technical analyses and public outreach efforts. For those interested in these more technical materials, they are available on our website.

This concluding chapter is intended as a guide to the documentation of primary sources, technical analyses and intermediary findings that informed *Commitment 2040*'s development.

Commitment 2040 describes those transportation projects and programs that have been determined to be needed, are financially feasible and for which Federal funds will be sought and utilized by us for the years 2019 - 2040. Some readers may be interested in the approaches used to develop the plan, and in the findings of supporting technical analyses and public outreach efforts. This section of *Commitment 2040* describes how interested readers can access referenced plans and supporting technical materials.

Plans incorporated by reference

Commitment 2040 builds on prior investments in the region's transportation infrastructure by recognizing the strategic investments already identified as needed and financially feasible by our planning partners. Each of these partners has conducted detailed technical analyses and extensive public outreach to develop their plans. These planning partners were consulted during the development of *Commitment 2040* so that it would build on and complement plans already developed. In many cases these other plans are already being implemented. These partners receive Federal funding directly, are recipients of additional non-Federal funds, and are responsible for developing transportation plans that focus on specific types of transportation assets and mobility needs.

Strategic Intermodal System

Florida Department of Transportation (FDOT) is responsible for the designation, implementation, and management of Florida's Strategic Intermodal System (SIS). The SIS is an intermodal network of transportation facilities that flows from

one mode to another with the goal of providing the highest degree of mobility for people and goods traveling through the state. The SIS is an integral piece of Florida's goal to enhance the state's economic competitiveness and the quality of life for its citizens.

Florida Statutes §339.62 through §339.65 define FDOT's role to designate the SIS, to plan and to fund its components. Components of the SIS include:

- Highway corridors established under Florida Statute §339.65;
- The National Highway System;
- Airport, seaport, and spaceport facilities;
- Rail lines and rail facilities;
- Selected intermodal facilities; passenger and freight terminals; and other components that serve as existing or planned connectors between these components; and,
- Other existing or planned corridors that serve a statewide or inter-regional purpose.

The last major update of the SIS Plan was completed in 2013. It identified approximately \$2.3 billion of investment in Broward County. To review FDOT's plan for the SIS, visit www.dot.state.fl.us/planning/sis/.

Port Everglades

As one of Florida's deep water ports, Port Everglades is both an important economic engine for the region, and a facility that is part of the SIS. Port Everglades is owned and operated by Broward County government as a self-funding division. Port Everglades is responsible for maintaining its own long-range

plan. The most recent plan update was completed in 2014. The Port Everglades Master Plan identified approximately \$1.6 billion in necessary investments over the next 20 years based on current conditions and economic forecasts. To review the *Port Everglades Master Plan and its investment strategies*, visit www.broward.org/port/masterplan/Pages/Default.aspx.

Fort Lauderdale-Hollywood International Airport



*Plane landing at Fort Lauderdale-Hollywood International Airport**

Fort Lauderdale-Hollywood International Airport is one of Florida's most active airports and is designated as a SIS facility. Like Port Everglades, the airport is owned and operated by Broward County government as a self-funding division. It is responsible for maintaining its own long-range plan. The airport is actively implementing many capacity improvements it has identified to improve its ability to move both people and goods. For information on the *Master Plan Update for Fort Lauderdale-Hollywood International Airport*, visit www.broward.org/Airport/Community/Pages/MasterPlanUpdate.aspx.

*Photo courtesy of <http://www.seefloridago.com>.

South Florida Regional Transportation Authority

The South Florida Regional Transportation Authority (SFRTA), as the successor to the Tri-County Commuter Rail Authority, is the agency responsible for owning, operating and maintaining a regional transit system in the tri-county area of Broward, Miami-Dade and Palm Beach counties. SFRTA is enabled by Florida Statute §343.54 with the authority and responsibility to develop and adopt a plan for the operation, maintenance, and expansion of its transit system. SFRTA's plan must address the development of public and private revenue sources, the transit services to be provided and any potential expansions to current services. Under Florida Statutes, the SFRTA has the authority to expand service into Monroe County. It is also authorized to operate supporting shuttle services.

SFRTA's most recent *Transit Development Plan (TDP)* update was completed in 2013. It identified additional new services that could serve eastern Broward County including rail passenger service on the Florida East Coast corridor (i.e., SFRTA's Coastal Link), associated station development and supporting shuttle services. To review SFRTA's investment plan for the regional transit system, visit www.sfrta.fl.gov/transit-development-plan.aspx.

