

Table 3-1

Scenario 3: Highway Projects - On-State System Funding Program
Commitment 2045 MTP - Cost Feasible Plan

| Program Rank | Overall Rank | MPO Project # | Project Sponsor | Project Name | Project Limits | Total Cost | In Cost Feasible Plan? | Costs/Revenues in Year of Expenditure | | | | | Funding Sources | | | | |
|--------------|--------------|---------------|--------------------------|---|--|---------------|------------------------|---------------------------------------|---------------|-----------------|-----------------|-----------------|-----------------|--|------|---------------|--|
| | | | | | | | | 2024/25 | 2026/30 | 2031/35 | 2036/45 | Total | SIS | Other Roads - Highway On System Capacity | TRIP | County Surtax | |
| | | | FDOT | Strategic Intermodal System | | | Yes | \$384,000,000 | \$404,876,000 | \$1,053,857,000 | \$1,337,783,000 | \$3,180,516,000 | 100% | | | | |
| 1 | 4 | 817 | Broward MPO | SR 845/Powerline Rd | SR 845/Powerline Rd (Palm Beach County Line to SW 10th St) | \$25,997,536 | Yes | \$30,937,068 | \$0 | \$0 | \$0 | \$30,937,068 | | 100% | | | |
| 2 | 6 | 820 | Broward MPO | SR 822/Sheridan St | SR 822/Sheridan St (US 1 to Dixie Hwy) | \$6,704,400 | Yes | \$7,978,236 | \$0 | \$0 | \$0 | \$7,978,236 | | 100% | | | |
| 3 | 7 | 697 | SFRTA | Pompano Beach FEC-SFRC connection - Critical track connection between FEC rail corridor and SFRC at Pompano Beach | | \$77,700,000 | Yes | \$0 | \$102,564,000 | \$0 | \$0 | \$102,564,000 | | 100% | | | |
| 4 | 8 | 781 | FDOT | Griffin Rd | Old Griffin Rd | \$4,440,000 | Yes | \$0 | \$5,860,800 | \$0 | \$0 | \$5,860,800 | | 100% | | | |
| 5 | 9 | 93 | City of Tamarac | State Road 7 Flyover/ Interchange (North - South) | From North of State Road 7 to moving traffic south bound | \$24,400,000 | Yes | \$0 | \$32,208,000 | \$0 | \$0 | \$32,208,000 | | 100% | | | |
| 6 | 10 | 126 | Town of Davie | Orange Drive Corridor Enhancements | | \$42,114,400 | Yes | \$0 | \$55,591,008 | \$0 | \$0 | \$55,591,008 | | 100% | | | |
| 7 | 12 | 755 | Broward MPO | Oakland Park Blvd. @ SR7 - Center Turn Overpass | Oakland Park Blvd. @ SR7 - Center Turn Overpass | \$99,900,000 | Yes | \$0 | \$131,868,000 | \$0 | \$0 | \$131,868,000 | | 100% | | | |
| 8 | 14 | 147 | City of Coral Springs | Intersection Improvements | | \$1,342,000 | Yes | \$0 | \$1,771,440 | \$0 | \$0 | \$1,771,440 | | 100% | | | |
| 9 | 15 | 702 | City of Hollywood | US 1, Young Circle, including Tyler Street, Harrison St and 17th Avenue | From Polk Street to Van Buren Street | \$2,196,000 | Yes | \$0 | \$2,898,720 | \$0 | \$0 | \$2,898,720 | | 100% | | | |
| 10 | 16 | 650 | City of Oakland Park | Dixie Highway Corridor | Oakland Park Boulevard to Prospect Road on Dixie Highway | \$1,281,000 | Yes | \$0 | \$1,690,920 | \$0 | \$0 | \$1,690,920 | | 100% | | | |
| 11 | 18 | 753 | Town of Hillsboro Beach | SR A1A and Hillsboro Blvd Intersection | SR A1A and Hillsboro Blvd Intersection | \$915,000 | Yes | \$0 | \$1,207,800 | \$0 | \$0 | \$1,207,800 | | 100% | | | |
| 12 | 20 | 778 | FDOT | US 1/I-595 Westbound On-Ramp | From 17th Street to I-595 | \$8,880,000 | Yes | \$0 | \$11,721,600 | \$0 | \$0 | \$11,721,600 | | 100% | | | |
| 13 | 21 | 3 | City of Hallandale Beach | Hallandale Beach & NE 14th Ave Dual Turn Lanes | Hallandale Beach & NE 14th Ave Dual Turn Lanes | \$832,500 | Yes | \$0 | \$1,098,900 | \$0 | \$0 | \$1,098,900 | | 100% | | | |
| 14 | 21 | 763 | Broward MPO | Copans Rd. @ CSX Railroad - Grade separation at RRX | Copans Rd. @ CSX Railroad - Grade separation at RRX | \$52,458,600 | Yes | \$0 | \$69,245,352 | \$0 | \$0 | \$69,245,352 | | 100% | | | |
| 15 | 21 | 836 | Broward MPO | South Florida Rail Corridor | South Florida Rail Corridor (@ Sample Rd/SR 834) | \$52,458,600 | Yes | \$0 | \$69,245,352 | \$0 | \$0 | \$69,245,352 | | 100% | | | |
| 16 | 21 | 851 | Broward MPO | FEC Rail Corridor | fec Rail Corridor (@ Sample Rd/SR-834) | \$52,458,600 | Yes | \$0 | \$0 | \$81,310,830 | \$0 | \$81,310,830 | | 100% | | | |
| 17 | 21 | 852 | Broward MPO | FEC Rail Corridor | FEC Rail Corridor (@ Commercial Bl/SR-870) | \$52,458,600 | Yes | \$0 | \$0 | \$81,310,830 | \$0 | \$81,310,830 | | 100% | | | |
| 18 | 24 | 83 | City of Fort Lauderdale | Broward Blvd & I95 Interchange | | \$140,300,000 | Yes | \$0 | \$0 | \$217,465,000 | \$0 | \$217,465,000 | | 100% | | | |
| 19 | 25 | 106 | City of Deerfield Beach | SE 10th Street | 95 to Federal | \$5,917,000 | Yes | \$0 | \$0 | \$9,171,350 | \$0 | \$9,171,350 | | 100% | | | |
| 20 | 28 | 757 | Broward MPO | Pines Blvd. @ Flamingo Rd. - Center Turn Overpass | Pines Blvd. @ Flamingo Rd. - Center Turn Overpass | \$99,900,000 | Yes | \$0 | \$0 | \$154,845,000 | \$0 | \$154,845,000 | | 100% | | | |
| 21 | 28 | 758 | Broward MPO | Atlantic Blvd. @ Powerline Rd. - Center Turn Overpass | Atlantic Blvd. @ Powerline Rd. - Center Turn Overpass | \$99,900,000 | Yes | \$0 | \$0 | \$0 | \$204,795,000 | \$204,795,000 | | 100% | | | |
| 22 | 28 | 759 | Broward MPO | University Dr. @ Pines Blvd. - Center Turn Overpass | University Dr. @ Pines Blvd. - Center Turn Overpass | \$99,900,000 | Yes | \$0 | \$0 | \$0 | \$204,795,000 | \$204,795,000 | | 100% | | | |
| 23 | 31 | 4 | City of Hallandale Beach | Hallandale Beach Boulevard Bypass | Hallandale Beach Blvd from Dixie Highway to NE 8th Ave | \$24,400,000 | Yes | \$0 | \$0 | \$0 | \$50,020,000 | \$50,020,000 | | 100% | | | |
| 24 | 32 | 838 | Broward MPO | South Florida Rail Corridor | South Florida Rail Corridor (@ Atlantic Bl/SR-814) | \$52,458,600 | Yes | \$0 | \$0 | \$0 | \$107,540,130 | \$107,540,130 | | 100% | | | |
| 25 | 32 | 845 | Broward MPO | South Florida Rail Corridor | South Florida Rail Corridor (@ Hallandale Beach/SR-858) | \$52,458,600 | Yes | \$0 | \$0 | \$0 | \$107,540,130 | \$107,540,130 | | 100% | | | |
| 26 | 33 | 829 | Broward MPO | County Line Rd/HEFT Extention | County Line Rd/HEFT Extention (I-95 to Florida's Turnpike) | \$4,440,000 | Yes | \$0 | \$0 | \$0 | \$9,102,000 | \$9,102,000 | | 100% | | | |
| 27 | 35 | 57 | City of Lauderdale | U.S. 441/SR 7 Project | Sunrise Blvd to NW 26 Street | \$46,650,360 | Yes | \$0 | \$0 | \$0 | \$95,633,238 | \$95,633,238 | | 100% | | | |
| 28 | 40 | 835 | Broward MPO | South Florida Rail Corridor | South Florida Rail Corridor (@ Hillsboro Bl/SR-810) | \$52,458,600 | Yes | \$0 | \$0 | \$0 | \$107,540,130 | \$107,540,130 | | 100% | | | |
| 29 | 41 | 78 | City of Fort Lauderdale | Oakland Park Blvd Bridge Ringroad Improvements | NE 33rd Ave to NE 33rd Ave | \$2,577,843 | Yes | \$0 | \$0 | \$0 | \$5,284,578 | \$5,284,578 | | 100% | | | |
| 30 | 46 | 34 | City of Dania Beach | West Dania Beach Blvd Corridor Improvements | From US-1 to Bryan Road | \$9,388,839 | Yes | \$0 | \$0 | \$0 | \$19,247,120 | \$19,247,120 | | 100% | | | |
| 31 | 54 | 704 | City of Hollywood | Hollywood Blvd Raised Intersection over I-95 | Hollywood Blvd at I-95 | \$131,424,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | | |
| 32 | 55 | 659 | City of Pembroke Pines | Widening Pines Blvd (186th Ave - US 27) | West of 186th Ave to US 27 | \$29,285,569 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | | |
| 33 | 62 | 830 | Broward MPO | SR 84 | SR 84 (to FEC rail crossing) - grade separation | \$133,200,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | | |
| 34 | 62 | 840 | Broward MPO | South Florida Rail Corridor | South Florida Rail Corridor (@ Commercial Bl/SR-870) | \$52,458,600 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | | |

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Commitment 2045 MTP - Cost Feasible Plan

| Program Rank | Overall Rank | MPO Project # | Project Sponsor | Project Name | Project Limits | Total Cost | In Cost Feasible Plan? | Costs/Revenues in Year of Expenditure | | | | | Funding Sources | | | |
|--------------|--------------|---------------|-------------------------|---|---|---------------|------------------------|---------------------------------------|---------|---------|---------|-------|-----------------|--|------|---------------|
| | | | | | | | | 2024/25 | 2026/30 | 2031/35 | 2036/45 | Total | SIS | Other Roads - Highway On System Capacity | TRIP | County Surtax |
| 35 | 62 | 841 | Broward MPO | South Florida Rail Corridor | South Florida Rail Corridor (@ Oakland Park Bl/SR-816) | \$52,458,600 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 36 | 62 | 842 | Broward MPO | South Florida Rail Corridor | South Florida Rail Corridor (@ Stirling Rd/SR 848) | \$52,458,600 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 37 | 62 | 854 | Broward MPO | FEC Rail Corridor | FEC Rail Corridor (@ SR-84) | \$52,458,600 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 38 | 62 | 855 | Broward MPO | FEC Rail Corridor | FEC Rail Corridor (@ Griffin Rd/SR-818) | \$52,458,600 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 39 | 69 | 712 | City of Deerfield Beach | Replacement/Modification of the Hillsboro Blvd Inter-Coastal Bridge | Hillsboro Blvd Bridge at Inter-Coastal | \$14,272,943 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 40 | 75 | 75 | City of Fort Lauderdale | SE 17th St & Eisenhower Intersection Improvements | | \$3,404,859 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 41 | 77 | 844 | Broward MPO | South Florida Rail Corridor | South Florida Rail Corridor (@ Pembroke Rd/SR-824) | \$52,458,600 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 42 | 78 | 780 | FDOT | SR 84 | Weston Rd | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 43 | 79 | 760 | Broward MPO | Hammondville Rd. @ Turnpike Entrance - On-Ramp to Turnpike | Hammondville Rd. @ Turnpike Entrance - On-Ramp to Turnpike | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 44 | 85 | 135 | Town of Davie | State Road 84/Davie Road Turbo Lane | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 45 | 88 | 26 | City of Sunrise | Pat Salerno Northbound Ramps on Sawgrass Expressway (SR 869) | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 46 | 88 | 858 | Broward MPO | Pines Bl/SR-820 | Pines Bl/SR-820 (@ Palm Ave) | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 47 | 94 | 32 | City of Dania Beach | Griffin Road Corridor Improvements | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 48 | 96 | 7 | City of WestPark | Countyline Road Extension | From SW 32nd Avenue to I-95 | \$122,000,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 49 | 97 | 667 | City of Pembroke Pines | Add ramps from Pembroke Rd to I-75 Express Lanes | I-75 north and southbound at Pembroke Rd | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 50 | 104 | 705 | City of Hollywood | Sheridan Street Intercoastal Elevated Bridge | Sheridan Street over the Intercoastal | \$138,195,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 51 | 105 | 71 | City of Fort Lauderdale | I95 & Sistrunk Blvd Interchange | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 52 | 106 | 27 | City of Sunrise | Flyover from Southbound NW 136 Avenue to Eastbound I-595 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |
| 53 | 108 | 38 | City of Dania Beach | South Broward I-95 Interchange | From Stirling Rd to I-95; From Griffin Rd to I-95; From Sheridan St to I-95 | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | 100% | | |