All Aboard Florida

All Aboard Florida (AAF) is a privately owned, operated and maintained passenger rail service under development by Florida East Coast Industries (FECI). All Aboard Florida will provide service along the existing Florida East Coast Corridor (FEC), a SIS facility, between Miami and the Space Coast and along new tracks, yet to be constructed, that will extend to the Orlando metropolitan area. Stations are currently planned for the downtowns of Miami, Fort Lauderdale, West Palm Beach and at the future Intermodal Station at the Orlando International Airport. FECI is currently selecting rolling stock, identifying exact station locations and making other decisions to bring the project to fruition.

While the exact details of AAF are still being finalized at the time of *Commitment 2040*, FECI, as a private owner/operator, has the legal authority and responsibility to finalize plans consistent with the requirements of the SIS, its shareholders and regulators. To review All Aboard Florida's investment plan visit <http://www.allaboardflorida.com/>.



Brightline train

Technical Documentation

Commitment 2040 is a collection of strategic transportation investments that recognize financial, environmental, regulatory and social constraints, while also striving towards our vision and goals. Technical components of this planning effort have been organized into the categories listed below and are available on our website.

Trends and Performance: Information is provided relative to such items as local population, employment, and future travel conditions. For further information, visit www.browardmpo.org/index.php/development-process.

Goals and Objectives: Information is provided relative to concepts involved in *Commitment 2040's* development, consistency at the state and national levels, as well as goals and objectives used to assess the potential projects. For further information, visit www.browardmpo.org/index.php/development-process.

Needs Assessment: Information is provided relative to the reaffirmation of the long-term vision and types of improvements needed. For further information, visit www.browardmpo.org/index.php/development-process.

Public Input: Varied data is available in this section relative to survey results and workshops conducted. For further information, visit www.browardmpo.org/index.php/development-process.

Available Resources: This section identifies such information as Federal, state, county and municipal Funding sources. For further information, visit www.browardmpo.org/index.php/development-process.

Project Selection: Information is provided relative to how potential projects were identified, evaluated and incorporated into *Commitment 2040*. For further information, visit www.browardmpo.org/index.php/development-process.

Steering Committee

The following people steered the direction of *Commitment 2040* during the plan's development.

Ingrid Allen
Town of Davie

Steve Braun
Florida Department of Transportation

Jeff Brodeur
City of Hollywood

Scott Brunner
Broward County Traffic

Lois Bush
Florida Department of Transportation

Paul Carpenter
City of Coral Springs

Renee Cross
City of Fort Lauderdale

Eric Czerniejewski
City of Fort Lauderdale

Arlene Davis
Broward County Port Everglades

Kevin Gurley
City of Pompano Beach

Earl Hahn
City of Lauderhill

Scarlet Hammons
Broward County Aviation

Mark Horowitz
Broward County Engineering

Jonathan Roberson
Broward County Transit

Sheila Rose
City of Coconut Creek

John Rude
Private Citizen

Kim Samson
Florida's Turnpike Enterprise

Gus Schmidt
Florida Department of Transportation

Pete Schwarz
Broward County Planning Council

In Memoriam (1938 - 2014):

Mike (Myron) Sherman
Private Citizen

Anh Ton
Broward County Highway & Bridges

Natalie Yesbeck
South Florida Regional Transportation Authority

Enrique Zelaya
Broward County Growth Management

MPO Staff

Gregory Stuart

Executive Director

Michael Ronskavitz

Deputy Director

Paul Calvaresi

Transportation Planner

Priscila J. Clawges

*Transportation Disadvantaged Program
Manager/Transportation Planner*

James Cromar

Director of Planning

Roxana Ene

*Transportation Improvement Program
Coordinator/Project Manager*

Paul Flavien

Transportation Planner

Tracy Flavien

Administrative Manager

Peter Gies

Transportation Planner

Ricardo S. Gutierrez

*Transportation Planner/Interim Bicycle &
Pedestrian Coordinator*

Alan Gabriel

General Counsel

Rosemary Nelson

Staff Secretary

Christopher Ryan

*Public Information Officer/Title VI
Coordinator*

Buffy C. Sanders II

Transportation Planner

Kathy Singer

Executive Assistant

Fred Taylor

*Procurement Officer & Transportation
Planner*

Francis Tettey

Accounting & Finance Manager



www.BrowardMPO.org