Cost estimate is in the process of being developed.

| Allocated Revenue | 2024/25 | 2026/30 | 2031/35 | 2036/45 | Total |
|-------------------------|---------------|---------------|-----------------|-----------------|-----------------|
| | \$422,915,304 | \$891,847,892 | \$1,597,960,010 | \$2,249,280,326 | \$5,162,003,532 |
| Funding Category Budget | \$493,257,843 | \$810,300,142 | \$1,581,449,095 | \$2,425,443,086 | \$5,310,450,166 |
| Balance | \$70,342,539 | -\$81,547,750 | -\$16,510,915 | \$176,162,760 | \$148,446,634 |
| | 85.74% | 110.06% | 101.04% | 92.74% | 97.20% |

Table 3-2

Scenario 3: Highway Projects - Off-State System Funding Program

Commitment 2045 MTP - Cost Feasible Plan

| Program Rank | Overall Rank | MPO Project # | Project Sponsor | Project Name | Project Limits | Total Cost | In Cost Feasible Plan? | Costs/Revenues in Year of Expenditure | | | | | Funding Sources | |
|--------------|--------------|---------------|---------------------------|---|--|--------------|------------------------|---------------------------------------|--------------|--------------|---------------|---------------|---|-----|
| | | | | | | | | 2024/25 | 2026/30 | 2031/35 | 2036/45 | Total | Other Roads - Highway Off System Capacity | TMA |
| 1 | 13 | 132 | Town of Davie | West Davie Roadway Improvements | | \$22,692,000 | Yes | \$0 | \$29,953,440 | \$0 | \$0 | \$29,953,440 | TBD | TBD |
| 2 | 19 | 819 | Broward MPO | Oakes Rd | Oakes Rd (State Rd 7/US 441 to Davie Rd) | \$45,510,000 | Yes | \$0 | \$0 | \$70,540,500 | \$0 | \$70,540,500 | TBD | TBD |
| 3 | 26 | 169 | City of Hallandale Beach | SE 2nd Street/ Hibiscus Street/ Church Street Extension Project | US-1 to Church Street | \$6,100,000 | Yes | \$0 | \$0 | \$9,455,000 | \$0 | \$9,455,000 | TBD | TBD |
| 4 | 30 | 168 | City of Hallandale Beach | SE 9th Street FEC Rail Crossing Realignment | Dixie Highway to US1 | \$1,043,282 | Yes | \$0 | \$0 | \$1,617,088 | \$0 | \$1,617,088 | TBD | TBD |
| 5 | 36 | 40 | City of Miramar | Pembroke Road | From SW 160th Avenue to SW 184th Avenue, widen from 2 lanes to 4 lanes with median, bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems. | \$31,413,000 | Yes | \$0 | \$0 | \$0 | \$64,396,650 | \$64,396,650 | TBD | TBD |
| 6 | 37 | 847 | Broward MPO | South Florida Rail Corridor | South Florida Rail Corridor (@ McNab Rd) | \$52,458,600 | Yes | \$0 | \$0 | \$0 | \$107,540,130 | \$107,540,130 | | |
| 7 | 38 | 2 | City of Parkland | University Dr 4-Laning | Old Club Road to Loxahatchee Road | \$11,501,130 | Yes | \$0 | \$0 | \$0 | \$23,577,317 | \$23,577,317 | TBD | TBD |
| 8 | 39 | 41 | City of Miramar | SW 148th Avenue | From Bass Creek Road to Miramar Parkway | \$8,917,940 | | \$0 | \$0 | \$0 | \$0 | \$0 | TBD | TBD |
| 9 | 39 | 47 | City of Miramar | Miramar Boulevard | From Flamingo Road to Hiatus Road | \$4,987,705 | | \$0 | \$0 | \$0 | \$0 | \$0 | TBD | TBD |
| 10 | 39 | 133 | Town of Davie | Pine Island Road | From Nova Drive to Orange Drive, the project would begin at the existing 6 lanes and increase from 4 to 6 lanes and would connect to the existing 4 lanes at the southern terminus | \$14,902,300 | | \$0 | \$0 | \$0 | \$0 | \$0 | TBD | TBD |
| 11 | 42 | 862 | Broward MPO | Bryan Rd | Bryan Rd (Stirling Rd/SR-848 to Old Griffin Rd) | \$14,652,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | TBD | TBD |
| 12 | 43 | 826 | Broward MPO | Blount Rd | Blount Rd (Copans Rd to Hammondville Rd) | \$16,206,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 13 | 43 | 828 | Broward MPO | Ravenswood Rd | Ravenswood Rd (SW 42nd St to Griffin Rd) | \$8,214,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | TBD | TBD |
| 14 | 43 | 832 | Broward MPO | Wiles Rd | Wiles Rd (Florida's Turnpike to Powerline Rd) | \$14,874,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 15 | 43 | 661 | City of Pembroke Pines | Widening Sheridan (196th to US 27) | 196th Ave to US 27 | \$13,237,489 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 16 | 45 | 108 | City of Tamarac | Rock Island Road widening south bound from McNab to Commercial Boulevard | The project would begin within the City's coporate limits on Rock Island Road beginning from McNab Road South bound to Commercial Boulevard | \$3,749,056 | | \$0 | \$0 | \$0 | \$0 | \$0 | TBD | TBD |
| 17 | 47 | 848 | Broward MPO | McNab Rd | McNab Rd (Dixie Hwy to SW 7th Ave) | \$44,400,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 18 | 50 | 839 | Broward MPO | South Florida Rail Corridor | South Florida Rail Corridor (@ NW 62nd/Cypress Creek) | \$52,458,600 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 19 | 51 | 823 | Broward MPO | SW 184th Av | SW 184th Av (Pembroke Rd to Miramar Pkwy) | \$17,927,599 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 20 | 51 | 825 | Broward MPO | SW 196th Av | SW 196th Av (Pines Blvd to Miramar Pkwy) | \$42,400,535 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 21 | 58 | 42 | City of Miramar | SW 184th Avenue | From Miramar Parkway to Pembroke Road | \$9,237,416 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 22 | 58 | 60 | Town of Southwest Ranches | Griffin Road Widening/Bike Lanes & Lighting from Bonaventure Boulevard to US 27 | The project will begin at US 27 and end at Bonaventure Boulevard where it will connect to the existing four lane roadway. The project will begin at US 27 and end at Bonaventure Boulevard to connect to the existing bicycle lanes on Griffin Road and Bonaventure Boulevard. | \$21,843,338 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 23 | 58 | 662 | City of Pembroke Pines | Widening Stirling Rd. (196th to US 27) | 196th Ave to US 27 | \$13,237,489 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 24 | 58 | 663 | City of Pembroke Pines | Widening Sheridan St. (Flamingo to NW 172 Ave) | Flamingo Rd to NW 172nd Ave | \$29,962,784 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 25 | 60 | 44 | City of Miramar | County Line Road | Flamingo Road to Red Road | \$9,182,648 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 26 | 63 | 128 | City of Coral Springs | Alleyway Improvements | | \$40,920,496 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |

Table 3-2

Scenario 3: Highway Projects - Off-State System Funding Program

Commitment 2045 MTP - Cost Feasible Plan

| Program Rank | Overall Rank | MPO Project # | Project Sponsor | Project Name | Project Limits | Total Cost | In Cost Feasible Plan? | Costs/Revenues in Year of Expenditure | | | | | Funding Sources | |
|--------------|--------------|---------------|--------------------------|---|--|--------------|------------------------|---------------------------------------|---------|---------|---------|-------|---|-----|
| | | | | | | | | 2024/25 | 2026/30 | 2031/35 | 2036/45 | Total | Other Roads - Highway Off System Capacity | TMA |
| 27 | 64 | 713 | City of Plantation | Plantation Midtown N-S Spine Road Extension | Midtown | \$56,937,062 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 28 | 65 | 821 | Broward MPO | Bass Creek Rd | Bass Creek Rd (SW 148th Av to SW 172nd Av) | \$48,104,594 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 29 | 65 | 822 | Broward MPO | Bass Creek Rd | Bass Creek Rd (SW 172nd Av to SW 184th Av) | \$14,878,571 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 30 | 68 | 85 | City of Deerfield Beach | SW 11th Way | NE 48th to SE 10th | \$8,865,026 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 31 | 70 | 17 | City of Lighthouse Point | Citywide Bridge Replacements | 5 individual off-system bridges throughout City:NE 28th St, NE 29th St, NE 31st Ct, NE 24th Ave, NE 48th St. | \$2,611,884 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 32 | 71 | 33 | City of Dania Beach | Bryan Road Extension | From Stirling Road to Sheridan Street | \$10,937,775 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 33 | 71 | 45 | City of Miramar | Miramar Boulevard | From Palm Avenue to Douglas Road | \$8,038,216 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 34 | 71 | 46 | City of Miramar | SW 184th Avenue | From Bass Creek Road to Miramar Parkway | \$4,337,562 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 35 | 71 | 48 | City of Miramar | Bass Creek Road | From SW 148th Avenue to Florida Turnpike | \$5,216,314 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 36 | 71 | 824 | Broward MPO | SW 184th Av | SW 184th Av (Sheridan St to Pembroke Rd) | \$40,112,692 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 37 | 71 | 827 | Broward MPO | Hiatus Rd | Hiatus Rd (Stirling Rd to Sheridan Rd) | \$19,570,397 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 38 | 72 | 43 | City of Miramar | Bass Creek Road | From SW 148th Avenue to SW 172nd Avenue | \$22,306,357 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 39 | 73 | 850 | Broward MPO | FEC Rail Corridor | FEC Rail Corridor (@ SE 10th St) | \$52,458,600 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 40 | 77 | 141 | City of North Lauderdale | McNab Road right turn lane westbound on to northbound Rock Island Rd. | | \$2,214,910 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 41 | 77 | 145 | City of North Lauderdale | Bailey Road turn lane at Rock Island Road | | \$2,214,910 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 42 | 81 | 118 | City of Deerfield Beach | Century Village Entrance/Exit | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 43 | 84 | 665 | City of Pembroke Pines | Construction Of SW 208th Ave | Pines Blvd to Pembroke Road | \$8,046,758 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 44 | 86 | 50 | City of Miramar | Bass Creek Road | SW 172nd Avenue to SW 184th Avenue | \$8,929,588 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 45 | 86 | 865 | Broward MPO | Hiatus Rd | Hiatus Rd (Stirling Rd to Griffin Rd) | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 46 | 87 | 153 | City of Margate | Royal Palm Boulevard and SR. 7 intersection improvements. | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 47 | 89 | 818 | Broward MPO | Sheridan St | Sheridan St (Douglas Rd to SW 148th Av) | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 48 | 89 | 866 | Broward MPO | Stirling Rd | Sirling Rd (SW 193rd Way to SW 166st Ave) | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 49 | 91 | 170 | City of Hallandale Beach | South Old Dixie Highway 2-way Conversion Project | Pembroke Road to SW 11th Street | \$7,467,524 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 50 | 92 | 116 | City of Deerfield Beach | Green Rd | Powerline to Military | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 51 | 93 | 152 | City of Margate | Royal Palm Boulevard and Rock Island Road Intersection improvements | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 52 | 95 | 861 | Broward MPO | Coconut Creek Pkwy/Hammondville Rd | Coconut Creek Pkwy/Hammondville Rd (@ NW 31st Ave) | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 53 | 98 | 162 | City of Margate | SW 11th Street Improvements 1 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 54 | 98 | 163 | City of Margate | SW 11th Street Improvements 2 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 55 | 99 | 146 | City of North Lauderdale | Sw 63rd Terrace and Bailey Road signalized intersection | | \$791,780 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 56 | 100 | 39 | City of Miramar | Pembroke Road | SW 184th Avenue to SW 200 Avenue, Widening from 2 lanes to 4 lanes and construct new four lanes from SW 196 Ave to US 27 with bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems. | \$37,714,641 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |

Table 3-2
Scenario 3: Highway Projects - Off-State System Funding Program
Commitment 2045 MTP - Cost Feasible Plan

| Program Rank | Overall Rank | MPO Project # | Project Sponsor | Project Name | Project Limits | Total Cost | In Cost Feasible Plan? | Costs/Revenues in Year of Expenditure | | | | | Funding Sources | |
|--------------|--------------|---------------|---------------------------|-------------------------------|--|--------------|------------------------|---------------------------------------|---------|---------|---------|-------|---|-----|
| | | | | | | | | 2024/25 | 2026/30 | 2031/35 | 2036/45 | Total | Other Roads - Highway Off System Capacity | TMA |
| 57 | 101 | 95 | City of Fort Lauderdale | SW 12th Ave Swing Bridge | SW 12th Ave over North Fork of New River | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 58 | 102 | 59 | Town of Southwest Ranches | SW 184th Avenue | This new road will connect north to Bonaventure Boulevard in the City of Weston at Griffin Road and south to SW 184th Avenue at Sheridan Street in the City of Pembroke Pines. | \$17,750,202 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 59 | 103 | 61 | Town of Southwest Ranches | Weston Road Bridge Widening | The project is on Weston Road, just north of Griffin Road. | \$6,962,454 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 60 | 104 | 159 | City of Margate | NW 66th Avenue Improvements 1 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 61 | 104 | 160 | City of Margate | NW 66th Avenue Improvements 2 | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 62 | 104 | 164 | City of Margate | SW 7th Street Improvements | | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| 63 | 107 | 1 | City of Parkland | W Hillsboro Blvd Extension | Begin at University Dr and end to connect at the existing 4 lane Hillsboro Blvd | \$46,199,263 | | \$0 | \$0 | \$0 | \$0 | \$0 | | |

Cost estimate is in the process of being developed.

| | 2024/25 | 2026/30 | 2031/35 | 2036/45 | Total |
|--------------------------------|--------------|--------------|--------------|---------------|---------------|
| Allocated Revenue | \$0 | \$29,953,440 | \$81,612,588 | \$195,514,097 | \$307,080,125 |
| Funding Category Budget | \$20,268,966 | \$65,159,312 | \$71,631,087 | \$150,405,525 | \$307,464,889 |
| Balance | \$20,268,966 | \$35,205,872 | -\$9,981,501 | -\$45,108,571 | \$384,765 |
| | 0.00% | 45.97% | 113.93% | 129.99% | 99.87% |

Table 3-3

Scenario 3: Transit Funding Program
Commitment 2045 MTP - Cost Feasible Plan

| Program Rank | Overall Rank | MPO Project # | Project Sponsor | Project Name | Project Limits | Total Cost | In Cost Feasible Plan? | Costs/Revenues in Year of Expenditure | | | | | Funding Sources | | | | | |
|--------------|--------------|---------------|-------------------------|---|---|---------------|------------------------|---------------------------------------|---------------|---------------|---------------|-----------------|-----------------|------|--|---------------|-----------------------|------|
| | | | | | | | | 2024/25 | 2026/30 | 2031/35 | 2036/45 | Total | TMA | TRIP | Other Roads - Highway On System Capacity | County Surtax | Transit Formula Funds | |
| | | | Broward County | Transit Formula Program Pass Through to BCT | | | Yes | \$75,070,000 | \$236,660,000 | \$259,170,000 | \$539,950,000 | \$1,110,850,000 | | | | | | 100% |
| 1 | 1 | 107 | City of Fort Lauderdale | Andrews & 3rd Avenues Mobility Improvements | SE 17th Street to Sunrise Blvd | \$48,678,000 | Yes | \$0 | \$11,586,960 | \$61,845,000 | \$0 | \$73,431,960 | 100% | | | | | |
| | 2 | 740 | Broward County | Hollywood/Pines Blvd. Rapid Bus | From Flamingo Rd. (Pembroke Pines) to Hollywood (Young Circle) | \$64,557,779 | Yes | \$76,823,757 | \$0 | \$0 | \$0 | \$76,823,757 | | | | 50% | 50% | |
| | 3 | 743 | Broward County | University Dr. Rapid Bus | From Coconut Creek (Sample Rd.) to Miami-Dade Co. (Golden Glades) | \$115,696,114 | Yes | \$0 | \$152,718,870 | \$0 | \$0 | \$152,718,870 | | | | 50% | 50% | |
| 2 | 76 | 696 | SFRTA | Capital Cost for Sixty Eight (68) New Enhanced Tri-Rail Commuter Connector Stops | | \$3,255,210 | Yes | \$0 | \$4,296,877 | \$0 | \$0 | \$4,296,877 | 50% | 50% | | | | |
| 3 | 106 | 900 | SFRTA | Tri-Rail Rolling Stock (33% share of railcars & locomotives) | 6 new locomotives and 10 bi-level coaches | \$24,333,333 | | \$0 | \$0 | \$0 | \$0 | \$0 | 85% | 15% | | | | |
| 4 | 110 | 695 | SFRTA | Ninety (90) Tri Rail Commuter Connector Signs and Posts at Existing BCT Stops | | \$125,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | 100% | | | | | |
| 5 | 110 | 698 | SFRTA | Tri-Rail Mobile Ticketing and Fare Verification Equipment | | \$2,625,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | 50% | 50% | | | | |
| 6 | 110 | 700 | SFRTA | Station Infrastructure for Vehicle Charging Components at 7 Broward Tri-Rail Stations | | \$1,050,000 | | \$0 | \$0 | \$0 | \$0 | \$0 | 100% | | | | | |

Note: Transit projects were excluded if a funding source was not identified to support recurring transit operating costs.

| | 2 | 5 | 5 | 10 | |
|--------------------------------|---------------|---------------|---------------|---------------|-----------------|
| Allocated Revenue | \$151,893,757 | \$405,262,707 | \$321,015,000 | \$539,950,000 | \$1,418,121,464 |
| Funding Category Budget | \$160,711,607 | \$412,792,870 | \$283,046,600 | \$587,933,150 | \$1,444,484,227 |
| Balance | \$8,817,850 | \$7,530,163 | -\$37,968,400 | \$47,983,150 | \$26,362,763 |
| | 94.51% | 98.18% | 113.41% | 91.84% | 98.17% |

Table 3-4

Scenario 3: Broward MPO Programmatic Allocations
Commitment 2045 MTP - Cost Feasible Plan

| Project Sponsor | Funding Program Category | Historical Allocation Reference | Costs/Revenues in Year of Expenditure | | | | | Funding Sources | | | | | | |
|---|---|---------------------------------|---------------------------------------|----------------------|----------------------|----------------------|------------------------|-----------------|------------|---------------|--|---|-----|--|
| | | | 2024/25 | 2026/30 | 2031/35 | 2036/45 | Total | TMA | TA - Urban | TA - Any Area | Other Roads - Highway On System Capacity | Other Roads - Highway Off System Capacity | | |
| System Management/Safety Program | | | | | | | | | | | | | | |
| Broward MPO | Safety Project Studies - On-System | | \$599,538 | \$1,926,857 | \$2,118,505 | \$4,447,822 | \$9,092,722 | | | | | TBD | | |
| Broward MPO | Safety Projects - On-System | | \$32,694,559 | \$105,109,366 | \$115,546,327 | \$242,620,074 | \$495,970,326 | | | | | TBD | | |
| Broward MPO | Safety Project Studies - Off-System | | \$545,034 | \$1,751,688 | \$1,925,913 | \$4,043,475 | \$8,266,111 | TBD | | | | | TBD | |
| Broward MPO | Safety Projects - Off-System | | \$10,038,350 | \$25,094,800 | \$25,094,800 | \$50,187,450 | \$110,415,400 | TBD | | | | | | |
| FDOT | Signal System (TSM&O components) | | \$10,818,182 | \$30,000,000 | \$35,227,273 | \$93,181,818 | \$169,227,273 | | | | | 100% | | |
| | Systems Management/Safety Program - TOTAL | N/A | \$54,695,663 | \$163,882,711 | \$179,912,818 | \$394,480,639 | \$792,971,831 | | | | | | | |
| Complete Streets and other Localized Initiatives Program | | | | | | | | | | | | | | |
| Broward MPO | Complete Streets and other Localized Initiatives Program - On-State system | | \$4,394,675 | \$10,985,150 | \$10,985,150 | \$21,968,475 | \$48,333,450 | TBD | TBD | TBD | | | | |
| Broward MPO | Complete Streets and other Localized Initiatives Program - Off-State system | | \$13,184,025 | \$32,955,450 | \$32,955,450 | \$65,905,425 | \$145,000,350 | TBD | TBD | TBD | | | | |
| | Complete Streets and other Localized Initiatives Program - TOTAL | \$27 million/year | \$17,578,700 | \$43,940,600 | \$43,940,600 | \$87,873,900 | \$193,333,800 | | | | | | | |
| Complete Streets Master Plan Program | | | | | | | | | | | | | | |
| Broward MPO | Complete Streets Master Plan Program - On-System | | \$6,571,356 | \$16,426,278 | \$16,426,278 | \$32,849,982 | \$72,273,894 | TBD | TBD | TBD | | | | |
| Broward MPO | Complete Streets Master Plan Program - Off-System | | \$13,341,844 | \$33,350,322 | \$33,350,322 | \$66,695,418 | \$146,737,906 | TBD | TBD | TBD | | | | |
| | Complete Streets Master Plan Program - TOTAL | \$532 million plan | \$19,913,200 | \$49,776,600 | \$49,776,600 | \$99,545,400 | \$219,011,800 | | | | | | | |
| Mobility Hub Program | | | | | | | | | | | | | | |
| Broward MPO | Mobility Hub Program | | \$5,135,900 | \$12,839,200 | \$12,839,200 | \$25,677,300 | \$56,491,600 | 100% | | | | | | |
| | Mobility Hub Program - TOTAL | N/A | \$5,135,900 | \$12,839,200 | \$12,839,200 | \$25,677,300 | \$56,491,600 | | | | | | | |
| Allocated Revenue | | | \$97,323,463 | \$270,439,111 | \$286,469,218 | \$607,577,239 | \$1,261,809,031 | | | | | | | |
| Funding Category Budget | | | \$97,323,463 | \$270,439,111 | \$286,469,218 | \$607,577,239 | \$1,261,809,031 | | | | | | | |
| Balance | | | \$0 | \$0 | \$0 | \$0 | \$0 | | | | | | | |
| | | | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | | | | | | | |