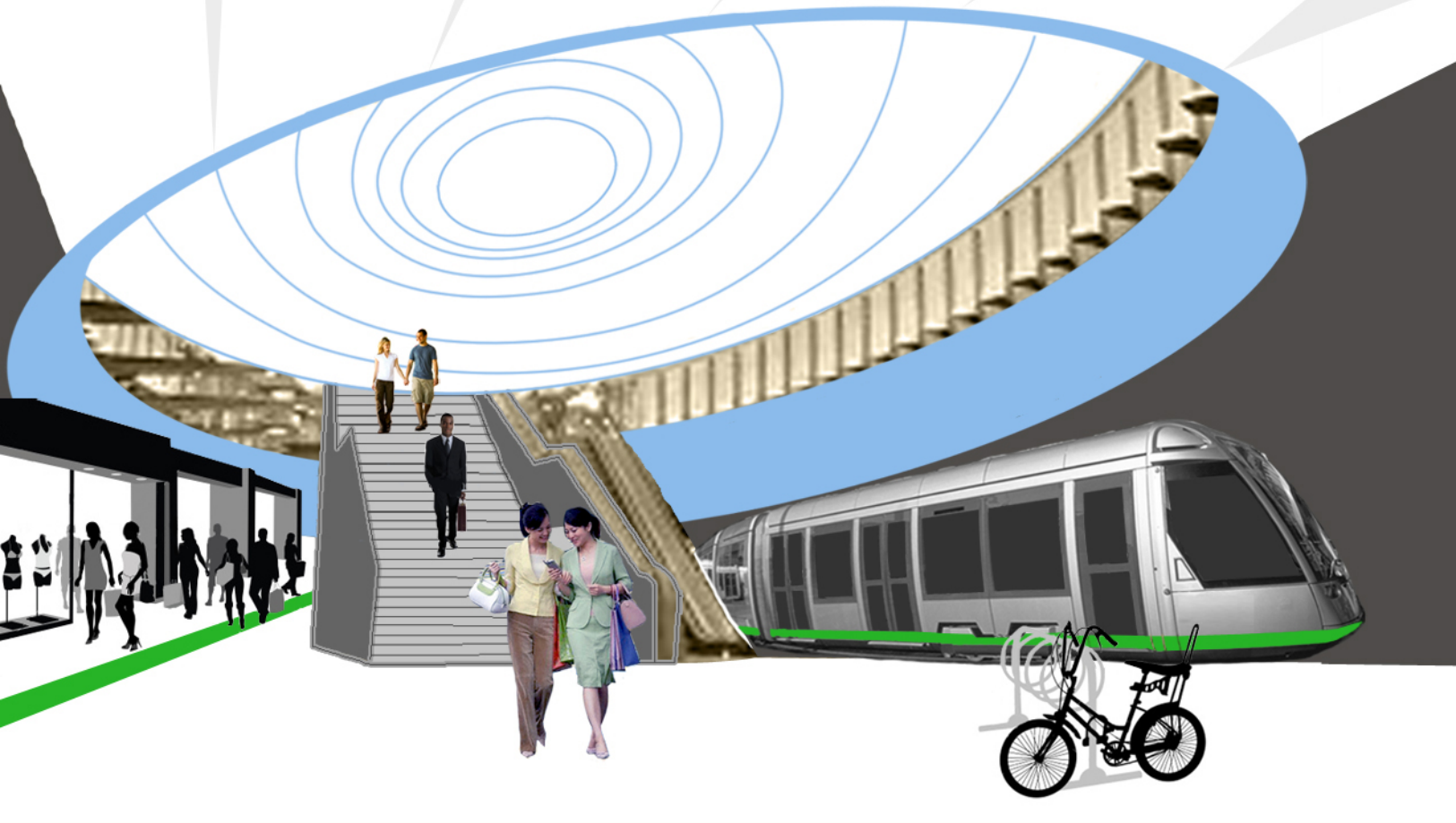
BROWARD METROPOLITAN MPO PLANNING ORGANIZATION

2035 BROWARD TRANSFORMATION

LONG RANGE TRANSPORTATION PLAN

December 2009



FINAL REPORT

JACOBS

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TRANSFORMATION
Broward's Plan for Change

Vision

"Transform transportation in Broward County to achieve optimum mobility with emphasis on mass transit while promoting economic vitality, protecting the environment, and enhancing quality of life."

Mission

"The Broward County 2035 Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing balanced transportation choices that support superior mobility through improvements in all modes with a focus on mass transit and transit-supportive land use in key corridors and mobility hubs."

REPORT GUIDE

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Chapter 1
PROCESS

Introduction

In the last 50 years, Broward County has developed into an auto-centric development pattern. Current political and public sentiment signals a shift toward a more balanced approach to long range transportation planning. This balance provides more investment and opportunities to move around Broward County other than by single-occupant vehicle travel. In response, investments toward alternative modes such as transit, bicycle, pedestrian, and smart growth policies are being considered.

Through the 2035 Long Range Transportation Plan (LRTP) process, we recognized that the past approach for determining transportation investments did not provide an adequate balance among modes. The Broward 2035 LRTP serves as a new paradigm compared to the previous LRTPs. It sets the framework for a balanced and forward thinking system of many transportation modes, and balances levels of investment among these modes.

Many challenges face Broward County in planning for our future mobility needs. Broward County is built out within a geographically constrained area and funding is limited and difficult to predict given today's economic recession. The volatility of fuel prices and the real estate market continue to strain local budgets and revenue sources. The 2035 LRTP considers solutions that will best address projected mobility needs given available resources.

What is a Long Range Transportation Plan?

Urbanized areas such as Broward County are required to prepare a comprehensive multimodal transportation plan that looks forward at least 20 years. The LRTP must be developed, adopted, and updated by the Metropolitan Planning Organization (MPO) through a process that engages the community and all implementing agencies within the metropolitan region. The LRTP must be fiscally-constrained, or affordable, given available or reasonably expected funding, and it must be consistent with planning standards established in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Inclusion of public transportation improvement projects in the Cost Feasible LRTP is a prerequisite for federal and state funding programs.

1. Process

The MPO is responsible for conducting the LRTP process in a manner that is continuing, cooperative, and comprehensive. This federally-mandated process must engage all users of the transportation system–the business community, community groups, environmental organizations, the traveling public, freight operators, and the general public. The *Public Involvement Plan Technical Report* details the public outreach approach.

1.1 People's Choice

The Broward MPO recognizes that the success of the 2035 LRTP is dependent upon a successful public outreach effort that fosters community interaction. The process is guided by public sentiment about long term transportation investments in Broward County to achieve the best possible mobility connections. An additional benefit of the planning process is expanded public awareness of and support for the resulting 2035 LRTP.

The 2035 LRTP is based upon a year-long dialogue with many stakeholders including the general public; government officials, both elected and professional staff; economic development interests and private businesses; non-profit and community organizations; and transportation planners. This process included public open houses, workshops, and forums; engagement techniques that included surveys and discussion, oral and written comments; project newsletters and email blasts; and new technologies including electronic surveys and a project blog.

We asked stakeholders what type of transportation improvements they would like to see throughout the county. More than 5,000 printed and electronic surveys were:

- Mailed with our project newsletter (geographic mailing distribution is shown in Exhibit 1);
- Distributed to employment centers, homeowner associations, churches, local colleges, and civic associations;
- Handed out at public workshops and community presentations;
- Provided to agency staff and elected officials;
- Emailed to the project mailing list;
- Posted on several websites such as the project website and Broward College's website; and
- Distributed to members of several business organizations.

Over 1,300 responses were received from areas throughout the region. Using the results from our public opinion survey, we gauged travel preferences and correlated that to the proposed transportation improvements. Geographic coverage of survey responses received is mapped in Exhibit 2. (Online responses were received from residents outside Broward County in addition to those shown.)

In addition to the public opinion survey, nine public workshops were held throughout the county. Those public workshops, organized as "open houses," featured interactive stations including:

- An introductory presentation;
- Educational displays;
- An exercise enabling participants to "piece" together their transportation goals using puzzle pieces;

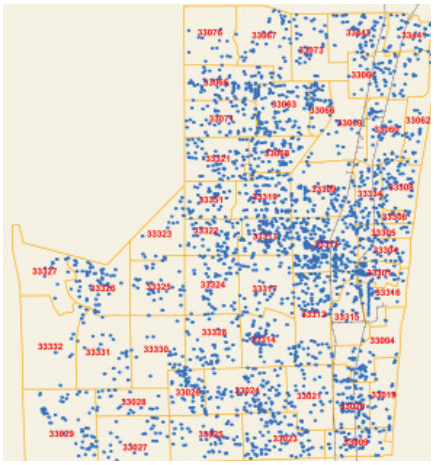


Exhibit 1-Mailing List Coverage

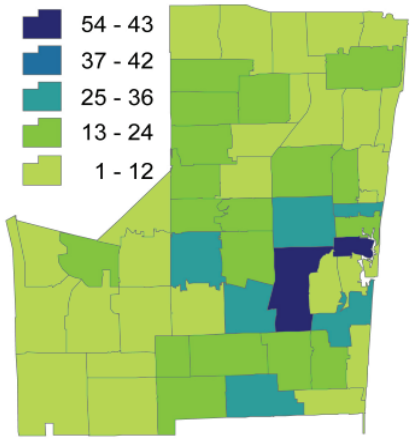


Exhibit 2-Geographic Coverage of Survey Respondents

Images from the public workshops and the MPO Board Workshop. Participants were asked to allocate a mock $100 budget for transportation solutions.

- A Transportation Solutions "spending activity"; and
- A project video.

A complete listing of public workshops held during the LRTP process follows.

Exhibit 3-Public Workshops

Date & Time	Location
Tuesday, July 22, 2008 5:30 p.m. to 7:30 p.m.	Northwest Regional Library 3151 N. University Drive Coral Springs, FL
Thursday, July 24, 2008 2:00 p.m. to 4:00 p.m.	South Florida Regional Planning Council 3440 Hollywood Boulevard Hollywood, FL
Monday, July 28, 2008 5:30 p.m. to 7:30 p.m.	Broward County Government Center 115 S. Andrews Avenue Fort Lauderdale, FL
Tuesday, July 29, 2008 6:00 p.m. to 8:00 p.m.	South Regional/BCC Library 7300 Pines Boulevard Pembroke Pines, FL
Wednesday, July 30, 2008 6:30 p.m. to 8:00 p.m.	Emma Lou Olson Civic Center 1801 N.E. 6 Street Pompano Beach, FL
Thursday, September 10, 2009 9:30 a.m. to 12:30 p.m.	Broward MPO Board Meeting Broward County Government Center 115 S.E. Andrews Avenue, Room 422 Fort Lauderdale, FL
Monday, September 14, 2009 6:00 p.m. to 7:30 p.m.	South Regional/BCC Library 7300 Pines Boulevard Pembroke Pines, FL
Wednesday, September 16, 2009 8:30 a.m. to 10:00 a.m.	Signature Grand 6900 SR 84 Davie, FL
Saturday, September 19, 2009 10:00 a.m. to 12:00 p.m.	Emma Lou Olson Civic Center 1801 N.E. 6 Street Pompano Beach, FL

The introductory presentation was an audio-recorded presentation that ran continuously throughout each workshop. The "puzzle piece" exercise allowed participants to comment on the draft goals. With the Transportation Solutions "spending activity," each person was given a mock transportation budget of $100 to allocate to any of the transportation solutions. Those solutions included public transit, roadways, pedestrian and bicycle, and safety and security. The public "spending activity" exercise to budget public dollars resulted in 48% for transit, 19% bike/pedestrian, 20% for roadways, and 13% for travel safety.

The community groups listed in Exhibit 4 requested formal presentations during the course of the LRTP process.

Exhibit 4-Community Meetings

Organization	Date	Location
Broward Workshop Urban Core Committee	September 18, 2008	Bank of America 350 East Las Olas Boulevard Fort Lauderdale, FL
Sweeting Estates HOA	October 1, 2008	Reverend Samuel Delevoe Park 2520 N.W. 6 Street Fort Lauderdale, FL
Council of Fort Lauderdale Civic Association	October 14, 2008	City Hall, 8th Floor, Commission Room 100 N Andrews Avenue Fort Lauderdale, FL
City of Fort Lauderdale District III	October 15, 2008	City Hall 100 North Andrews Avenue Fort Lauderdale, FL
United Neighbors of Eastern Miramar Civic Association	November 20, 2008	Miramar Civic Center 6920 SW 35 Street Miramar, FL
SR 7/US 441 Collaborative Steering Committee	June 11, 2009	Lauderdale Lakes City Hall Gereffi Meeting Room 4300 NW 36 Street Lauderdale Lakes, FL
Dorsey Riverbend HOA	August 24, 2009	North Fork Elementary School 101 NW 15 Avenue Fort Lauderdale, FL
Broward League of Cities Transportation Committee	August 26, 2009	Lauderhill Multi Purpose Room 3800 Inverary Boulevard Lauderhill, FL
Palm Aire/City of Pompano Beach Civic Association	September 15, 2009	George Brummer Scholink Community Center 800 S.W. 36 Avenue Pompano Beach, FL
Broward Workshop Urban Core Committee	September 17, 2009	Bank of America 350 East Las Olas Boulevard Fort Lauderdale, FL
East Sunrise Residents Association	September 17, 2009	Village Civic Center 6800 Sunset Strip Sunrise, FL
Miramar/Pines Rotary Club	September 24, 2009	Pembroke Lakes Country Club 10500 Taft Street Pembroke Pines, FL
United Neighbors of Eastern Miramar	September 24, 2009	Multipurpose Center 6700 Miramar Parkway Miramar, FL
Coral Springs City Commission Workshop	September 29, 2009	Coral Springs City Hall West Wing Conference Room 9551 West Sample Road Coral Springs, FL
Tower Forum	November 5, 2009	Tower Club One Financial Plaza, 28th Floor Fort Lauderdale, FL

Images from presentations with community stakeholders.

Transportation Spending Allocations from Public Workshops:

Transit	48%
Bike/Ped	19%
Roadways	20%
Travel Safety	13%

The 2035 LRTP Plan is framed around optimum mobility options with an emphasis on transit.

1.2 Plan Framework

Vision and Mission statements were adopted to provide the framework for the 2035 LRTP Transformation. These guideposts provide for a desired balance of transportation improvements across all modes, especially public transit, pedestrian, and bicycle enhancements.

1.2.1 Vision Statement

"Transform transportation in Broward County to achieve optimum mobility with emphasis on mass transit while promoting economic vitality, protecting the environment, and enhancing quality of life."

1.2.2 Mission Statement

"The Broward County 2035 Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing balanced transportation choices that support superior mobility through improvements in all modes with a focus on mass transit and transit-supportive land use in key corridors and mobility hubs."

1.2.3 Goals

Seven practical goals were developed based on the input received from the public workshops and Broward MPO committee meetings including the Technical Coordinating Committee (TCC), the Steering Committee, Community Involvement Roundtable (CIR), and the Bicycle and Pedestrian Advisory Committee (BPAC). These goals are consistent with the requirements identified in 23USC 134 (h) (1), as amended by SAFETEA-LU. The 2035 LRTP goals are also consistent with other local plans such as Florida Transportation Plan (FTP) 2025, Broward County Comprehensive Plan, Broward County Office of Transportation's FY 2009-2018 Transit Development Plan (TDP), Broward County Aviation Plans, South Florida Regional Transportation Authority's (SFRTA) Strategic Regional Transit Plan, and the Regional LRTP 2035. The 2035 LRTP goals stated in Exhibit 5 identify needed changes to the previously adopted 2030 LRTP, utilizing alternative modes of transportation to enhance mobility throughout the county and region.

Eight planning factors identified in 23 USC 134 (h) (1), as amended by SAFETEA-LU were reviewed in developing the goals. These eight planning factors address the planned growth and economic development patterns in a given metropolitan planning area, and require operational and management strategies to improve congestion, safety, and mobility. The *Goals, Objectives, and Measures of Effectiveness Technical Report* provides a detailed documentation of the goals and objectives development process.

The exhibits on the following page show the goals for the 2035 LRTP and how they correspond with SAFETEA-LU Planning Factors.

The public helped develop goals during public workshops.

Exhibit 5-Goals for the 2035 LRTP

2035 LRTP Goals
GOAL 1: Provide a balanced multi-modal transportation system that serves the local and regional movement of people, freight, and services; and that encourages travel by public transit.
GOAL 2: Ensure that the transportation system furthers the economic vitality of Broward County.
GOAL 3: Increase the safety of the transportation system for all of its users.
GOAL 4: Increase the security of the transportation system for all of its users.
GOAL 5: Promote sustainable systems and programs.
GOAL 6: Provide an aesthetically pleasing transportation system which improves the relationship between public transportation and land use development, and promotes the quality of life for the community.
GOAL 7: Preserve the existing and planned transportation system.

2035 LRTP Goals

- *Multi-modal*
- *Economic Vitality*
- *Safety & Security*
- *Sustainability*
- *Land Use-Transportation Integration*
- *Transportation System Preservation*

Exhibit 6-Consistency Matrix between SAFETEA-LU and 2035 LRTP Goals

	SAFETEA-LU Eight (8) Planning Factors	LRTP Goal
1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	2 and 5
2	Increase the safety of the transportation system for motorized and nonmotorized users.	3
3	Increase the security of the transportation system for motorized and nonmotorized users.	4
4	Increase the accessibility and mobility of people and for freight.	1, 2, and 5
5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	2, 5, and 6
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and for freight.	1, 2, and 3
7	Promote efficient system management and operation.	1, 5, and 7
8	Emphasize the preservation of the existing transportation system.	1, 5, and 7

1.3 Overall Technical Process

The planning process began with public participation in defining the framework for future transportation solutions. This dialogue has continued throughout the year-long plan-making process through open houses, public workshops and forums. The next step was to compile data concerning existing and future congestion and travel demand in the area. With public input and technical data concerning deficiencies, future needs were then established. A full portfolio of transportation improvements was identified to meet existing deficiencies and future needs for all travel modes.

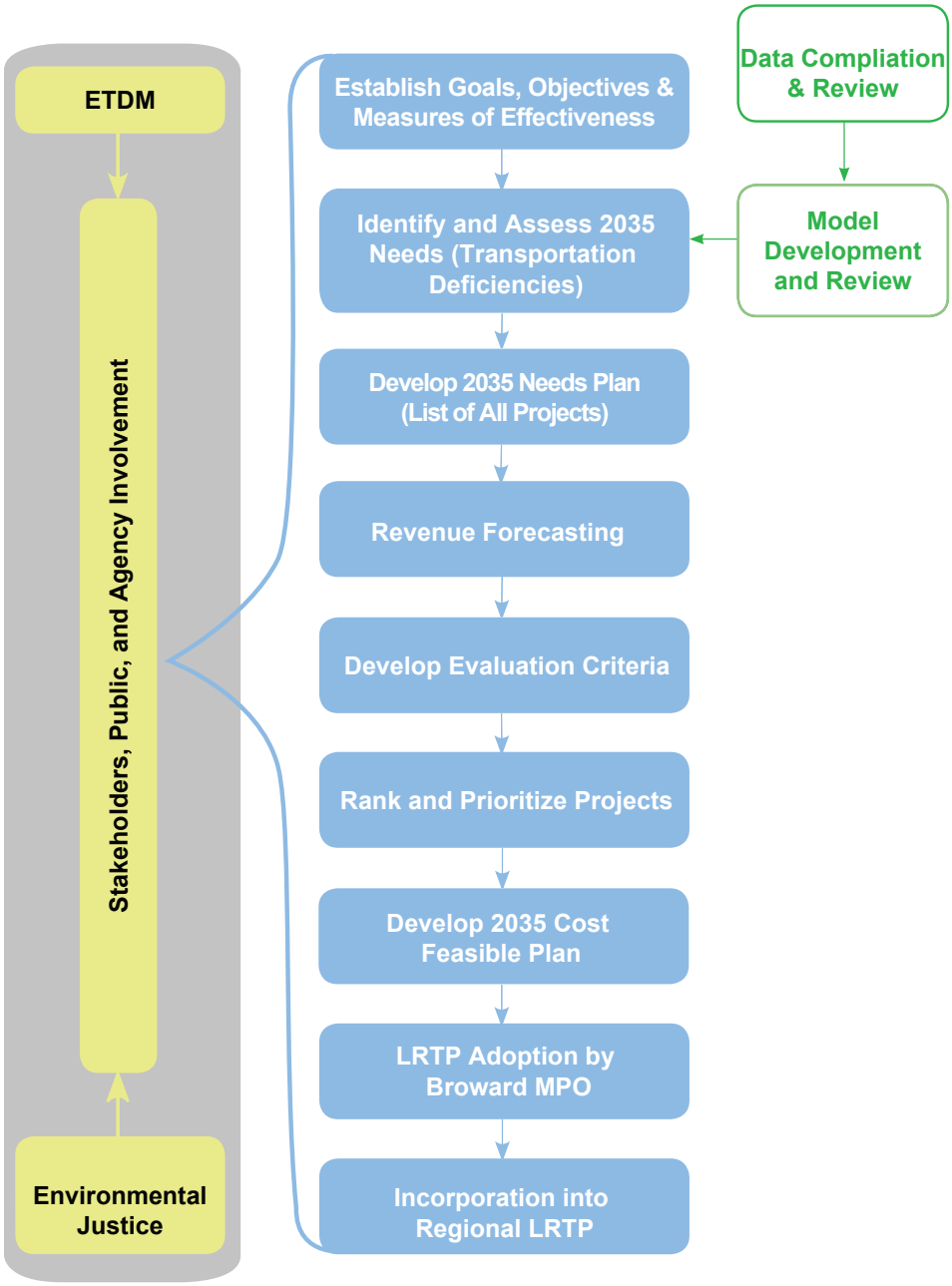
Revenues were forecasted through 2035 based on the guidance provided in the 2035 Revenue Forecast Handbook (Florida Department of Transportation, 2008) and in consultation with other implementing agencies. The revenue forecast is consistent with "Financial Guidelines for MPO Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in October 2007, as amended October 2008.

Reasonably expected future revenues do not fund the entire list of transportation needs. This led to the development of evaluation criteria specific to each mode that would allow a priority ranking of projects to determine merit for funding consideration in the cost feasible strategy. The project selection process used to develop the 2035 Cost Feasible Plan considered intermodal synergies. A flowchart describing the steps in the process is shown in Exhibit 7.

Priority Ranking

A project received a higher rating if it encouraged multi-modal travel or connected to Mobility Hubs.

Exhibit 7-LRTP Development: Overall Technical Process



The project selection process used to develop the 2035 Cost Feasible Plan considered intermodal synergies. Exhibit 7 describes the steps in this process.

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Chapter 2

CHALLENGES & OPPORTUNITIES

2035 Statistics* Existing + Committed Projects

Population
2.3 million, 29% growth

Employment (jobs)
1 million, 37% growth

Vehicles
1.3 million, 22% growth

Vehicle Miles Traveled Daily
49 million, 41% growth

Daily Vehicle Delay
353,000 hours, 64% increase

Transit Mode Share
Decrease from 2.5% in 2008 to 1.6% for the peak period

**Above projections are based on a "do-nothing" scenario. The 2035 Cost Feasible Plan improves upon this.*

2. Challenges and Opportunities

Transportation network deficiencies and forecast travel demand were developed with the Southeast Florida Regional Planning Model (version 6.5). Future travel patterns and demand are based on existing traffic data, future socio-economic data, land use, and demographics. The *Data Compilation and Review Technical Report* summarizes the existing conditions and plans adopted by state, regional, and local agencies affecting Broward County.

By 2035, we expect to see Broward County population grow from 1.7 to 2.3 million, adding 29% more residents. At the same time jobs will grow by 37% from 0.7 to 1.0 million. Though the current trend indicates a slight decrease in near-term population attributed to the economic recession and unstable housing market throughout the U.S., domestic migration and immigration will continue to bring more people to Broward County over the long-term.

In 2007, Broward County was the 16th most populous county in the country. Almost two-thirds of the county is located in the Everglades Conservation Area. The total land area excluding the Everglades, the developable area within the county, is approximately 413 square miles. The population density (within the developable area excluding the conservation area) is expected to grow from approximately 7 persons per acre (4,500 persons per square mile) to approximately 9 persons per acre (5,800 persons per square mile). Exhibit 8 demonstrates population densities for Broward County.

Exhibit 8–Population Density

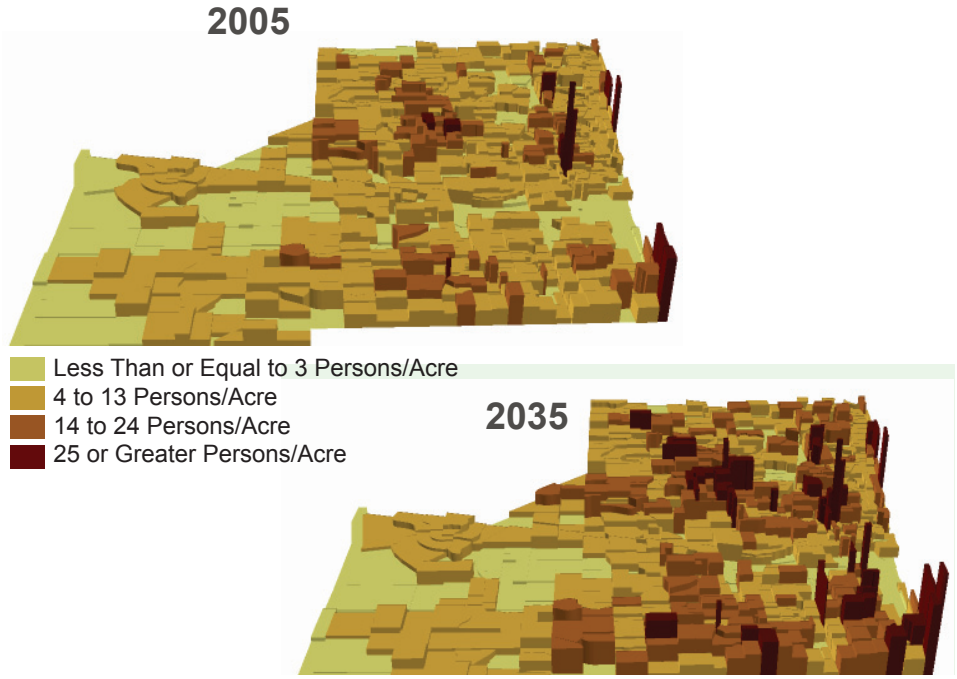
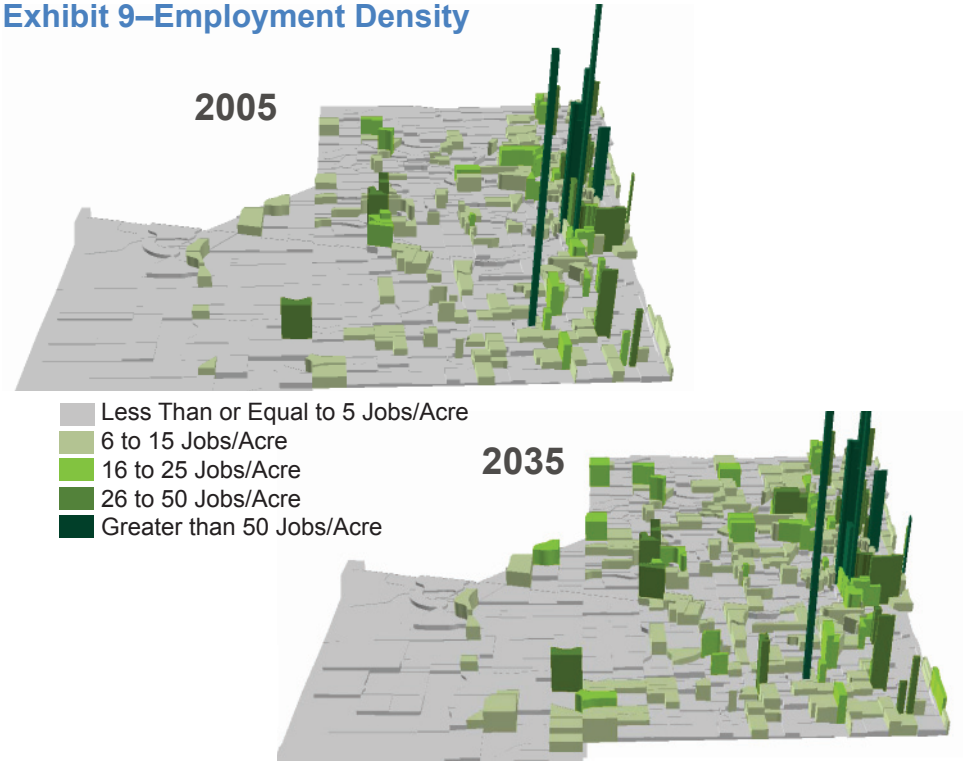


Exhibit 9–Employment Density



The number of hours spent sitting in Broward County traffic will increase by over 60% unless we take a different approach.

Solutions include:

- *Transit*
- *Bike and Pedestrian facilities*
- *Reducing single-occupant vehicle trips*
- *Reducing the number of trips*
- *Reducing the length of travel*
- *Improving signal timing*
- *Carpooling/Vanpooling*

In addition to population growth, increased density is forecast for employment. High employment concentration areas in the county include downtown Fort Lauderdale, Cypress Creek Business Center, Midtown Plantation, Sawgrass Mills Mall area, among others. The locations of these employment centers and their relative densities are mapped in Exhibit 9. The growth in employment density at major activity centers and in housing favors opportunities for transit.

Growth will have an effect on transportation. Traffic jams are a big part of our lives here in Broward County. Congestion during peak period costs time and money, and that cost is going up. Trips take longer and congestion affects us throughout the day, not just during rush hour. Each year, in the Miami-Fort Lauderdale metropolitan area, 145.6 million hours are spent sitting in traffic. This translates to an annual cost to the region of $101.7 million in excess fuel consumed based on 2007 pricing which averaged from $2.86 to $3.10 per gallon, and $3.0 billion in the value of travel time delay. Our area ranks fourth in the nation in terms of travel delay behind Los Angeles, New York, and Chicago. (*Urban Mobility Report 2009*, Texas Transportation Institute)

If we only build projects already programmed, more vehicles will travel on county roadways, a total of 1.3 million vehicles by 2035. Daily vehicle miles traveled will grow by 31% from 37 to 49 million miles. By 2035, people will spend over 60% more time in their cars each day as a result of doubling overall roadway congestion. By contrast, transit trips are expected to decrease from 2.5% to 1.6% of total work trips taken during peak hour, creating more congestion at a time when transit could be providing alternatives.

Flyers were distributed to advertise the public workshops.

Pedestrian safety in Florida compares poorly to the nation. Four Florida metropolitan areas, including the Miami-Fort Lauderdale area, comprise the top four most dangerous areas for pedestrians in the U.S. Not coincidently, the most dangerous areas are in the southern or western United States which are characterized by lower density with high-speed arterials. Fiscal year 1998-2003 federal funds spent on bicycle/pedestrian projects in the Miami-Fort Lauderdale area was one fourth of the national average of 82 cents per capita per year. (*Mean Streets 2004*, Surface Transportation Policy Project)

Broward County destinations attract trips from many parts of the county as well as the neighboring counties of Miami-Dade and Palm Beach. Daily trips for all purposes (work and non-work) within Broward County are projected to increase by 28% in 2035 to 6.3 million. These daily trips represent 82% of the 7.6 million total trips originating in Broward County each day. Trips between neighboring counties are expected to increase by 33% to 1.7 million trips per day.

The major activity centers in Broward County are located throughout the county and create dispersed mobility needs. Major activity centers are characterized by high trip attraction density that favors transit. The highest trip attraction density is downtown Fort Lauderdale (58 trips/acre) followed by Plantation Midtown (43 trips/acre) and Cypress Creek (29 trips/acre). Other activity centers, such as State Road 7 at Sample Road, Sawgrass Mills Mall, South Florida Education Center, Fort Lauderdale Beach and downtown Hollywood attract 12 to 19 trips per acre. The Fort Lauderdale-Hollywood International Airport and Port Everglades show lower trip attraction densities (8 and 4 trips per acre, respectively).

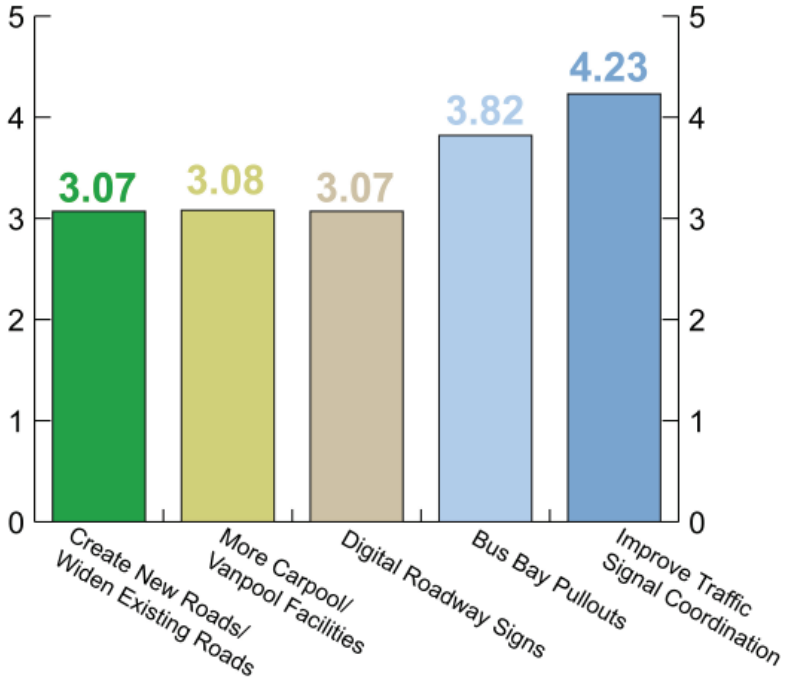
2.1 Public Survey & Outreach

Public transit proved overwhelmingly to be the favored mode with over 60% of respondents showing a preference for all transit modes. When asked about spending preferences for new facilities, respondents favored more investment for bicycle and pedestrian facilities and transit. Responses to select survey questions are shown in Exhibit 10.

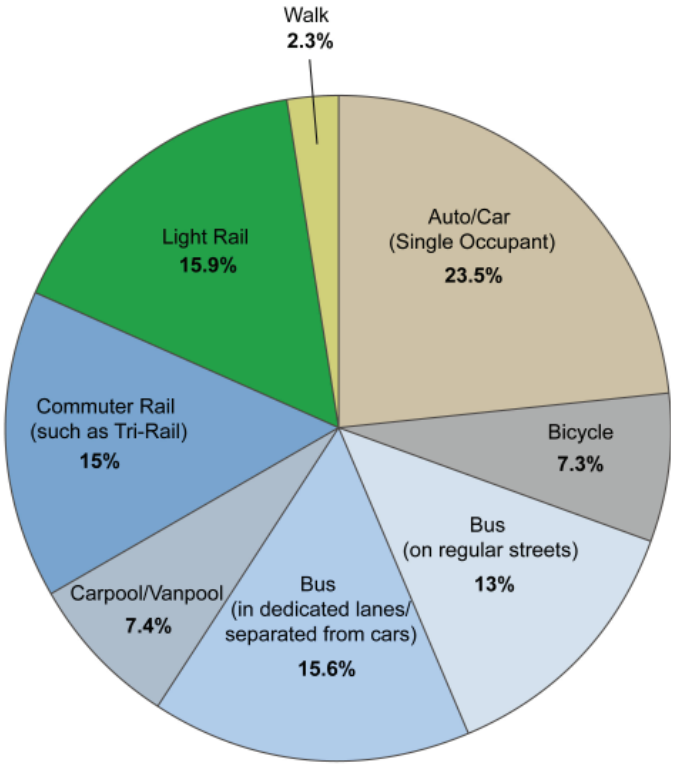
Written comments received from public workshop attendees and project blog posts further confirmed preferences toward alternative modes of transportation and specifically pedestrian walkways, bus shelters, and more rail options.

Exhibit 10–Results from Select Survey Questions

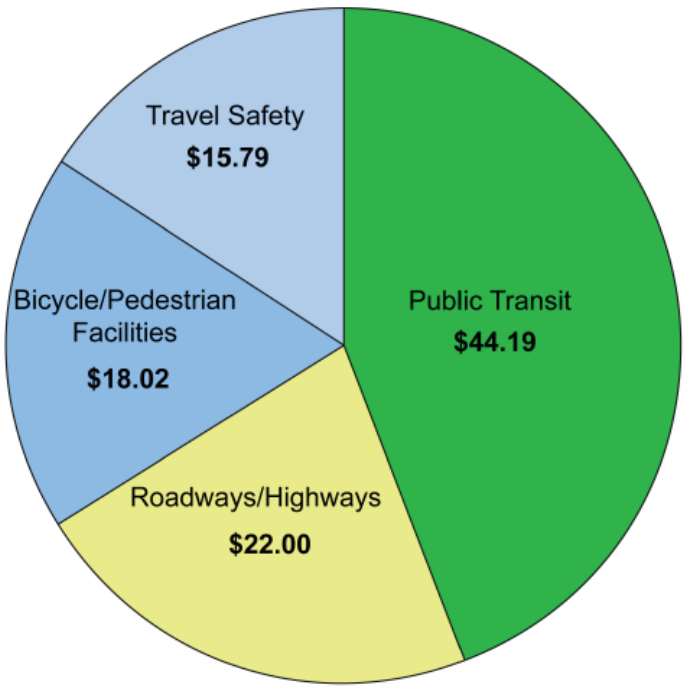
On a scale of 1 to 5 (5 indicating your highest preference), which investment do you think will improve traffic flow on roads in Broward County?



If the following options were available along your travel route, and if traffic congestion increased significantly, what method would you prefer to get to/from work/regular activities?



If you had $100 to fund transportation improvements in Broward County, how would you use it? Allocate $100 to the following categories.



2.2 Issue Based Needs

In reviewing the goals established for the LRTP, issues were identified which frame the problems facing Broward County. A thorough understanding of these issues is required to develop solutions to those problems.

2.2.1 Roadways are Built Out

Geographically constrained by the Atlantic Ocean to the east, the Everglades to the west, urbanized Palm Beach County to the north and urbanized Miami-Dade County to the south, Broward County can only grow inwards. The regional roadway system, which has been under development for decades, is close to build-out, but travel demand continues to increase. Our ability to build our way out of traffic congestion by adding more traffic lanes is limited. Even if we could, the question would be where to put new roadways. A current challenge for Broward County is the lack of east-west highways. The primary connector for commuter travel, I-595, will not meet the needs of a growing population even with the reconstruction and expansion currently underway. Another high capacity east-west roadway, the Sawgrass Expressway, merges onto congested SW 10th Street west of I-95.

So, what's next for roadways? Can our east-west arterials be enlarged to accommodate more traffic? What would be the cost and impact to communities? How many congestion problems will we build ourselves out of? And, for how long will it last?

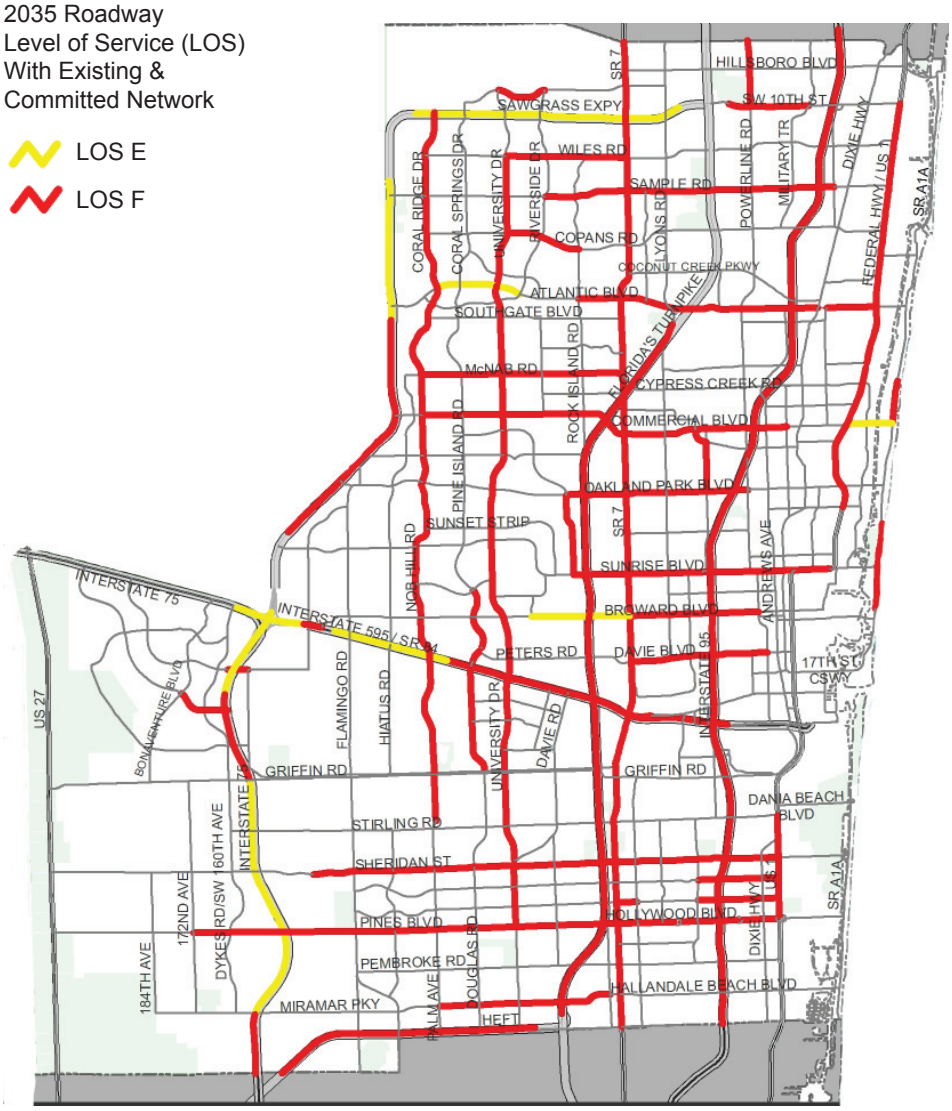
The following graphics illustrate congestion on our roadway system if we followed the same strategy we have in place. The Traffic Congestion map shown in Exhibit 11 represents volume over capacity in 2035 for the network that includes existing and previously committed projects. Level of service is graded on a scale of A to F. Exhibit 11 maps the most congested roadways in the county because the projected volume exceeds the number of lanes available to accommodate that traffic demand. As you can see, a majority of roadway links in Broward County are anticipated to fail by 2035 indicating that cars and buses in general-purpose traffic lanes will move at a much slower pace than they do today. The delay is not only an annoyance, but has significant impact on the economic output of the region.

Exhibit 11–Traffic Congestion

2035 Roadway
Level of Service (LOS)
With Existing &
Committed Network

LOS E

LOS F



Roadway Level of Service is graded on a scale from A to F.

Level of Service E and F indicate delays will be experienced on those roadways.

In addition to the congested links shown in Exhibit 11 above, a screenline analysis revealed a number of north-south (Exhibit 12) and east-west roadways (Exhibit 13) where volume exceeds available capacity. Current and future traffic flows are impeded at certain locations in the county which hinders east-west, north-south, and cross county travel flows. Projected delay at these access points affects many trips, especially work trips.

The east-west screenline locations are: Miami-Dade County Line, Pines/Hollywood Boulevard, Griffin Road, Oakland Park Boulevard, Atlantic Boulevard, and Palm Beach County Line. The north-south screenline locations are: University Drive, SR 7/US 441, I-95, and US 1/SR 5.

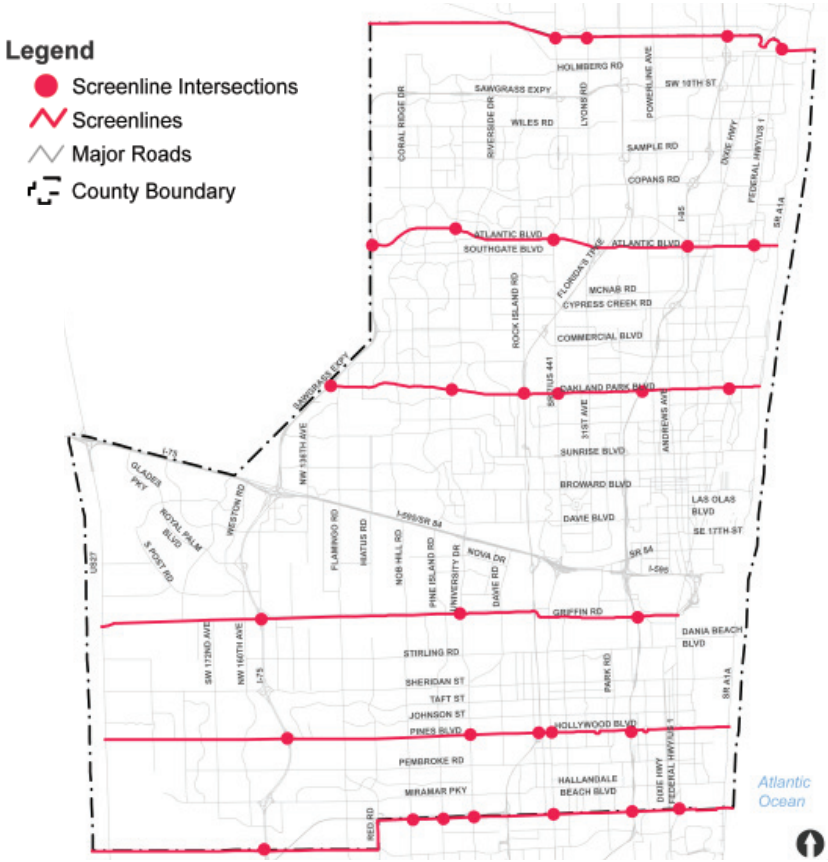
Screenline locations are points where available roadway capacity is compared to projected needs.

A screenline consists of heavily congested intersections that cross a particular roadway. For example, Oakland Park Boulevard is an east-west roadway. North-south traffic flow is measured at "screenline" intersections along this east-west roadway.

An analysis of screenlines was conducted along major arterials to determine where spot intersection improvements can be made to provide congestion management in a cost effective manner.

Exhibit 12-North-South Roadway Screenlines from Intersecting East-West Traffic Flow

Exhibit 13-East-West Roadway Screenlines from Intersecting North-South Traffic Flow



Innovative congestion mitigation solutions are needed to ensure the mobility and economic vitality of Broward County with a focus on these access points. Techniques should include an increase in vehicle capacities (transit and/or carpools), access management, congestion pricing, intelligent information systems, and traffic system improvements at bottleneck locations or in surrounding areas that contribute to the problem.

2.2.2 Expansion

There are several elements of expansion that need to be addressed. Broward County will continue to expand over the long run with 29% more people and 37% more jobs by 2035. This growth will affect transportation.

Dedicated transit lanes can provide travel for many more travelers than a roadway lane with single-occupant vehicles.

Can we fit more people into a more efficient system of transport as we grow? The answer is yes, and it has been proven all over the world. Transit, pedestrian, and bicycle activity provide viable strategies to overcome our transportation challenges.

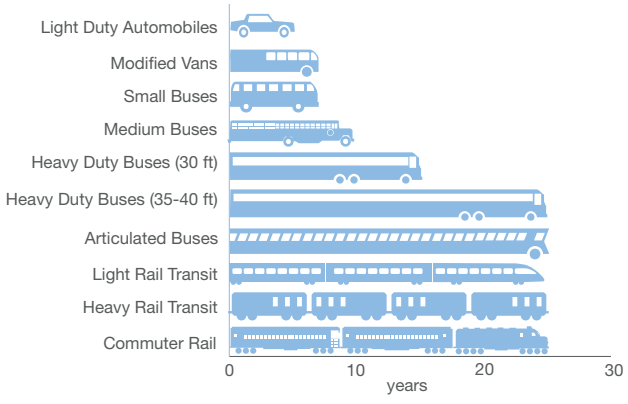
Dedicated transit lanes can provide travel for many more travelers than a roadway lane with single-occupant vehicles. As we look at the physical ability to expand our roadways and associated parking spaces, we see that it is very limited. Most roadway expansions would require costly acquisition of land, and potentially impact neighborhoods and the environment that define Broward County's high standard of living.

Growth also brings economic development, services, and jobs. However, to keep up with the pace of future growth, we have to plan. The plan is not only the responsibility of the government agencies to ensure the health and welfare of our population, but is an opportunity to improve the way we live.

2.2.3 Emissions

The size of the regional transportation network affects its greenhouse gas emissions. Comparisons of regional transit networks across the nation are difficult to make, even when evaluated on a per passenger mile basis. The reason for this is what is called the "leverage" effect which refers to indirect benefits of public transportation systems such as transportation efficient land use patterns.

Vehicle Life Spans



In 25 years, the average bus life span, more than five light duty automobiles, would be consumed by the typical driver—using more energy and producing more Greenhouse Gas Emissions than public transit riders.

These indirect benefits allow more travel, with fewer roadways, in less space. This means

that jobs are closer to people, people are closer to shopping, and more trips can be made by walking, biking or just a short car ride. In its report, *The Broader Connection between Public Transportation, Energy Conservation and Greenhouse Gas Reductions,* ICF International estimates that with the leverage effect, U.S. public transportation reduces carbon dioxide emissions by 37 million metric tons annually. In addition, public transportation reduces energy consumption by the equivalent of 4.2 billion gallons of gasoline annually.

For Broward County, vehicle miles traveled are projected to grow by 41% from 37 to 49 million miles by 2035 unless we undertake a new strategy.

2.2.4 Economic Vitality

In today's climate, there is an urgent need for government agencies to create jobs. This is especially true for South Florida, whose economy is hard hit from the housing market bust. Transportation policy has a strong, positive relationship with job creation. Every billion dollars of federal investment in the nation's transportation infrastructure creates or supports approximately 16,419 job months for public transportation projects, and 8,781 for highway infrastructure projects (U.S. Public Interest Research Group, December 2009). These jobs are generally construction-oriented employment including contractors, firms who supply the materials, and induced employment from supporting industries and services.

Transit system construction leads to an impressive level of short-term job creation, and once the systems are finished, a long-term source of high-quality jobs. Fully developed, reliable regional transit networks can enhance and grow real estate development with high economic returns by attracting more visitors and shoppers, public events, commercial businesses, and employers. Regional transit networks facilitate more efficient development patterns by supporting and encouraging transit oriented development (TOD). In transit accessible communities, people have more opportunities to walk or bike to their destinations. These efficiencies accrue to communities where residential, commercial or business is valued more highly by the public than similar communities not as well served by transit. Realtors nationwide now consider pedestrian access and walkability of surrounding areas to price both commercial and residential property.

For example, investment of $3.3 billion in Dallas area TODs produced $78 million in annual receipts for area cities, counties, and school districts. New retail developments generated $650 million in taxable sales per year near Dallas Area Rapid Transit (DART) LRT stations. These receipts in turn generate $40.6 million for the state and $6.5 million in general revenue for the local municipalities. Between 1997 and 2001, commercial properties located near DART LRT stations increased in value 24.7%, while properties not served by rail increased in value by only 11.5%. Values of residential properties

near stations rose 32.1% compared with a 19.5% increase for properties not served by transit. Office properties in Dallas TODs have a 53% higher value appreciation than similar office development not located in TODs. In 2000, 77% of area voters approved a bond measure to expand the system (*The Estimated Value of New Investment Adjacent to DART LRT Stations,* Bernard Weinstein and Terry Clower, Center for Economic Development and Research, University of North Texas, Denton, Texas, September 27, 2005).

This economic development does not have to compromise quality of life, as demonstrated by Virginia's Rosslyn-Ballston Corridor in Arlington. Arlington's Rossyln-Ballston Corridor spurred development while protecting character of single family neighborhoods. The corridor had no downtown in early 1980s; it now has one of the nation's five densest downtowns. Over 30 million square feet of new development has located around Arlington's TODs.

On a personal (or individual) level, transportation costs are the second largest household expense after housing. Transit can reduce household transportation expenses and free up more income for other needs—which is important in today's economic climate. For every dollar earned, the average household spends 14 cents on transportation. (Bureau of Labor Statistics *2008 Consumer Expenditures Survey*) By using public transportation instead of driving a car, a two-worker household can save $6,251 on average each year. (*Public Transportation and Petroleum Savings in the U.S.: Reducing Dependence on Oil,* January 2007, ICF International) Household transportation costs rise in areas with sprawl and few transportation choices, leaving residents with less disposable income.

2.2.5 Aging Population

Florida has the largest elderly population (people over 60 years old) in the U.S. compared to its overall population. Florida's elderly population has grown to over 23% of the state's total population today. Elderly Americans want to maintain their independence for as long as they can and worry that they will be stranded and unable to get around when they are no longer able to drive.

Importantly, senior citizens recognize the role that public transportation plays in maintaining their quality of life. They believe that public transportation offers mobility and access to the things they need in everyday life, providing older Americans with the freedom they seek. Although many older Americans do not currently use public transportation in their community, they report a much higher likelihood of using it if it were more readily available and/or addressed the needs of seniors. In addressing future transportation needs for Broward, a fast growing elderly population is factored into the needs for additional transit as an option and the provision of systems that are easily understandable and accessible.

A local funding match (usually 50%) is needed to garner federal capital investment.

Innovative and collaborative strategies improve Broward County's competition in federal funding grants acquisition.

2.2.6 Availability of Transit

Transit availability is very limited in Broward County today. Our transit providers do the best they can with the resources they have, but the transit share of all trips only represents approximately 2% of all trips on a daily basis. The 2035 LRTP strives to increase the mode share for transit riders. The experience of our major transit providers in the county (Broward County Transit and South Florida Regional Transportation Authority) has shown that the greatest improvement in ridership in recent years has resulted from increased frequencies when and where they have been able to fund it. Gas price fluctuations place another challenge for transit providers. When gas prices are high, people ride more, but the cost to operate more service increases. This often leads to reduced transit service due to shrinking operating funds at a time when people need transit options the most.

2.2.7 Insufficient Resources

Recent cutbacks in local transit services present real challenges. The questions to address are not only how can we restore transit services, but how can we attract more investment in transit from both the public and private sectors. The LRTP identifies strategies for new revenue sources. It is important to note that many federal funding sources are specifically tied to the type of transit provided. Federal New Starts funding is limited to forms of fixed guideway projects and will fund capital only. Local funding commitments (usually 50%) of the cost to build a new system and ongoing operating funds must be demonstrated to qualify for federal funds.

If the region identifies worthwhile projects that can compete well in the pursuit of federal funding, then we can bring more capital to the local funding mix. If we do not pursue new types of projects that open up new funding sources, then we may be limited in the types of improvements we can make.

One strategy to address funding needs is to partner with the private business community to bring transit investments that create jobs.

One such strategy is partnering with the private business community to bring in transit investments that create jobs. Public-private partnerships can make a new development or redevelopment commercially viable over the long term with a focus on transit oriented development (TOD) and contribute to a higher quality of life and economic activity. Requests for federal discretionary funds for transportation projects are more competitive on the national scale when local communities are able to create innovative and collaborative funding strategies.

Pursuit of local, regional, and state funding is also a possibility, but requires public support and acceptance. The survey conducted for the LRTP is a first step in identifying attitudes towards transit investments. If we stick with "business as usual" strategies, we may not be able to tap into existing funding sources or garner the widespread support necessary for the creation of new sources.

2.2.8 Dispersion of High Capacity Transit Lines

Within Broward County, there are many proposed new higher capacity transit lines under consideration including the Florida East Coast Corridor, the Central Broward East-West Transit, Downtown Fort Lauderdale Circulator Streetcar (The Wave), and multiple bus rapid transit (BRT) projects. A challenge for these projects is the lack of a central station where they could meet. To effectively link all of these services over the long term, the 2035 LRTP effort has identified the need for a frequent circulator that would connect existing Tri-Rail service with possible future light rail, commuter rail, streetcar, BRT, and local bus in the central core of Broward County. Shuttle services and re-oriented local feeder bus services are needed to ensure efficient connectivity with high capacity corridors.

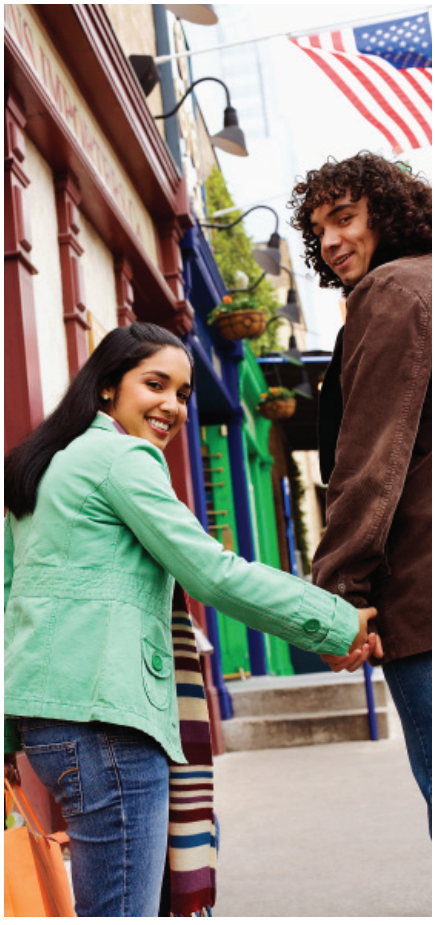
2.2.9 Urbanization

For many decades, the expansion of suburban development has consumed rural and agricultural lands across Florida. From 1964 to 2002, the amount of Florida land used for agricultural purposes declined from more than 15 million acres to more than 9 million acres while the amount of land developed for urban uses has grown from 1.1 million acres to over 5 million acres (U.S. Department of Agriculture).

In Broward County, urbanization has been very pronounced. New activity centers are emerging as density increases in areas including Midtown Plantation, South Florida Education Center in Davie, Sawgrass Mills, Cypress Creek, and Hollywood. Benefits from urbanization can be achieved for transportation when planned in conjunction with transit, pedestrian, and bicycle improvements.

Transit oriented developments (TODs) have caught on in South Florida. They are now widely viewed as a commercially viable type of development due to the higher intensity of land uses, fewer parking requirements, and the desire of businesses and people to live in vital communities. The result has been the creation of TODs and transit oriented corridors (TOCs) in Broward County. However, many communities are struggling with the ability to bring the “T” to TODs or TOCs.

The 2035 LRTP can help guide transportation investments toward communities that are willing to ensure the success of the transit system and encourage use of alternative modes through these focused redevelopment tools.



2.2.10 Sustainable Transportation and Community

The new direction of the Broward 2035 LRTP provides for a balanced transportation system by including increased investments in transit and non-motorized transportation. This approach includes projects and strategies that would reduce the carbon footprint and would encourage the development and expansion of transportation options. Even without reducing car ownership, the reduction in driving would enhance the sustainability of transportation in the county. A more sustainable transportation system means not only greater choices of transportation expenditures, but a higher quality of life in the longer term.

Sustainable Transportation Design Concept

The Broward MPO has worked continuously over the last several years in cooperation with partner agencies to encourage sustainable transportation design for the implementation of transit-friendly, pedestrian-friendly development in neighborhoods and transportation corridors. The following provides several highlights and resulting products.

- *Broward County County-Wide Community Design Guidebook* - the first regional design guidebook created expressly to implement sustainable design principles and practices in all our planning and programming.
- *Subtropical Sustainable: A Context Sensitive Design Approach to Redevelopment in Broward County* - a product of the initial Transit/Housing Oriented Redevelopment (THOR) Corridor Studies that outlines an alternative planning model for the development of transit corridors.
- *Alternative Roadway Design Guidelines (Ordinance 209-52, adopted by BOCC August 11, 2009)* - regulated optional roadway design standards for context sensitive design along transit corridors and other traffic ways under county jurisdiction.
- *Urban Design Element, Broward County Comprehensive Plan* - outlines design principles to direct future growth to high capacity transportation corridors and protect existing neighborhoods.

Sustainability, within the context of transportation planning, means encouraging shorter trips by transportation modes that require less energy and generate less harmful environmental impacts. Moreover, a sustainable transportation system should foster commerce, reduce energy consumption and carbon emissions, increase safety, provide equal access to destinations for all groups of society, and enhance the quality of life.

Brookings Institution Metropolitan Policy Program, *Making Transportation Sustainable: Insights from Germany*, April 16, 2009.

Chapter 3

INNOVATION

3. Innovation

In addition to emphasizing certain types of transportation modes versus others, a secondary challenge for Broward County is the integration of transportation and land use objectives. Transportation planning has too often evaluated transportation investments independent from land use goals. By prioritizing transportation capital investments that promote other modes of transportation over single-occupant vehicles, a different development pattern is encouraged that is more compatible with established land use policies. Exhibit 14 illustrates the transportation innovation projects and how modes interact for the 2035 LRTP.

Transportation innovation provides the principles upon which the recommended 2035 LRTP is based.

Exhibit 14–2035 LRTP Improvements

3.1 Mobility Hubs Concept

The experience of traveling along a route does not characterize a trip entirely. People travel between places. A transit place considers form in addition to function, as well as the social relevance of the place within a community. The nexus between transportation and land use elements of the urban planning practice are fully addressed in the 2035 LRTP through the concept of building Mobility Hubs.

Mobility Hubs have been identified as the places where a majority of people would interact with the proposed multi-modal transportation system. A Mobility Hub is defined as a transit access point with frequent transit service, high development potential, and a critical point for trip generation or transfers within the transit system. They are places of connection for walking, biking, park-n-ride, transit, carpooling, and, depending on the type of Mobility Hub, can also provide direct connections to concentrated activities such as housing, commercial, office, and entertainment.

Mobility Hubs are where people connect to:

- *Transit;*
- *Carpool/vanpool;*
- *Taxis;*
- *Bikeshare;*
- *Carshare;*
- *Traveler information centers;*
- *Bicycle/pedestrian/ greenway paths; and*
- *Each other.*

Exhibit 15–Mobility Hub Concept

This concept also presents an incremental method of improving both the transportation and land use components within communities in a manageable and focused way.

Several types of Mobility Hubs have been identified for the 2035 LRTP and are described on the following pages.

Gateway Hub Concept
An element of the Gateway Hub concept is to create gathering places for people to access transit and other amenities.

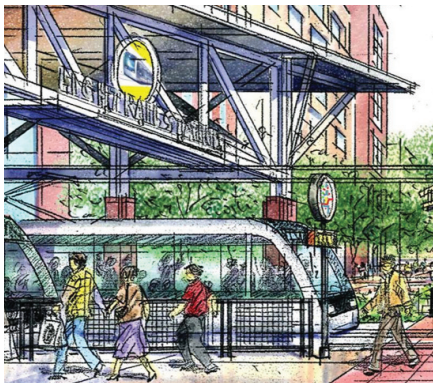
3.1.1 Gateway Hubs

Characteristics that define Gateway Hubs are as follows:

- Exhibit high forecast boardings and alightings (greater than 2,200) within the future 2035 transit network;
- An area surrounded by higher density mixed use developments including downtown areas, transit oriented corridors (TOCs), and transit oriented developments (TODs) defined in the Broward County Future Land Use Plan; and
- Provide connections for two or more high capacity (BRT, Rail) lines.

Strategies for Gateway Hubs include:

- Enclosed shelters for travelers;
- Real-time passenger information systems;
- Unique architecture and signage;
- Surface or structured parking as appropriate;
- Integration with surrounding development;
- Pedestrian linkage improvements within a half-mile radius;
- Bicycle linkage improvements within a two-mile radius;
- Restrooms and community spaces as appropriate;
- Public art;
- Access priority to bike/pedestrian and transit patrons over other modes;
- Secure and weather protected waiting areas;
- Accommodations for potential bikeshare/carshare programs;
- Pre-board ticketing options; and
- Taxi bays.



Anchor Hub Concept
Anchor Hubs may feature stations that are partially enclosed structures.

3.1.2 Anchor Hubs

Characteristics that define Anchor Hubs are as follows:

- Exhibit moderate to high forecast boardings and alightings (1,500 to 2,200) within the future 2035 overall transit network;
- An area served by at least one high capacity transit line (such as BRT or LRT); and
- Located near major institutions, employment centers, town centers, and regional shopping centers that are similar to the local activity centers (LACs) and/or regional activity centers (RACs). These are identified by various local jurisdictions in Broward County and have the potential to accommodate new transit and pedestrian oriented development.

Strategies for Anchor Hubs include:

- Enclosed or partially-enclosed shelters for travelers;
- Real-time passenger information systems;
- Unique architecture and signage;
- Surface or structured parking as appropriate;
- Integration with surrounding development;
- Pedestrian linkage improvements within a quarter-mile radius;
- Bicycle linkage improvements within a one-mile radius
- Access priority to bike/pedestrian and transit patrons over other modes;
- Lighted waiting areas;
- Accommodations for potential bikeshare programs;
- Pre-board ticketing;
- Free phone for taxi services; and
- Kiss-n-ride and taxi areas.

3.1.3 Community Hubs

Characteristics that define Community Hubs are as follows:

- Area served by Rapid Bus services; and
- Attract more local trips than regional trips.

Strategies for Community Hubs include:

- Partially-enclosed shelters for travelers;
- Real-time passenger information systems (in locations where the infrastructure is readily available);
- Pedestrian linkage improvements within a quarter-mile radius;
- Bicycle linkage improvements within a one-mile radius;
- Lighted waiting areas; and
- Timed transfers for connecting to transit services.

Community Hub Concept
Community Hubs are designed to be identifiable locations that complement the neighborhood.

3.2 Premium Transit Service

Two types of Premium Transit service were defined during the 2035 LRTP process to prioritize investments based on exhibited future demand for service–Premium High Capacity and Premium Rapid Bus. Both would offer high frequencies, modern vehicles, streamlined ticketing, and passenger information services. Premium Transit investments provide a balanced approach to more widespread and timely improvements to address different levels of mobility solutions, and to enhance the supporting local bus network. A description of each type follows.

Bus Rapid Transit is typically separated from traffic.

Rapid Bus features Traffic Signal Priority.

3.2.1 Characteristics of Premium High Capacity

Premium High Capacity transit service would include Light Rail Transit (LRT), Streetcar, People Mover, Bus Rapid Transit (BRT) or Commuter Rail Transit (CRT) technologies with all or part of the alignment operating in a fixed guideway (dedicated transit lanes) requiring more costly construction of new infrastructure. Specific features of Premium High Capacity are as follows:

- At least 50% of the project includes a fixed guideway or dedicated transit lane;
- Peak/Off-peak headway is 5/7.5 minutes;
- Includes transit signal priority;
- Off-board fare collection system;
- Articulated low-floor transit vehicles;
- Real-time passenger information;
- Qualifies for FTA New Starts funding (50% or more fixed guideway during all periods; > $250 million project); and
- Qualifies for FTA Small Starts funding (at least 50% fixed guideway during peak; <=$250 million project).

3.2.2 Characteristics of Premium Rapid Bus

Premium Rapid Bus transit service with the addition of traffic signal priority, would operate high frequency service with modern, distinctive vehicles in mixed traffic, and would enhance the supporting bus network to provide connections to Premium High Capacity transit. Specific features of Premium Rapid Bus include:

- Operates in mixed traffic;
- Peak/Off-peak headway is 10/15 minutes;
- Includes transit signal priority;
- Off-board fare collection system;
- Articulated low-floor transit vehicles;
- Real-time passenger information; and
- Qualifies for FTA Very Small Starts funding (<$50 million per project).

Universal Card Fare
The Mobility Hubs Concept utilizes Universal Card Fare to be used for all transit and amenities.

Chapter 4

VISION

4. Vision

The 2035 LRTP, branded as "Transformation," is the Broward MPO's plan for change. Economic vitality for the region, a better environment, and enhanced quality of life are envisioned. This transformation can be achieved by integrating land use with transportation, including transit. This integration begins with increased priority spending for alternative modes of travel and connectivity to places where people meet transit, or Mobility Hubs. Goals established the framework for developing the Needs Plan which resulted in the 2035 LRTP Transformation, a cost-affordable strategy.

4.1 Needs Plan

The Needs Plan consists of all projects required to meet future demand and address transportation deficiencies through transit (instead of highway) improvements, irrespective of how they will be funded. That is the first step in developing a list of affordable projects. The technical evaluation of needs shows a wide variety of potential projects across the county and across modes. A planning framework was established to facilitate an evaluation of the best projects for inclusion in the Cost Feasible Plan. The *Model Application Methodology* and *2035 Transportation Needs Assessment* technical reports explain the technical evaluation approach and processes used for identifying the Needs Plan projects.

Specific planning factors required per federal guidance include:

- Economic vitality;
- Safety and security;
- Accessibility and mobility of people and freight;
- Enhance the environment;

Many travel modes were considered in the development of the 2035 LRTP. The project received direction from both public and agency stakeholders as well as the Broward MPO Board Members.

- Integration and connectivity of the transportation system across modes for people and freight;
- Efficient management and operation of the transportation system; and
- Preservation of the existing transportation system.

Travel modes considered in the development of the 2035 LRTP include transit, roadways, freight/seaport/airport, bicycle/pedestrian, Greenways, and waterborne. Intelligent transportation system and safety/security improvements were also incorporated into projects envisioned for the plan. The basis for identifying corridors and projects is described for each element.

4.1.1 Transit

A framework was established to identify candidate transit corridors for consideration in meeting existing deficiencies of the transit system and future demand. The framework that was followed to screen candidate transit projects is outlined below.

- Deficiency analysis-Identify geographic areas that exhibit a decrease in mode split;
- Identify high quality transit corridors experiencing high future travel movements within Broward County and between adjacent counties, and define Premium Transit projects to meet this demand;
- Identify the highest performing Broward County Transit (BCT) routes, both existing and future (2018) per BCT's Transit Development Plan (TDP), and define Premium Transit projects to meet this demand;
- Provide direct service connections or "one-seat" rides to major employment or activity centers;
- Provide transit service in areas designated by Broward County in the Comprehensive Land Use Plan as Transit Oriented Corridor (TOC), Transit Oriented District (TOD), Regional Activity Center (RAC), or Local Activity Center (LAC); and
- Increase transit service for the transit dependent population.

During the development of the Needs Plan, transit corridors were identified based on six key factors.

The following projects undergoing transportation planning studies were included in the Needs Plan without further review. These projects are being fully evaluated in separate corridor studies now underway and their respective merits will be determined based on the outcome of the National Environmental Policy Act (NEPA) process.

- Central Broward East-West Transit Analysis
- South Florida East Coast Corridor (FEC)
- People Mover–SunPort (Airport/Seaport)
- City of Fort Lauderdale Downtown Circulator (The Wave)

Candidate corridors were assigned service frequencies which classify the level of Premium Transit services proposed. They were modeled using the Southeast Florida Regional Planning Model, version 6.5, to illustrate the effect of the transit service on mode split, or public transit use, to determine their effectiveness in meeting future travel demand. Existing and projected ridership to 2018 from the Broward County Transit (BCT) Transit Development Plan (TDP), future projected travel demand from 2035, and an operational analysis of synergies between candidate corridors and transit operations were used to determine optimum frequencies in an iterative process. Transit improvements were then rated as Premium High Capacity or Premium Rapid Bus for the cost feasible assessment.

4.1.2 Roadway

Identification of roadway projects focused on missing links critical to local and regional connectivity, cost effective congestion mitigation strategies, improvements that support transit, bicycle and/or pedestrian enhancements, and safety improvements. Some of the guidelines for roadway project selection include the following:

- Roadways expanded beyond six lanes for major arterials were only considered for exclusive transit lanes.
- Priority for new roadways that are essential to the development of identified RACs, LACs, TODs, TOCs, and newly designated Mobility Hubs.
- Cost effective congestion mitigation strategies for major traffic back-ups, bottlenecks and corridors will include Intelligent Transportation Systems, reversible lanes, and managed lanes.
- Roadway improvements to increase emergency evacuation capacity and response times on designated hurricane evacuation routes.

4.1.3 Freight/Seaport/Airport

Funded projects programmed in the Transportation Improvement Program (TIP) were eliminated from the needs list. Those projects that have not yet been funded and were identified in previous studies are included in the Needs Plan. Studies listed below refer to priority projects to address system deficiencies.

- *Urban Freight/Intermodal Mobility Study* (Broward MPO, 2007/08)
- *SIS Connector Study* (FDOT, District Four, Feb. 2007)
- *Port Everglades Unfunded Projects List–5-Year Capital Improvement Plan,* June 2009
- *Atlantic Commerce Corridor Study,* November 2003

In addition, projects were selected from prior years' LRTPs and the ongoing *Regional Freight Mobility Study* (FDOT, District Four) in progress at the publication time for the LRTP. Inclusion or deferral of projects was determined in consultation with the project sponsors. Any intermodal project that potentially improves passenger and/or the movement of goods within a facility or transportation system was added to the freight needs list. Most of the projects that did not make it to the needs lists are either capital maintenance projects or expansion projects with indirect affects. Other projects that address airport, seaport and rail needs will be addressed through the South Florida Regional LRTP rather than the Broward MPO 2035 LRTP.

US 27 Rail Corridor Study

The development of a new rail corridor along US 27 has the potential to significantly affect freight and passenger transportation in South Florida. The corridor could attract freight traffic from existing lines, creating new opportunities for passenger service along the eastern routes. It also has the potential to support industrial development in the Glades region, particularly the proposed Integrated Logistics Center.

Phase 1 analysis has identified 10 build alternatives at the sketch planning level. The alternatives were developed given the current US 27 right-of-way and vary at the northern and southern termini in western Miami-Dade and Palm Beach counties, based on a systems approach.

All 10 alternative alignments are feasible, based on a macroscopic qualitative assessment. Therefore, a more detailed evaluation of feasibility is required to refine and possibly eliminate alternatives. It is recommended that a technical evaluation be undertaken to determine feasibility specifically designed to address the key considerations identified as part of Phase 1.

4.1.4 Intelligent Transportation Systems

Congestion mitigation projects including Automated Transportation Management Systems (ATMS) to coordinate and synchronize traffic signals at intersections were identified through input received from the Broward County Traffic Engineering Division.

Open Road Tolling (ORT) was defined in the Needs Plan for Florida's Turnpike and the Sawgrass Expressway to allow free flow traffic to register tolls from transponders. License plate readers will also be developed to phase out and eliminate the toll booths. The automation of the revenue collection process will increase throughput and safety.

In addition, Intelligent Transportation Systems (ITS) projects were identified in a generic fashion due to lack of specific design application for a discrete list of projects. The types of projects identified for inclusion in the needs list along with their technology and applications in Broward County follow.

License plate readers have been successfully developed in Los Angeles, CA; Arapahoe, CO; and the United Kingdom.

- Ramp Signals to manage traffic flow along I-95/595 and reduce travel times and congestion and improve safety.
- Arterial Dynamic Message Screens to alert the traveling public of congestion relative to accidents or emergency situations and anticipated travel times upon the approach to major interchanges.
- Travel Time Systems to provide accurate real-time data. Collection of data can be accomplished through either Automatic Vehicle Locators or license plate readers located along major arterial intersections and freeway interchanges. Next bus and next train technologies will also be implemented at select Mobility Hubs.
- Roadway Weather Information System includes remote weather stations at strategic locations such as bridges or roadways with high traffic volumes. Collection and dissemination from the Traffic Management Center will improve safety and support emergency evacuation plans.

4.1.5 Bikeways/Pedestrian Walkways/Greenways

All projects identified through Geographic Information System (GIS) analysis of available Broward County sidewalk/pedestrian and bicycle facilities inventory data were included in the Needs Plan. Also, greenways identified in the Broward County Greenways Master Plan were included in the Needs Plan. The Greenways Master Plan was approved by the Broward County Board of County Commissioners in 2002.

4.1.6 Waterborne

While Broward County is bordered by the Atlantic Ocean, and a number of canals flow inland, the transportation deficiencies fall outside of the geographic coverage of those waterborne arteries. Water taxis serve an important role in providing circulator services in downtown Fort Lauderdale and provide a unique feature for tourists; however, waterborne transportation routes fall short of providing travel time savings to commuters. Capital-intensive improvements are required to support waterborne transportation, including docks, slip ramps, storage areas for vessels, and parking facilities to support direct access to docks. Furthermore, for waterborne transportation to serve as a well-utilized and cost-effective travel mode, adjacent high density employment areas (similar to New York, Boston, and Baltimore) are necessary to ensure sufficient demand. As such, waterborne projects were not included in the 2035 LRTP.

4.2 Financial Analysis

Federal law requires that LRTPs in urban areas be financially constrained within reasonably expected funding sources over a minimum 20-year planning horizon. The Broward MPO LRTP extends to 2035, or 25 years, to maintain this minimum over the next five

years. The updated 2035 LRTP will demonstrate Broward County's plans for future capital investment in transportation infrastructure and ongoing operating and maintenance expenses. An identification and projection of available financial resources through the 2035 LRTP horizon year is required to determine what projects included in the Needs Plan can be funded.

The following principal federal, state, and local funding programs that support transportation investment in Broward County were reviewed and forecasted through 2035.

- Federal Highway Administration;
- Federal Transit Administration;
- State of Florida Department of Transportation;
- Gas tax revenues and transportation concurrency/impact fees; and
- Local agency revenues, specifically for Broward County Transit.

Today's economic climate is challenging for Broward County and these challenges are reflected in the projected revenue streams. Challenges also offer opportunities. A summary of observations can be drawn for today's circumstances that affect our ability to assess and plan for the future.

Available revenue was identified to develop a "constrained" scenario.

Exhibit 16–Challenges & Opportunities for the 2035 LRTP

Challenges
Cost increases in recent years for projects estimated in previous plans due to right-of-way, labor, and commodities such as steel and concrete.
A national recession that affects revenues generated by gas taxes, property taxes, sales taxes, tolls, rental car taxes–all of which have experienced major declines from prior years.
Petroleum price volatility affects transit ridership, vehicle miles traveled (VMT), and gas tax revenues (which are tied to VMT).
South Florida has historically leveraged few federal funds available for fixed guideway projects.
Dedicated funding sources for both operations & maintenance and capital are necessary to transform our transportation system.
Opportunities
Better mobility options may help create jobs and minimize severe economic fluctuations.
Greater emphasis on environmental factors and limiting the use of fossil fuels may change travel behavior.
The public vision in Broward County calls for new types of transportation facilities and approaches that can draw from new revenue sources.
The Mobility Hubs Concept creates opportunities for public-private partnerships.
Potential for sweeping changes in the federal transportation policy and funding levels at reauthorization of the federal transportation spending bill.
Additional legislation is proposed that could positively affect transportation funding including the Climate Change Bill and Livable Communities Initiative.
High Speed Rail funding may be available for South Florida in future that would prompt additional investment in Premium Transit to provide connectivity.

The 2035 LRTP demonstrates the Broward MPO's plans for future capital investment in transportation infrastructure, as well as ongoing operating and maintenance expenses. The identification of available revenue resources was used to prioritize transportation investments in a "constrained" scenario which is limited to existing and reasonably likely funding sources. It is important to note, however, that some of the revenues identified in this review (specifically revenues for Florida's Turnpike Enterprise, Strategic Intermodal Systems, and Florida Interstate Highway System) have already been programmed by their respective agencies for transportation projects in Broward County. These funds were not available for prioritization by the MPO.

In addition, an approach described in Chapter 5 "Strategy" was developed to address potential new funding sources which could be used to fund additional transportation investments.

4.2.1 Capital and Operating & Maintenance Cost

Once projects were identified for the Needs Plan, their capital costs were estimated. Some of the assumptions used in development of capital program costing were developed specific to a given mode and in some cases taken from estimates prepared by others in separate planning processes. The aggregate intermodal cost for the Needs Plan with Rapid Bus projects totals $9 billion. The cost with High Capacity Transit was expressed as two scenarios, BRT or LRT, totaling $14 or $20 billion in 2009 dollars respectively, as detailed in Exhibit 17.

The Needs Plan identified costs for both a LRT-focused plan and a BRT-focused plan.

Exhibit 17-Needs Plan Cost Summary (By Scenario)

Cost Category	Capital Cost ($ millions 2009)	Annual O&M Cost ($ millions 2009)
Broward County Transit	$230	$185
Rapid Bus Scenario	$249	$72
Bus Rapid Transit Scenario	$4,502	$135
Light Rail Transit Scenario	$10,772	$147
Mobility Hubs	$220	$0.12
Bicycle/Pedestrian	$226	n/a
Greenways	$309	n/a
Roadways	$4,563	$125
Intelligent Transportation Systems	$182	n/a
Freight/Seaport/Airport	$477	n/a
Illustrative (On-going Transit Projects)[1]	$3,016	$34
Total Needs Plan Range:		
Rapid Bus Scenario	$9,472	$416
Bus Rapid Transit Scenario	$13,725	$479
Light Rail Transit Scenario	$19,995	$491

[1]Includes transit projects with corridor planning and environmental studies underway including Central Broward East-West Transit Analysis, South Florida East Coast Corridor Study, SunPort (Airport/Seaport People Mover), and the Wave (City of Fort Lauderdale Downtown Circulator).

Operating and maintenance (O&M) costs are not identified for some fixed facilities in the plan; however, costs may be involved in their ongoing maintenance. These costs are expected to be covered by other revenue sources beyond the scope of the LRTP. A description of the capital and O&M cost for each mode/category follows.

Broward County Transit

The FY2018 Transit Development Plan (TDP) was the basis for cost projections in the 2035 LRTP. Capital maintenance, as well as operating and maintenance cost requirements for the TDP levels of local bus and Breeze services were also included in the Needs Plan. The TDP includes six "Strategic Opportunistic Service Initiatives" that overlap Premium Transit Corridors. No additional local transit service was included beyond the ten-year plan as they are served with Premium Transit services.

Premium Transit

Cost was developed for each type of transit element based on cost estimates from other high capacity fixed guideway transit facilities in the U.S. A cost scenario was developed for each technology–Light Rail Transit, Bus Rapid Transit, and Premium Rapid Bus for 347 miles, including 109 miles of Premium Rapid Bus to provide connectivity between these modes. Selection of Premium Rapid Bus projects were made for corridors that did not merit premium high capacity transit modes (LRT or BRT) and included in each of the three scenarios. The range of cost levels by technology scenario are shown in the following table.

Exhibit 18-Needs Plan Cost by Technology (Premium Transit)

Transit Technology	Capital Cost ($ millions 2009)	Average Cost ($ millions 2009) (to construct/mile)	Annual O&M ($ millions 2009)
LRT	$10,772	$45	$185
BRT	$4,502	$19	$135
Rapid Bus	$249	$0.8	$72

Cost per mile for transit technologies was calculated at mid-range for the U.S.

**Cost for platforms, canopy, ticket vending machines, and bus bays are included in the cost for transit corridors.*

Cost per mile is in the mid-range for current cost estimates in the U.S. Aggregate capital cost estimates above exclude right-of-way acquisition cost that could be required due to the lack of definition of alignments and extent of the property needed. It was expected that because the fixed guideways would be incorporated into existing public right-of-way, property takes would primarily occur at station locations and places where the guideway transitions require a wider radius than can be accommodated in existing intersections. The projects included in these scenarios would not likely include extensive grade separation or bridges. At this conceptual level of project definition, a 30% design contingency (percentage of professional services and construction) and a 10% contingency on construction

cost were applied. Costs were adjusted to 2009 present day dollars, using an inflation factor of 3%.

Mobility Hubs

Mobility Hubs are locations where people meet transit and are classified by the expected transit use and surrounding land use. The cost for each of the Gateway, Anchor, and Community hubs were estimated based on the footprint of the structures, transit amenities, intermodal facilities, the deployment of intelligent transportation systems, and security programmed for each. Right-of-way cost is not included in capital cost estimates. Exhibit 19 shows the types of improvements anticipated for each type of hub.

Mobility Hubs represent a dramatic improvement to the transportation system.

Exhibit 19–Mobility Hub Features

Feature	Gateway	Anchor	Community
Waiting Area*	Building*	Shelter*	Bus Stop
Community Plaza with Landscape/Public Art	Yes	No	No
Carshare Facility	Yes	No	No
Restrooms	Yes	No	No
Ticket Vending Machines	Yes	No	No
Wi-fi Facility	Yes	No	No
ITS Equipment for Downtown Central Facility	Yes	No	No
Bus Pull-in Bays*	Yes	Yes	No
Taxi Bays and Kiss-n-ride Pull-in	Yes	Yes	No
Surface Parking	Yes	Yes	No
Bikeshare Facility	Yes	Yes	No
Closed Circuit TV Cameras	4	2	1
Real-time Passenger Information	Yes	Yes	Yes
Transit Maps and Schedules	Yes	Yes	Yes
Emergency Phone Service	Yes	Yes	Yes
Allowance for drainage, utilities, landscaping	Yes	Yes	Yes

**Cost for platforms, canopy, ticket vending machines, and bus bays are included in the cost for transit corridors.*

Roadway

Roadway cost estimates were developed using FDOT's Long Range Estimation (LRE) System (July 2009). Right-of-way cost is included based on input from Broward MPO. Project contingency of 25% is applied to construction cost; design and construction engineering inspections (CEI) are estimated at 15% of total project cost with contingency for each.

Freight/Seaport/Airport

Improvements for freight includes costs for seaport and airport projects in addition to freight rail movement of goods and services as provided by studies noted in the Needs Plan Section 4.1.3.

Intelligent Transportation Systems

Cost for Automated Traffic Management System projects were provided by Broward County Traffic Engineering Division as documented in the FY2010-11 Unfunded Multimodal Surface Transportation Priorities. The Open Road Tolling is based on a per mile cost of $1.5 million. ITS projects were estimated individually for each type of technology and the extent of its application in Broward County.

Bikeways/Pedestrian Walkways/Greenways

Bicycle projects were based on an average of the cost for two types of facilities, striped bike lanes on existing pavement and off-road facilities. The average cost for each was derived from FDOT's average unit cost for Broward County. An average cost of $232,000 per mile, or $44/linear foot, was applied to the total mileage. The mix of on-road and off-road facilities will be determined during design. Pedestrian sidewalks were estimated based on an average per mile cost of $358,000 or $68/linear foot. These costs were also developed using the FDOT LRE System. An average cost of $1 million per mile for greenway projects was provided by the Broward MPO.

Safety and Security

Cost for safety and security features are included in individual project cost estimation for each mode. Additional safety and security programs and potential funding are described in Section 6.4 "Safety and Security."

4.2.2 Revenue Forecast

A significant change in methodology from the prior LRTP relates to the treatment of inflation. Federal planning regulations adopted in 2007 and corresponding MPO Advisory Council (MPOAC) guidelines now require that both cost and revenue forecasts be presented in year-of-expenditure (YOE) dollars, rather than in base year dollars as had been the standard approach previously. FDOT revenue forecasts are now given in YOE dollars, and FDOT provides inflation forecasts which can be used to estimate YOE project costs.

FDOT's guidelines for estimating and presenting future revenues are followed in this review, as laid out in the *2035 Revenue Forecast Handbook* and subsequent supplements, revisions, and workshops. FDOT currently provides its revenue forecasts for the period 2014 through 2018 as the "2nd Five Years Plan" and then the period 2019 through 2035 as the "2035 Cost Feasible Plan." (See Appendix, Exhibit 80 for the FDOT Revenue Forecast.) The updated 2009-2013 Transportation Improvement Program (TIP) is used for near-term revenue forecasts prior to the "2nd Five Years Plan." Funding in the 2035 Cost Feasible Plan is provided for 2019 and 2020 and then in five-year aggregates for the periods 2021 to 2025, 2026 to 2030, and 2031 to 2035.

Revenue growth rates for key local revenue sources, including gas taxes, transportation concurrency fees, and ad valorem (property) taxes, were developed in consultation with MPO staff.

This analysis describes only state FDOT revenues forecasted to flow to Broward County for capital improvement purposes–that is, for the State Capacity Program. The review conducted does not include FDOT operating and maintenance funds from the State Non-Capacity Program that would be applied to facilities in Broward County. FDOT implements the Non-Capacity Program throughout the state and does not provide district-level revenue estimates for the Non-Capacity Program. According to FDOT, the Department has estimated sufficient revenues to meet the non-capacity safety, preservation, and support objectives in each metropolitan area of the state. The *Financial Resources Technical Report* details revenue forecasts by source.

The financial analysis of the recommended transportation improvements of the 2035 LRTP focuses on transit, pedestrian, bicycle, highway, and local street and road improvements (Systems Development) as well as ITS and Travel Demand Management components. Freight, Airport, Seaport, and Waterways are also referenced.

Capital, operating, maintenance, and rehabilitation costs of the region's transportation systems over the next 25 years are compared against forecasts of available revenues. Actions are recommended to obtain the revenues necessary to implement the improvements recommended in the plan.

State and federal regulations require the development of a revenue-constrained plan.

State and federal planning regulations require the development of a revenue-constrained plan. Such a plan is based only on current sources and levels of federal, state, and local transportation revenue projected out to the year 2035. This scenario includes federal and state formula funds as well as federal and state discretionary funds for existing projects and reasonable assumptions for new projects based on historical information. However, future increases in federal and state gas taxes, or the establishment of other new revenue sources are not included in the revenue-constrained scenario.

Many worthwhile projects identified in the Needs Plan are necessarily deferred as unfunded projects in the Cost Feasible Plan due to the limited availability of reasonably foreseeable revenues forecast in the 2035 LRTP. Today's strategy for the future seeks innovation to identify potential new revenue sources to meet the full range of future transportation deficiencies.

Because we cannot afford to build all projects needed, the most effective projects need to be selected to best accomplish our goals. Innovative revenue sources are discussed in detail in Chapter 6 "Context."

4.3 Cost Feasible Assessment

In the Needs Plan assessment, transit corridors were identified and defined for selection based on ridership projections for corridor segments. Locations were selected where people connect to transit based on the level of boardings and alightings, transit supportive land use policies, and the proposed transit mode. These transit access points, or Mobility Hubs, were classified as Gateway, Anchor, or Community hubs. Other modes required to access these locations (pedestrian, bikeway, bus service, and roadway improvements) were prioritized in proximity to these Mobility Hubs to ensure connectivity and integration of all travel modes in the most efficient manner. In some cases, projects were identified to address traffic bottlenecks, including intersection improvements, roadway widening or traffic signal technologies.

4.3.1 Project Prioritization

The next step in developing the Cost Feasible Plan is the ranking and prioritization of candidate system elements and projects. Separate evaluation criteria were established for each mode to study synergies among them through the model, and to select the most effective set of intermodal transportation solutions for the 2035 LRTP. A brief description of the criteria by mode follows.

Transit Projects

The first step in reviewing the merit of Premium Transit projects was to conduct a link-level analysis using the Southeast Florida Regional Planning Model to maximize the synergies among modes. All Needs Plan projects for Premium Transit corridors were modeled as mode-neutral to determine the levels of use for each corridor segment. Either BRT or LRT technologies could be implemented based on further study.

Ridership levels were displayed for each corridor segment (link breaks usually occur at major intersections). These corridor segments, or links, were classified according to ridership levels, also referred to as volume or load. Link-level ridership over 3,000 daily trips projected for 2035 warranted a Premium High Capacity or fixed guideway system. If the link-level ridership was over 1,700 but less than 3,000 in 2035 daily trips then the corridor link was classified as a Premium Rapid Bus project. Less than 1,700 daily trips were given a low priority for future consideration. (See Exhibit 20 on the following page.)

In addition to the link-level analysis, we also considered locations that would serve as logical termini for transit projects. Land use characteristics and operational needs were factored into the selection for logical termini and interlining of various levels of high capacity or Rapid Bus Transit services.

During the link-level analysis, corridors were characterized, logical termini were refined, and resulting project definitions were prioritized from the most effective to the least effective based on modeled

Exhibit 20–Link-Level Analysis Map

LEGEND

PREMIUM TRANSIT PROJECTS (Link Volume 2035)

- 6656-9789
- 4201-6655
- 2851-4200
- 1696-2850
- 811-1695
- 22-810

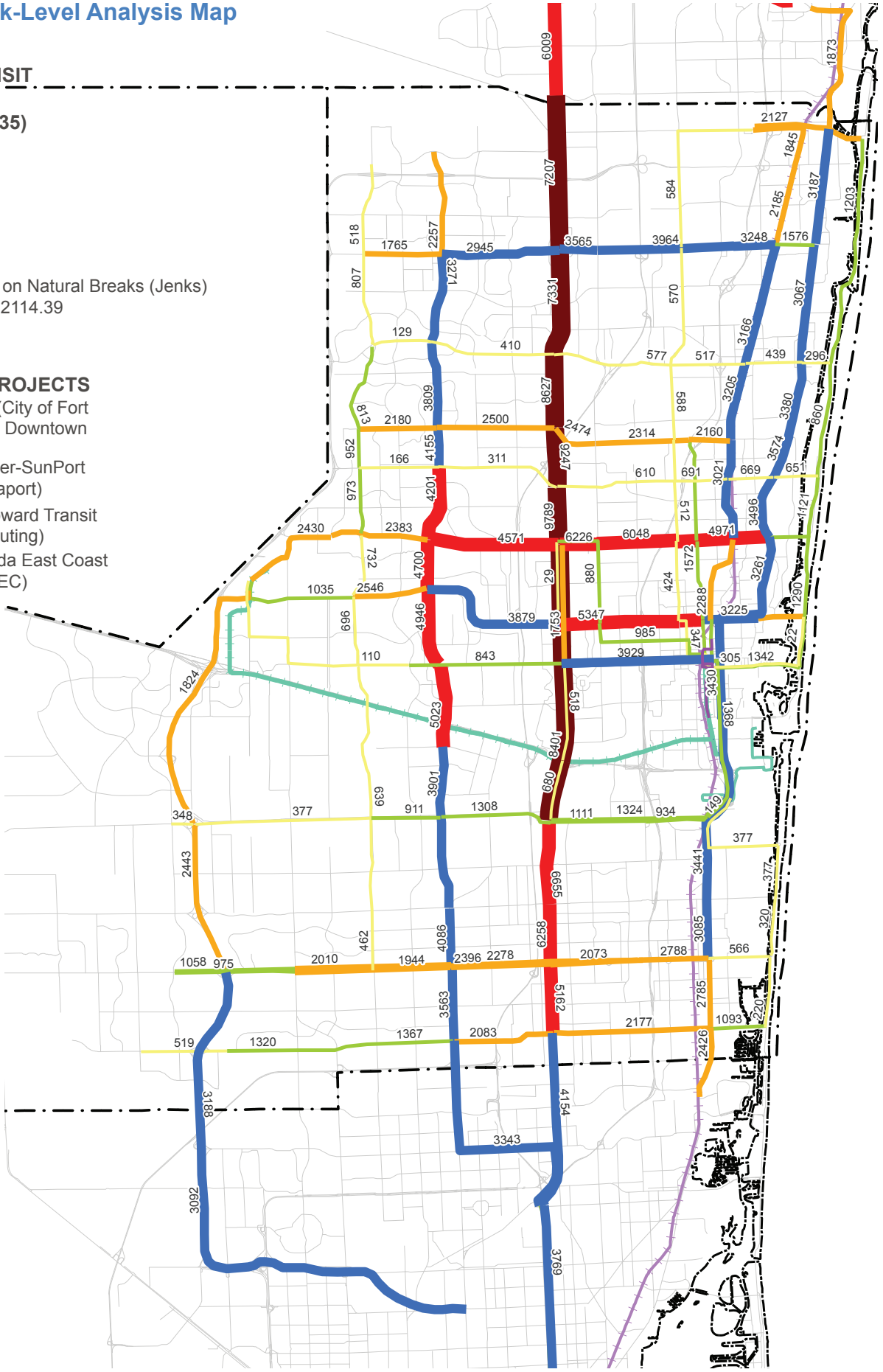
Classification based on Natural Breaks (Jenks)
Standard Deviation: 2114.39
Mean: 2387.64

Median: 1859

ILLUSTRATIVE PROJECTS

- The Wave (City of Fort Lauderdale Downtown Circulator)
- Peoplemover-SunPort (Airport/Seaport)
- Central Broward Transit (not final routing)
- South Florida East Coast Corridor (FEC)

Note: Illustrative projects are shown only for context and are not part of the 2035 Cost Feasible Plan.



JACOBS

ridership levels. Projects were further ranked based on additional measures:

- Travel market size (total potential trips normalized by traffic analysis zone (TAZ) that could be served by the project),
- Cost-effectiveness (capital cost per rider),
- System efficiencies (number of connections to Premium Transit Corridors),
- Ability to leverage new funding sources (annualized capital cost, plus operations and maintenance cost per rider),
- Tax Incremental Financing (TIF) opportunities (percentage of route covered by designated transit support land uses–TOD, TOC, CRA, and higher density mixed use areas),
- Service for transit dependent population (households with no cars within a quarter mile of the corridor/facility),
- Reduction in greenhouse gases (CO_2 emissions in pounds per year), and
- Reduction in vehicle miles traveled (passenger miles).

Highest ranking Premium Transit projects were compared to available revenue sources.

The highest ranking Premium Transit projects were compared to the available revenue resources to determine what projects would be included in the Cost Feasible Plan. See Section 5.1 for details on the Cost Feasible Plan results. Projects that are currently under study were not ranked and are not funded for implementation in this plan. Projects that have not achieved completion of the federally-required corridor studies and NEPA processes are referred to in this plan as “Illustrative” projects and would be considered for funding at a later time. Other projects of merit are included in the 2035 LRTP as unfunded projects for possible further study and future funding strategies.

Mobility Hubs

Resulting Premium Transit projects that were included in the Cost Feasible Plan and their new project termini were then compared to the initial list of Mobility Hubs to refine their inclusion accordingly. Evaluation criteria for all remaining Mobility Hubs included:

- Critical connections along selected cost feasible transit corridors (number of transit corridors served–local bus routes in addition to Premium Transit Corridors),
- Service to existing developed areas (number of jobs and population within one half mile of Mobility Hubs),
- Local request/support through LRTP input or other plan designation (published plans, studies, and requests),
- Public-Private Partnership opportunities (land use designation status/initiative), and
- Tax Incremental Financing opportunities (MPO-identified potential).

All Broward County Greenway projects were included.

Pedestrian/Bicycle/Greenway Projects

Projects identified in the Needs Plan for pedestrian and bikeway facilities were prioritized based on the following criteria:

- Improvements near schools (distance from schools),
- Integration with Greenways (proximity to Greenways),
- Supports Mobility Hubs (proximity to hub and ranking), and
- Provides continuity/connectivity to the overall transit system (proximity to transit route).

The Broward County Greenways Plan includes priorities and costs. Projects were included in the Cost Feasible Plan as provided.

Roadways

Roadway projects that were not included in the funding allocation for the FDOT Strategic Intermodal System (SIS), the Florida Intrastate Highway System (FIHS), and Florida's Turnpike Enterprise system were prioritized for potential inclusion in the Needs Plan based on the following criteria:

- Supports access/egress to designated cost feasible Mobility Hubs (proximity),
- Supports transit guideway project (types of transit operating on roadway),
- Cost benefit (cost per mile per trip),
- Relevance to SIS facility (model output),
- Relevance to safety (improves design at high crash/incident locations),
- Congestion mitigation (improves volume/capacity), and
- Hurricane evacuation (improves traffic flow on designated evacuation route).

Intelligent Transportation Systems (ITS)

All projects identified in the Needs Plan for ITS were included in the Cost Feasible Plan.

Freight/Airport/Seaport

These projects were not prioritized because of their peculiar characteristics and benefits that cannot be appropriately compared against each other. All projects in the Needs Plans for Freight/Airport/Seaport were included in the Cost Feasible Plan.

Safety & Security

Safety and security features are incorporated into specific projects. Please see Section 6.4 for a detailed discussion on safety and security aspects as they relate to the LRTP for Broward County.

Chapter 5
STRATEGY

Illustrative projects are next in line to be funded when additional funds become available.

5. 2035 LRTP Strategy

"Strategy" is the action plan designed to achieve the goals set out for the LRTP. Four elements of the plan are described in this section:

- Cost Feasible Plan
- Illustrative Projects
- Unfunded Needs
- Policies

The Cost Feasible Plan includes projects and programs for which a reasonable expectation of funding has been identified based on historical trends and economic models. The Cost Feasible Plan is fairly conservative in its estimation of revenue that will be available for transportation investments. As a result, the projects identified have a high certainty of implementation. All of the bike, pedestrian, and greenway projects identified in the Needs Plan are included in the Cost Feasible Plan.

Illustrative Projects are those that have been identified through the Needs Assessment and meet overall objectives of the LRTP; however, revenues within the Cost Feasible Plan are not sufficient to cover them. Illustrative Projects are next in line to be funded if additional funds become available during the plan period. Many of the Illustrative Projects have some phase of planning and engineering programmed, but no monies allocated for construction to qualify as an official Cost Feasible Plan Project.

Unfunded Projects include transit projects identified with lower ranking during the prioritization process and have no funding associated with them, but are within the identified strategy of shifting mode share to alternative forms of transportation.

Policies transcend all elements of the plan and help achieve success of the overall vision. The Policies Section 5.4 of this chapter focuses on increasing share for alternative modes through support of all the projects and services identified.

5.1 Cost Feasible Plan

State and federal planning regulations require the development of a revenue constrained plan. Such a plan is based only on current sources and levels of federal, state, and local transportation revenue projected out to the year 2035. This element includes federal and state formula funds as well as federal and state discretionary funds for existing projects and reasonable assumptions for new projects based on historical information. However, future increases in federal and state gas taxes, or the establishment of other new revenue sources are not included in the revenue-constrained plan.

Total revenue available for the Cost Feasible Plan is $8.5 billion (2009 dollars). The range of required funding from the Needs Plan is $9 to 20 billion (2009 dollars) for the technology scenarios evaluated. This

creates a shortfall in terms of what the region can afford compared with identified needs.

The adopted Cost Feasible Plan includes:

- ***Premium Transit***–81 miles of Bus Rapid Transit and 75 miles of Rapid Bus. Capital cost is estimated $1,441 million plus $504 million Operating and Maintenance (O&M) cost over 10 years, for a total of $1,945 million. Also includes "Strategic Opportunistic Service Initiatives" identified in the FY2009-2018 Transit Development Plan (TDP).
- ***Broward County Transit (BCT)***–A portion of BCT's O&M and all capital costs are funded in the Cost Feasible Plan.
  - 33% of FY2009-2018 TDP service: or $1,234 million for existing plus expanded service including new routes, route extensions and higher frequencies (additional buses). This leaves a gap in funding for expanded service of 66% or $2,557 million.
  - 50% of current levels of service: or $1,234 million–with no expansion in service. (Twice the available funds are needed to continue to provide the service running today through 2035–a shortfall of $1,244 million.)
  - 100% of BCT's capital cost needs of $212 million.
- ***Transit (Community Buses)***–$158 million in O&M cost.
- ***Mobility Hubs***–20 Gateway, 20 Anchor and 63 Community Hubs for a capital cost of $207 million with $73 million O&M. The specific locations of Mobility Hubs are dependent on further planning studies to select sites based on availability of land, public-private partnership opportunities, delineation of Premium Transit services, and bike/pedestrian facilities as well as local desire. Many Mobility Hub locations in the LRTP involve multiple jurisdictions and will require coordination among neighborhoods.
- ***Tri-Rail***–$88 million for capital and O&M.
- ***Bicycle***–485 miles at $113 million.
- ***Pedestrian Walkways***–314 miles at $113 million.
- ***Greenways***–251 miles at $251 million.
- ***Roadways (arterials)***–45 projects at $815 million (capital) and $125 million O&M (all local roadways).
- ***Freight/Seaport/Airport***–42 projects at $112 million. This compares to the total need of $477 million; however, an additional $137 million may be provided pending prioritization of Transportation Regional Incentive Program (TRIP) funds by Southeast Florida Transportation Council that are not included in the LRTP revenue forecast. Seaport and Airport projects will be funded through the implementing agency's respective capital improvement programs that are not part of the LRTP efforts.

2035 Cost Feasible Plan

What is Funded:

- *Broward County Transit*
  - *O&M-50% existing or 33% expanded service per 2018 TDP*
  - *Capital–3rd O&M Facility and transit infrastructure*
- *Premium Transit*
  - *BRT (81 miles; 6 corridors)*
  - *Rapid Bus (75 miles; 5 projects)*
- *Mobility Hubs*
  - *20 Gateway*
  - *20 Anchor*
  - *63 Community*
- *All Greenways, Bike and Pedestrian Projects defined in the Needs Plan*
- *ITS Priority Projects*
- *Select Roadway Needs (not covered by SIS/FIHS/ Turnpike Programs)*

What is NOT Funded:

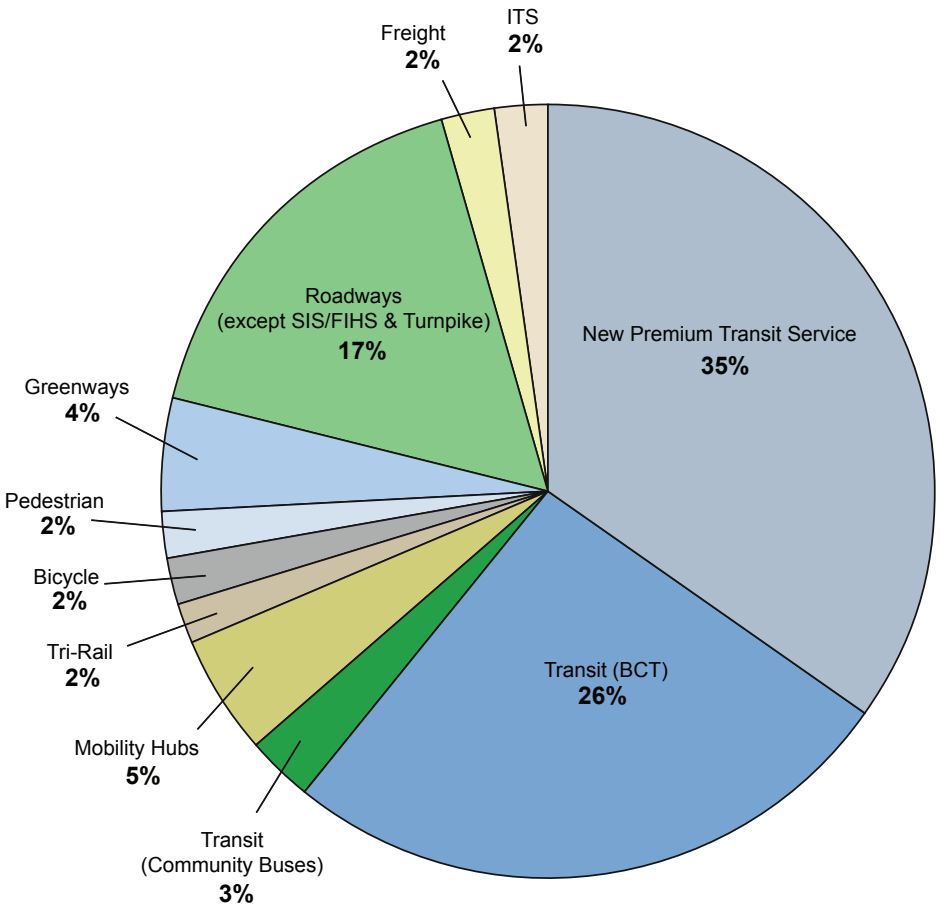
- *BCT O&M has a shortfall of 50% existing or 66% including expanded service per 2018 TDP.*
- *Premium Transit Corridors defined as BRT could be upgraded to LRT pending future innovative funding options.*

- ***ITS***–Funds Automatic Traffic Management Systems to increase roadway capacity at $121 million. (Open Road Tolling is funded separately through Florida's Turnpike Enterprise.)

The pie chart shown in Exhibit 21 represents the allocation for Greenways, Pedestrian, Bikeways, Tri-Rail, Mobility Hubs, Transit (Community Buses), Transit (BCT), and New Premium Transit Services. Projects listed above and percentages shown in Exhibit 21 are of the revenues available for allocation to priority projects, or $5,567 million. This excludes the SIS/FIHS/Turnpike funding in the amount of $2,915 million for which funds have been previously allocated and committed.

Approximately 79% of available funds are allocated to alternative transportation modes.

Exhibit 21–Funding Distribution by Cost Category



Approximately 79% of available funds are allocated to projects and services that support the implementation and use of alternative modes. Of the remaining allocations, roadway funding at 17% was allocated for projects selected based on the ability to directly or indirectly support transit improvements and ITS funding at 2% was allocated for projects selected to provide infrastructure to support transit. Freight at 2% addresses both freight movement and capacity expansion on roadways.

Roadways are still funded in this plan through $2,637 million in Strategic Intermodal System Highways and Florida Intrastate Highway System programs; $278 million for Florida's Turnpike Enterprise; and $940 million for roadways. Turnpike revenues were forecast in this plan for planning purposes, but were not officially provided by Florida's Turnpike Enterprise. Some highlights for funded projects are:

- I-95/595 Mega Project
- Six Turnpike Projects (widening and Open Road Tolling)
- 45 Arterial Roadways and Other Improvements

Exhibit 22, "Funding Breakdown for 2035 Cost Feasible Plan," summarizes funding levels by project type and the revenue sources for each.

All cost affordable transit projects (Premium Transit in addition to BCT) and Mobility Hubs are mapped in Exhibit 23. Premium Transit, BCT, and SFRTA projects are listed in Exhibit 24. See also Section 5.1.2 "Cost Feasible Plan (Phasing: Implementation)" for a discussion of Year of Expenditure (YOE) dollars and project timing. Transit project phasing is detailed in the Appendix as Exhibit 66 for Cost Feasible Transit Projects. The plan is shown in both current 2009 and YOE dollars to represent the effect of timing for implementation.

Other transit-supportive projects are mapped in Exhibits 25 through 28, including Greenways, Bicycle, Pedestrian, and Roadways. Detailed project listings for Transit, Mobility Hubs, transit-supportive projects, ITS, and Freight/Seaport/Airport are included in the Appendix, Exhibits 66 through 73.

Refer to the *Cost Feasible Plan Technical Report* for complete information on project evaluation methodology and ranking.

Exhibit 22-Funding Breakdown for 2035 Cost Feasible Plan

Transportation Mode	Total Cost (in millions) (Capital and O&M)	Percent Share of Forecast Revenue	Capital Revenue Source	Revenue Allocated (in millions) (2009 dollars)	O&M Revenue Source	Revenue Allocated (in millions) (2009 dollars)	Total Revenue (in millions) (Capital and O&M)
New Premium Transit Service[1]	$1,945	34.9%	Constitutional Fuel Tax	$159	Local Option Fuel Tax (6-Cents)	$333	$1,945
			Local Option Fuel Tax (6-Cents)	$79	TMA	$53	
			FDOT Transit	$209	Local Option Fuel Tax (5-Cents)	$17	
			Local Option Fuel Tax (Ninth Cent)	$117	Fare Box Recovery	$101	
			County Fuel Tax	$90			
			TMA	$187			
			Broward County Transit Capital (partially fulfills TDP corridors)	$175			
			State & Federal New Starts funds	$425			
Transit (BCT)	$1,446	26.0%	Broward County Transit Capital	$212	BCT operating (Fare Box Recovery, County General Fund, State Grants, & Other operating revenues)	$1,234	$1,446
Transit (Community Buses)	$158	2.8%			Municipal Fuel Taxes	$158	$158
Mobility Hubs	$280	5.0%	TMA	$19	TMA	$28	$280
			Local Option Gas Tax (City Share)	$187	Local Option Fuel Tax (5-Cents)	$46	
Tri-Rail (Existing Service)	$88	1.6%	County General Fund	$25	County General Fund	$63	$88
Bike	$113	2.0%	Local Option Fuel Tax (5-Cents)	$113	N/A	N/A	$113
Pedestrian (Sidewalk)	$113	2.0%	Local Option Fuel Tax (5-Cents)	$113	N/A	N/A	$114
Greenways	$251	4.5%	TMA	$176	N/A	N/A	$251
			Transportation Concurrency Fees	$48	N/A	N/A	
			Local Option Fuel Tax (5-Cents)	$27	N/A	N/A	

Exhibit 22-Funding Breakdown for 2035 Cost Feasible Plan (continued)

Transportation Mode	Total Cost (in millions) (Capital and O&M)	Percent Share of Forecast Revenue	Capital Revenue Source	Revenue Allocated (in millions) (2009 dollars)	O&M Revenue Source	Revenue Allocated (in millions) (2009 dollars)	Total Revenue (in millions) (Capital and O&M)
Roadways (SIS/FIHS)	$2,637	N/A	SIS Highways/ FIHS Construction/ ROW	$2,637	N/A	N/A	$2,637
Roadways (Turnpike)	$278	N/A	Turnpike	$278	N/A	N/A	$278
Roadways (Arterials & Others)	$940	16.9%	Other Arterial Construction/ ROW	$662	Constitutional Fuel Tax	$40	$940
			Local Option Gas Tax (City Share)	$153	Local Option Gas Tax (City Share)	$85	
Freight	$112	2.0%	Other Arterial Construction/ ROW	$112	N/A	N/A	$112
ITS	$121	2.2%	Other Arterial Construction/ ROW	$121	N/A	N/A	$121
Total[2] (Excluding SIS/FIHS and Turnpike)	$5,567	100.0%		$6,352		$2,130	
Grand Total	$8,482		$8,482				$8,482

Notes:
A. Totals do not add due to rounding.
B. Freight projects are funded through Other Arterial Construction/ROW funds. Additional airport and port projects have been identified in the cost feasible plan but will be funded through port and aviation programs. Freight projects are also eligible for TRIP and SIS funds. TRIP funds ($137 million) may become available pending SEFTC's evaluation of regional freight projects and prioritization.
C. Allocated O&M funds ($1,234 million) cover approximately 33% of BCT's total O&M cost per FY 2009-2018 TDP ($3,791 million). These funds are not sufficient to support the existing BCT service, estimated to cost $2,478 million, over the plan period (2015-2035).
D. Premium High Capacity Transit project capital and O&M cost estimate is based on BRT technology. Both the capital and O&M cost are adjusted based on the length of the proposed corridor. Therefore they should not be compared with the project cost from the 2035 needs assessment phase.
E. The O&M cost for Premium Transit projects is based on the assumption that these projects would operate for 10 years over the plan period (2015-2035).
F. TRIP and New Starts funding are discretionary.
G. Costs for illustrative projects that will require additional revenues are not reflected in this table.
H. FDOT funding under "Other Arterial Construction/ROW" program includes 20% funding for product support (planning and engineering design).

[1]Revenue to support Premium Transit Service includes fare box recovery (passenger revenue) assumed at 20% ($101 million) of the total O&M cost ($504 million).
[2]Does not include monies allocated for roadway projects from SIS/FIHS and Turnpike funding sources because they are not controlled by the local jurisdiction(s).

Exhibit 23–2035 Cost Feasible Transit Projects & Mobility Hubs Map

LEGEND

PREMIUM TRANSIT PROJECTS

- Premium Rapid Bus
- Premium High Capacity
- Service in Neighboring Counties

BROWARD COUNTY TRANSIT SERVICE

- Existing Local Bus Route
- New Local Bus Route

MOBILITY HUBS

- Community Hub
- Anchor Hub
- Gateway Hub

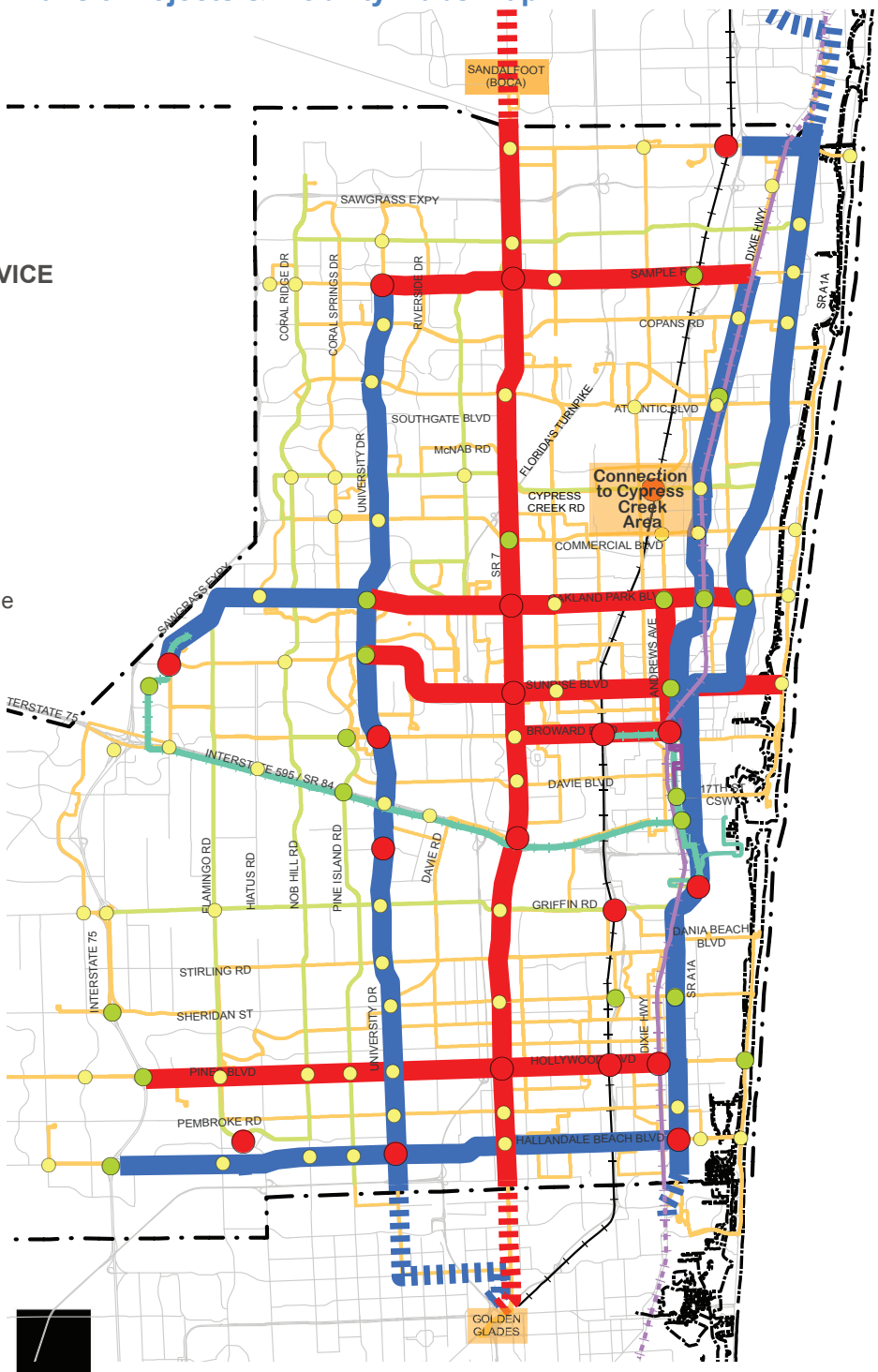
ILLUSTRATIVE PROJECTS

- The Wave (City of Fort Lauderdale Downtown Circulator)
- Peoplemover-SunPort (Airport/Seaport)
- Central Broward Transit (not final routing)
- South Florida East Coast Corridor (FEC)

Notes:

Illustrative projects are shown for context and are not part of the 2035 Cost Feasible Plan.

50% of the existing transit service's operating and maintenance are funded with existing sources. Local bus services that are partially funded may be restructured to better serve mobility hubs and Premium Transit corridors.



2035 BROWARD LONG RANGE TRANSPORTATION PLAN

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Exhibit 24–2035 Cost Feasible Transit Projects

Project/Corridor/Route	Transit Mode	2035 CFP (Peak/ Off Peak) (Headway in minutes)	Capital Cost (2009 Dollars)	Total O&M Cost (2009 Dollars)	Revenue to Support Capital Improvement (2009 Dollars)	Revenue to Fund O&M Cost (2009 Dollars)
Premium Transit Projects-Bus Rapid Transit & Rapid Bus						
SR 7/US 441[1]	Premium High Capacity	5/7.5	$442,910,400	$117,000,000	$1,441 million	$504 million[4]
University Drive	Premium Rapid Bus	10/15	$15,180,000	$44,000,000		
US 1	Premium Rapid Bus	10/15	$18,760,000	$53,200,000		
Oakland Park Blvd[2]	Premium High Capacity	5/7.5	$271,040,000	$61,600,000		
Sunrise Blvd	Premium High Capacity	5/7.5	$209,622,000	$49,588,000		
Pines/Hollywood Blvd[3]	Premium High Capacity	5/7.5	$219,856,800	$54,540,000		
Dixie Hwy	Premium Rapid Bus	10/15	$7,704,400	$22,660,000		
Miramar Pkwy/ Hallandale Beach Blvd	Premium Rapid Bus	10/15	$9,144,800	$25,760,000		
Sample Rd[3]	Premium High Capacity	5/7.5	$165,457,600	$45,696,000		
Broward Blvd (SR 7 to Downtown Fort Lauderdale)[3]	Premium High Capacity	5/7.5	$77,568,550	$19,807,350		
Oakland Park Blvd (University Drive to Sawgrass Mills)[3]	Premium Rapid Bus	10/15	$3,815,000	$10,900,000		
Total- Premium Transit Projects			$1,441,059,550	$504,751,350		
Broward County Transit (BCT)						
Supporting Facilities						
Third Operations/ Maintenance Facility	Systemwide	N/A	$58,710,000	N/A	$212 million	$1,234 million
Intermodal Centers/ Hubs	Systemwide	N/A	Integrated with Mobility Hub cost estimates	N/A		
Park-n-Ride Facilities	Systemwide	N/A	$29,870,000	N/A		
Bus Shelters/Bus Bays/ Bus Stop Upgrades	Systemwide	N/A	$54,590,000	N/A		
Local Bus Service						
BCT Bus Capital Maintenance Needs	Systemwide	N/A	$3,790,223	N/A		
New LOCAL BUS Service (8 routes[5])/ Route Extension/ Headway Improvement	Fixed Route Bus Service (Local Bus)	N/A	$64,815,000	N/A		
Broward County Transit (BCT) including TDP Improvements (Capital Cost) & Partial BCT O&M Cost			N/A	$1,234,289,600[6]		
Total-Broward County Transit			$211,775,223	$1,234,289,600[6]		

Exhibit 24–2035 Cost Feasible Transit Projects (continued)

Project/Corridor/Route	Transit Mode	2035 CFP (Peak/ Off Peak) (Headway in minutes)	Capital Cost (2009 Dollars)	Total O&M Cost (2009 Dollars)	Revenue to support Capital Improvement (2009 Dollars)	Revenue to Fund O&M Cost (2009 Dollars)
South Florida Regional Transit Authority (SFRTA)						
Tri-Rail	Commuter Rail	20/60 (CRT)	N/A	$62,972,723	N/A	$63 million
Tri-Rail/I-95 Corridor	All Tri-Rail Shuttles	20/60	N/A		N/A	
Tri-Rail Deerfield Beach Station New Parking Deck	Commuter Rail (Station)	N/A	$11,398,610	N/A	$25 million	N/A
Tri-Rail Hollywood Station New Parking Deck	Commuter Rail (Station)	N/A	$13,628,667	N/A		
Total-SFRTA			$25,027,277	$62,972,723		

Notes:
A. Premium High Capacity Transit project capital and O&M cost estimate is based on BRT technology.
B. The O&M cost for Premium Transit projects is based on the assumption that these projects would operate for 10 years over the plan period (2025-2035).

[1] SR 7 premium service includes adding two exclusive lanes for transit use between Palm Beach County Line and Sample Road within available right of way, to provide for a total of eight lanes, six for general purpose traffic and two for transit.
[2] Project added and/or modified based on BCTs recommendation. Andrews Ave Premium High Capacity Transit project is part of the Oakland Park Blvd Premium High Capacity Transit project.
[3] Per Steering Committee recommendation, Sample Rd, Pines/Hollywood Blvd, and Broward Blvd (SR 7 to downtown Fort Lauderdale) projects were upgraded from Premium Rapid Bus to Premium High Capacity Transit while Oakland Park Blvd Premium Rapid Bus service between University Dr and Sawgrass Mills Mall was added.
[4] Revenue to support Premium Transit Service includes fare box recovery (passenger revenue) assumed at 20% ($101 million) of the total O&M cost ($504 million, 2009 dollars).
[5] BCT new local bus routes include Flamingo Road, Nob Hill Road, Palm Avenue, Douglas Road, Rock Island Road, Wiles Road, McNab Road, and Griffin Road.
[6] Allocated O&M funds ($1,234 million) cover approximately 33% of BCTs total O&M cost per FY 2009-2018 TDP ($3,791 million). This allocation covers 50% of the existing BCT O&M cost ($2,478 million) over the plan period (2015-2035), all in 2009 dollars.

Exhibit 25–2035 Cost Feasible Greenway Projects Map

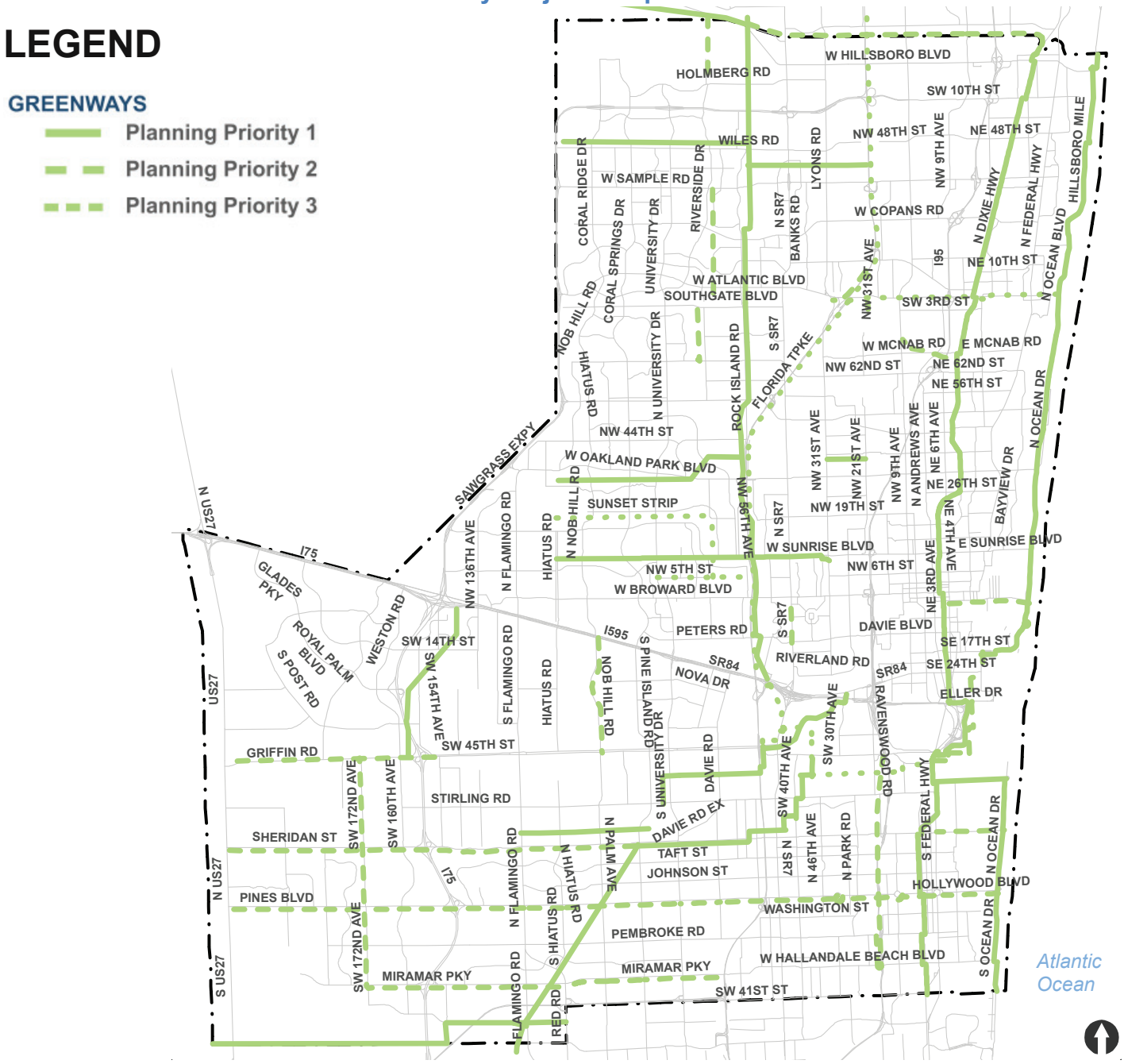


Exhibit 26–2035 Cost Feasible Pedestrian Projects Map

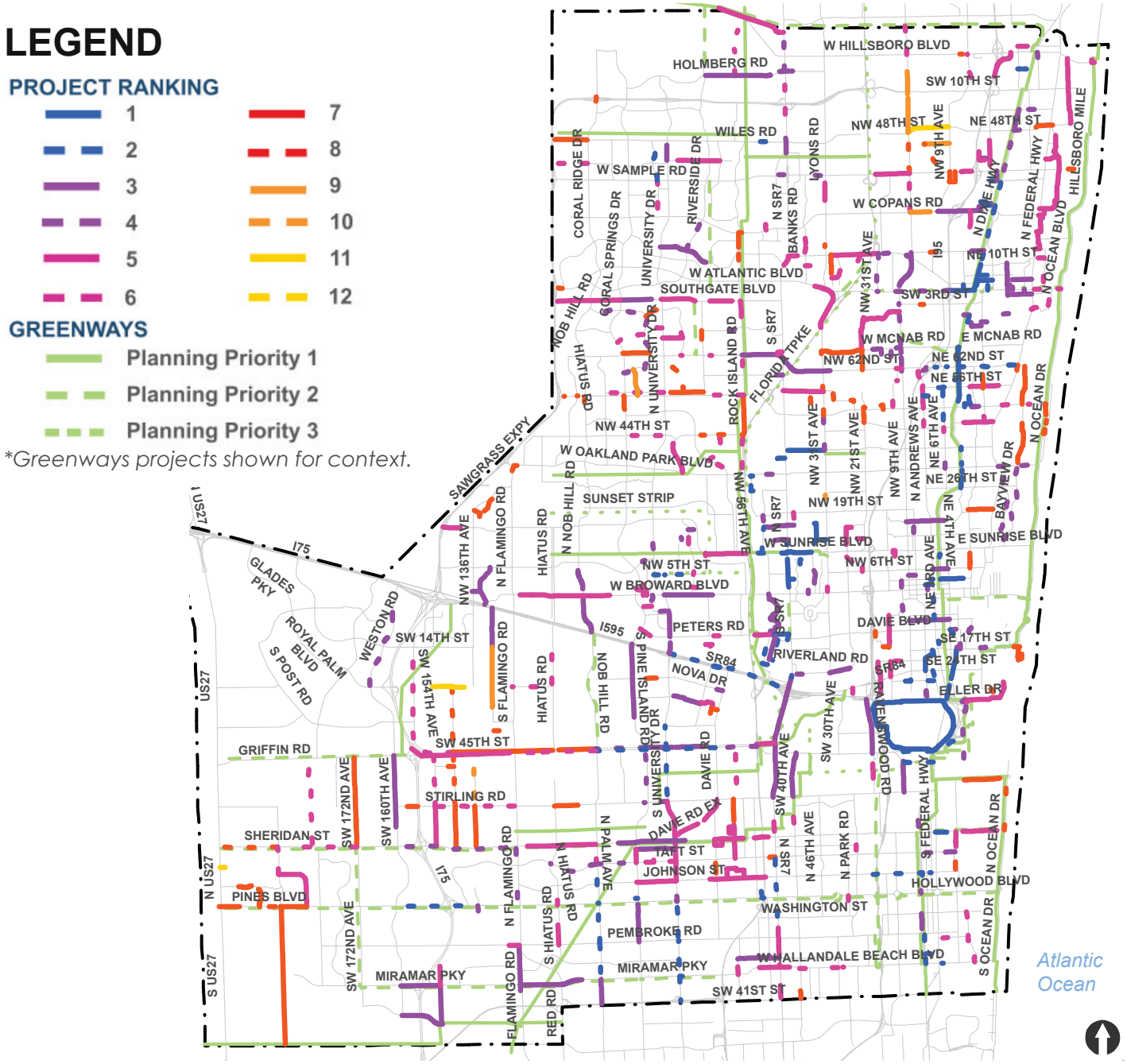


Exhibit 27–2035 Cost Feasible Bicycle Projects Map

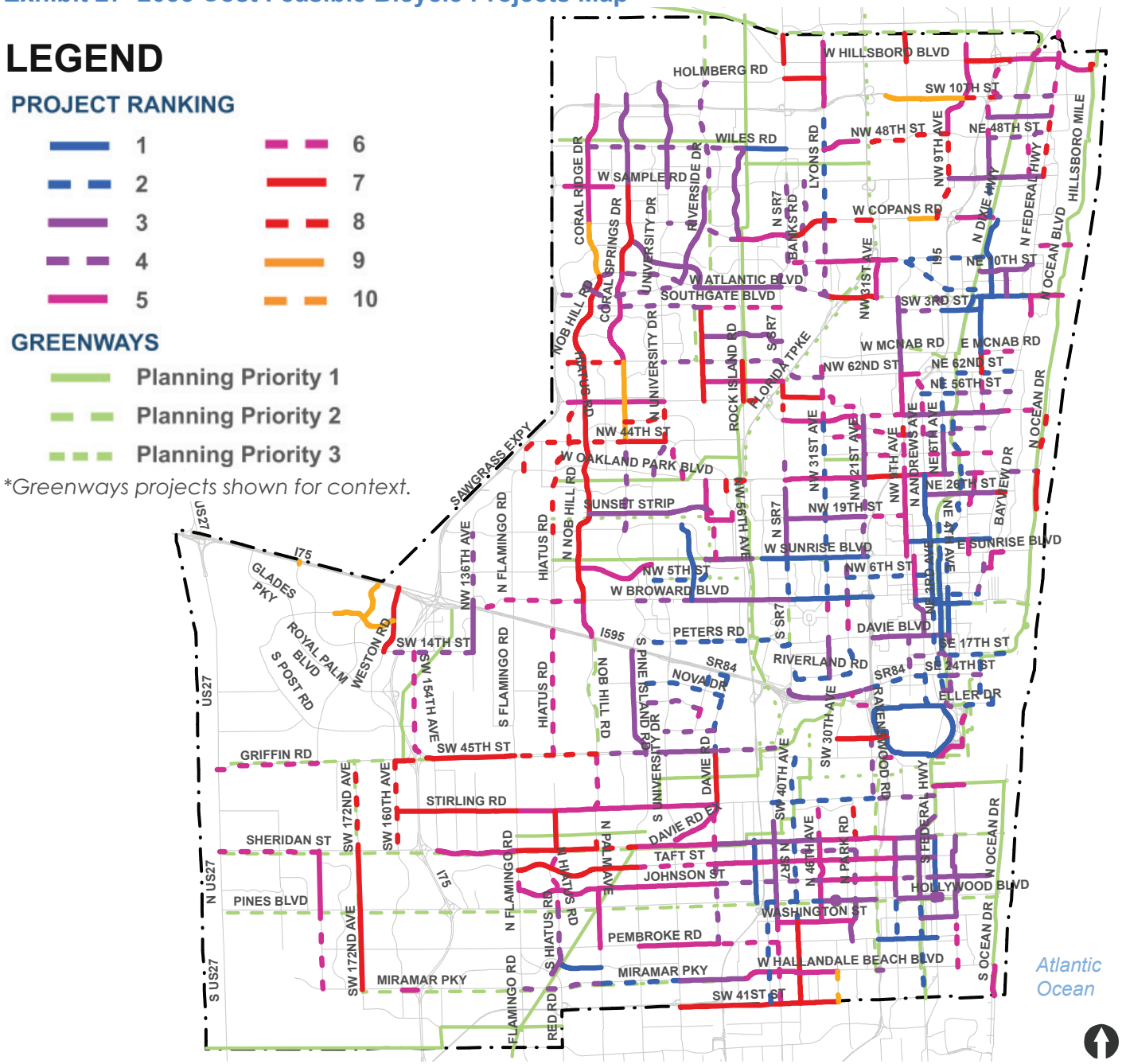
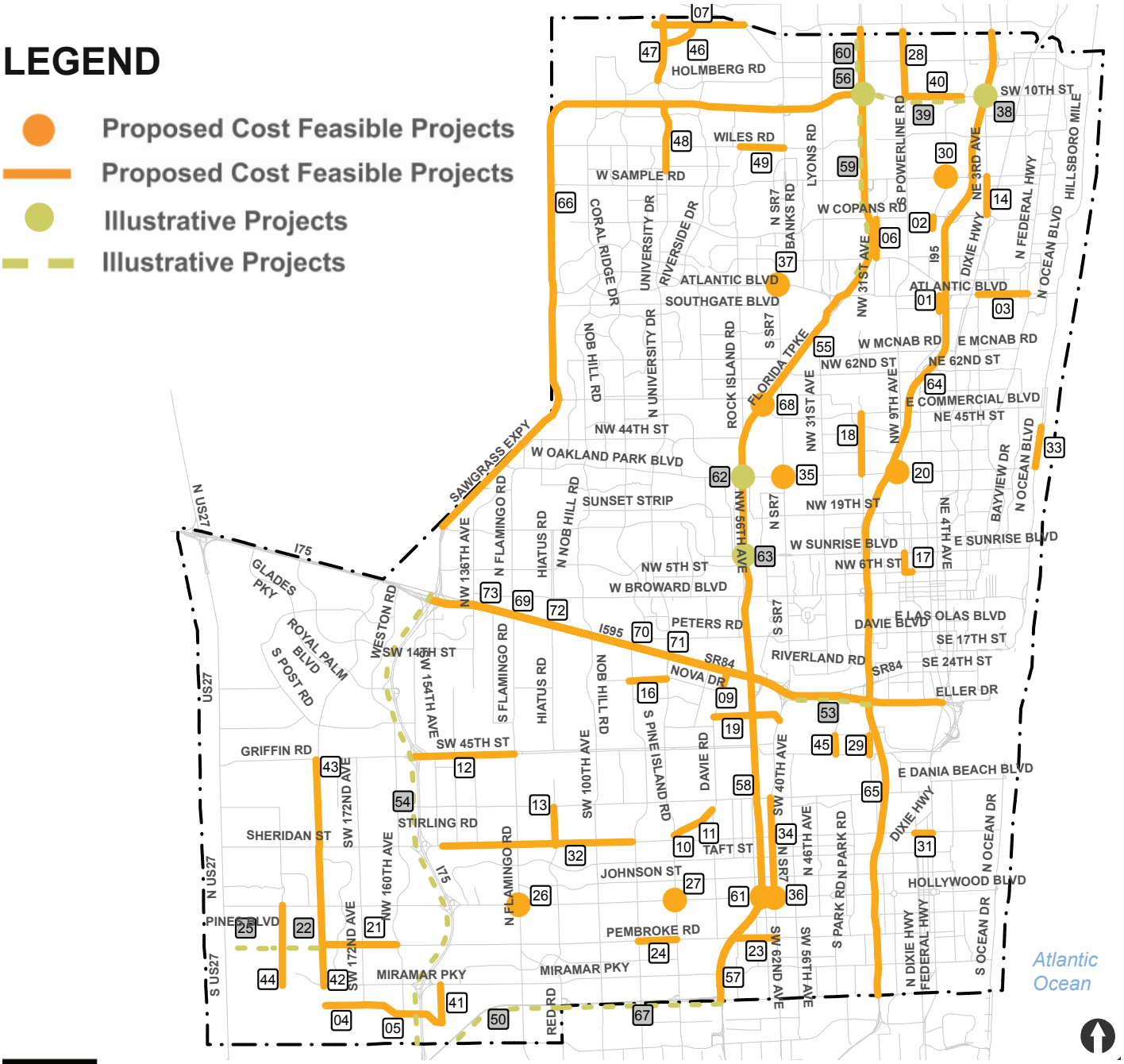
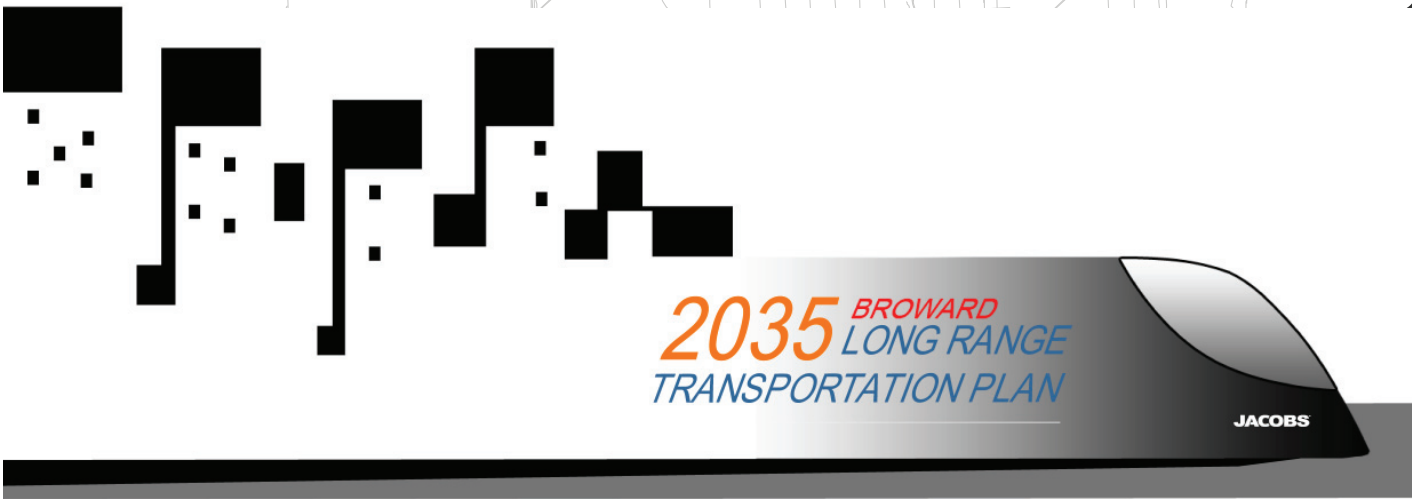


Exhibit 28–2035 Cost Feasible Roadway Projects Map





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5.1.1 Cost Feasible Plan Performance Results

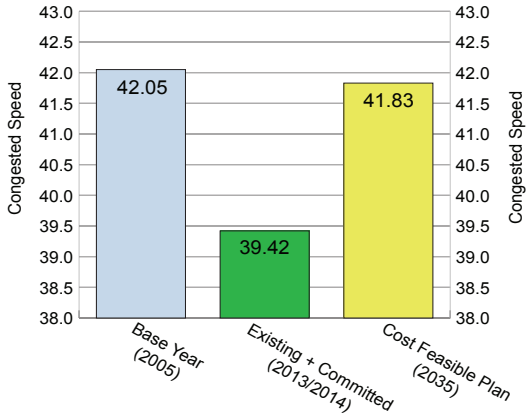
Measuring the effectiveness of the Cost Feasible Plan is a way to identify some of the potential benefits. The tool used to measure many of these factors is the regional travel demand forecast model. This tool, which now encompasses the South Florida tri-county area, provides us with an indication of whether proposed actions support goals and objectives. However, the LRTP with a focus on alternative modes is a paradigm shift. The model utilizes systems and services currently not in place or accounted for as part of the estimation of travel behavior and pattern and does not fully represent the new concepts of Mobility Hubs, Premium Transit, and widespread emphasis on the use of alternative modes. Evidence across the nation shows with a dramatic investment in new modes, travel behavior changes significantly more than traditional travel demand models are able to predict. Significant updates to the model will be undertaken in the future to improve their effectiveness in demonstrating effects of transportation investments.

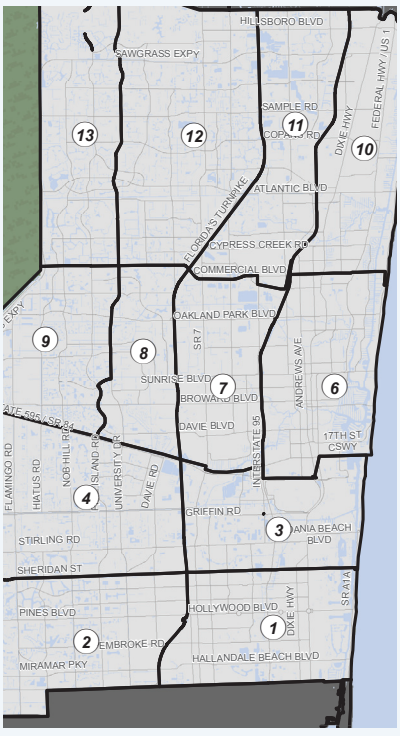
The Southeast Florida Regional Planning Model (SERPM) Version 6.5 does, however, provide the following indications regarding the Cost Feasible Plan. Comparisons are made to the E+C (Existing+Committed) network which includes projects and services already selected from approved plans for implementation prior to FY 2014-2015. E+C provides the baseline for comparison with the new LRTP. Key performance comparisons are reviewed below for Broward County as of 2035.

The travel demand forecast model used for analysis incorporates the tri-county area for the first time.

Congested speeds on major roadways improve from 39 mph to 42 mph during busy peak periods for the Cost Feasible Plan compared to E+C. A three mile per hour improvement may appear to be slight. However, it is very difficult to improve roadway flows when roadways are already congested. As shown on the Traffic Congestion map (Exhibit 11 in Chapter 2 “Challenges & Opportunities”) a majority of the roadways in Broward County are already at high levels of congestion during peak periods today. Due to limited availability of right-of-way and potential negative impacts of more roadways on existing development and neighborhoods, the Cost Feasible Plan includes few additional roadway widening projects or new roadways.

Exhibit 29-Comparison of Congested Speed

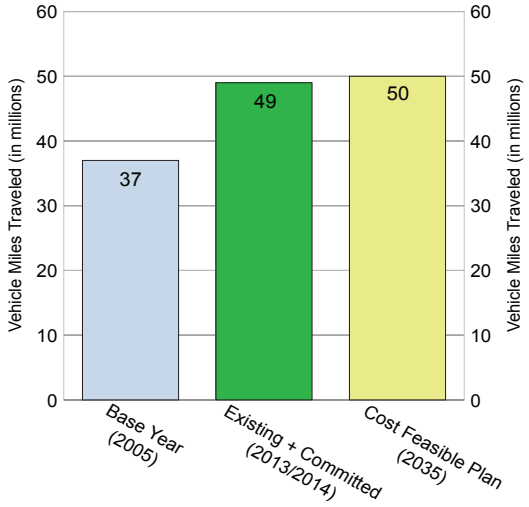




SERPM Version 6.5 was used for model analysis.

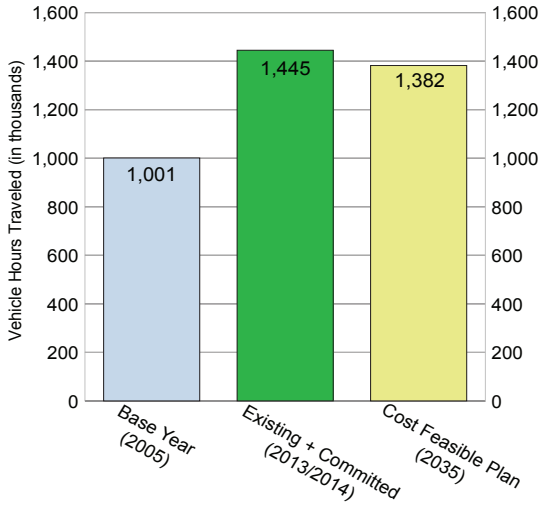
Vehicle Miles Traveled (VMT) for private passenger vehicles, (single and high-occupant vehicles) increases slightly with the new plan, 49.9 million VMT per day for Cost Feasible Plan and 48.9 million VMT per day for E+C in Broward County. The total VMT for Broward County increases only 2% compared to E+C. However, the VMT per person per day **decreases** by 18%, from 26.5 to 21.7 miles per person per day. Reduced travel per person for a larger population base reflects a reduction in average trip length and a modal shift that contributes to less roadway congestion.

Exhibit 30-Daily Vehicle Miles Traveled (VMT)



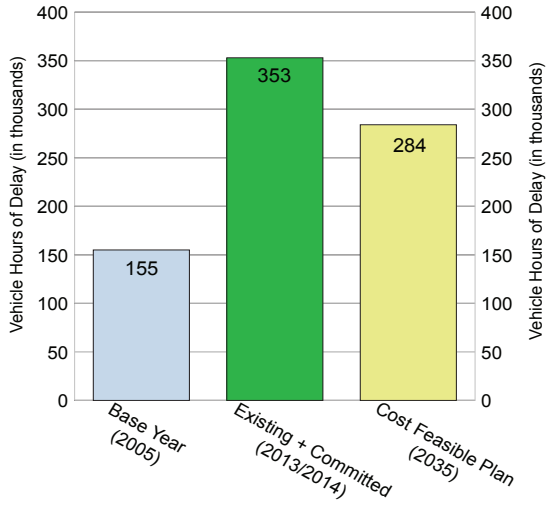
Vehicle Hours Traveled decrease from 1,445 to 1,382 million hours per day with the Cost Feasible Plan. On average, a Broward County resident would drive approximately 36 minutes per day (combined for all trips) compared to 47 minutes as a result of transportation improvements proposed in the Cost Feasible Plan. This is a significant improvement (23% reduction in daily vehicle hours traveled) considering that both population and the number of vehicles increase by 29% and 22%, respectively. More people and vehicles will move around, but more efficiently.

Exhibit 31-Daily Vehicle Hours Traveled (VHT)



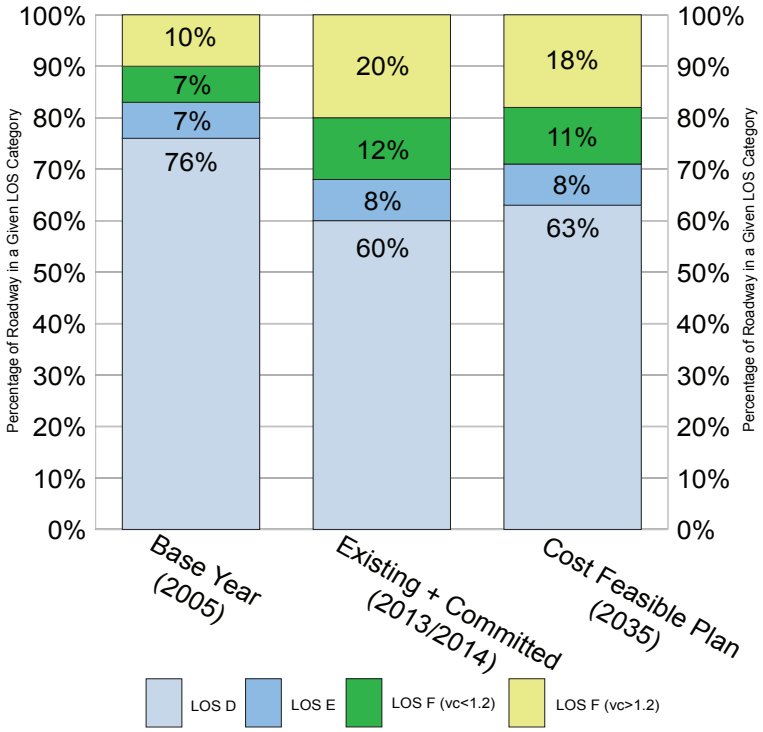
Vehicle Hours Delay decrease from 353 to 284 thousand hours per day with the Cost Feasible Plan. Travelers in Broward County will spend approximately 20 million fewer hours each year sitting in traffic (combined for all trips). This represents 20% reduction in delay due to reduced traffic congestion that can be attributed to the transportation improvements proposed in the Cost Feasible Plan.

Exhibit 32-Daily Vehicle Hours of Delay (VHD)



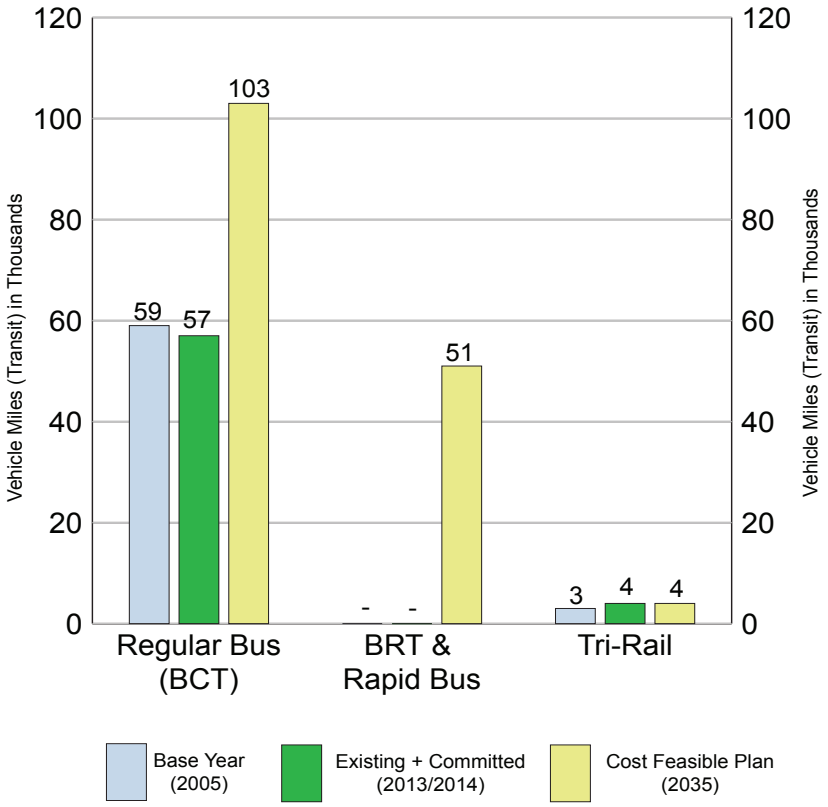
Traffic Level of Service: The percent of major roadways at Level of Service "F" decreases from 32% to 29%, even with higher volumes of transit vehicles from added service. This reflects an increase in mode shift from single-occupant vehicle travel to Premium Transit service.

Exhibit 33-Roadway Level of Service (LOS)



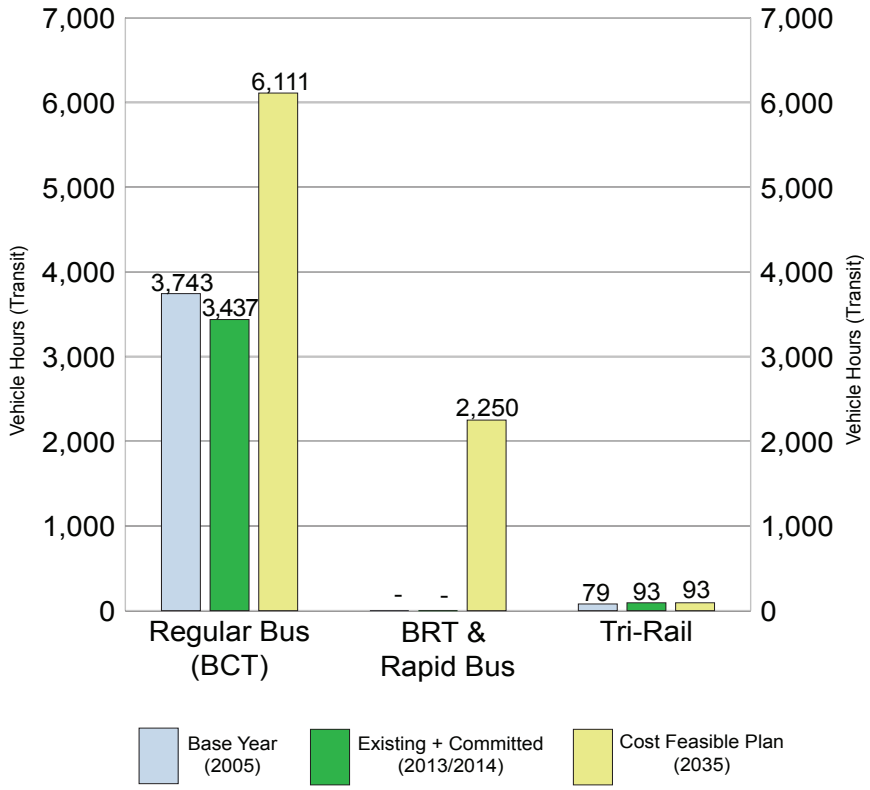
Daily Vehicle Miles for Transit Modes with the Cost Feasible Plan is projected to reach 2.6 times the E+C transit service. Local bus VMT increases from 57,290 to 103,157 VMT for transit; Premium Transit services represent 50,938 VMT for new modes of travel not available today, namely BRT and Rapid Bus.

Exhibit 34-Daily Vehicle Miles for Transit Modes



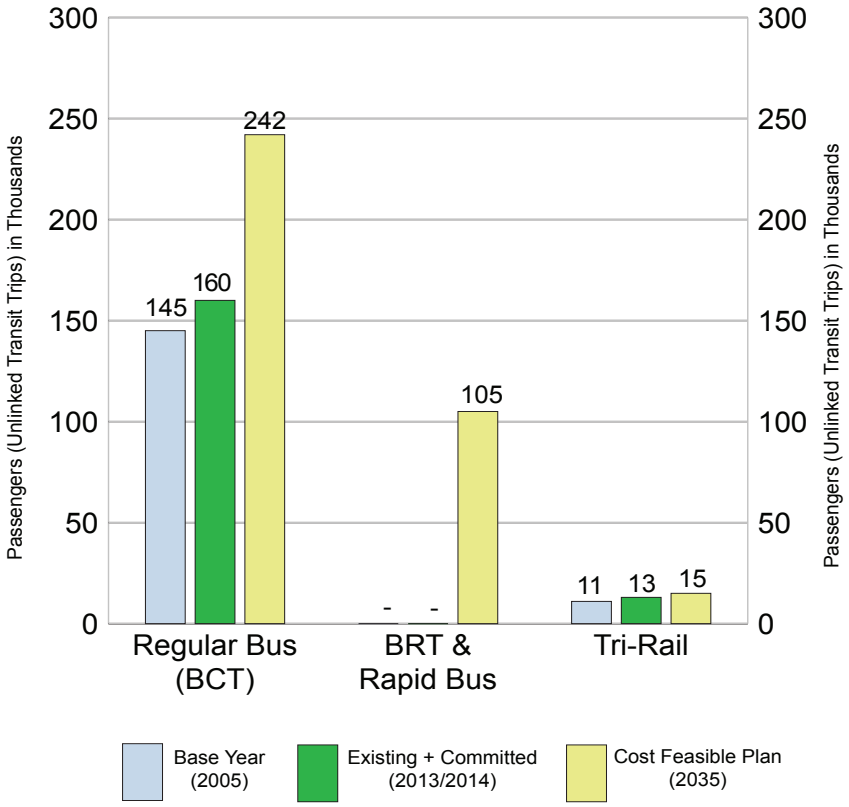
Daily Vehicle Hours with the Cost Feasible Plan compared to E+C increases 2.4 times for all transit modes: 6,111, increased from 3,437 vehicle hours traveled by local bus service. New services for BRT and Rapid Bus will run 2,250 vehicle hours each day. This results in an additional 4,924 daily vehicle hours of transit service with the Cost Feasible Plan compared to E+C.

Exhibit 35-Daily Vehicle Hours (Transit)



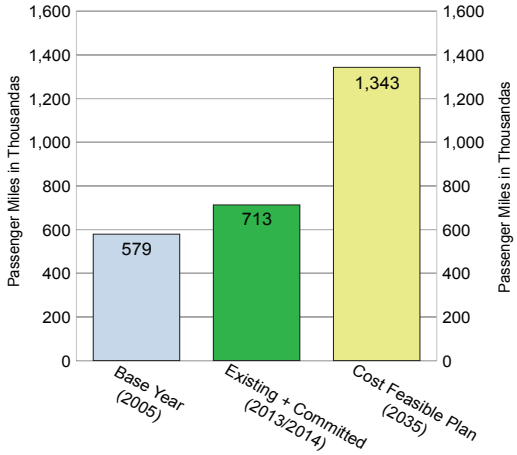
Daily Transit Ridership (boardings) double for the Cost Feasible Plan compared to E+C. Daily riders for local bus increases to 241,529 boardings with the Cost Feasible Plan, up from 159,834 with E+C, an increase of 50%. Daily riders for new BRT and Rapid Bus services result in 104,619 new boardings made possible by this new service. In addition, Commuter Rail boardings increase to 14,577 daily riders compared to 13,426 with E+C. The composite result for total daily transit ridership from all transit services with the Cost Feasible Plan increases to 360,725 versus 173,260 with E+C, an additional 187,465 daily riders (boardings).

Exhibit 36-Daily Transit Ridership (Unlinked Transit Trips)



Passenger Miles for all transit modes increase two-fold with the Cost Feasible Plan compared to E+C.

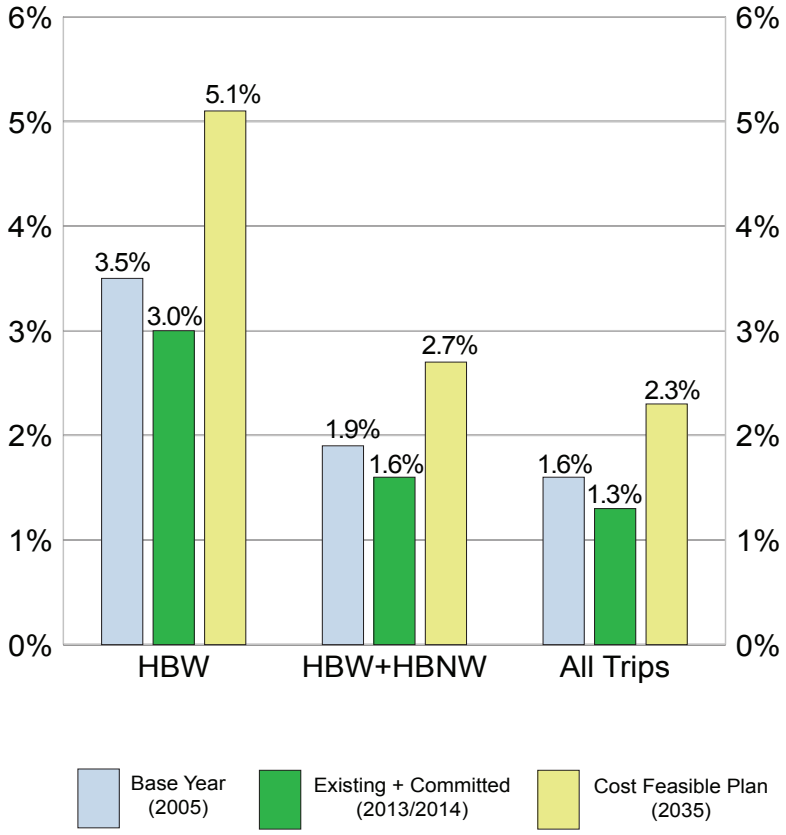
Exhibit 37-Daily Transit Ridership (Passenger Miles)



Transit Mode Split for home-based work trips for the Cost Feasible Plan compared to E+C increases from 3% to 5.14%, a 70% increase in total transit use.

Level of transit service in 2035 vehicle miles traveled is expected to be 2.6 times that of today's service.

Exhibit 38-Daily Transit Ridership (Mode Split)



A key point to mention is that there are other elements of the plan that are not modeled, but provide significant improvements for access and mobility. The Cost Feasible Plan includes 251 miles of new greenways, 314 miles of new sidewalks, and 485 miles of on-road and off-road bikeways. This intermodal access promotes the utilization of transit and decreases travel by single-occupant vehicles. Freight, ITS and safety improvements included in the Cost Feasible Plan also encourage better and more efficient mobility options.

5.1.2 Cost Feasible Plan (Phasing: Implementation)

The 2035 Cost Feasible Plan is programmed and phased in five-year increments and the dollars are expressed in Year of Expenditure (YOE) dollars. Previous LRTPs have reviewed cash flow in current year dollars. This revision for the 2035 LRTP to YOE dollars allows the plan to better represent availability of funds for the program elements and potentially to better plan for timing of projects and manage project costs.

The financial plan was developed using the 2035 Revenue Forecast Handbook prepared by the Florida Department of Transportation (FDOT) in May 2008. The balancing of high-priority improvements with estimates of expected revenue sources to the time of expected

Performance of Cost Feasible Plan

- ↑ *Roadway speeds increase by 3 mph*
- ↓ *VMT decrease by 18%*
- ↓ *Vehicle hours lower by 23%*
- ↓ *Vehicle hours of delay lower by 35%*
- ↓ *Failed roadways decrease by 10%*

Additional transit service:

- ↑ *96,805 increase in daily vehicle miles*
- ↑ *4,924 increase in daily vehicle hours*

Daily transit ridership:

- ↑ *Ridership doubles to 187,465 boardings*
- ↑ *Passenger miles double to 1,343,182 miles per day*

Transit mode split:

- ↑ *Mode split for work trips increases by 71%*

expenditure is determined by applying proscribed inflation factors to the expected implementation schedule for those improvements. Two sets of inflation factors were used to convert project cost from current 2009 cost to YOE dollars–one set for Premium Transit projects and another for all other projects (roadway, mobility hubs, ITS, greenways, pedestrian, bicycle, seaport/airport/freight) as shown in Exhibit 39 below.

Exhibit 39–2035 Revenue Forecast Handbook Inflation Factors

Project Type	FY 2014-15	FY 2016-20	FY 2021-25	FY 2026-30	FY 2031-35
Transit	1.14	1.24	1.40	1.59	1.80
Roadway and All Other	1.22	1.37	1.61	1.89	2.22

Inflation factors were developed for roadway and all other projects reflect Florida-specific experience and are forecast based on the average for the statewide 2008 Revenue Estimating Conference. Transit inflation factors were less defined by FDOT due to more limited practical experience in project implementation. The Consumer Price Index was used as the most relevant forecast of inflation; however, project sponsors are encouraged to develop more project-specific inflation factors in financial planning.

Revenue sources applied to program elements are subject to constraints on allowable uses of those funds. For example, only 20% of constitutional fuel taxes are available for maintaining local roads. Also, FDOT SIS/FIHS funds can only be used for facilities meeting these classifications. Some sources have more flexibility as to what they can be used for. For example, Transportation Management Area Funds, county fuel tax, and 80% of constitutional fuel taxes are eligible for spending on Premium Transit capital improvements in addition to roadway projects.

Revenue streams by funding source are detailed in Exhibit 40. Due to the uncertainty of timing for revenues forecast for the mega-projects, receipt of funds is assumed for the mid-point period of FY 2021-2025. Fare-box revenues from Premium Transit are projected following start-up of those new services in the last ten years of the program period FY 2026-2035. See *Financial Resources Technical Report* for details of revenue forecasts of all other sources.

Exhibit 40–Revenue Forecast Year of Expenditure (YOE) Dollars (in millions)

Revenue Projections by Source	FY 2014-15	FY 2016-20	FY 2021-25	FY 2026-30	FY 2031-35	21-year Total
FDOT-SIS/FIHS	$97	$639	$63	$0	$0	$799
FDOT-"Mega-Projects" (uncertain timing)			$3,304			$3,304
FDOT-Other Arterial, Transit, TMA	$91	$517	$570	$607	$645	$2,430
FDOT-Product Support (Equal to 20% of Other Arterial)	$9	$54	$60	$64	$70	$257
State & Federal Transit New Starts	$45	$175	$163	$163	$163	$708
Turnpike (revenues available for capital)	$16	$92	$108	$125	$143	$484
Fuel Taxes (constitutional, county, municipal, LOGTs)	$126	$648	$681	$716	$753	$2,925
Transportation Concurrency Fees	$3	$16	$19	$22	$25	$84
Broward County Transit Operating[1]	$80	$428	$480	$539	$606	$2,133
Broward County Transit Capital[1]	$26	$137	$151	$167	$185	$666
County contribution to SFRTA	$5	$29	$34	$39	$46	$153
Estimated Fare Revenue from Premium Transit				$95	$111	$206
TOTAL	$498	$2,735	$5,632	$2,538	$2,745	$14,148

[1] *Not included elsewhere*

Exhibit 41–2035 Cost Feasible Plan–Phasing in Year of Expenditure (YOE) Dollars (in millions)

Transportation Improvement Portfolio	FY 2014-15	FY 2016-20	FY 2021-25	FY 2026-30	FY 2031-35	21-Year Total
Premium Transit Service (Capital)	$65	$541	$689	$575	$608	$2,478
Premium Transit Service (On-going Studies, PD&E)	$50	$0	$0	$0	$0	$50
Premium Transit Service (O&M)	$0	$0	$0	$403	$456	$858
Broward County Transit (BCT) (Capital)	$26	$137	$111	$0	$0	$274
Broward County Transit (BCT) (O&M)	$80	$428	$480	$539	$606	$2,133
Community Bus (O&M)	$12	$58	$63	$68	$84	$284
Mobility Hubs (Capital)	$48	$213	$0	$0	$0	$261
Mobility Hubs (O&M)	$0	$26	$29	$35	$41	$131
Tri-Rail (O&M)	$5	$29	$34	$39	$46	$153
Bicycle	$8	$44	$62	$43	$28	$185
Pedestrian	$7	$44	$63	$43	$28	$185
Greenways	$11	$62	$156	$127	$70	$426
Roadways (SIS/FIHS)	$97	$639	$3,367	$0	$0	$4,103
Roadways (Turnpike)	$16	$92	$108	$125	$143	$484
Roadways (Arterial & Others) (Capital)	$29	$199	$352	$414	$482	$1,476
Roadways (Arterial & Others) (O&M)	$9	$45	$49	$52	$71	$226
Freight	$5	$47	$69	$74	$81	$276
ITS	$30	$133	$0	$0	$0	$163
Total (w/o SIS/FIHS and Turnpike)	$385	$2,005	$2,157	$2,412	$2,602	$9,559
Total (w SIS/FIHS and Turnpike)	$498	$2,735	$5,632	$2,537	$2,745	$14,147

Note: Totals do not add due to rounding

Exhibit 42–2035 Cost Feasible Plan–Phasing in Current Year FY 2009 Dollars (in millions)

Revenue Projections by Source	FY 2014-15	FY 2016-20	FY 2021-25	FY 2026-30	FY 2031-35	21-Year Total
FDOT - SIS/FIHS	$79	$466	$39	$0	$0	$585
FDOT - "Mega-Projects" (uncertain timing)			$2,052			$2,052
FDOT - Other Arterial, Transit, TMA	$74	$378	$354	$321	$290	$1,418
FDOT - Product Support (Equal to 20% of Other Arterial)	$7	$39	$37	$34	$32	$149
State & Federal Transit New Starts	$37	$128	$101	$86	$73	$425
Turnpike (revenues available for capital)	$13	$67	$67	$66	$64	$278
Fuel Taxes (constitutional, county, LOGTs)	$103	$473	$423	$379	$339	$1,718
Transportation Concurrency Fees	$2	$12	$12	$11	$11	$48
Broward County Transit Operating[1]	$65	$307	$290	$275	$262	$1,199
Broward County Transit Capital[1]	$21	$100	$94	$88	$83	$387
County Contribution to SFRTA	$5	$27	$29	$31	$32	$124
Estimated Fare Revenue from Premium Transit				$50	$50	$100
Total	$408	$1,996	$3,498	$1,343	$1,237	$8,482

[1] *Not included elsewhere*

Phasing for capital projects and timing of availability for operating funds to support those projects after construction was developed at the project level for each major program in the transportation investment portfolio for all modes/categories. This was accomplished in consideration of project implementation schedules for individual projects within each program in a manner that provides an intermodal balance for timing of project service start-up. Project development time for environmental processes, engineering and vehicle purchases were also factors in phasing. Development of phasing by mode and the resulting timing for each program is discussed in this section. Aggregate results in YOE dollars for phasing of programs in the transportation investment portfolio for the Cost Feasible Plan are shown in Exhibit 41.

Lower inflation factors for transit projects were considered after the Cost Feasible Plan had already been developed. The phasing above using the new inflation factors for transit projects results in a surplus of $384 million in current year 2009 dollars. However, these funds are available in FY 2026-2030 ($48 million YOE dollars) and in FY 2031-2035 ($644 million in YOE dollars). These additional funds are dedicated for Premium Transit use and will be available for purchase of right-of-way and project contingency. These funds may also be made available earlier if they are reserved to service bonds issued to accelerate projects.

The timing assumptions used for the phasing of project implementation and funding of O&M costs are discussed for each program type in the following and is detailed in the Appendix for each project. Exhibit 77 in the Appendix lists the roadway improvement projects completed between FY 2005/2006 and FY 2007/2008. Roadway improvements and major transit improvements programmed in the FY 2009/2010-FY 2013/2014

TIP are considered as committed projects. A list of committed projects is provided in Exhibits 78 and 79 in the Appendix.

First, a discussion of what projects will be implemented in the near-term period of FY 2014-2020 and the longer term period of FY 2021-2035 is provided to give an overall sense of the implementation strategy.

Near-term Implementation (FY 2014-2020)

Expansion of the local bus system occurs in the near-term, including a number of support facilities. Operating funds are provided by the 2035 Cost Feasible Plan up to 50% of existing service or 33% of expanded plus existing service. Funding shortfalls need to be addressed in the near-term to ensure long-term operations.

Early implementation of Mobility Hubs and bicycle/pedestrian/ Greenway connectivity projects will provide the transit-supportive land use to promote transit. All Mobility Hubs, including 20 Gateway Hubs, 20 Anchor Hubs, and 63 Community Hubs will be implemented in the near-term. Operating funds for Mobility Hubs are programmed to begin in FY 2015. Approximately one third of all connectivity projects will be constructed in the near-term including 167 miles of bikeways, 107 miles of pedestrian sidewalks. Greenways will be expedited with almost two thirds of the total system (153 miles) in place by FY 2020. All identified ITS projects will be implemented in the near-term. This includes both Open Road Tolling and Automated Traffic Management Systems.

Systems planning, alternatives review, environmental processes and public involvement required to implement High Capacity Premium Transit projects (BRT for the Cost Feasible Plan and possibly LRT should funding be identified) and Rapid Bus will also begin by or before FY 2014 and continue through FY 2020. Projects now in the planning stage are included in the 2035 LRTP as Illustrative Projects.

Almost half of the roadway projects and all of the freight projects on roadways are expected to be constructed prior to FY 2020. Other mega-projects, Florida Turnpike projects, and SIS/FIHS roadway projects will be implemented in accordance with the implementing agency's respective program, which is determined outside of the 2035 LRTP.

Long-term Implementation (FY 2021-2035)

Project development for High Capacity and Rapid Bus Premium Transit projects involve significant front-end planning to study and secure federal and local funding commitments. Construction on these projects could begin as early as FY 2021. These projects are not expected to be in operation until FY 2026; therefore, Premium Transit operating funds are provided for in the ten-year period from FY 2026 through FY 2035. Operating funds are also provided for Mobility Hubs during this period.

Completion of all connectivity projects occurs in the long-term period including 317 miles of bikeways, 207 miles of pedestrian sidewalks and 98 miles of Greenways. The remaining 50% of highway projects

are completed during this period. Partial funding of local bus service (BCT and community bus) and Tri-Rail continues in this phase.

Details of each mode and phasing of projects for each over the near and long term plan period follows.

Local Bus and Premium Transit

The Broward County Transit (BCT) bus system and supporting infrastructure will be expanded in the early years of the plan. This expansion will include a third bus operations/maintenance facility, park-n-ride facilities, bus shelter/bus bays/bus stop upgrades, and expansion of the bus fleet by 150 vehicles to a total fleet of 450 vehicles. There is a shortfall of operating funds for BCT that necessitates a restructuring of operations or additional resources. The constraints associated with certain revenue sources limits funds available for operations. New sources of revenue will be needed for local bus service.

Mobility Hubs are planned for implementation by local jurisdictions, in cooperation with the Broward MPO, BCT and FDOT. The first Gateway Hubs scheduled for implementation in FY 2014-2015 are the top four (Broward Boulevard and NW/SW 1st Avenue; Broward Boulevard and I-95; Hallandale Beach Boulevard and US1; and Hollywood Boulevard and Dixie Highway) plus all 63 of the Community Hubs. The remainder of 16 Gateway Hubs and all 20 Anchor Hubs will be completed during FY 2016-2020. This reflects an expedited schedule that will require considerable coordination, cooperation and commitment from all involved parties.

In the first period of FY 2014-2015, Project Development and Environment (PD&E) studies are expected to be initiated for all Rapid Bus and High Capacity Premium Transit projects. Studies for high capacity projects are expected to carry into FY 2016-2020. Start-up of operations for High Capacity Premium Transit projects are planned to begin in FY 2025-2030; therefore, O&M funds are provided for the last 10 years of the total program.

Currently, funds are not allocated from the FY 2009/2010-FY 2013/2014 Transportation Improvement Program (TIP) for two Illustrative Projects-the Florida East Coast Corridor and The Wave. Should these projects advance into the next phase of preliminary and final engineering, Premium Transit capital funds will be made available for that purpose in FY 2014-2015. An allocation is made for this purpose in the amount of $50 million in YOE dollars.

A portion of operations funding is also provided in this plan for community bus and Tri-Rail services.

Bicycle/Pedestrian/Greenway Improvements

All bicycle/pedestrian/ greenway improvements shown in the Needs Plan are funded.

All projects identified are funded in this plan. The timing of implementation is based on priorities established during project evaluation and spans the entire program period through 2035. Priorities were developed in consideration of timing for Mobility Hub

implementation to ensure that connectivity to transit occurs when it is needed.

Roadways

SIS/FIHS project timing is taken directly from the cost feasible 2035 SIS/FIHS Long Range Highway Capacity Plan (FY 2014-FY 2035) prepared by FDOT. Turnpike projects were matched to available revenues so as to complete projects timely and efficiently without project interruption or overruns.

Mega projects including I-595 and I-95 reconstruction and managed lanes were not phased at the request of project sponsors due to uncertain timing. For purposes of cost adjustment to YOE dollars, funds were programmed to the midpoint period of FY 2021-2025.

All local roadway projects are either supporting connectivity to transit or they are addressing congestion management needs. Projects for intersection improvements and connecting roadways were scheduled in priority order.

Freight

Freight/airport/seaport facilities are eligible for funding under FDOT's SIS/FIHS, TRIP and Other Arterial/Right-of-Way Program funds. SIS/FIHS funds have already been programmed by FDOT for this plan period and available TRIP funds are uncertain. In January 2010, TRIP funds will also be reviewed and some of the projects included in this category may receive funding at that time. However, at the time of this report, only Other Arterial/Right-of-Way Program funds were available for these projects.

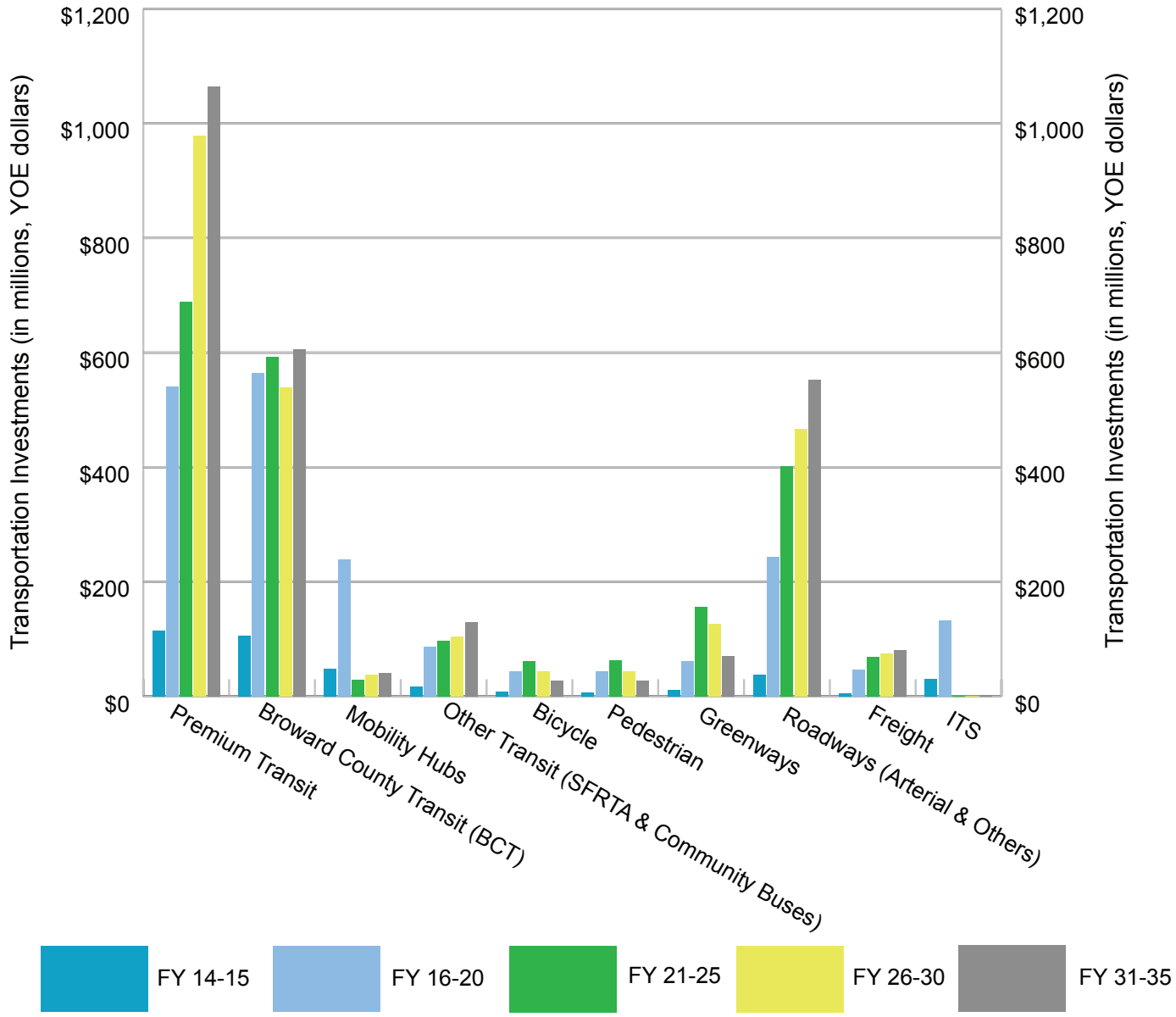
Projects selected for funding included in the 2035 Cost Feasible Plan total $276 million over the 21-year program for highway and ITS projects eligible for Other Arterial/Right-of-Way Program funds. Sufficient funds were available to fund all identified projects in the Needs Plan as well as studies for additional projects. Depending on the TRIP fund allocations and potential for future SIS/FIHS funds, additional projects could be funded during this plan period. Other sources of revenues could come from aviation and seaport capital improvement programs outside of the LRTP efforts.

Intelligent Transportation Systems

The Automated Traffic Management System (ATMS) for all of Broward County is scheduled for planning and design in FY 2014-2015 with implementation to follow in FY 2016-2020. Open Road Tolling is included in Florida's Turnpike Enterprise plan.

A graphic representation of program phasing by each time period is shown comparatively in Exhibit 43.

Exhibit 43-Transportation Investment Portfolio Phasing (in millions, YOE dollars)



5.1.3 Strategic Intermodal Systems

Florida's Strategic Intermodal System (SIS) is a transportation system that consists of statewide and regionally significant facilities and services which include commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. Currently designated SIS facilities accommodate almost all rail freight, more than 68 percent of truck traffic, and 54 percent of total traffic on Florida's State Highway System.

Exhibit 44 maps SIS and Emergency SIS corridors and hubs. Cost feasible SIS projects are listed in Exhibit 71 of the Appendix.

As the Broward 2035 LRTP was developed, special attention was placed on SIS facilities for the following reasons:

1. Regional impacts and benefits are expected; therefore projects must undergo thorough evaluation;
2. SIS improvements are eligible for SIS specific funding sources;
3. SIS improvements involve FDOT in the development and implementation phases of a project;
4. Many improvements emphasize the focus on alternative modes as referenced in the Statewide Plan; and
5. SIS facilities are emphasized in the *2025 Florida Statewide Transportation Plan* developed by FDOT. FDOT is a reviewing agency for the Broward 2035 LRTP.

In support of the fifth item above, the long-term objectives of the 2025 Florida Statewide Transportation Plan focus on SIS facilities include:

- Provide for smooth and efficient transfers for both people and freight between transportation modes and between the SIS and other transportation facilities.
- Reduce delay on and improve the reliability of SIS facilities;
- Preserve new capacity on the SIS for projected growth in trips between regions, states, and nations, especially for trips associated with economic competitiveness;
- Expand the use of modal alternatives to SIS highways for travel and transport between regions, states, and nations; and
- Establish statewide criteria for identifying and developing new SIS facilities where such facilities are needed to connect the economic regions of the state, especially economically distressed areas, in coordination with regional and community visions.

According to the 2025 Florida State Transportation Plan, the state will:

"Play the lead role in enhancing mobility for international, interstate, and interregional trips, primarily through its oversight and implementation of the Strategic Intermodal System (SIS) Strategic Plan...and... use alternative modes."

BROWARD METROPOLITAN MPO PLANNING ORGANIZATION

Exhibit 44-SIS & Emerging SIS Corridors & Hubs

SIS & Emerging SIS
Hubs, Corridors & Connectors

July 20
2008

DISTRICT 4(a)

LEGEND

SIS

Hubs
- Airports
- General Aviation Reliever Airports
- Seaports
- Passenger Terminals
- Spaceport
- Intermodal Freight - Rail Terminals

Corridors
- Highway
- Rail
- Waterways

Connectors
- Road Connectors
- Rail Connectors
- Waterway Connectors

Other
- Areas that are Urbanized[1]

Emerging SIS

Hubs
- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

Corridors
- Highway
- Rail
- Waterways

Connectors
- Road Connectors
- Rail Connectors
- Waterway Connectors

Planned Facilities

Hubs
- SIS/Emerging SIS (Planned Add)
- SIS/Emerging SIS (Planned Drop)

Corridors
- SIS/Emerging SIS Highway (Planned Add)
- SIS/Emerging SIS Highway (Planned Drop)
- SIS/Emerging SIS Railway (Planned Add)

Connectors
- SIS/Emerging SIS Highway (Planned Add)
- SIS/Emerging SIS Highway (Planned Drop)
- SIS/Emerging SIS Railway (Planned Add)

FDOT Districts

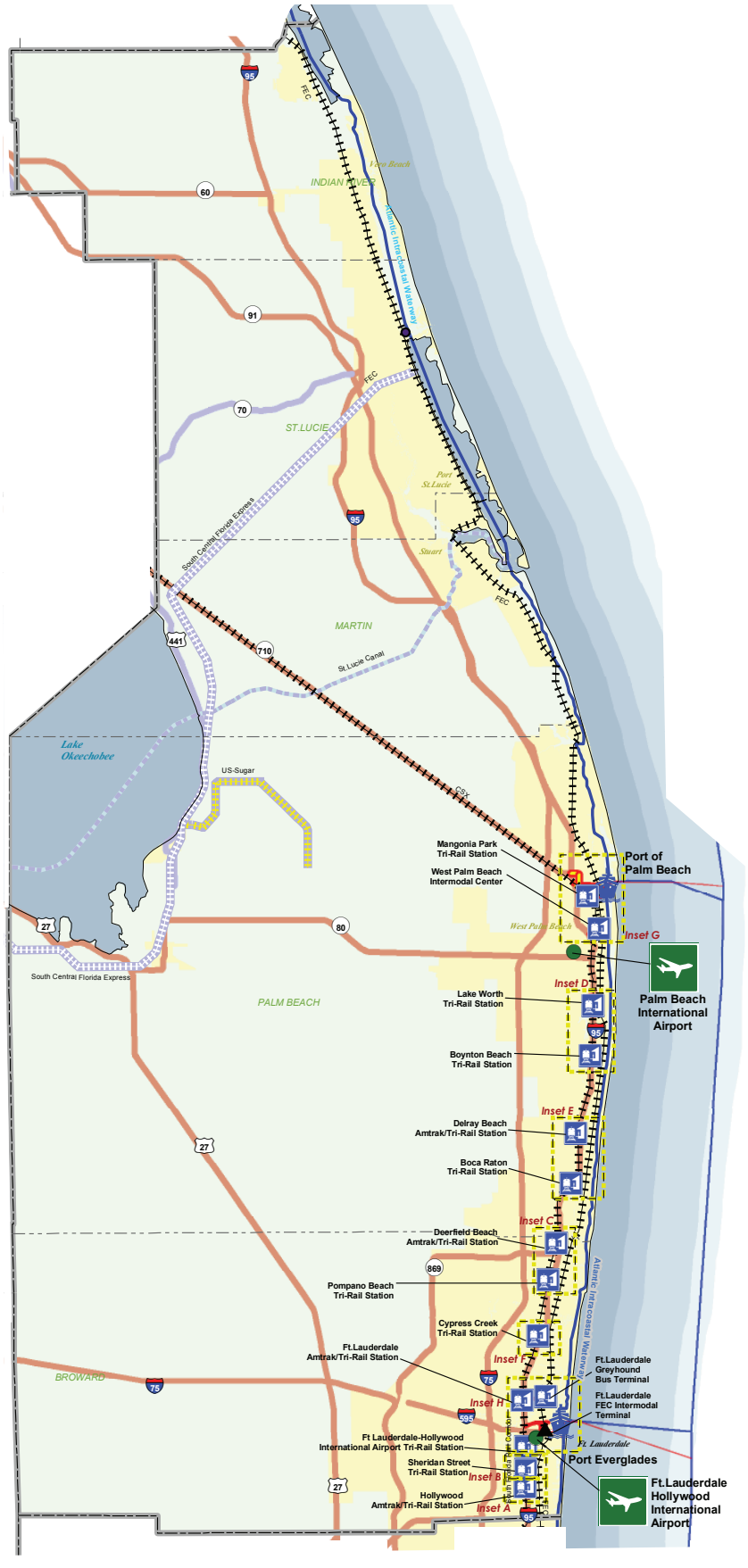
District Contact:
Amy Goddeau
(954) 777-4343

NOTES

[1] Population density greater than 1,000 persons per square mile. (2000 Census)

- Rail Connector Description
- Road Connector Description
- Waterway Connector Description

State of Florida
Department of Transportation
Office of Policy Planning

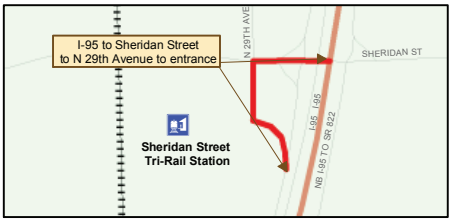


Source: Florida Department of Transportation

JACOBS

Exhibit 44-SIS & Emerging SIS Corridors & Hubs (continued)

Inset A



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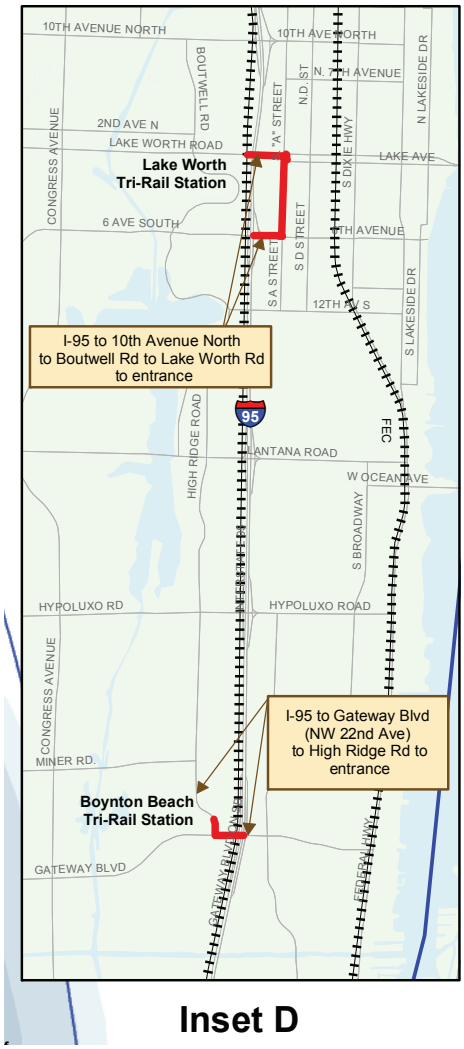

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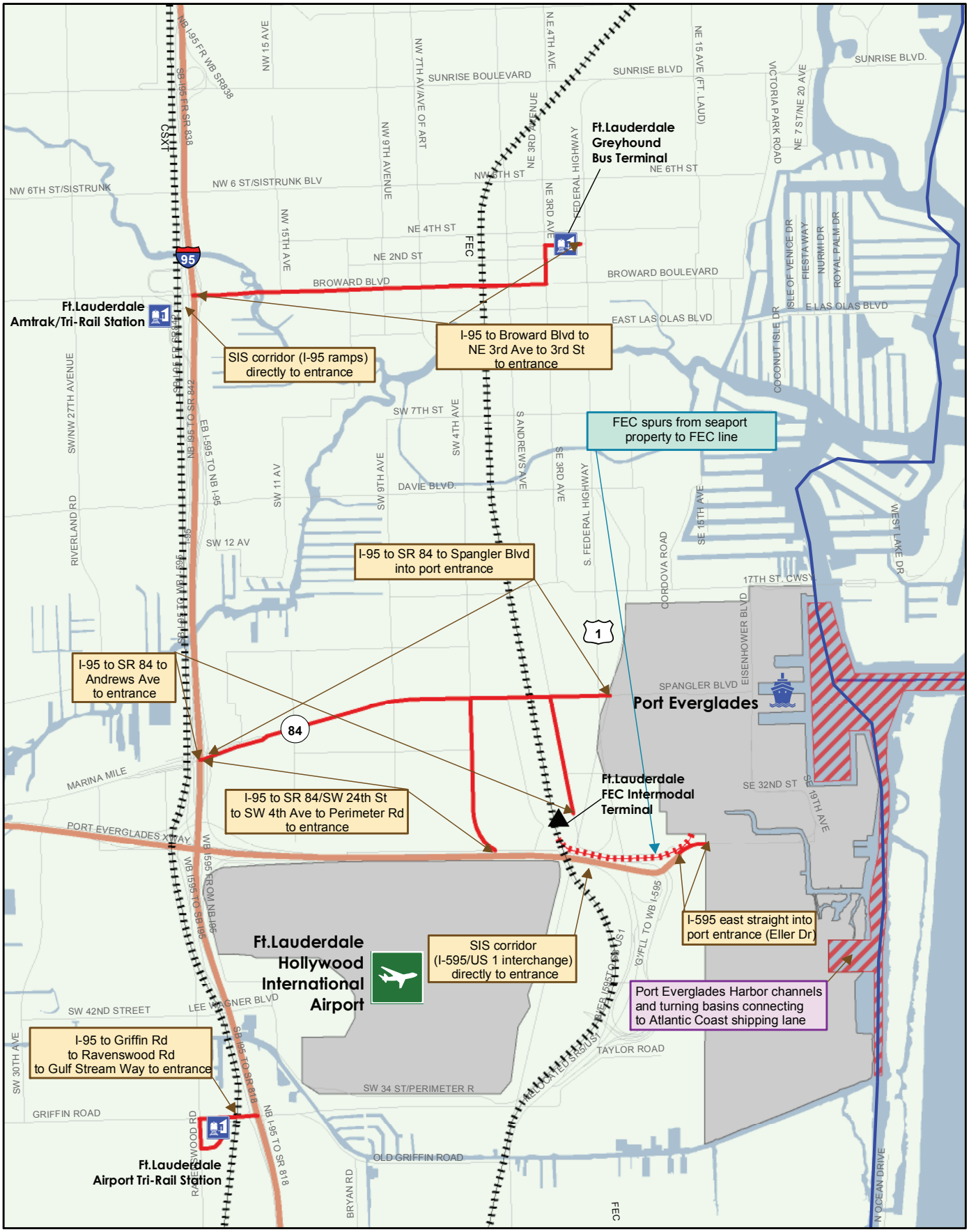
Exhibit 44-SIS & Emerging SIS Corridors & Hubs (continued)



Fort Lauderdale Area

Source: Florida Department of Transportation

Per the 2007 SIS Data and Designation Update, the following SIS categories have been developed and were considered in the LRTP:

- **Hubs** include ports and terminals that move goods or people between Florida regions or between Florida and other markets in the United States and other parts of the world. These include airports, spaceports, seaports, interregional passenger terminals, and freight rail terminals.
- **Corridors** include highways, rail lines, waterways, and other exclusive-use facilities that connect major markets within Florida or between Florida and other states.
- **Connectors** are highways, rail lines, and waterways that connect hubs and corridors.

5.1.4 Congestion Management

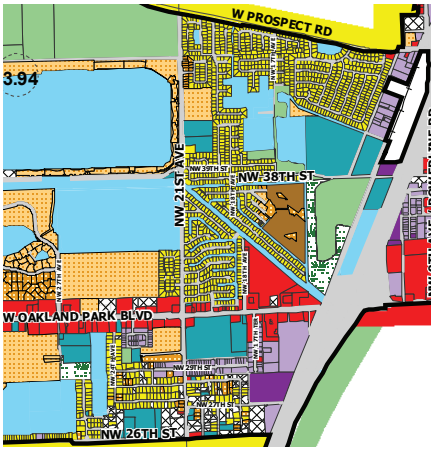
As congestion continues to grow with population in Broward County, planners will employ new tactics as an alternative to increasing infrastructure for single-occupant vehicle (SOV) travel. In 2005, the federal government elevated the national response to congestion in its reauthorization of national transportation program funding by recognizing the need to target specifically the sustained demand for SOV travel in the United States. The revised legislation targeted demand-side as well as supply-side techniques for reducing SOV travel. In particular, the need for integrated land use policies, pricing incentives, and investment in alternatives to automobile travel was recognized. This trend is expected to be expanded in the Transportation Appropriations Act of 2010 and the proposed Climate Change bill, with potentially significant implications for 2035 LRTP projects.

The current transportation planning process for Broward County analyzes and evaluates the county's transportation network (roadway and transit) annually, depicting the most congested areas through GIS maps, and recommending mitigation solutions in the form of roadway and transit improvements. In the past couple of years, the analysis of the freight network has been added to the process. Until several years ago, the county received approximately $10 million per year in the form of federal Congestion Mitigation & Air Quality (CMAQ) grants for these improvements. The money was mostly divided between traffic and transit improvements and allocated evenly to operating agencies. These grants were eliminated with the designation of the tri-county area as an attainment area. Nonetheless, congestion management continues to be a critical element of long-term transportation planning.

The Broward MPO's latest Congestion Management Plan entitled "Broward County Congestion Management System, 1995" outlines strategies for corridors throughout the county. This plan addressed multi-modal solutions to congestion. The Broward 2035 LRTP approach expands upon these concepts. A recommendation of the 2035 LRTP is to revise the county's Congestion Management Plan to reflect new programs and facilities identified in the 2035 LRTP.

Congestion Management Strategies:

- *Decrease trip making and length*
- *Shift from auto travel*
- *Enhance existing operations*



As shown in the "Challenges and Opportunities" Section 2 of this document, many roadways and intersection are anticipated to be congested by 2035. The mitigation strategies addressed in the sections are intended to mitigate the identified needs.

Mitigation Strategies for Congested Areas in Broward County

A primary component of the congestion management approach involves developing a toolbox of mitigation strategies that are consistent with federal guidelines and can be applied to the identified congested corridors and intersections. The strategies are intended to provide a methodology for congestion mitigation that begins with the most cost-effective and efficient strategies and ends with the most cost prohibitive and intrusive strategies (i.e. road widening for capacity improvement). Important to note, is that the 2035 LRTP includes few roadway capacity improvements compared to previous efforts. As a result, congestion management provides an alternative method to improve mobility and access in a less capitally intensive manner.

There are three primary levels of mitigation strategies summarized below:

Decreasing the Need for Trip Making and Trip Length

The Mobility Hubs Concept will change the need for trip making by serving as portals for vanpooling, carpooling, transit, walking, and biking, thereby decreasing the need for trips on roadways. In addition, multi-use developments around Mobility Hubs are likely to decrease average trip lengths by providing concentrated nodes of activity. Real-time messaging of both the roadway and transit systems may also encourage more efficient trip patterns.

Shifting Trips from Automobiles to Other Modes

The LRTP allocates 8% of non-previously programmed funding for pedestrian, bicycle, and Greenway improvements. This represents a very large increase in funding compared to any previous LRTP, especially considering the lower cost of these types of facilities compared to roadway and transit. Over 70% of funding is allocated to Premium Transit which further encourages modal shift over the long term. Based on model runs, more than a doubling of mode share for transit is anticipated by 2035. This is calculated from a travel demand forecast model that is calibrated to the limited transit system that we have operating today. It is anticipated, based on national experience, that mode shift to transit will be much higher than what is forecast with the tools available. In addition, pedestrian and bicycle travel is expected to increase greatly with the extensive construction of new sidewalks, bikeways and Greenways; however, a quantitative method to measure these changes has not been established for the region. Also of note is the importance of providing information to the public on the various types of facilities in the LRTP to educate the general public about products and choices. The Mobility Hubs placed throughout the county are ideal locations to disseminate information about transportation choices.

Enhancing Operations on Existing Roadway Facilities

The 2035 LRTP roadway focus is on lower cost operational improvements, which is very much in line with congestion management approaches. Intersection improvements, physical expansion for operational efficiency in select areas, and signal priority comprise the majority of roadway facilities included in the 2035 LRTP.

5.1.5 Travel Demand Management

Travel demand management (TDM) has traditionally included carpooling and vanpooling programs and ridesharing network options. Public information and education about available transit services, high occupancy vehicle lanes, park-n-rides, high occupancy toll lanes and congestion pricing, emergency ride home programs, flextime, and environmental benefits of reducing vehicle miles traveled are important components of a successful TDM strategy. These strategies have worked for both workforce commuters and college students. In some cities, high occupancy vehicle lanes provide an incentive to two or three-plus occupancy vehicles to gain access to the faster-moving special use lanes on limited access highways. In Broward County, the South Florida Commuter Services (an FDOT program) and South Florida Transportation Management Association provide information and promote a wide range of travel options including bicycle, transit, and telecommuting, in addition to ridesharing.

The 2035 LRTP will focus on introducing new options known as carshare and bikeshare in conjunction with Mobility Hubs to broaden access to support more transit use and reduce the necessity for car ownership. Although both carshare and bikeshare operate under the same premise of making vehicles available at various locations for a small charge, there are different challenges in implementing each of these programs. In addition, Traveler Information Services will be included at Mobility Hubs.

Carshare

Now a mainstay in European and Asian cities, the carshare business is catching on in the U.S. The first commercial carsharing company in the U.S. was founded in Portland, Oregon in 1998. Today, a number of carsharing companies (Zipcar nationwide and I-Go in Chicago) are growing throughout the country and major auto industry (Toyota, Ford, Daimler), and car rental firms (Hertz Connect, Enterprise WeCar, U-Haul U Carshare) have entered the market. Private and public sector alike are also interested in options which will reduce the cost of car ownership for their company non-revenue vehicle fleets.

Carshare is a mainstay in Europe and Asia, and catching on in the U.S.

Initially popular on U.S. college campuses, carsharing provides an alternative to car ownership and can eliminate the need for a second car in many households. This service is capable of dramatically reducing the number of cars on the road. The University of California at Berkeley reports a reduction in vehicle miles travelled of 44% and average savings of $600 per month per household. Carsharing is a way of life for many European residents facing high car ownership

costs and limited space for parking. Surveys estimate CO_2 emissions reductions of 50% per user.

Here's how it typically works. Potential carshare users become members of the carshare organization. Cars are stored at centrally-located areas of neighborhoods, community or commercial centers or campuses. When a member needs a car, they reserve one via the internet and mobile devices that can access the internet which transmits information to an onboard computer system. Upon arrival at the car location, a cell phone can help locate the car by making the horn beep. Once found, the car is unlocked with either a card or cell phone. Members are charged an annual membership fee ($50/year for Zipcar) and are automatically charged by the hour or day for use. If you are running late, you can extend your carshare as needed; however, late fees are applied to those who fail to do so. Reliability of the availability of a reserved car is important to the success of this type of service. Other rules also apply to ensure that cars are left clean, not left with empty gas tanks, and no smoking is allowed.

Some of the success factors include walkable neighborhoods, educated population with few children, areas with parking problems and available alternative modes of transportation. It should be kept in mind that carsharing is an extension of transit and is not expected to function as a standalone service. The demographic of the typical user is changing from eco-minded young college students to older cost-conscious middle-class workers. Some of the challenges with carsharing include zoning restrictions and permitting which can be easily overcome by supportive land use policies.

Two programs were introduced this year at the University of Miami (Zipcar) and at University of Southern Florida in Tampa (WeCar by Enterprise). The Florida Atlantic University in Boca Raton is also studying the idea. State grants are being tapped to help universities fund new carshare programs.

The 2035 LRTP calls for incorporation of space for carshare staging and storage at Mobility Hubs. Proximity to transit at centrally located transfer locations provides the kind of convenience carshare users expect. The creation of carshare programs at Mobility Hubs will be identified through the planning and design process.

Bikeshare

Bikeshare programs have been a popular means to increase intermodal transportation in densely populated urban areas and college campuses by allowing people to transfer to/from transit to bicycle. The primary function of bikeshare programs is to promote free or affordable access to bicycles to reduce the use of automobiles for short trips and reduce traffic congestion and the carbon footprint of commuting, and promote exercise.

Bikeshare is one of many modes planned at Mobility Hubs to provide travel options.

Many bikeshare programs operate similar to carshare programs in that memberships are required and a small fee may be involved. Most bicycle sharing systems are operated as community programs

where bicycles are left unattended at urban locations. Some systems offer bicycles at no cost. A common problem is theft and vandalism. This can be managed through user electronic identification systems. Deposit systems do not seem to deter theft. Some programs are operated by public-private partnerships where private advertising agencies are allowed to advertise on the bikes in return for operating the service. Other successful partnerships have been made with railway operators in Europe.

The earliest bikeshare program was started in the 1960s in the Netherlands. Programs in the U.S. have experienced mixed results. The most successful large-scale system in the U.S. is by far Washington D.C.'s SmartBikes which is operated by Clear Channel Outdoor Advertisers through a public-private partnership with the District Department of Transportation. Denver, Colorado and Austin, Texas rolled out BCycle this year, a new bikeshare program born from a corporate collaboration among health firm Humana, Trek Bicycles and advertisers Crispin Porter + Bogusky. Key to the success of bikeshare systems is high density in urban settings at centrally located hubs where they can complement transit modes.

The 2035 LRTP envisions similar systems to be operated at Mobility Hubs which will provide the transfer locations at locations that foster intermodal connections. The programs should be carefully planned to match public-private partnership goals with community needs and desires. There are many experiences across the globe that Broward County can now draw from as these transportation options begin to reach acceptance and popularity in similar urban settings.

The first bikeshare program was developed in the 1960s in the Netherlands.

Traveler Information Services

Another important component of TDM strategies is the incorporation of information systems to provide schedule and functional information to travelers to ensure awareness of transportation options. This will be accomplished with real-time passenger information and changeable message boards located on major transportation corridors, transit facilities and at Mobility Hubs.

Implementation Strategies

Considerable planning and coordination with a number of parties and vendors will be required to ensure success of all components envisioned for Mobility Hubs. The TDM strategies will be a critical component to the success of Mobility Hubs. Project components included in the Cost Feasible Plan include:

1. Surface parking for carshare at Gateway Hubs (30 spaces each) and Anchor Hubs (20 spaces each);
2. Wi-Fi infrastructure at Gateway Hubs;
3. Real-time passenger information (LED/LCD panels) for all hub types; and
4. Dynamic Message Signs (DMS) on arterials leading up to the hubs (incorporated into ITS technology projects).

All 63 Community Hubs for Broward will be implemented in the near-term.

Mobility Hubs are scheduled for early implementation of four Gateway Hubs and all 63 Community Hubs. Gateway Hubs would be the most appropriate locations for incorporation of carshare and bikeshare due to the expected availability of off-street parking and staging areas. However, smaller applications would also be appropriate for Anchor and Community Hubs with on-street or private sector parking. Funding is also available for traveler information systems. Planning for incorporation of carshare and bikeshare services and design of the facilities which includes traveler information services should begin immediately. Some early planning activities could include:

1. Determine roles and responsibilities for Mobility Hub implementation;
2. Stakeholder/community meetings to plan for Mobility Hub design elements and standards;
3. Review of potential public-private partnerships and financing mechanisms;
4. Review potential for advertising programs to accelerate implementation and reduce future operating cost;
5. Development of policies to address Mobility Hub implementation and operations; and
6. Development of a solicitation for proposals to provide and operate carshare and bikeshare services. (It is expected that separate providers/operators would be involved for each.)

One of the first four Gateway Hubs will serve as a satellite Transportation Management Center (TMC) at Broward and NW/SW 1st Avenue in downtown where $500,000 is budgeted for communications technology to tie-in to the main facility known as SmartSunGuide TMC located at 2300 Commercial Boulevard. Broward County Transit currently operates a central transfer facility at this future Gateway Hub location. The second Gateway Hub on Broward is located at the Tri-Rail Station to facilitate intermodal transfers to the local bus network initially, and later to high capacity Premium Transit. Two other Gateway Hubs were prioritized at Hallandale Beach Boulevard and US 1, slated for future Rapid Bus service, and at Hollywood Boulevard which will tap that major activity center adjacent to Dixie Highway. All of the first four Gateway Hubs are located within a designated Community Redevelopment Area (CRA) which was determined to also be a potential Tax Increment Financing District.

Since all of the 63 Community Hubs will be implemented initially, outreach to the neighborhoods where these projects will be located is needed to initiate the design and planning for these features to ensure community participation in their development. Including all Community Hubs in the first phase of Mobility Hub implementation will ensure widespread benefits and provides numerous opportunities for adjacent businesses interested in enhanced access for their customers.

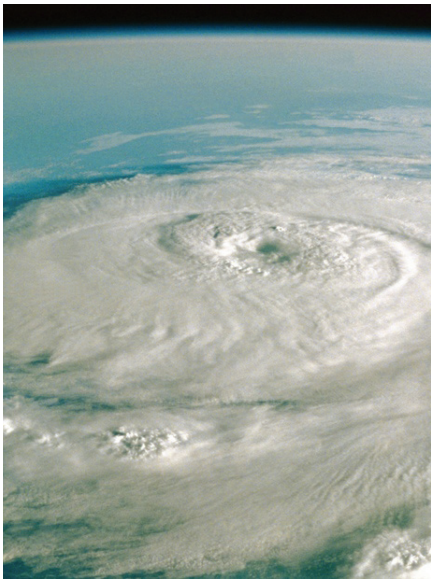
5.1.6 Hurricane Evacuation

Broward County has a well-established emergency evacuation plan.

The federal government, through the Federal Emergency Management Agency (FEMA), mandates that all states have comprehensive emergency operations plans for disasters such as hurricanes. Evacuation planning, response, and recovery activities are done at the county level while the state is responsible for coordinating local emergency management activities and state-level law enforcement and transportation.

Broward County has a well-established and efficient hurricane evacuation transportation system consisting of roadways, public transportation, and hurricane shelters. The roadway system consists of numerous east-west facilities and several high capacity freeways and arterial streets. The east-west facilities are designed to allow residents living in vulnerable coastal areas to rapidly access high capacity evacuation routes, such as Interstate 95, US 1/Federal Highway, Florida's Turnpike, Interstate 595, Interstate 75, and US 27 (State Road 25). These high capacity facilities provide access to out-of-county refuge areas. The east-west evacuating routes are located in the immediate vicinity of residential areas and cover the entire east coast of Broward County from Hallandale Beach Boulevard on the south to Hillsboro Boulevard on the north.

When a hurricane evacuation order is issued, Broward County Transit and Tri-Rail cease regularly scheduled service and begins emergency evacuation service from evacuation zones. The service coincides with the opening of American Red Cross shelters, and will not begin before the shelters open. For a Category 1–2 hurricane, all SR A1A bus stops can be used to access a hurricane shelter via a Broward County bus. Buses will run along SR A1A and Federal Highway/ if a Category 3–5 hurricane is approaching the county. The regional hurricane shelters located in Broward County are shown in Exhibit 45.



Transportation is key to saving lives in a disaster situation.

The 2035 LRTP includes roadway and transit improvements that will decrease the hurricane evacuation clearance time for Broward County evacuees. The following list of roadway improvements, recommended in the 2035 LRTP (see Exhibit 28, page 59), will enhance the county's hurricane evacuation plan. Evacuation routes are shown in Exhibit 46.

- **Atlantic Boulevard–Cypress Road to US 1 (restripe to 6 lanes):** This improvement will increase the vehicular capacity of this hurricane evacuation route.
- **Oakland Park Boulevard–I-95 to Powerline Road (intersection improvements):** Improvements will provide relief to this bottleneck segment of Oakland Park Boulevard (a designated hurricane evacuation route).
- **Sheridan Street–Dixie Highway to US 1 (widen from 4 to 6 lanes):** A significant increase in throughput capacity during hurricane evacuation conditions.
- **SW 10th Street–Powerline Road to Military Trail (widen from 4 to 6 lanes):** By widening this arterial roadway, which is also designated as a Strategic Intermodal System (SIS) connector, the vehicular capacity of this hurricane evacuation route is significantly increased.
- **I-595 (new reversible lanes):** This improvement will increase the vehicular capacity of this hurricane evacuation route.

The following list of transit improvements, recommended in the 2035 LRTP, will enhance the county's hurricane evacuation plan.

Improvements along State Road A1A

Anchor Hub at:

- Hollywood Boulevard

Community Hubs at:

- Hillsboro Boulevard
- Commercial Boulevard
- Oakland Park Boulevard
- Sunrise Boulevard
- Hallandale Beach Boulevard

Improvements along Federal Highway (US 1)

Gateway Hubs at:

- Fort Lauderdale/Hollywood International Airport
- Hallandale Beach Boulevard

Anchor Hubs at:

- Oakland Park Boulevard
- Sheridan Street

Community Hubs at:

- NE 48th Street
- Sample Road
- Copans Road
- Pembroke Road

Exhibit 45-Regional Hurricane Shelters in Broward County

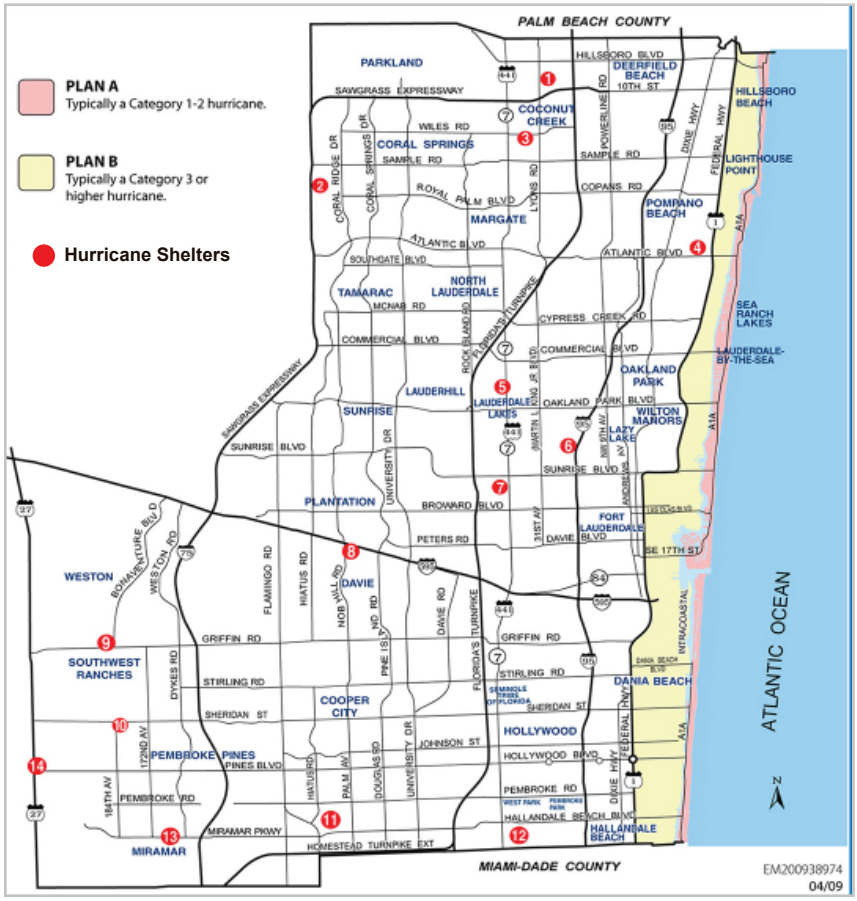
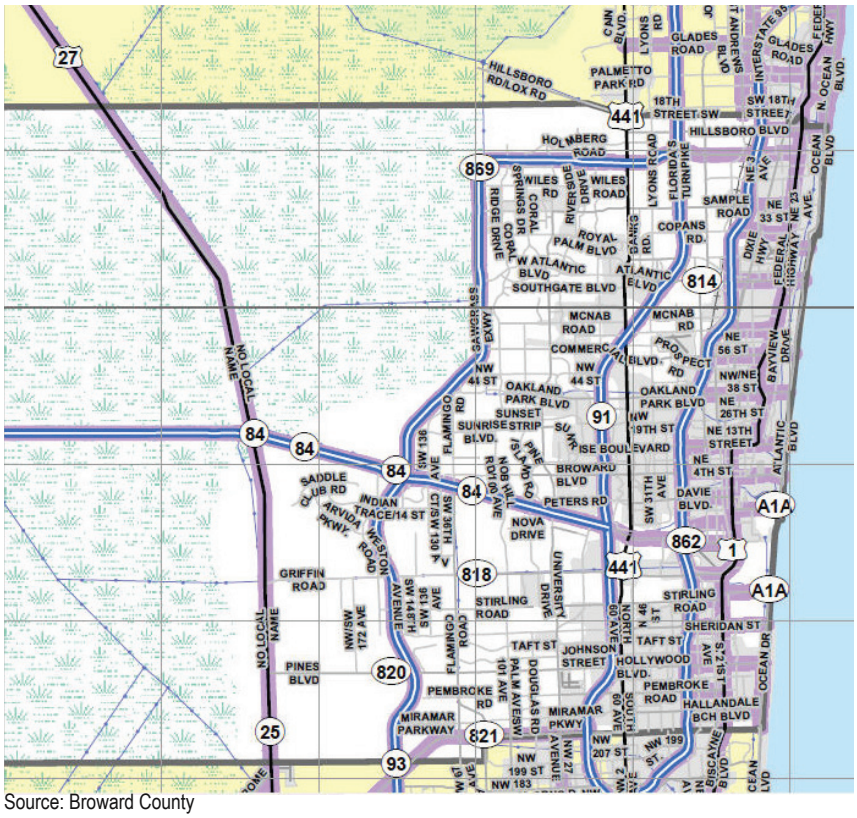


Exhibit 46-Hurricane Evacuation Routes



Source: Broward County

Illustrative projects represent priorities identified by the region or cities.

5.2 Illustrative

The financial-constraint requirement for the Cost Feasible Plan limits the number of needed projects that can be programmed. Despite this limitation, it is widely recognized that the needs and the desires of communities to improve mobility far exceed resources available. As a result, LRTPs are permitted to include Illustrative Projects that would be included in future approved Transportation Improvement Programs if reasonable additional resources beyond those identified in the cost feasible financial plan were available. The transit projects identified in the LRTP as Illustrative Projects include:

1. Florida East Coast (FEC) Railway commuter service,
2. The Wave Fort Lauderdale Streetcar,
3. Central Broward East-West Transit,
4. SunPort-Airport/Seaport People Mover,
5. Broward County Intermodal Center (IMC),
6. Broward County Transit O&M Cost (50%),
7. FEC/CSX Connector (Commuter Rail), and
8. Broward County Transit Administration Building.

These transit projects are representative of the MPO's desire to achieve more for Broward County residents than is defined in the Cost Feasible Plan, and to encourage the pursuit of additional resources linked to specific projects that meet the goals of the LRTP. The first four of the transit projects in the list above are already in a phase of environmental study. They represent priorities previously established by the region or cities. With the exception of the Wave project which is for a streetcar system, technology determinations have not yet been finalized. The environmental studies, when completed, are anticipated to provide input into the project definition. These four projects are currently actively engaged in pursuing a combination of federal, state, regional and local funds. As such, until full funding for implementation is identified, they will remain in the "Illustrative" designation as an indication of project intent pending funding availability. (See Appendix, Exhibit 74.)

In addition to the transit projects and an administration building for BCT, several roadway projects were added to the illustrative list as projects that are necessary for improved mobility where there is a desire to procure funding through future efforts. These projects are listed in the Appendix, Exhibit 75. The SR 93/I-75 Corridor Study is described beginning on page 96 of this section.

Many important transit facilities are designated as Illustrative due to current fiscal constraints.

Florida East Coast Railway

The need for passenger transit service along the east side of Miami-Dade, Broward and Palm Beach counties has long been apparent to transportation planning agencies. In 2004, several independent transit studies were conducted to assess the potential for transit along the Florida East Coast (FEC) Railway Corridor. Florida East Coast

Industries, the owner of the FEC Railway Corridor, asked the South Florida Regional Transportation Authority (SFRTA) to coordinate these into one regional study for the tri-county area.

As a result, these various studies and project concepts were incorporated into a regional Alternatives Analysis, termed the South Florida East Coast Corridor Transit Analysis (SFECCTA). This analysis is a comprehensive study of the FEC Corridor extending 85 miles from downtown Miami to Jupiter and is being coordinated through FDOT District IV with participation by the three MPOs, FDOT District VI, the SFRTA, local transit operators, and the South Florida and Treasure Coast Regional Planning Councils.

Phases of Analysis

The SFECCTA is currently underway to develop a locally preferred alternative and a Detailed Conceptual Alternatives Analysis/ Environmental Screening Report for the entire 85-mile corridor. To manage the magnitude of the study, the analysis was broken into two phases. Phase 1, completed in Spring 2009, conducted a preliminary environmental screening of approximately 36 conceptual regional transit alternatives consisting of combinations of service segment, alignment and modal technology. These alternatives were evaluated for their ability to meet the project's purpose and need using as criteria ridership, environmental impacts, cost effectiveness and equity. Phase 1 concluded with a recommendation to move forward into Phase 2 with 13 build alternatives.

Phase 2 of the SFECCTA, begun in the Spring of 2009, is utilizing a multi-step screening process to define, analyze, narrow and refine the range of viable alternatives in services, modal technologies and detailed alignments. Site-specific issues such as transit stations and operations and maintenance facilities will be identified and evaluated, as well as recommendations for highway and waterway crossings by the transit service. Phase 2 completion is anticipated in 2010. A Detailed Conceptual Alternatives Analysis/Environmental Screening Report (AA/ESR) will document the process and will result in the selection of a Locally Preferred Alternative (LPA) which could possibly consist of different modes operating in the corridor. Both phases of the SFECCTA AA/ESR are currently funded by a combination of MPO and FDOT funds.

Upon selection of a LPA, a draft Environmental Impact Statement (EIS) will be initiated concurrent with conceptual engineering for the entire 85-mile corridor. This work is expected to begin in 2010 and be completed in 2013. When completed, it is anticipated that the draft EIS and conceptual engineering will be submitted to the Federal Transit Administration (FTA) as a New Starts funding request. As part of this process, it is anticipated FTA would provide approval for the SFECC Transit Project to proceed into preliminary engineering which would likely be issued for an initial operable segment of the corridor. Anticipated timeframe for engineering and construction is four to eight years after completion of the draft EIS/conceptual engineering, enabling service to begin potentially in 2017.

Corridor Segments

At the conclusion of Phase 1, the 85-mile corridor was ultimately subdivided into a series of smaller segments of independent utility for a more detailed analysis in Phase 2. These segments, based on forecasted travel patterns and market analysis, are generally described as follows:

South Corridor Section:	Generally located between downtown Miami and Pompano Beach
Middle Corridor Section:	Generally located between Pompano Beach and West Palm Beach
North Corridor Section:	Generally located between West Palm Beach and Jupiter
Southeast Florida Corridor Section:	Includes the entire 85-mile length of the corridor and incorporates the South, Middle, and North Sections

Transit Technologies

There are a variety of transit technologies under consideration in Phase 2, including light rail transit, bus rapid transit, regional rail transit, rail rapid transit, and regional bus. The Tri-Rail Jupiter Extension, could occur on the North Corridor Section in the form of regional rail transit as an initial phase of passenger service.

Cost Estimates & Revenues

There are two general categories of costs related to the SFECCTA: (1) Planning, Design & Engineering, and (2) Capital Construction Costs. As the total project could potentially require 15 to 20 years for build-out of all currently envisioned segments and development phases, cost estimates are still being developed for some of the longer-term aspects of the project. Similarly, there are multiple layers of revenues that will be required for the project, many of which can only be estimated for this 2035 LRTP. Both types of costs and revenues are further described in Exhibit 47.

Planning, Design and Engineering Costs, and Revenues

Currently, the SFECCTA is developing a Detailed Conceptual Alternatives Analysis/Environmental Screening Report for the entire 85-mile corridor. This portion of the study, estimated to cost $24.5 million, is fully funded.

Upon the completion of Phase 2 and the selection of an LPA, the SFECCTA will likely proceed towards the development of a Draft EIS for the entire corridor and conceptual engineering for all or part of the corridor. This phase, estimated to cost $50 million, is anticipated to be funded.

Florida East Coast Railway costs are dependent on the selection of technology and alignment.

After completion of a draft EIS and conceptual engineering, cost estimates associated with the project could vary considerably. FTA approval would be sought for the project to proceed into preliminary engineering, likely to be issued for a particular segment of the

corridor. Project costs will vary according to segment and type of service to be engineered; therefore, costs associated with preliminary engineering and additional planning and design would be determined at a future date.

Exhibit 47-Detailed Funding for Each SFECCTA Phase

Detailed AA/ESR (PHASES 1 & 2) **(All Funding Committed; Completion Anticipated 2010)**	
Palm Beach MPO (Federal Funds)	$2.0 million
Broward MPO (Federal Funds)	$2.0 million
Miami-Dade County MPO (Federal Funds)	$2.0 million
FDOT (State Funds)	$18.5 million
TOTAL	$24.5 million
Draft EIS/Conceptual Engineering **(Partial Funding Committed; Anticipated Timeframe 2010-2013)**	
Palm Beach MPO (Federal Funds)	$6.6 million
Broward MPO (Federal Funds)	$3.8 million
Miami-Dade County MPO (Federal Funds)	$2.1 million
FDOT (State Funds)	$37.5 million
TOTAL	$50 million

Capital Construction Costs and Revenues

Capital construction costs for the SFECC Transit Project will also vary depending upon the segments of service and types of technology chosen for particular segments, with considerable variation in the capital costs per technology type and distance of service. It is anticipated that a combination of federal, state, and local funding will be sought for the system's capital costs. Operating revenues are undetermined at this time but would be assessed to ensure viability of the system.

The Wave Fort Lauderdale Streetcar

The Downtown Fort Lauderdale Streetcar referred to as "The Wave" is a 2.7 mile electric streetcar system that will serve destinations in Fort Lauderdale's urban core. The Wave will provide residents, workers and visitors with an attractive, easily accessible, and quality transportation option that will link the community and the existing regionally–based Broward County Transit bus and Tri-Rail systems.

It will have 10 solar powered stations that will feature real-time arrival/departure information. There will be streetscape improvements around the stations, to include pedestrian crosswalks, shade trees, lighting, and improved sidewalks. A traffic signalization system will help maintain headways of 7 ½ minutes during peak periods and 10 minutes during off peak periods.

The Broward County Board of County Commissioners voted in 2008 to be the owner and operator of the Wave Streetcar.

The Wave will have solar powered stations.

Background

In 2004, a Downtown Transit and Pedestrian Mobility Study was completed through partnerships with the following agencies:

- Downtown Development Authority of Fort Lauderdale (DDA)
- City of Fort Lauderdale (City)
- Fort Lauderdale Community Redevelopment Agency (CRA)
- Florida Department of Transportation (FDOT)
- Broward County
- Broward Metropolitan Planning Organization (MPO)
- Clean Air Cooperative
- Downtown Fort Lauderdale Transportation Management Association (TMA)
- South Florida Regional Transportation Authority (SFRTA), Tri-Rail operator

The study results indicated the need for transit and pedestrian improvements in downtown.

Along with many other steps taken to improve transit connectivity and the pedestrian realm, the DDA, in partnership with FDOT and the Broward MPO, hired a consultant in 2005 to complete an Alternative Analysis (AA) and Environmental Assessment (EA).

During the AA process, there was a large outcry from the community for the proposed transit system to link up to hospital district. In 2006, the southern project boundary was extended south to Broward General Hospital at SE 17th Street.

In 2008, a locally preferred alternative was endorsed by Broward County, the City of Fort Lauderdale, and the DDA. The route extends from Sistrunk Boulevard/6th Street on the north to SE 17th Street on the south.

In addition, Broward County committed to be the owner and operator of the system and the City of Fort Lauderdale pledged a capital contribution of $10.5 million and agreed to go through a special assessment process to raise the remaining local share.

Cost Estimates & Revenues

The project is estimated to cost a total of $124.34 million, which includes unique elements like retrofitting the 3rd Avenue Bridge, double-tracking, purchasing land for the maintenance and storage facility, and constructing the facility. Exhibit 48 details cost by phase.

Planning

The initial planning stages including the AA, the EA, and an Advanced Alternatives Analysis are complete. These phases were funded in partnership with the Federal Transit Administration/Federal Highway Administration (FTA/FHWA), DDA, FDOT, and the Broward MPO.

Design and Engineering

It is anticipated that FTA will approve entry into project development for preliminary engineering and final design in early 2010.

Construction and Procurement

After completion of final design, it is anticipated that a construction Full Funding Grant Agreement will be executed with FTA and construction and procurement for construction will commence.

Operations and Maintenance

Annual operations and maintenance are estimated to cost approximately $2.4 million (2008 dollars). The Broward County Board of County Commissioners voted in 2008 to be the owner and operator of the system and will be responsible for operations and maintenance. It is estimated the Wave will be in operation in 2013.

Exhibit 48-Proposed Funding for The Wave

Initial Planning Phases (AA/EA/AAA) (in 2008 dollars)	
FTA/FHWA	$1,075,020
DDA	$1,697,880
FDOT	$1,250,000
MPO	$95,000
TOTAL	$4,117,900
Project Development, Prelim. Eng., & Final Design (YOE dollars)	
Federal	$7,158,600
FDOT	$2,386,200
Local (City & Assessment)	$2,386,200
TOTAL	$11,931,000
Construction/Procurement (YOE dollars)	
Federal	$67,445,400
FDOT	$22,481,800
Local (City & Assessment)	$22,481,900
TOTAL	$112,409,000

Central Broward East-West Transit

The need for an east-west Premium Transit service in Central Broward County was identified in the I-95/I-595 Master Plan. This Master Plan, which was coordinated with the Broward Metropolitan Planning Organization's Long Range Transportation Plan, identified the need for both roadway and Premium Transit improvements in this corridor to meet future travel demand. In 2002, at the request of the Broward MPO, the FDOT initiated an AA to identify a preferred transit alignment and technology to provide this east-west transit service. The study area boundaries for the AA were defined as Oakland Park Boulevard in the north, the Weston-Sawgrass area in the west, Griffin Road in the south, and the Intracoastal Waterway in the east.

At the end of 2006, an LPA was selected and FDOT initiated the National Environmental Policy Act (NEPA) process. Using the same study area boundaries as for the AA, the draft EIS for the Central Broward East-West Transit Analysis will better define the proposed transit alignment and technology and identify the anticipated benefits and costs of the project to the human, natural, and economic environments.

Phases of Analysis

The Central Broward East-West Transit Analysis is following the FTAs project development process to be eligible to receive federal funding through the New Starts discretionary grant program. The AA, conducted from 2002 to 2006, identified a number of alignments within the study area that could meet the east-west travel demand. The AA consisted of four distinct phases through which the number of alternatives was narrowed down based on the results of a progressively quantitative evaluation. The alternatives were evaluated for their ability to meet the project's purpose and need using as criteria ridership, environmental impacts, cost effectiveness and equity. The AA concluded with a recommendation to take the LPA, and some specified variations to it, through the NEPA process.

The NEPA process was officially kicked-off with the publishing of a Notice of Intent in the Federal Register on September 2, 2008, and the conduct of scoping meetings during that same month. As part of the scoping process, additional alignment alternatives were identified. Initial Screening identified a total of nine alignment options which were evaluated based on criteria that comply with New Starts and NEPA requirements, as well as consistency with the project's purpose and need. In addition to re-evaluating alignment options, the draft EIS is considering potential transit technology. As part of the adopted LPA, light rail transit was selected as the preferred technology. Through the draft EIS, bus rapid transit is also being considered. The Build Alternatives for the draft EIS will be selected during the Initial Screening process and the detailed evaluation of this against the No Build and Transportation Systems Management/Baseline alternatives will begin. A draft EIS will be circulated and a public hearing held to determine the Preferred Action. Presuming that a Build Alternative is selected as the Preferred Action, an application to enter into New Starts and subsequently Preliminary Engineering will be submitted to FTA.

Preliminary Engineering and the Final EIS are anticipated to begin in early 2012 and to be completed in 2016. If approved by FTA, the next step would be Final Design, which would require two years to complete. Upon funding award and execution of a Full Funding Grant Agreement, construction on the project could begin as early as 2019, with operations beginning in 2021.

The next phase of the Central Broward East-West Transit Analysis is included in the current Transportation Improvement Program (TIP).

Cost Estimates & Revenues

There are two general categories of costs related to the Central Broward East-West Transit Analysis: (1) Planning, Design & Engineering, and (2) Capital Construction Costs. As the detailed design of the project is five to six years off, cost estimates are still being developed for the project. Similarly, there are multiple layers of revenues that will be required for the project, many of which can only be generalized for this 2035 LRTP. Both types of costs and revenues are further described below.

Planning, Design and Engineering Costs, and Revenues

Currently, the Central Broward East-West Transit Analysis is underway towards the development of a draft EIS. This portion of the study, estimated to cost $11.7 million, is fully funded by FDOT. The Department was able to flex $7.7 million of these funds specifically to this transit project from dedicated highway funding.

Upon the completion of the draft EIS and the selection of a Preferred Action, the Central Broward East-West Transit Analysis will likely proceed towards the development of a final EIS and completion of Preliminary Engineering. Estimates for this next phase will be developed as the draft EIS reaches conclusion. The current Transportation Improvement Program (TIP) for the Broward MPO allocates $10 million for right-of-way acquisition in FY 2011/12 and $16.9 million for Preliminary Engineering in FY 2012/13.

Capital Costs and Revenues

Capital costs for the construction of the Central Broward East-West Transit project and acquisition of right-of-way and vehicles will vary depending upon the alignment configuration and type of technology chosen, with considerable variation in the capital costs per technology type. It is anticipated that a combination of federal, state, and local funding will be sought for the system's capital costs. Operating revenues are undetermined at this time, but would be assessed to ensure viability of the system.

Exhibit 49-Proposed Funding for Each Phase of the Central Broward East-West Transit Analysis

Planning Phase	Funding (in millions)	Timeframe*
Draft EIS	$11.7	Ongoing
ROW Acquisition	$10.0	FY 2011/12
Preliminary Engineering	$16.9	FY 2012/13

**Timeframe from FY 2009/10 - 2013/14 TIP*

SunPort-Airport/Seaport People Mover

Vision 2020, prepared in 2002, includes the Broward County Intermodal Center (IMC) and People Mover system. The IMC and People Mover Project was further examined in a June 2004 Feasibility Report, which sought to identify operational issues and concept-level financial feasibility for the proposed system. In April 2005, the Broward County Board of Commissioners authorized staff to proceed with the Project Development and Environment (PD&E) Study Phase of the Broward County IMC and People Mover (later known as the SunPort PD&E Study). The Broward County IMC and People Mover are planned to meet the county's goals to (1) promote regional mass transit, (2) develop airport/seaport synergy, and (3) fuel economic development, acting as a catalyst to support transit and continued economic and viability of the county and the region.

The IMC and the Automated People Mover Project (SunPort) consists of an approximately five-mile long Premium Transit route, between

Fort Lauderdale-Hollywood International Airport and Port Everglades, with station stops at the airport terminals, the Broward County IMC, the Midport and Northport of Port Everglades cruise terminals.

The IMC is anticipated to include a transit transfer station that provides a connection between the People Mover and the proposed elements of the regional transportation network such as Central Broward East-West Transit Analysis and South Florida East Coast Rail Corridor Transit Analysis and Broward County Transit's planned bus route improvements. The IMC component of the project, located within the US 1/airport interchange, will introduce a major transportation focal point that will facilitate connectivity and access to and from the airport, seaport, and other existing transit services. The Locally Preferred Alternative was approved by the Broward County Board of County Commissioners on June 10, 2008.

Cost Estimates

Estimated capital costs for the proposed project are based on infrastructure, rolling stock or fleet, and associated systems necessary for the operation and maintenance (O&M) of the proposed facility. Capital cost estimates include cost of acquisition of right-of-way. Contingency allowances and soft costs have been applied and included as part of the total capital cost. All costs estimated are in year 2007 dollars and escalated to the year of expenditure from 2016 to 2022. Capital and O&M costs in 2007 dollars were escalated at a rate of 4% annually to the anticipated midpoint year of the implementation period for each project element.

Project Phasing: Potential Phasing Schemes

Given the high capital costs and competing county priorities, the project could be developed in phases. The order and scope of each phase will depend on funding and facility needs and priorities. A potential initial phase could involve construction of lower cost elevated busways as an immediate measure to mitigate traffic congestion along the seaport entrance roadway (Eller Drive) to Midport. A potential second phase would be an elevated busway from the IMC to the airport terminals. Busways would be constructed in a manner that would allow for later conversion to an automated People Mover system.

Exhibit 50-SunPort Cost Estimates (in millions)

Segment of System	Period of Development	Capital		Annual O&M	
		Cost in 2007$	Escalated to YOE	Cost in 2007$	Startup Year
On-Airport	2016-2020	$173	$267	$4.6	$6.3
Extend to Midport	2018-2022	$410	$683	$8.5	$12.3
Extend to Northport	2020-2022	$177	$295	$3.6	$5.3
IMC	2020-2022	$79	$132	$1.0	$1.4
Totals		$840	$1,377	$17.7	$25.3

Potential Revenue Sources

A portion of Customer Facility Charges paid by airport rental car and transportation user fees may be available to cover on-airport operating costs assuming the People Mover replaces the existing consolidated shuttle for rental car patrons on-airport. The remaining revenue source may be a user fee of $10 collected from multi-day cruise passengers who use the system. The $10 collection is comparable to per trip fees currently paid by cruise passengers traveling between the airport and seaport. The cruise passenger user fee may cover approximately 40% of People Mover project costs leaving the project with a shortfall which may be covered by external federal, state, and/or public-private partnership (P3).

SR 93/I-75 Highway and Transit Corridor Study

The I-75 Project Development and Environment (PD&E) Study is evaluating improvements pertaining to additional auxiliary lanes between interchanges, interchange modifications, bridge replacement and/or widening, special use lanes, and a potential future transit corridor. The limits for this study are for SR 93/I-75 from SR 826/Palmetto Expressway in Miami-Dade County to the I-595 interchange in Broward County, a distance of approximately 17 miles. The study includes a transit option to determine the feasibility of connecting Miami-Dade's Metrorail to the Central Broward East-West Transit Project near I-595 in Broward County which is also currently under study.

The projected 2013 Annual Average Daily Traffic for the I-75 corridor is 206,700 vehicles per day. Major traffic generators in this area include residential and business traffic to and from the five airports and four hospitals located in the surrounding project corridor. There is significant traffic congestion along the mainline of I-75, particularly at the southern terminus near SR 826 and between Sheridan Street and the Florida Turnpike for southbound I-75. As it exists, I-75 is currently below an acceptable Level of Service and will face steadily increasing traffic demand over the 10-year outlook. Over the next 20 years the anticipated growth in traffic will range from 62% to 80%. This increase in traffic will significantly exceed the capacity of I-75, causing heavier levels of congestion on both I-75 and the adjacent street network, and limitation of mobility in the southwest Broward area.

Proposed interchange modifications at Miramar Parkway, Pines Boulevard, Sheridan Street and Griffin Road will facilitate both safety and efficiency of ingress and egress from the I-75 main lanes to the arterial roadways. A future interchange at Pembroke Road and special-use travel lanes within the median of the highway are also under evaluation in this study. The special-use lanes would serve longer commuter trips within the corridor to facilitate more efficient regional travel patterns. These lanes may include variable time of day tolling similar to the new I-95 Express lanes.

The transit capital improvements will be incrementally implemented. A potential initial phase under evaluation would be to add two park-

and-ride lots in Broward County at Pines Boulevard and Griffin Road, and one lot in Miami-Dade County at Miami Gardens Drive. These lots would potentially be located within the existing right-of-way at the interchanges. New express bus service could be provided from these lots by either Broward County Transit or Miami-Dade Transit using the main lanes of the highway and transitioning to the special-use lanes as they are constructed. Although no transit guideway is recommended at this time, a transit envelope will be preserved within the right-of-way to provide maximum flexibility for a possible future guideway. In Broward County, this envelope will be within the I-75 right-of-way. In Miami-Dade County, two guideway alignments are recommended, one along I-75 and SR 924/Gratigny Expressway to connect to the future Metrorail Orange Line station at Miami-Dade College, and the other along the HEFT and US 27/Okeechobee Road to connect to the existing Palmetto Metrorail Station. As capital improvements are made along this corridor, space should be preserved for the transit envelope.

Phases of Analysis

The examination of potential improvements along SR 93/I-75 began with the completion of the Master Plan for the corridor in January 2006. The PD&E study now underway consists of two elements – one study led by FDOT District 4 for Broward County, and a coordinated study led by FDOT District 6 for Miami-Dade County. These studies are progressing on a coordinated schedule and the final results will be combined into a single report for approval by the Federal Highway Administration.

Three rounds of public meetings have been held. The public kickoff meetings were held in September 2007, the concept workshops were held in October 2008, and the alternatives workshop was held in October 2009. The public hearing is scheduled for the fall of 2010; final Location Design Concept Acceptance is anticipated by summer 2011.

The design phase is partially funded, but no funding has been identified for construction. It is anticipated that modest improvements may be incrementally constructed to alleviate spot problems, but no funding source has been identified for the corridor-wide improvements. Should the decision be made to toll the potential special-use lanes, this revenue stream could provide a portion of the necessary funding for the identified improvements. The federal New Starts program could also provide capital funding, should transit options be pursued.

Cost Estimates & Revenues

Cost estimates are under development and will not be finalized until the time of the public hearing.

5.3 Unfunded

In addition to Illustrative Projects, an additional category was defined as “unfunded.” These projects have not entered into any phase of study. The unfunded list was restricted to Premium Transit projects. With the emphasis on alternative modes, it was envisioned that all transit needs identified through the Needs Assessment should be

captured in the final plan (all pedestrian, bicycle, and Greenway needs projects have already been incorporated in the Cost Feasible Plan.) The MPO intends to continue working with federal, state, regional, and local entities to maintain an upgraded system above and beyond the Cost Feasible Plan. Unfunded Projects are listed in the Appendix, Exhibit 76.

5.4 Policies

Public transit is an essential component of our urban transportation system. Transit plays an important role in serving peak period travel demand associated with travel to work and school; it also provides basic mobility for those persons who do not have an alternative, including transit dependent students, lower income workers, seniors, and other persons who cannot afford or choose not to own an automobile.

Problems facing transit markets today involve land use planning, parking policies, and tax legislation spanning all levels of government, and are beyond the realm of transit systems. What is needed is a collaborative effort among a number of public and private interests focused on increasing transit's share of the transportation market.

The following policies were identified to overcome the problems of transit markets and increase the overall use of alternative modes in Broward County.

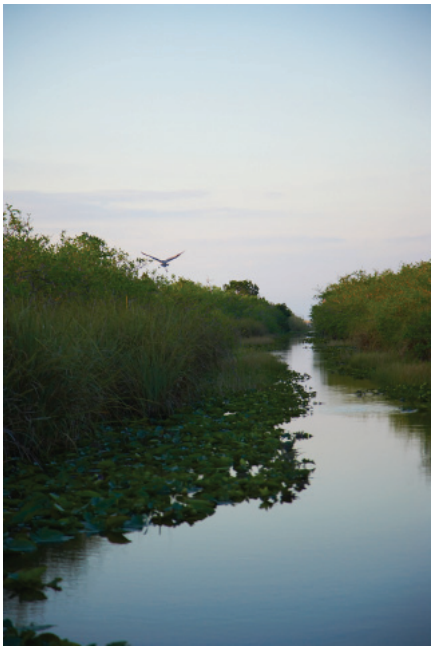
1. Communicate the results of the LRTP to governments, agencies, and other groups to stimulate action. The MPO and partners should continue to host workshops for the community to refine concepts captured in the LRTP.
2. Develop a cooperative strategy to broaden the base of support for transit. Continue partnership with transit operating agencies to further enhance the image and quality of transit services. Build coalitions with other planning entities and interest groups.
3. Get businesses and employers on board with specific incentives towards favoring alternative modes. This may include free passes for transit use or special amenities for carpoolers, vanpoolers, bikeshare, carshare, and transit users.
4. Influence local governments to remove impediments to transit such as large parking minimums and wide setbacks for development projects.
5. Influence planners and developers to encourage land use decisions which will create an urban structure supportive of transit. Influence transportation planners and engineers to design road and parking facilities which are both transit-friendly and safe, including bus bay pull-outs and pedestrian amenities.
6. Consider innovative funding mechanisms that support transit, including taxation measures that contribute to more adequate transit funding.

7. Make appropriate changes to legislation to remove obstacles to widespread transit use such as removing limitations on funding sources dedicated exclusively for roadways.
8. Encourage land use development opportunities, especially around Mobility Hubs.
9. Encourage integration of transit services with other modes such as conducting multimodal studies, rather than segregating projects as roadway, transit, pedestrian or other.
10. Provide adequate local funding support and long term commitment to opportunities to increase transit modal share.
11. Actively pursue federal and state funds which could increase transit modal share including New Starts, Small Starts, Very Small Starts, Climate Change Initiatives, and Livable Communities Grants.
12. Encourage development that supports transit such as incorporating the Mobility Hubs into the County and Local Land Use Plans and Comprehensive Plans.
13. Encourage developers to integrate transit service into developments and share in the funding of the capital facilities and operations by developing successful models for Mobility Hub areas.
14. Enhance tourism through the provision of additional mobility options and effective marketing.
15. Implement bikeshare and carshare programs at Mobility Hubs.
16. Distribute investments to serve transit dependent population and new markets.
17. Simplify transit routes and access to transportation information.

Next Steps:

- *Communicate 2035 LRTP at all levels*
- *Build coalitions*
- *Influence transit-supportive land use*
- *Develop new funding sources*
- *Encourage multi-modal strategies*
- *Create a transit culture*
- *Build Mobility Hubs*
- *Encourage tourism*
- *Simplify bus routes and access to information*

Chapter 6
CONTEXT



6. CONTEXT

The LRTP takes into consideration the context of environmental needs, transit dependent population, sustainable transportation, and additional funding to achieve identified needs that did not fit within the context of the Cost Feasible Plan. The Broward 2035 LRTP is also part of a Regional LRTP which encompasses the tri-county area of Miami-Dade, Palm Beach, and Broward counties.

6.1 Efficient Transportation Decision Making (ETDM)

The Efficient Transportation Decision Making (ETDM) process has been in operation in the State of Florida since 2003. The purpose of the ETDM is to improve the efficiency of making transportation decisions by integrating transportation, land use, social, economic and environmental considerations early in the project development process. This includes the active participation of FDOT and Broward MPO with the Environmental Technical Advisory Team (ETAT). The ETAT is made up of representatives from the various agencies involved in the ETDM process, such as the Florida Department of Environmental Protection, the Water Management District, the Army Corps of Engineers, the State Historical Preservation Authority, environmental groups, etc. The ETAT advises the MPO on potential project impacts to the natural and human environment and makes recommendations on how to avoid or mitigate these impacts.
Input on the impact of new projects is also solicited from the public through FDOT Environmental Management Office home page at http://etdmpub.fla-etat.org/est/.

ETDM benefits include:

- Early identification of avoidance/minimization of impact;
- Balances socio-economic effects with the natural environment;
- Addresses disputed projects before programming;
- Focuses attention on the key technical issues that apply to a specific project;
- Ready access to quality data for agencies and affected communities;
- Summary reports providing feedback; and
- Communities are given a voice early in the planning process to promote a partnership.

6.1.1 ETDM Process

MPOs, FDOT, and local governments are responsible for carrying out the long range transportation planning process in Florida. Major transportation improvement project needs are identified through travel demand modeling, public outreach and other planning evaluation tools. Project needs are then linked to foreseeable funding to develop

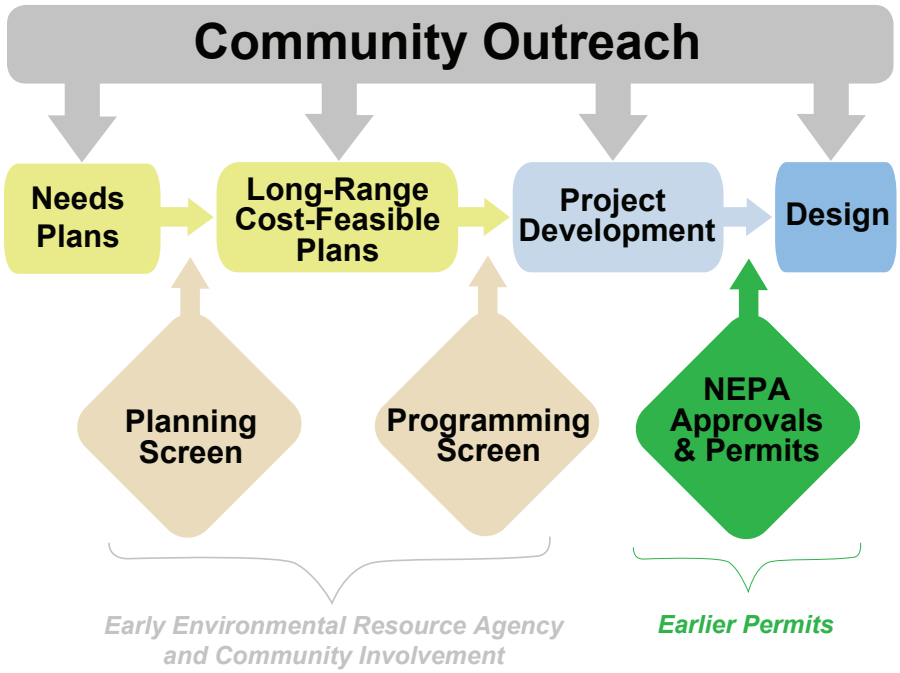
the LRTP, often called the Cost Feasible Plan. Project impact could be difficult to assess without detailed project design plans, which are often developed in a later phase of the planned project. The ETDM Process overcomes this problem by allowing earlier project review and input by the public and ETAT during the planning phase through the "Planning Screen." An outline of the ETDM process is shown in Exhibit 51.

6.1.2 Planning Screen

This initial screening of planned projects allows ETAT members to review project purpose and need statements and comment on the potential impact of projects to environmental and community resources very early in the planning process. Direct and indirect effects of proposed projects are evaluated and documented in the Environmental Screening Tool (EST). This opportunity enables planners to adjust project concepts to avoid or minimize adverse effects, consider mitigation alternatives, and improve project cost estimates. Cumulative effects to resources are evaluated on a systemwide basis in connection with the planning screen. The interrelationships between land use, ecosystem management, community values, and mobility plans are considered through integrated agency planning. Key recommendations and conclusions regarding potential project effects are provided in the Planning Summary Report. This report provides information that helps planners to stage transportation priorities in long-range transportation plans and is available electronically to resource agencies and the public.

The interrelationships between land use, ecosystem management, community values, and mobility plans are considered through integrated agency planning.

Exhibit 51-ETDM Process



NEPA: National Environmental Policy Act

A planning screen is conducted for all major added-capacity projects prior to their inclusion in the Cost Feasible Plan. A major project is defined as new roadway construction, the addition of lanes to an existing roadway, fixed rail transit construction, public transportation projects, new bridge construction, bridge widening, new interchanges or major interchange modifications, or major capital improvements such as intermodal and transit centers. Proposed capacity projects in a Metropolitan Planning Organization's adopted LRTP that did not have Project Development and Environment (PD&E) studies done are eligible for the ETDM screening process, as shown in Exhibit 51.

Exhibit 52 shows eligible capacity projects that have already been included in the ETDM planning screen during the last 2030 LRTP adopted by the MPO in December 2004. Exhibit 53 shows additional eligible capacity projects that will be entered into the planning screen through the 2035 LRTP adopted by the MPO in November 2009. Other projects listed in Exhibit 71 were not included in the ETDM planning screen because PD&E studies are already underway or the proposed improvements do not meet the definition of a major project.

Exhibit 52- Eligible Capacity Projects Already Included in the ETDM Planning Screen from 2030 LRTP

Project Name	From	To	Length (miles)	Project Description
Bass Creek Rd	SW 148 Ave	W. of Flamingo Rd	2.0	New 4 lanes
Miramar Pkwy	Palm Ave	SR 7/US 441	4.6	From 4 to 6 lanes (6 lanes divided LD)
Pembroke Rd	SW 200th Ave	US Hwy 27	1.5	New (4LD)
Pembroke Rd	SW 184th Ave	SW 200th Ave	1.0	New (4LD)
Pembroke Rd	SW 160th Ave	SW 184th Ave	1.9	New (4LD)
Rock Island Rd	McNab Rd	Royal Palm Blvd	3.1	From 4 to 6 lanes (6LD)
Rock Island Rd	Commercial Blvd	McNab Rd	1.0	From 4 to 6 lanes (6LD)
Sheridan St	SW 148th St	Douglas Road	5.0	From 4 to 6 lanes (6LD)
SW 184th Ave	4th Street	Sheridan St	1.5	From 2 to 4 lanes (4LD)
SW 184th Ave	Sheridan St	Griffin Rd	2.2	New (4LD)
SW 184th Ave	Pines Blvd	Bass Creek Rd	2.5	New 4 lanes
Atlantic Blvd	Sawgrass Exwy	Coral Springs Dr	1.9	From 4 to 6 lanes (6LD)
Nob Hill Rd	N. of Trails End	County Line Rd	1.6	New (4LD)

Exhibit 53-Additional Eligible Capacity Projects for Inclusion in the ETDM Planning Screen

Project Name	From	To	Length (miles)	Project Description
Oakland Park Blvd	I-95	Powerline Rd	0.5	Intersection Improvements
SR 7/US 441	At Hollywood Blvd		NA	Intersection Improvements
Pines Blvd	At University Dr		NA	Intersection Improvement
SR 7/US 441	At Oakland Park Blvd		NA	Intersection Improvements
Atlantic Blvd	Cypress Rd	US 1	1.1	Restripe for 6LD
Pines Blvd	At Flamingo Rd		NA	Intersection Improvements
SR 7/US 441	At Atlantic Blvd		NA	Intersection Improvements
Pembroke Rd	Douglas Rd	University Dr	1.0	From 4 to 6 lanes
Sample Rd	At Military Trail		0.2	Intersection Improvements
University Dr	NW 40 St (Cardinal)	Sawgrass Expressway	1.7	From 4 to 6 lanes (6LD)
Pembroke Rd	W of Florida's Turnpike	SR 7/US 441	1.4	Restripe for 6LD
Ravenswood Rd	Griffin Rd	SW 42 St	1.0	From 2 to 4 lanes (4LD)
County Line Rd	University Dr	Hillsboro Blvd Ext	2.8	New 4 lanes (4LD)
Oakes Rd	Davie Rd	SR 7	1.7	New 4 lanes (4LD) including FTPK overpass
SR 7	Sample Rd	Palm Beach County Line	4.0	From 6 to 8 lanes, additional 2 lanes are for transit

Roadway capacity projects were limited compared to previous LRTPs.

As part of the ETDM planning screen process, Broward MPO staff will evaluate and provide commentary about potential socio-cultural effects (SCE) of projects included in the LRTP based on available information. There are six issues that should be addressed in the SCE evaluation:

1. Social;
2. Economic;
3. Land Use;
4. Mobility;
5. Aesthetics; and
6. Relocation.

Detailed information about these six issues is provided in Exhibit 54.

Exhibit 54-Socio-cultural Effect (SCE) Issues

Social	Economic	Land Use
• Demographics • Community Cohesion • Safety/ Emergency Response • Community Goals • Quality of Life	• Business & Employment • Tax Base Pattern • Business Access • Special Needs Patrons	• Land Use-Urban Form • Local Plan Consistency • Open Space • Sprawl • Focal Points

Mobility	Aesthetics	Relocation

• Modal Choices
  ▪ Pedestrian
  ▪ Bicycle
  ▪ Transit
  ▪ Transportation Disadvantaged
• Connectivity
• Traffic Circulation
• Public Parking
	• Noise/ Vibration
	• Viewshed
	• Compatibility
		• Residential
		• Non- Residential
		• Public Facilities

MPO staff has primary responsibility for performing SCE evaluations for non-SIS (Strategic Intermodal System) projects in the MPO area. FDOT District staff has responsibility for SIS projects in all areas of the state, including the MPO areas. However, FDOT District and MPO staff should take a collaborative, team approach in conducting SCE evaluations for their areas of responsibility.

6.2 Natural Environment

A wide range of environmental benefits will accrue with an increased modal shift to transit as defined by the 2035 LRTP. These include:

- Reduced greenhouse gas and ground-level ozone emissions through reduced auto congestion;
- A slow-down in urban sprawl and consumption of agricultural land; and
- Energy conservation.

The magnitude of these affects are directly linked to the resulting modal shift achieved and should be measured as LRTP projects are implemented. Major capacity projects defined in the LRTP will be reviewed through Florida's ETDM process. The LRTP provides a general overview of proposed projects and their merits. Subsequent studies subject to National Environmental Policy Act requirements will be conducted to move relevant projects forward to design and implementation.

National statistics and trends provide an indication of what benefits can be achieved by Broward County. Almost 90% of oil imports into the United States are used for transportation. According to a report from the U.S. Environmental Protection Agency's (EPA) Office of Transportation and Air Quality (OTAQ), transportation accounted for 27% of U.S. greenhouse gas emissions in 2003. Oil consumption is linked to sprawled development patterns, like in many parts of Broward County which depend on highway infrastructure and personal vehicle use. Transportation strategies can be used to facilitate the implementation of more efficient land use settlement patterns–namely, developments that emphasize and prioritize transit, pedestrian, bicycling and travel share programs (car, bike, van). The Broward County 2035 LRTP does exactly that–it reduces the emphasis on automobile and supports development around Mobility Hubs.

If 10% of daily trips were made by transit in the U.S., we would reduce our dependence on imported oil by 40%, reduce carbon dioxide emissions by more than 25% of those directed under Kyoto Agreement, and save more energy every year than all the energy used by the U.S. petrochemical industry. (*Conserving Energy and Preserving the Environment: The Role of Public Transportation;* Shapiro, Hassett, and Arnold, July 2002.)

Although Broward County is in an attainment area, the 2035 LRTP seeks to reduce emissions.

6.2.1 Air Quality

The 2035 LRTP prioritizes transportation projects and measures that increase the use of public transportation, thereby reducing reliance on the single-occupant vehicle and resulting vehicle miles traveled and fuel consumption. Reduced traffic congestion through travel demand management further reduces greenhouse gas emissions and ozone precursor emissions. The status of national and state air quality regulations and initiatives is described in this section for National Ambient Air Quality Standards (NAAQS) and climate change and greenhouse gas.

National Ambient Air Quality Standards and Attainment Status for the Region

Broward County is within the Southeast Florida tri-county area with Palm Beach and Miami-Dade counties. The area is currently designated as attainment for the 1997 8-hour ozone standard and has an approved attainment and maintenance plan for the 1-hour ozone standard since April 25, 1995. On March 12, 2008, EPA strengthened its NAAQS for the 8-hour primary ground-level ozone standard from 0.08 to 0.075 ppm. Design values monitored for Broward County from 2005-2007 were 0.067 ppm, below the standard. Palm Beach and Miami-Dade counties were 0.066 and 0.074 ppm, respectively. EPA is currently reviewing the 2008 decision to strengthen the NAAQS for ozone and plans to propose any revisions by December 2009; final decision expected by August 2010.

South Florida has remained in attainment for particulate matter since the establishment of PM 2.5 standards on January 5, 2005 effective December 2006. The 2005-2007 design value for South Florida was 8.3 micrograms per cubic meter, well below the NAAQS standard of 15 micrograms. The entire State of Florida is a designated attainment area for both ozone and the particulate matter standards, effective December 2006.

Although Broward County is in a conforming area that remains in attainment of the NAAQS, transportation plans must not cause or contribute to new violations. The 2035 LRTP goals to reduce vehicle miles traveled and congestion are consistent with maintaining the current attainment status.

Climate Change and Greenhouse Gas

In 2006, transportation sources contributed 29% of the total U.S. greenhouse gas emissions. Transportation is also the largest source of CO_2 (carbon dioxide) the most prevalent greenhouse gas. In 2004, CO_2 represents over 90% of the greenhouse gas inventory in Florida (Florida Department of Environmental Protection, September 2007). Greenhouse gas resulting from transportation in Florida is higher than the national average owing to lower industrial and coal-generated emissions in the south. A recent inventory and projection to 2025 prepared for Florida by the Center for Climate Strategies indicates that as much as half of 2025 greenhouse gases will result from transportation uses, up from 36% in 2005. Further improvements

in transportation-related greenhouse gas emissions in Florida are desirable. The State of Florida has initiated climate change initiatives, including possible ratification of California Motor Vehicle Emission Standards in the 2010 legislative session.

New, more stringent emissions standards and fuel economy are proposed jointly by EPA and the Department of Transportation to address climate change and energy security. A Notice of Proposed Rulemaking was issued on September 15, 2009 that would reduce emissions and energy use for vehicles sold from 2012-2016. Under this program, a reduction is estimated in CO_2 emissions of 950 million metric tons and 1.8 billion barrels of oil over the life of vehicles sold during this period. Increased fuel economy would increase 5% every year and save the average car buyer more than $3,000 in fuel costs.

On December 7, 2009, EPA issued two distinct findings regarding greenhouse gases under the Clean Air Act - an Endangerment Finding and a Cause or Contribute Finding. These actions clear the path for the EPA's proposed greenhouse gas emission standards proposed on September 15, 2009.

Title VI and the Civil Rights Act of 1964 prohibit discrimination for federally funded projects.

6.3 Environmental Justice

The review of fair and equitable distribution of transportation programs and benefits, and meaningful participation in transportation decision-making is rooted in Title VI of the Civil Rights Act of 1964 which prohibits discrimination in any program receiving federal assistance. This regulatory framework was reinforced by Executive Order 12898 enacted in 1994 which requires Metropolitan Planning Organizations receiving federal funds to examine how well past and future transportation plans address environmental justice issues. Three fundamental principles guide this review.

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation of all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The 2035 LRTP considered environmental justice issues in the selection of, placement of projects, and timing of implementation of projects in the Cost Feasible Plan. A goal established for the 2035 LRTP is to promote sustainable systems and programs. One of the plan objectives to meet this goal is to provide access and mobility to a greater number of people in transit dependent, minority, and low-income populations and households. In addition to consideration of minority and low-income persons required by environmental justice guidelines, elderly and transit dependent persons were also considered.

The LRTP outreach program was extensive and inclusive.

6.3.1 Engagement of Traditionally Underserved Populations

Early and ongoing outreach is an important component of a successful transportation planning process. Because many people find it hard to focus on a horizon far into the future, special efforts need to be the cornerstone of a successful public involvement plan to ensure participation. A Public Involvement Plan was prepared for the 2035 LRTP in September 2008 and efforts to solicit input on plan goals and transportation needs were made very early in the process. Meetings were held throughout Broward County and throughout the planning process to gain input and provide information on plan developments as the planning process progressed.

To ensure full and fair participation, public involvement for the 2035 LRTP process was *proactive* to heighten the public's awareness, *inclusive* by focusing on disenfranchised stakeholders who may be reliant on public transportation (including minority, low-income, disabled, elderly, and youth), and *interactive* by providing a website and a toll-free hotline. Outreach opportunities were broadened to reach underserved segments of the population. Press releases were distributed to foreign language newspapers, including Caribbean and Spanish. Multi-lingual versions of the website and widely distributed surveys were provided. Spanish-speaking representatives were available on the hotline established for the project. Multi-lingual flyers were distributed to business and neighborhood organizations and churches in minority neighborhoods. Community-based meetings targeted minority neighborhoods and networking with community and church leadership was an important means of actively engaging these groups. Meetings were held at locations throughout the county at public facilities and places with high potential for drop-in attendance (libraries, malls, and community centers) to engage people who may not have seen the publications, notices, or website information announcing these public meetings.

6.3.2 Socio-economic Characteristics

A review of the 2000 U.S. Census data for Broward County was conducted to evaluate representation of minority populations, low-income households, as well as transit dependent households and the elderly. The representation for each of these groups as a percent of the total population was used to compare with the extent of benefits received from improvements prioritized in the plan. Minority populations and low-income households represent 29.4% and 10.8% of Broward County, respectively. Approximately 9.4% of the households in Broward County have no car and 16% of our residents are 65 or older.

Minority populations include Hispanics or persons of Latino descent, African-American, American Indian, Asian, and Pacific Islanders. The 2000 Census identifies the poverty threshold for a household as $17,463 per year. A recent update of the poverty threshold by the U.S. Census Bureau indicates a higher $21,834 threshold. With high unemployment in Broward County today and out-migration as job seekers are forced to look elsewhere for work, the trend for low-income populations will not be known until the 2010 census

LRTP projects will greatly improve mobility and access for transit dependent households.

is conducted. Transit dependent households were identified as households with no car. Elderly are persons age 65 or older. The source of all data for this evaluation is the 2000 U.S. Census.

Exhibit 55-2000 U.S. Census Data for Broward County

Socio-economic Group	2000 Census Broward County	Percent of Total
Total Population	1,623,018	100%
Total Households	654,445	100%
Minority Population	477,731	29.4%
Low-Income Households	70,684	10.8%
Transit Dependent Households	61,191	9.4%
Elderly Population	260,409	16.0%

Exhibits 56 through 59 show graphic representations of these populations and households and maps the Premium Transit projects and Mobility Hubs in relation to their distribution. For purposes of distinguishing the distribution of the data, the populations are normalized to five equally distributed groups.

Some neighborhoods that are characterized by high populations of low-income households include the urban core of Fort Lauderdale and Pompano Beach located generally west of US 1 and east of the Florida's Turnpike. Dania Beach near Port Everglades and Hallandale Beach Boulevard also show higher concentrations of low-income residents. Minority populations occur in some of these same low-income areas, but are more widespread extending much further south and west. While the highest concentrations of both minority and low-income populations occur in the older urbanized areas of Broward County, distribution occurs throughout Broward County attesting to the diverse nature of our population.

A high concentration for elderly population exists along the coastal areas owing to the attractiveness of ocean views for retired residents in dense areas that offer urban lifestyles in walkable communities; however, a number of senior communities and populations exist through Broward County as shown on Exhibit 59.

Transit dependent households (determined as those with no car) were also considered an important factor in planning for transportation improvements, particularly the addition or expansion of transit. Some correlation appears to occur between low-income and transit dependent households. It should be noted that few carless households exist in the more auto-centric suburbs in southwestern and northwestern Broward County.

Exhibit 56-Minority Population in Broward County

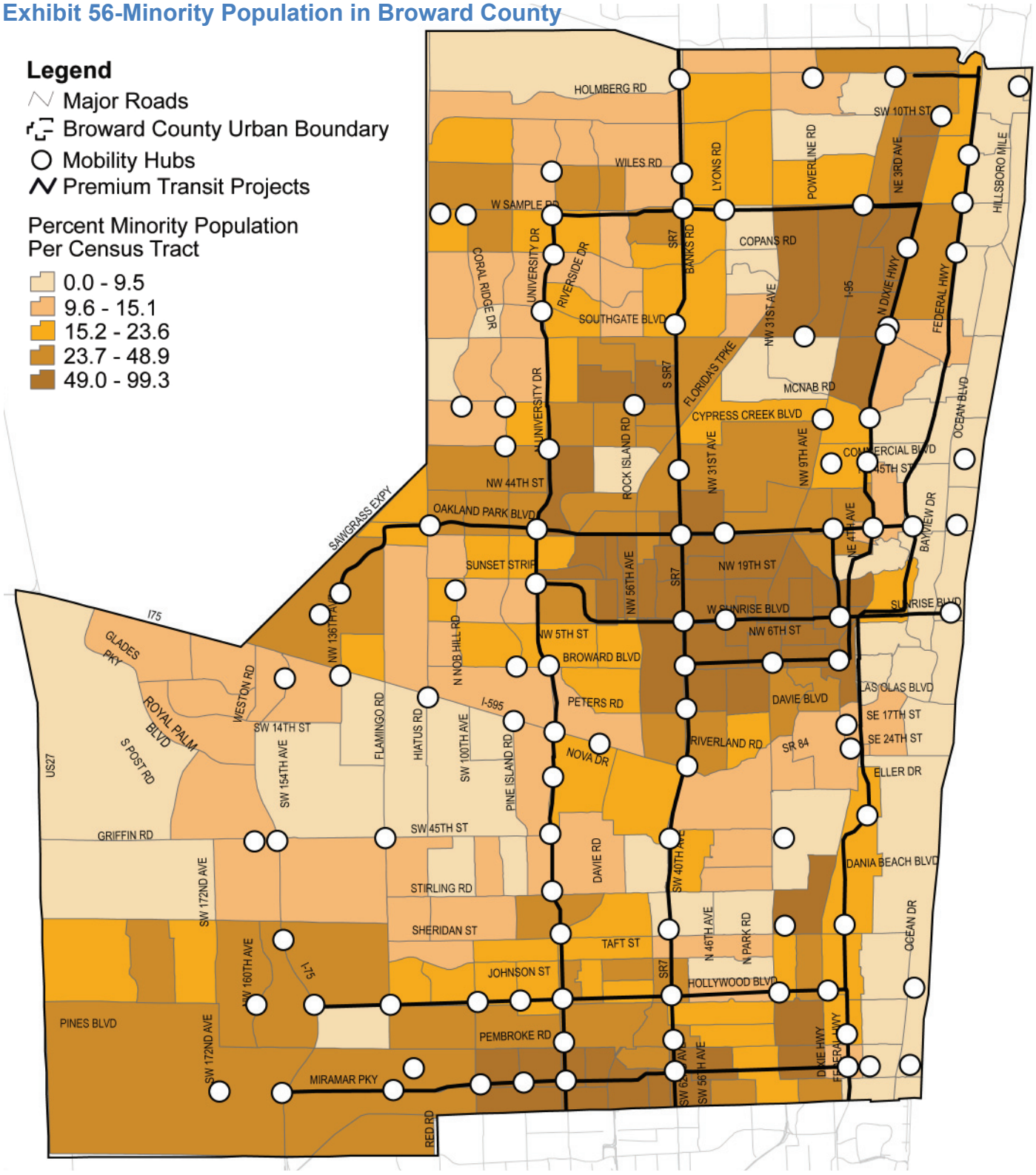


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Exhibit 57-Households Below Poverty Line in Broward County

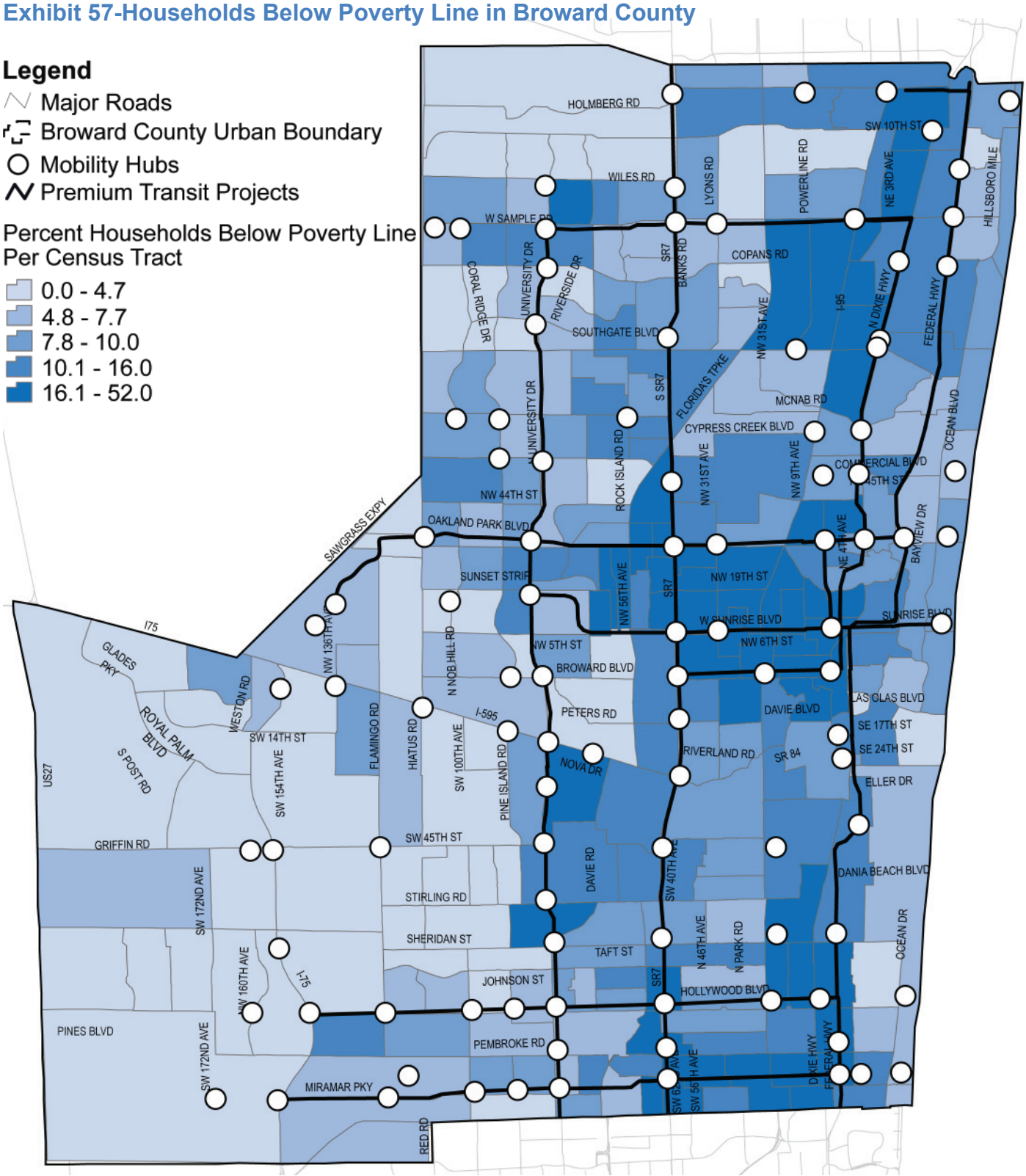

Exhibit 58-Transit Dependency in Broward County

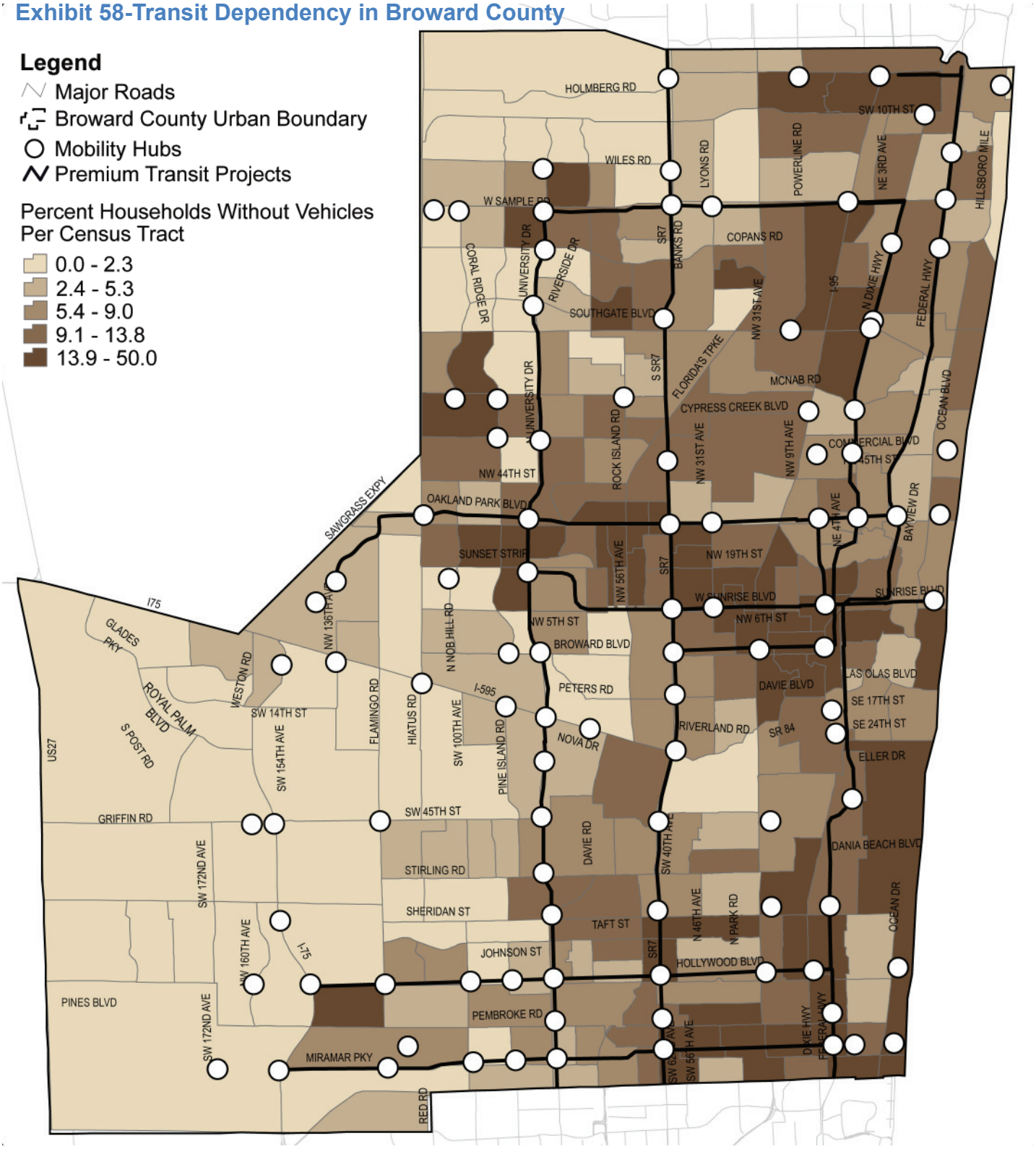

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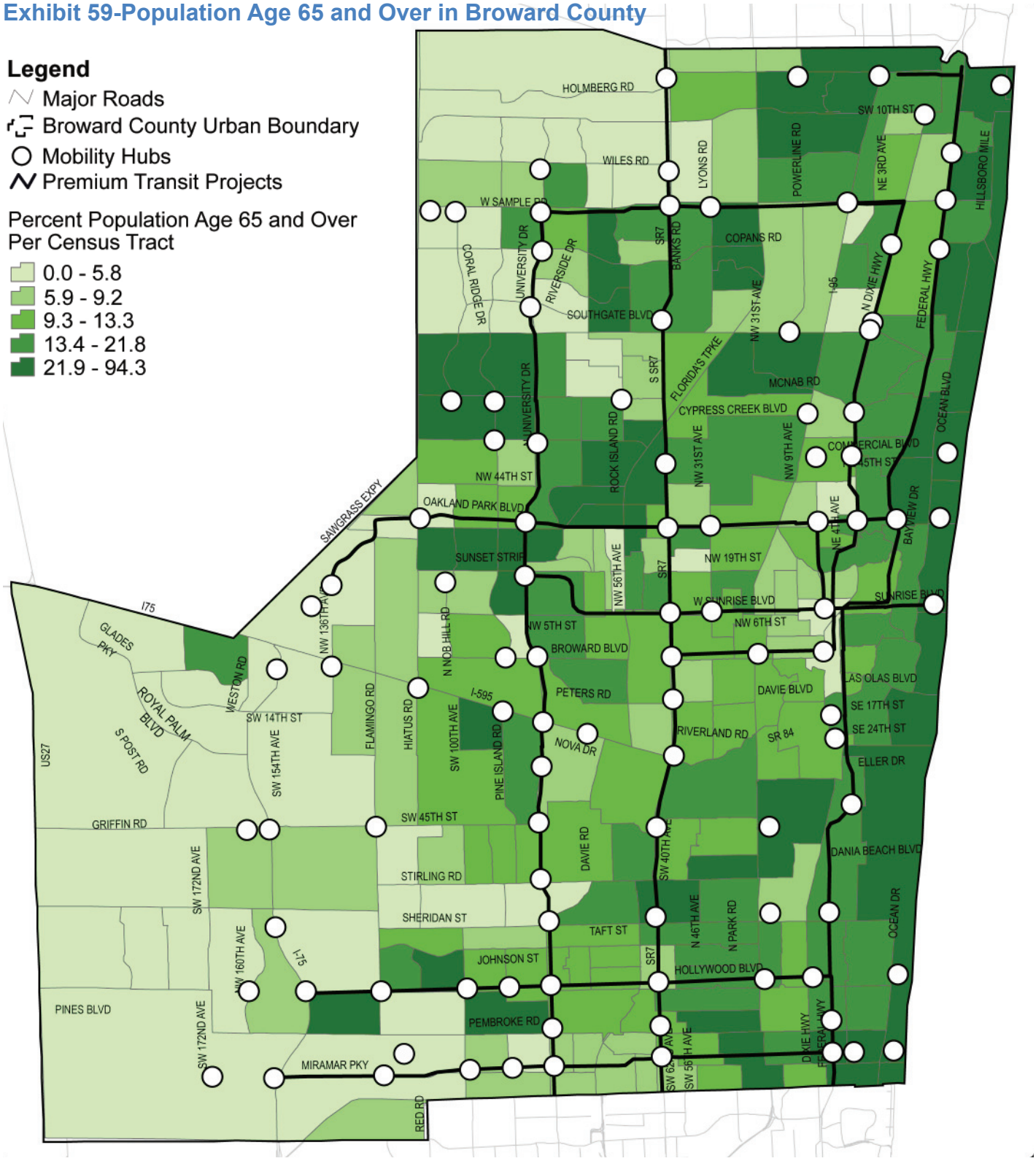
Exhibit 59-Population Age 65 and Over in Broward County



Premium Transit corridors will be placed within a half-mile of 42% of Broward's population.

6.3.3 Distribution of Transportation Benefits

The degree to which a segment of the population benefits from each 2035 LRTP project type is measured and compared to total population benefited by that project type. To make this comparison, an analysis using Geographic Information System (GIS) was made to determine the inclusion of minority, low-income, transit dependent and elderly residents within a half-mile perimeter of the project type included in the Cost Feasible Plan. A second tally of the total population within that same half-mile perimeter was made. The number of persons or households in a socio-economic group was then compared to the total persons benefited by those projects. Project types for which this comparison was made include Premium Transit, roadways, greenways, pedestrian sidewalks and bicycle improvements.

90% of minority populations will be within a half-mile of bicycle improvements.

The comparative distribution of benefits is shown in Exhibit 60. The types of projects included in the 2035 LRTP benefit a large portion of the population. Connectivity projects (greenways, pedestrian sidewalks and bicycle improvements) in particular benefit a broad base of our population.

The locations of Premium Transit projects included in the Cost Feasible Plan would be located within a half-mile of 42% of total population of Broward County. Over half of the minority and low-income populations will benefit. Minority and low-income populations would benefit in a comparable or greater proportion than their representation in Broward County of 29.4% and 10.8%, respectively. The percent of minorities located within a half-mile of all project types is also greater than or comparable to the percent of all those benefited countywide. The same proportional distribution is evident for transit dependent households and elderly residents.

The proportionality of benefits is largely due to the nature and extent of the transit and related connectivity improvements including greenways prioritized in the 2035 Cost Feasible Plan. All projects identified for the connectivity projects are funded based on need and will benefit traditionally underserved populations, as well as elderly and transit dependent. Seventy five percent of the total minority populations and low-income households are within a half-mile from projects included in the Cost Feasible Plan for pedestrian improvements; 90% are within a half mile from planned bicycle improvements; 60% are within greenways. Premium transit projects and connectivity to the Mobility Hubs may also help spur economic development adjacent to these hubs or station locations.

In addition to distribution of benefits, another major concern in typical LRTPs is blocking access of low-income and minority areas to the transportation system with the implementation of roadway projects such as limited access roadways and interchanges. The 2035 LRTP has very minimal provisions for additional roadway capacity and seeks to minimize these types of effects.

Exhibit 60-Transportation Benefits/Impacts by Socio-economic Group Relative to Total Population

Distribution of Benefited Population/ Households (within ½ Mile of Project)	Premium Transit	Roadways	Greenways	Pedestrian	Bicycle
Total Population	678,000	549,570	966,673	1,152,718	1,357,456
% of Broward County	41.8%	33.9%	59.6%	71.0%	83.6%
Total Households	274,464	210,562	390,850	466,727	542,737
% of Broward County	41.9%	32.2%	59.7%	71.3%	82.9%
Minority Population	254,844	192,273	276,329	360,761	430,352
Minority % of Total Population	29.4% of Broward County Population				
% of Total Benefits	37.6%	35.0%	28.6%	31.3%	31.7%
% of Minority Population Benefited	53.3%	40.2%	57.8%	75.5%	90.1%
Low-Income Households	36,543	26,127	41,483	53,729	62,067
Low-Income % of Total Households	10.8% of Broward County Households				
% of Total Benefits	13.3%	12.4%	10.6%	11.5%	11.4%
% of Low-Income Benefitted	51.7%	37.0%	58.7%	76.0%	87.8%
Transit Dependent Households	30,310	19,980	35,511	45,231	51,787
Transit Dependent % of Total Households	9.4% of Broward County Households				
% of Total Benefits	11.0%	9.5%	9.1%	9.7%	9.5%
% Transit Dependent Benefited	49.5%	32.7%	58.0%	73.9%	84.6%
Elderly Population	101,013	79,154	155,259	182,933	207,180
Elderly % of Total Population	16% of Broward County Population				
% of Total Benefits	14.9%	14.4%	16.1%	15.9%	15.3%
% of Elderly Benefited	38.8%	30.4%	59.6%	70.2%	79.6%

The LRTP includes options to improve health through human powered transportation.

With regard to human health, alternative modes proposed not only lessen localized air pollution, but also provide indirect health benefits. Implementing transportation strategies and policies that reduce reliance on private motor vehicles will result in reduced air pollution leading to reductions in the incidence of asthma and other respiratory disease. It has been proven that lower income and minority areas in the United States suffer from more severe health afflictions. An increase in the use of human-powered transportation, such as walking and bicycling, through the provision of improved facilities and the design of walkable neighborhoods around Mobility Hubs, helps combat a range of modern health problems such as obesity, adult-onset diabetes, heart disease, osteoporosis, cancer, and stroke. Having access to safe pedestrian and bicycle routes means people are more likely to choose walking or biking as modes of transportation, thus increasing their physical activity. People are also better able to interact with their community and engage in outdoor activities with their families, building valuable social capital.

6.4 Safety and Security

Safety and security comprise two of the planning factors that should be considered as part of a long range transportation plan according to SAFETEA-LU legislation. Safety for transportation is defined as the condition of being safe; freedom from danger, risk, or injury. The United States Departments of Transportation and Homeland Securities program goal is to promote public health and safety by working toward the elimination of transit-related deaths, injuries, property damage and the improvement of personal security and property protection.

For transportation, safety generally applies to the reduction in the occurrence of accidents or crashes, and also applies to the reality and perception of users of the system being safe. Typical issues include:

- Are the vehicles safe modes to ride on?
- Are the facilities associated with it, such as station areas, safe?

Security as a state or condition is resistance to harm. From an objective perspective, it is a structure's actual degree of resistance to harm. That condition derives from the structure's relationship (vulnerability, distance, insulation, protection) to threats in its environment. Security for transportation systems includes measures to protect from terrorism and deliberate threats to the systems and users of transportation facilities.

Safety and security programs for transportation facilities are relatively new, but evolving at a rapid pace. The 2035 LRTP, with its focus on transit, will develop projects which are closely related to the efforts of the Federal Transit Administration (FTA). FTA continues to test and evaluate advanced technologies (including chemical and biological detection systems) to reduce transit crime and counter terrorism

targeted at transit patrons, employees, and facilities. The main focus areas of FTA's Safety and Security Program are Railroad Safety, Information Systems Security, Crime Prevention and Anti-Terrorism and Intelligent Vehicle Initiative. The Department of Homeland Security is expected to issue a set of guidelines and procedures for additional transit related security in 2010. Details have not been published as of the publication of this LRTP. However, the Homeland Security – Comprehensive Assessment Model (endorsed by the Florida Department of Law Enforcement) provides community leaders with a method of assessing threats to the community and identifying the critical facilities, critical infrastructure and events within the community.

According to *Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling* by P. L. Jacobsen, the likelihood that a given person walking or bicycling will be struck by a motorist varies inversely with the amount of walking or bicycling. This pattern is consistent across communities of varying size, from specific intersections to cities and countries, and across time periods.

6.4.1 Safety

In dealing with crashes and accidents, the 2035 LRTP seeks to provide mitigation in several ways. Firstly, historical crash and accident data were used in the evaluation of project needs, particularly for roadways, pedestrian, and bike facilities and resulted in improvements to reduce incidents. For roadways, geometric and capacity improvements were programmed in select locations.

For pedestrians and bicyclists, additional facilities with adequate buffers from other types of transportation have been programmed. Miami-Fort Lauderdale metropolitan area ranked third worst in the nation for pedestrian safety according to a pedestrian danger index devised by the *Surface Transportation Policy Partnership*. The shift to alternative modes through this LRTP will not only improve facilities for pedestrians and bicycles, but also create a culture of walking and biking. With mode shifts to alternative modes, including transit, more non-auto travelers will create an awareness of safety for others and hopefully set greater priorities for non-auto travel. Of the top four cities that were worst ranked in the nation for pedestrian safety, all of them were in the State of Florida. This is indicative of urban sprawl and the emphasis on higher speed auto travel in the planning and design of transportation facilities in the state. Multimodal planning and design, with great consideration of pedestrian and bicycle, and in some cases priority over other modes should evolve based on the emphasis of this LRTP.

Concentrating activities at Mobility Hubs provides opportunities for safety. The Mobility Hub areas will be well lighted, patrolled by cameras and personnel, and most importantly serve as centers of the community, with lots of activities which will generate "eyes on the street" in well-lit areas. Mobility Hubs with personnel will contain emergency alarms in employee areas. In addition, courtesy telephones will be located at all Mobility Hubs to report safety incidents. At selected Mobility Hubs, fixed cameras will remain focused on the telephones and elevator waiting areas at all times. Outside the Mobility Hubs, cameras and infrared spotlights placed in parking lots ensure continuous surveillance of these areas for any type of criminal activity.

Although the Cost Feasible Plan does not include funding for additional rail services, light rail transit may be a component of the region's transportation solution with the successful achievement of innovative funding in the future. Trains typically contain an emergency door release for quick exit in the event of illegal or suspicious activity. Should passengers need to communicate with the train operator, they could use intercoms located in every car.

Along Premium Transit lines traveling at higher speeds, fences and/or curb separations will be built in addition to safe pedestrian crossing areas, at-grade and grade separated, as appropriate. Shrubbery and landscaping will also be kept to a minimum at all points along the system, thereby minimizing the likelihood of hidden or concealed illegal activity and maintain visibility for all travelers in the corridor.

An additional aspect of safety that has been taken into account for South Florida is hurricane preparedness and response. This aspect is discussed in 5.1.6 Hurricane Evacuation section of this document.

6.4.2 Security

Most transit agencies have never experienced an incident of terrorism on surface transportation. However, crisis management protocol for responding to questionable activities is standard for transportation agencies.

Locally, a regional security strategy has been developed and implemented by the SFRTA and Miami-Dade Transit Safety and Security staff. The regional security strategy identifies specific security goals and objectives for the South Florida transit region. The strategy identifies regional training, security hardware and technology that will allow for regional inter-operability. Some of the efforts already underway include:

- ***Transit Watch***-A Transit Watch Program for passenger and public awareness of suspicious activity. The program urges passengers to report suspicious activity to on board and security personnel.
- ***Employee Awareness***-Employees have received training in system security awareness from the National Transit Institute training course developed at Rutgers University. This training includes employee actions for identifying and reporting suspicious activities encountered on the rail system.
- ***Employee Training***-Training has been provided to employees through the Terrorist Activity Recognition and Reaction, another course developed by the National Transit Institute at Rutgers University.

- ***Advanced Training***-Advanced training has been provided for some staff and contract security employees. This training includes:
  - Improvised Explosive Device recognition course (Explosives Detection Group, Broward County);
  - Land-based transportation anti-terrorism course (Federal Law Enforcement Training Center and Chicago Police Department); and
  - Behavior Assessment Screening System.
- ***First Responder Training -***Training with local, first-responder agencies has increased, with focus on specialized units, such as Special Weapons and Tactics, K-9 units, as well as investigative and forensic teams.
- ***Exercises and Drills***-Local transit agencies have participated and sponsored a number of security-incident-based scenario drills related to Hostage and Explosive Devices, Suspicious Substances, Communications Checklists and Security Incidents.

A major element of keeping a transportation system secure is related to personnel. Several aspects of personnel are screening and monitoring of personnel including psychological reviews, as well as training personnel to appropriately respond to emergency situations. Specifically, drivers of transit services are the "first line of defense" in detecting and responding to suspicious circumstances. Thus, their job goes well beyond the roles of strictly transportation providers.

As the transit system evolves as a result of this LRTP, additional strategies should be developed for all transit operators at a regional and local level for radiological, chemical, and biological incidents that could take place along the transit system's train and bus lines and in stations. Each plan should carry detailed instructions and procedures pertaining to a particular type of incident and place including:

- Isolating the incident area to contain the effects of the material in the smallest space possible;
- An evacuation process that works to move people away from the source of the attack in an orderly, yet quick, fashion;
- Cessation of train, streetcar or bus service to prevent material from spreading into previously uninfected areas;
- Turning off the ventilation system to the extent that it helps to contain materials that would otherwise travel by air;
- Dealing with the media to keep people apprised of events;
- Coordination with other governments and agency involved in a response.

As the transit system evolves as a result of this LRTP, additional strategies should be developed for all transit operators at a regional and local level for radiological, chemical, and biological incidents that could take place along the transit system's train and bus lines and in stations.

The installation of ATMS systems throughout the County is included in the Cost Feasible Plan element of the LRTP. Real-time passenger information will be used to disseminate information to passengers in an emergency situation. ATMS systems can help facilitate communications and new technologies as they come on board. As gathering places for the community, Mobility Hubs can provide locations both to disseminate warnings and information as well as provide shelter and locations from which to organize response and distribute assistance.

Security Funding Opportunities

The allocation of federal and state transportation funding is subject to planning and action by agencies composed of elected city and county officials. The safety of Broward County's transportation and related facilities will only become more important as larger numbers of Broward County residents come to rely upon the transit system. Many financial resources are available through the seven preparedness programs within the Homeland Security Grant Program (HSGP), namely:

- Homeland Security Grant Program (HSGP)
- State Homeland Security Program (SHSP)
- Urban Areas Security Initiative (UASI)
- Metropolitan Medical Response System (MMRS)
- Citizen Corps Program (CCP)
- State Homeland Security Program Tribal (SHSP Tribal)
- Nonprofit Security Grant Program (NSGP)
- Operation Stonegarden Grant Program (OPSG)

Together, these grants may fund a wide range of preparedness activities, to include planning, organization, equipment purchase, training, exercises, and management and administration costs. These programs support objectives outlined in the National Preparedness Guidelines and related national preparedness doctrine, such as the National Incident Management System, National Response Framework and the National Infrastructure Protection Plan.

Exhibit 61-LRTP-Related Infrastructure Security Programs

Program	FY 2008	FY 2009
Transit Security Grant Program	$348,600,000	$348,600,000
Freight Rail Security Grant Program	$15,000,000	$15,000,000
Intercity Passenger Rail (Amtrak)	$25,000,000	$25,000,000
Port Security Grant Program	$388,600,000	$388,600,000
Intercity Bus Security Grant Program	$11,172,250	$11,658,000
Trucking Security Program	$15,544,000	$7,772,000
Buffer Zone Protection Program	$48,575,000	$48,575,000
TOTAL	$852,491,250	$845,205,000

Source: U.S. Department of Homeland Security

For transit, the focus of the 2035 LRTP, the FY 2009 Transit Security Grant Program (TSGP) provides grant funding of $348 million to the nation's key high-threat urban areas to enhance security measures for their critical transit infrastructure including bus, streetcar, and rail systems. Transit agencies eligible for FY 2009 TSGP funding were identified using a risk analysis model. This risk methodology is consistent across modes and is linked to the risk methodology used to determine eligibility for the core Department of Homeland Security, State, and local grant programs.

Given the tremendous emphasis on transit as preferential mode of travel in the 2035 LRTP, it is anticipated that additional resources will be allocated to transit security, through the pursuit of federal funds and local funding. Freight, port, and intercity transit which reach beyond the Broward County area also warrant additional security.

6.5 Innovative Funding Options

As part of the 2035 LRTP planning process, a range of potential revenue sources for Broward County were reviewed. The potential public sector funding sources (that is, government-imposed taxes or fees) can be usefully divided into existing sources and new sources. The existing sources can generally be increased either by Board action or by countywide referendum, with no approval or new legislation required from the Florida State legislature. The new funding sources, by contrast, would generally require that the legislature grant significant new authority to the county and in some cases a state constitutional amendment might be required. Changes to some of the "smaller" existing fees could also require state legislative approval.

Specific examples of TSGP projects include website enhancements to better market transit programs, provision of route information, and replacement of closed circuit television monitoring systems on buses.

Of sources evaluated, many are not recommended for further consideration, for the following reasons.

- Increases in smaller fees (such as hotel, or mortgage transfer) do not provide enough "bang for the buck" given their already high rates of taxation and relatively small revenue bases. Furthermore, the potential political difficulty involved in raising these taxation rates is high, given the desire to encourage tourist and business travel in the current economy.
- Major increases in general fund-related support for transit are unlikely given the county's current budget position and competing needs.
- Additional gas taxes beyond the levels currently authorized would require a constitutional amendment.
- Strategies should be applicable across the county; for example, parking fees are focused on downtown areas only.
- Income and employer taxes are highly controversial and not likely to be pursued at a county level.

Private sector funding and financing options also exist for the county, but they are much more difficult to project with any confidence, particularly given the current economic situation. Possible private sector involvement can also be broken down into two main types.

Concessions: Although the Public-Private Partnership (PPP) market is currently in turmoil due to the credit market crisis, some projects are still proceeding successfully. On the highway side, there appears to be a shift developing towards "availability" payments (such as with the managed lane project on I-595) and away from private sector firms taking on revenue risk in the form of actual or shadow tolls. On the transit side, there continues to be interest in design-build and DBOM (design-build-operate-maintain) partnerships for delivering new transit projects.

Joint Development: The potential for joint development efforts around fixed guideway transit stations continues to hold promise. These joint development efforts could include air rights development, parking structures, donation of right-of-way, stations integrated into existing buildings, and other in-kind donations. A large number of empirical studies have confirmed the positive impact of transit station improvements on nearby property values.

Concessions and Joint Development linked to Mobility Hubs should be considered as supplemental funding sources, but not as the major component of innovative financing at this time.

Innovative Funding Options:

More funding is needed to fulfill the 2035 LRTP Goals. The Cost Feasible Plan assumes we will only build BRT as LRT would require more funding. Also, operating funds required for Broward County Transit is not fully funded in this plan. Possible funding options:

- *Sales Tax*
- *Vehicle Miles Traveled (VMT) Tax*
- *Tax Increment Financing Districts (TIFD)*

Of the public options studied, the following three were recommended for consideration based on the desire to generate enough revenue to achieve the goals of the 2035 Cost Feasible Plan. These potential new revenue sources are referred to as the innovative funding options.

- Sales Tax
- Vehicle Miles Traveled (VMT) Tax
- Tax Incremental Financing District (TIFD) (also a form of Benefit Assessment District)

Recent State of Florida legislation provides direction to the Department of Community Affairs (DCA) and FDOT to establish a methodology for implementing a mobility fee to replace transportation concurrency. The"Joint Report on the Mobility Fee Methodology Study" was released December 1, 2009.

Exhibit 62 shows the potential additional new annual revenue for Broward County. The revenue estimation processes for the sales or surtax and the VMT tax was straightforward. Sales tax estimates were taken from the *Local Government Financial Information Handbook* for Broward County and estimated VMT in 2035 was taken from the regional travel demand model. A 2-cent per mile VMT charge in 2035 was assumed, which is roughly equivalent to a 1-cent per mile charge today. The recent Oregon Department of Transportation pilot program for VMT taxing used a standard charge of 1.2 cents per mile, so the hypothetical 1-cent charge in this analysis appears reasonable.

Recent State of Florida legislation provides direction to the Department of Community Affairs (DCA) and FDOT to establish a methodology for implementing a mobility fee to replace transportation concurrency (also known as SB 360). The agencies must file a report to the legislature by December 1, 2009, including recommended legislation and a plan to implement the mobility fee as a replacement for transportation concurrency.

Urban transit could significantly raise property values in station areas, especially if the regional economy is growing, and complementary regulatory and joint development programs are in place. Joint development programs supportive of TIFD include permissive zoning, street improvements, and design features such as pedestrian plazas. Most of the land use and value impacts occur within a quarter to a half mile of stations, where office rents tend to increase and housing prices are higher. To place this in its widest perspective, the presence of transit generally enhances urban real estate values. For example, it is estimated that the 300 full-service rail transit stations operated by Chicago's CTA and Metro currently generate land value increments of $1.6 billion annually. Mobility Hubs in addition to Transit Oriented Corridors proposed as part of 2035 LRTP for Broward County can capitalize on increased values and more productive uses of land. The calculation of the possible revenues from TIFD areas around the proposed "hubs" in the county was more complex.

Urban transit could significantly raise property values in station areas.

Exhibit 62–Potential New Public Sector Funding Sources

Rate	Annual Revenue Potential	Positive Factors	Negative Factors
Sales Tax (Charter county transit surtax)			
1% (1 cent)	$287 million	Financial: Generates significant funding off of broad base.	Financial: Evidence suggests future growth rates will not match historical experience.
		Legal: Authority already in place, though referendum would be required.	Political: Surtax has failed previously with a less detailed plan.
		Administrative: Collection structure is in place.	
Vehicle Miles Traveled (VMT) Tax			
2¢ per mile	$136 million	Financial: Could generate major new funding at a low rate on a very broad base.	Legal: No current authority in Florida uses such a tax. This is also true for the U.S., with the exception of pilot programs.
		Political: Could be used for congestion management, as well as raising revenue.	Political: Major opposition may be likely and would have to address privacy concerns.
			Administrative: An entirely new collection structure would be required.
Tax Increment Financing District (TIFD)			
N/A	$187-$496 million (Potential depends on land use and increment captured)	Political: Does not require an explicit increase in taxes.	Political or Financial: May be viewed by some as a shifting of tax revenues rather than creating a completely new funding source.
		Legal: Authority for TIFD does exist in Florida.	
		Administrative: Utilizes existing property tax collection mechanism.	

Estimates are for revenue available in 2035, but are expressed in current year (2009) dollars. Future inflation of 3% assumed. VMT calculation assumes base of 49 million daily VMT in 2035 (from travel model) with annualization factor of 330 days and 10% reduction in travel due to change.

Three scenarios were developed for the TIFD analysis in addition to a Baseline Scenario to separate the affect of different background growth mechanisms and the impact of transit oriented development in Broward County. The Baseline Scenario assumes that there is no growth in assessed property values. Assumed current property values were held constant throughout the analysis period.

Scenario 1 considers only background growth in the assessed property values. This scenario assumes that the number of parcels remain constant. Population and employment can reach 2035

projections; however, it will mean that there is a significant increase in density within existing parcels (units per parcel).

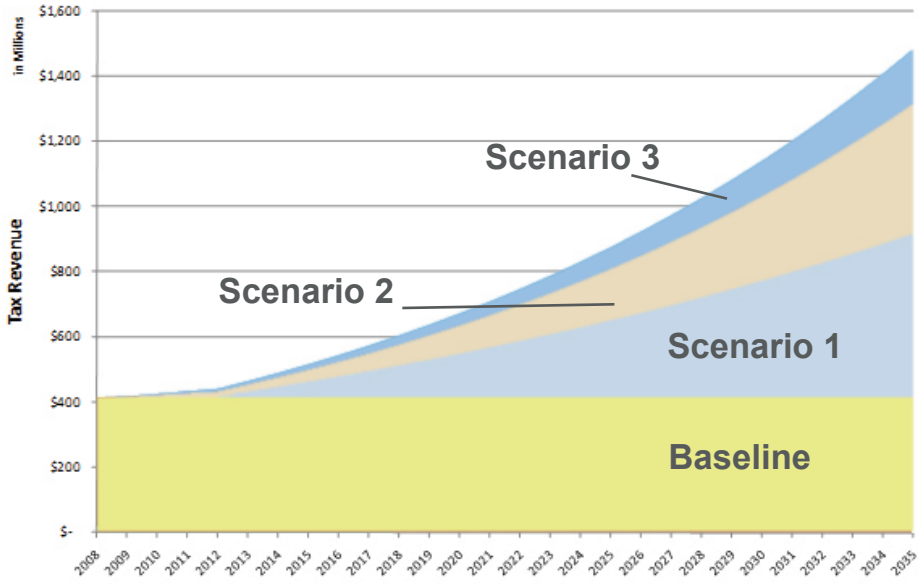
Scenario 2 considers growth in assessed property values and the expansion of parcels due to population and employment growth. It is assumed that increases in population and employment are proportional to increases in the number of parcels and that there is a maximum density allowed per parcel before a new parcel needs to be created to accommodate the increases.

Scenario 3 incorporates additional growth due to transit investments in the Gateway Hubs and the resulting transit oriented development it may spur. Expected tax increment revenues are contingent upon the construction of the Gateway Hub projects and associated development. Scenario 3 assumes expeditious start-up of this new program.

Assuming the current millage rate of $20.27 per $1,000 assessed value, the tax revenue in 2008 is $415 million. In Scenario 1, using a conservative growth of zero percent from 2009-2012, and 3.5 percent per annum thereafter, the tax revenue grows to $915 million in 2035, an increase of $500 million. If population and employment grow according to current trends, Scenario 2 forecasts tax revenue to be $1,319 million, an increment of $404 million over the background growth in assessed property values. If transit investments in the Gateway Hubs spur transit oriented development, Scenario 3 forecasts tax revenues to be $1,485 million, or an additional $166 million above expected growth in assessed values based on trending population and employment.

For each scenario, the assessed taxable property values were calculated by property class, and then multiplied by the millage rate to determine the tax revenue. Exhibit 63 shows a graphical representation of the incremental revenue brought on by each scenario. Exhibit 64 displays the 2035 tax revenues in tabular format.

Exhibit 63-Incremental Tax Revenue by Scenario, 2008-2035



A sales tax initiative will require a well-defined and balanced improvements plan to gain voter support. A flexible, multi-level strategy may be necessary.

Exhibit 64-Tax Revenue Results by Scenario

Revenue Results	2008	2035	Added Revenue
Baseline	$414,995,139	$414,995,139	
Scenario 1		$915,526,785	$500,531,646
Scenario 2		$1,319,418,545	$403,891,760
Scenario 3		$1,485,244,279	$165,825,734

Revenues shown in 2009 Dollars

Broward County faces difficult decisions in the coming years about the funding of its transportation needs. A number of potential funding options exist that could supplement existing transportation revenues and prevent the deferral of important investments, but each of these options presents political challenges for the county, and individually some of the options also face legal, administrative, and even financial drawbacks.

In light of its revenue potential and the existing regulatory and administrative structure surrounding it, the Charter County Transit Surtax may be the most feasible new funding source for the county in the near-term. This type of sales tax initiative will require a thoroughly defined and defensible improvement plan as well as extensive public information campaign to highlight the merits of any proposed taxes.

In the long-term, the VMT tax and TIFD hold the greatest promise as robust, stable funding. The VMT tax is a new concept and would likely include implementation support from federal entities. TIFD holds promise as way to generate revenue tied to land use improvements, but depends on market factors and is typically realized over a long period of time.

A single strategy or a combination of these three solutions discussed–Sales Tax, VMT Tax, and TIFD will be instrumental in the implementation of needs beyond available resources in the Cost Feasible Plan.

SEFTC serves as the region's planning entity.

6.6 Regional Planning

MPOs in the tri-county area formed the Southeast Florida Transportation Council (SEFTC) on January 9, 2006. SEFTC was formed to serve as a forum for coordination and communication among the Palm Beach, Broward, and Miami-Dade MPOs; FDOT Districts Four and Six; Florida's Turnpike Enterprise; SFRTA; and the Treasure Coast and South Florida Regional Planning Councils. Membership in SEFTC includes the chairs of the three MPO Boards. Monroe County, the Martin and St. Lucie MPOs, and other agencies and organizations are involved in transportation planning and programs in cooperation with SEFTC in Southeast Florida. SEFTC duties are tied to the post-census commitments made by the three MPOs that are being implemented with assistance from

the Regional LRTP Committee. The duties of the SEFTC include the development of:

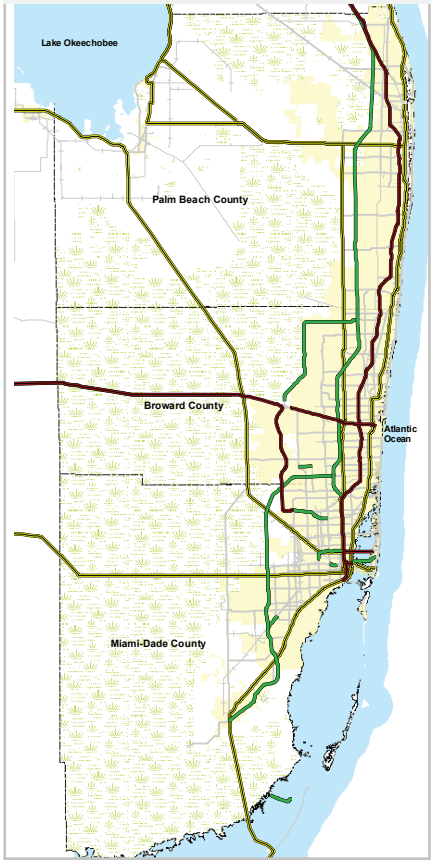
- A regional long range transportation plan,
- A process for prioritization of regional projects,
- A regional public involvement process,
- Performance measures to assess the effectiveness of enhanced regional planning, and
- Coordination efforts in delivering improvements to the regional transportation system.

A common regional element is under development for the three MPOs. The Regional LRTP will accommodate the work that was documented in the three individual 2035 LRTPs including the Broward 2035 LRTP.

The Broward MPO has been closely coordinating the 2035 LRTP transportation planning process with its neighboring counties of Palm Beach and Miami-Dade from the development of goals to the preparation of the Cost Feasible Plan.

As a result of these coordination efforts, southeast Florida will have produced in the year 2010, the first Southeast Florida Regional Long Range Transportation Plan (RLRTP). As implied, the 2035 RLRTP is the tool linking Palm Beach, Broward and Miami-Dade MPOs long range plans together into one vision. This document will provide a prioritized set of highway and transit improvements for the region in recognition of the regional characteristics of many travel needs. With the continuous interaction throughout the three southern counties, the intent is that this plan will provide additional opportunities for funding and transportation projects that would otherwise not be available.

South Florida Tri-county Area



The regional LRTP is an important step towards tri-county planning.

The main components of the regional plan include:

Exhibit 65-2035 Regional LRTP Components

Overview of Regional/Statewide Studies and Plans
Thirty documents that pertain to the regional transportation system and existing and forecast travel activities in the tri-county area were reviewed. For each document reviewed, the relevancies and inconsistencies to the 2035 RLRTP were summarized and documented into one technical memorandum.

Regional Goals, Objectives, and Measures of Effectiveness
Regional goals, objectives, and measures of effectiveness were developed to ensure the plan is in line with the federal guidelines, state guidelines, and local MPO 2035 LRTPs.

Regional Public Involvement
Regional public involvement activities were coordinated through the public involvement activities of the three MPO LRTP updates. Regional information and materials were included during local activities and were designed to solicit input on regional transportation concerns and proposals.

Regional Transportation Network
The Corridors of Regional Significance were revised and updated based on a revised set of criteria. The updated network is titled the Regional Transportation Network.

Regional Modeling
Through the Regional LRTP efforts, the modeling activities for each MPO plan were coordinated to ensure a consistent methodology was applied across the region. The end product was one coded network in the regional model (SERPM). The regional-level modeling reviews generally focused on regional corridors, external travel, and travel between the three counties.

Regional Needs Plan
All local MPO Needs Plans were collected, reviewed and compiled to prepare the Regional Needs Plan. Only projects affiliated with the Regional Transportation Network will be in the Regional Needs Plan.

Regional Finance Plan
Regional revenue projections for transportation funding that will be available over the next 25 years to support the region's cost-feasible plan were developed for the counties of Palm Beach, Broward and Miami-Dade. Essentially, the three local MPO revenue forecasts were reviewed and compiled to obtain a regional revenue forecast along with regional funding sources.

Regional Cost Feasible Plan
All local MPO Cost Feasible Plans were collected, reviewed and compiled to prepare the Regional Cost Feasible Plan. Only projects affiliated with the Regional Transportation Network will be in the Regional Cost Feasible Plan.

Regional Interim Year Plans
Interim year plans were reviewed for consistency across the three local MPO plans for projects identified on the Regional Transportation Network.

Regional Transit Quality of Service Assessment
A Regional Transit Quality of Service Assessment was conducted for the three county area. Twenty origin-destination pairs were selected within the region for measuring the existing quality of transit service. The three measures quantified included: service frequency, hours of service, and transit-auto travel time. Level of service ratings were reported for these three measures for each of the twenty origin-destination pairs.

For additional information on the 2035 RLRTP and details on the components listed above, please visit the Southeast Florida Transportation Council's (SEFTC) website at www.seftc.org.

Amendments allow changes in transportation programming in response to changing conditions related to funding and project definitions. A risk however, is pursuing modifications that are inconsistent with the overall mission and vision of an adopted LRTP. The 2035 LRTP signals a paradigm shift. The overall objective to shift facilities, services and travel behavior to alternative modes is critical.

6.7 Living the LRTP

Long range transportation plans are unique in their ability to evolve. The amendment process for the 2035 LRTP occurs at regular intervals throughout the year. Amendments allow changes in transportation programming in response to changing conditions related to funding and project definitions. A risk however, is pursuing modifications that are inconsistent with the overall vision and mission of an adopted LRTP. The 2035 LRTP signals a paradigm shift. The overall objective to shift facilities, services and travel behavior to alternative modes is critical. In order to preserve this until the 2040 LRTP update which will likely be initiated four years from now, it is recommended that any plan amendment be measured and documented as to how well they meet the performance measures defined in this LRTP for each, in addition to the vision and mission. If these base parameters are met, flexibility in programming can be accommodated for the following reasons:

- The Cost Feasible Plan **does not include innovative financing**. Based on innovative financing mechanisms currently under consideration, it is anticipated that a dedicated local funding structure may generate an additional $4-10 billion in cash revenues through 2035, resulting in additional projects, or upgrades to projects, including the addition of light rail transit.
- The Cost Feasible Plan maximizes the use of revenues for alternative modes; however, many of the **uses of funds were limited based on established rules**. Changes in the types of improvements that are allowable, specifically for roadway funding in many cases will require state legislative action. If changes are made, amendments to the plan may be warranted.
- **Projects evolve over time**. Many of the Premium Transit corridors and all of the Mobility Hubs documented in this plan have not undergone any detailed study outside of this plan. Based on additional planning, environmental study, design, and community input, project definitions and funding allocations may require modification.

To serve as a living document, special emphasis should be placed on the following approaches and policies defined in the 2035 LRTP within the near term.

- Continue public outreach efforts for elements of the 2035 LRTP.
- Establish "Livability Planning Initiatives" to promote and implement 2035 LRTP recommendations and policies.

- Initiate a transit system plan that can build on the priorities and analyses for Premium Transit Corridors and related facilities. Alternative analyses and/or environmental studies for the priority corridors should be initiated.
- Create a Mobility Hubs pilot program to build prototypes of Gateway, Anchor, and Community hubs.
- Define potential sites for Mobility Hubs based on generalized locations in the 2035 LRTP and amend the Broward County Comprehensive Plan and/or Land Use Plan to reflect these locations and investments.
- Focus Broward County's Livability Planning Initiatives to build on the Mobility Hubs concept.
- Develop alternative approach for the design of bicycle, pedestrian, and Greenway facilities beyond those traditionally used. Identify impediments and establish a process to accelerate the funding and implementation of these transit-supportive facilities.
- Create a pilot program for the creation of bikeshare and carshare programs at future Mobility Hub locations.
- Establish working groups with the business community to initiate public-private partnerships in the development of Mobility Hubs.
- Develop more detailed plans and specific milestones for the innovative financing options defined in the 2035 LRTP.
- Enhance the region's travel demand forecast model to truly reflect emerging markets for alternative modes.
- Test land use scenario planning based on the Mobility Hubs concept and measure demand potential.
- Identify implementing and operating authorities for new services, facilities and programs proposed.
- Refocus the Broward MPO's Congestion Management Process to complement the Livability Planning Initiatives.
- Monitor implementation of ATMS systems which are critical to the successful implementation of many elements of this the 2035 LRTP.
- Incorporate TRIP funding allocations and assign projects (TRIP allocations were not determined at the time of publication).
- Leverage federal funding, especially related to New Starts, Homeland Security, Climate Change (legislation pending at plan completion), new transportation authorization (CLEAN-TEA or Green-TEA legislation pending a plan completion), and Livable Communities.

6.8 Livability Planning Initiatives

Recognizing that the 2035 LRTP provides the basic framework for a system of sustainable transportation and community, MPO staff will take an active approach to promote and implement 2035 LRTP recommendations. Through the Livability Planning Initiative efforts, MPO staff, with local governments, will develop the detailed elements of Mobility Hubs, including the location of facilities, needed bicycle and pedestrian infrastructure, designation of appropriate land uses, and guidelines for appropriate redevelopment and retrofitting. These efforts will explore community support, and ultimately guide the final design of Gateway, Anchor, and Community hubs and assist the MPO in determining funding options including public and private sources.

The planning efforts will take the form of areawide Livability Studies distributed among the five MPO Districts. The MPO will prioritize the study areas using criteria such as the 2035 LRTP Cost Feasible Plan rankings and location of Mobility Hubs, transit routes and ridership, development patterns, redevelopment opportunities, and municipal plans for the Mobility Hub areas. Collaboration and timing of planning efforts will coincide with and support ongoing studies where possible.

The approach to the Livability Studies contains five phases:

1. Coordinate the Scope of Work with the local governments;
2. Conduct data gathering and analysis;
3. Implement a Public Involvement Plan with community visioning meetings;
4. Create recommendations and identify funding sources; and
5. Implement the Planning Strategy recommendations.

The recommendations of the Livability Studies will address five major areas:

- Transportation Improvements: Transit-supportive infrastructure (shelters, sidewalks, streetscaping, etc.) to facilitate multimodal access to transit;
- Land Use Amendments: Designation of mixed-use Transit Oriented Corridors (TOCs) and Transit Oriented Development (TOD);
- Rezoning and Design Guidelines: Land development regulations for transit-supportive, pedestrian-friendly design;
- Business Retention, Expansion, and Attraction: Economic development strategies for private investment; and
- Affordable and Attainable Housing: Greater variety of housing options.

Implementation

The Livability Planning process is a forum for refinement and adjustment of the projects in the 2035 LRTP Cost Feasible Plan, possible resulting in formal amendments to the LRTP. Implementation will depend on the proper assignment of responsibility for actions at several levels.

Studies will identify specific projects for transportation fund allocation and provide justification for the municipalities to pursue additional funding sources, including grants and public-private partnerships.

APPENDIX

Appendix

The following pages contain project lists for the 2035 Cost Feasible Plan, Illustrative, and Unfunded, Completed, and Committed Projects. Please refer to the table of contents below for corresponding exhibit and page numbers.

Appendix Table of Contents

Phase Legend

Below is the legend for the project phases for the projects listed in the transit, mobility hubs, highway projects, ITS, and freight categories.

Premium Transit Projects	Phase
Planning Study (Feasibility, Survey)	P
Draft Environmental Impact Study/Preliminary Engineering	DEIS/PE
Final Environmental Impact Study/Final Design	FEIS/FD
Right-of-Way Acquisition	R
Construction	C
Implementation	I
Operation & Maintenance	O&M
Broward County Transit (BCT)	Phase
Planning	P
Engineering Design	D
Construction	C
Purchase of Vehicles	Pr
Capital Maintenance	Cm
SFRTA	Phase
Engineering Design	D
Construction	C

Mobility Hubs	Phase
Planning	P
Design	D
Construction	C
Operation & Maintenance	O&M

Roadway, ITS, and Freight/Seaport/Airport Projects	Phase
Right-of-Way Acquisition	R
Planning	P
Design	D
Construction	C
Implementation	I

Exhibit 66–2035 Cost Feasible Transit Projects

Project/Corridor/Route	Transit Mode	2035 CFP (Peak/ Off Peak) (Headway in minutes)	Capital Cost (2009 Dollars)	Total O&M Cost (2009 Dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Premium Transit Projects-Bus Rapid Transit & Rapid Bus										
SR 7/US 441[1]	Premium High Capacity	5/7.5	$442,910,400	$117,000,000	$14.8	$124.0	$181	$262	$105	$686
					DEIS/PE	FEIS/FD, R	R, C	C, O&M	O&M	
University Drive	Premium Rapid Bus	10/15	$15,180,000	$44,000,000	$1.1		$20	$35	$40	$95
					P		C & I	O&M	O&M	
US 1	Premium Rapid Bus	10/15	$18,760,000	$53,200,000	$1.1		$25	$42	$48	$116
					P		C & I	O&M	O&M	
Oakland Park Blvd[2]	Premium High Capacity	5/7.5	$271,040,000	$61,600,000	$9.1	$124.0	$88	$208	$56	$485
					DEIS/PE	FEIS/FD, R	R, C	C, O&M	O&M	
Sunrise Blvd	Premium High Capacity	5/7.5	$209,622,000	$49,588,000	$9.1	$124.0	$88	$102	$45	$368
					DEIS/PE	FEIS/FD, R	R, C	C, O&M	O&M	
Pines/Hollywood Blvd[3]	Premium High Capacity	5/7.5	$219,856,800	$54,540,000	$9.1	$124.0	$88	$122	$50	$392
					DEIS/PE	FEIS/FD, R	R, C	C, O&M	O&M	
Dixie Hwy	Premium Rapid Bus	10/15	$7,704,400	$22,660,000	$1.1		$10	$18	$21	$50
					P		C & I	O&M	O&M	
Miramar Pkwy/Hallandale Beach Blvd	Premium Rapid Bus	10/15	$9,144,800	$25,760,000	$1.1		$11	$21	$23	$56
					P		C & I	O&M	O&M	
Sample Rd[3]	Premium High Capacity	5/7.5	$165,457,600	$45,696,000	$8.6	$24.8	$139	$96	$41	$310
					DEIS/PE	FEIS/FD, R	R, C	C, O&M	O&M	
Broward Blvd (SR 7 to downtown Fort Lauderdale)[3]	Premium High Capacity	5/7.5	$77,568,550	$19,807,350	$9.1	$19.8	$34	$16	$18	$96
					DEIS/PE	FEIS/FD, R	R, C	O&M	O&M	
Oakland Park Blvd (University Drive to Sawgrass Mills)[3]	Premium Rapid Bus	10/15	$3,815,000	$10,900,000	$0.6		$5	$9	$10	$24
					P		C & I	O&M	O&M	
Total - Premium Transit Projects			$1,441,059,550	$504,751,350	$65[4]	$541	$689	$930[5]	$456	$2,681

Exhibit 66–2035 Cost Feasible Transit Projects (continued)

Project/Corridor/Route	Transit Mode	2035 CFP (Peak/ Off Peak) (Headway in minutes)	Capital Cost (2009 Dollars)	Total O&M Cost (2009 Dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Broward County Transit (BCT)										
Supporting Facilities										
Third Operations/ Maintenance Facility	Systemwide	N/A	$58,710,000	N/A	$5.0 P, D	$68 C				$73
Intermodal Centers/Hubs	Systemwide	N/A	Integrated with Mobility Hub cost estimates	N/A	Integrated with Mobility Hub					
Park-n-Ride Facilities	Systemwide	N/A	$29,870,000	N/A		$19 P, D, C	$21 P, D, C			$40
Bus Shelters/Bus Bays/Bus Stop Upgrades	Systemwide	N/A	$54,590,000	N/A	$17 P, D, C	$26 P, D, C	$27 P, D, C			$70
Local Bus Service										
BCT Bus Capital Maintenance Needs	Systemwide	N/A	$3,790,223	N/A	$4.3 Cm					$4
New Local Bus Service (8 routes[6])/Route Extension/ Headway Improvement	Fixed Route Bus Service (Local Bus)	N/A	$64,815,000	N/A		$25 Pr	$63 Pr			$88
Broward County Transit (BCT) including TDP Improvements (Capital Cost) & Partial BCT O&M Cost			N/A	$1,234,289,600[7]	$80 O&M	$428 O&M	$480 O&M	$539 O&M	$606 O&M	$2,133 O&M
Total-Broward County Transit			$211,775,223	$1,234,289,600[7]	$106[8]	$565[9]	$591[10]	$539	$606	$2,407

Exhibit 66–2035 Cost Feasible Transit Projects (continued)

Project/Corridor/Route	Transit Mode	2035 CFP (Peak/ Off Peak) (Headway in minutes)	Capital Cost (2009 Dollars)	Total O&M Cost (2009 Dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
South Florida Regional Transit Authority (SFRTA)										
Tri-Rail	Commuter Rail	20/60 (CRT)	N/A	$62,972,723	$4.0	$11.0	$14.0	$35.0	$41.0	$105
					O&M	$10	O&M	O&M	O&M	O&M
Tri-Rail/I-95 Corridor	All Tri-Rail Shuttles	20/60	N/A		$0.57	$2.0	$3.0	$4.0	$5.0	$15
					O&M	O&M	O&M	O&M	O&M	
Tri-Rail Deerfield Beach Station New Parking Deck	Commuter Rail (Station)	N/A	$11,398,610	N/A		$13.6				$14
						D, C				
Tri-Rail Hollywood Station New Parking Deck	Commuter Rail (Station)	N/A	$13,628,667	N/A		$2.5	$17			$19
						D	C			
Total-SFRTA			$25,027,277	$62,972,723	$5	$29	$34	$39	$46	$153
Community Bus										
Community Bus Service	Systemwide	N/A	N/A	$158,000,000	$12	$58	$63	$66	$84	$282
					O&M	O&M	O&M	O&M	O&M	O&M

Notes:
A. Premium High Capacity Transit project capital and O&M cost estimate is based on BRT technology.
B. The O&M cost for Premium Transit projects is based on the assumption that these projects would operate for 10 years over the plan period (2025-2035).
C. Revenue to support Premium Transit Service includes fare box recovery (passenger revenue) assumed at 20% ($101 million) of the total O&M cost ($504 million, 2009 dollars).

[1] SR 7 premium service includes adding two exclusive lanes for transit use between Palm Beach County Line and Sample Road within available right of way, to provide for a total of eight lanes, six for general purpose traffic and two for transit.
[2] Project added and/or modified based on BCTs recommendation. Andrews Ave Premium High Capacity Transit project is part of the Oakland Park Blvd Premium High Capacity Transit project.
[3] Per Steering Committee recommendation, Sample Rd, Pines/Hollywood Blvd, and Broward Blvd (SR 7 to downtown Fort Lauderdale) projects were upgraded from Premium Rapid Bus to Premium High Capacity Transit while Oakland Park Blvd Premium Rapid Bus service between Univeristy Dr and Sawgrass Mills Mall was added.
[4] In addition to the $65 million, funding to the amount of $50 million is set aside for planning, design and engineering effort on the FEC corridor and The Wave. Therefore, the total dollars allocated for premium transit for FY 2014-2015 is $115 million.
[5] For FY 2026-2030, $930 million includes $527 million in capital cost and $403 million in O&M cost.
[6] BCT new local bus routes include Flamingo Road, Nob Hill Road, Palm Avenue, Douglas Road, Rock Island Road, Wiles Road, McNab Road, and Griffin Road.
[7] Allocated O&M funds ($1,234 million) cover approximately 33% of BCTs total O&M cost per FY 2009-2018 TDP ($3,791 million). This allocation covers 50% of the existing BCT O&M cost ($2,478 million) over the plan period (2015-2035), all in 2009 dollars.
[8] For FY 2014-2015, $106 million includes $26 million in capital cost and $80 million in O&M cost.
[9] For FY 2016-2020, $565 million includes $137 million in capital cost and $428 million in O&M cost.
[10] For FY 2021-2025, $591 million includes $111 million in capital cost and $480 million in O&M cost.

Exhibit 67-2035 Cost Feasible Mobility Hubs

Hub Location	Proposed Hub Type	Ranking	Capital Cost (2009 Dollars)	Total O&M Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Broward Blvd & NW/SW 1st Ave[1]	Gateway Hub	1	$8,696,178	$1,100,000	$10.6	$0.4	$0.4	$0.5	$0.6	$12.6
					P, D, C	O&M	O&M	O&M	O&M	
Broward Blvd & I-95	Gateway Hub	2	$8,196,178	$1,100,000	$10.0	$0.4	$0.4	$0.5	$0.6	$12.0
					P, D, C	O&M	O&M	O&M	O&M	
Hallandale Beach Blvd & US 1	Gateway Hub		$8,196,178	$1,100,000	$10.0	$0.4	$0.4	$0.5	$0.6	$12.0
					P, D, C	O&M	O&M	O&M	O&M	
Hollywood & Dixie Hwy	Gateway Hub		$8,196,178	$1,100,000	$10.0	$0.4	$0.4	$0.5	$0.6	$12.0
					P, D, C	O&M	O&M	O&M	O&M	
Oakland Park Blvd & SR 7	Gateway Hub		$8,196,178	$1,100,000	$1.0	$10.5	$0.4	$0.5	$0.6	$13.1
					P	P, D, C	O&M	O&M	O&M	
Sample Rd & SR 7	Gateway Hub		$8,196,178	$1,100,000	$1.0	$10.5	$0.4	$0.5	$0.6	$13.1
					P	P, D, C	O&M	O&M	O&M	
Sample Rd & University Dr	Gateway Hub		$8,196,178	$1,100,000	$1.0	$10.5	$0.4	$0.5	$0.6	$13.1
					P	P, D, C	O&M	O&M	O&M	
Sunrise Blvd & SR 7	Gateway Hub		$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	
Broward Blvd & SR 7	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Cypress Creek Tri-Rail Station	Gateway Hub	3	$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	
Broward Blvd & University Dr	Gateway Hub	4	$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	
Deerfield Beach Tri-Rail Station	Gateway Hub		$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	
Hollywood Blvd & CSX/Tri-Rail	Gateway Hub		$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	
NW 136th Ave & Sunrise Blvd	Gateway Hub		$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	
Red Rd & Miramar Blvd	Gateway Hub		$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	

Exhibit 67-2035 Cost Feasible Mobility Hubs (continued)

Hub Location	Proposed Hub Type	Ranking	Capital Cost (2009 Dollars)	Total O&M Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Oakland Park Blvd & Dixie Hwy	Anchor Hub	4	$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Sheridan St & US 1	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Atlantic Blvd & Dixie Hwy	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Hallandale Beach Blvd & SR A1A	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
I-595 & University Dr	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Griffin Rd & CSX/Tri-Rail	Gateway Hub	5	$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	
Hollywood Blvd & SR 7	Gateway Hub		$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	
SR 7 & I-595	Gateway Hub		$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	
Andrews/FEC & SE 17th St	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Sunrise Blvd & Andrews Ave	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Oakland Park Blvd & NW 31st Ave	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Pembroke Rd & US 1	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Wiles Rd & SR 7	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	

Exhibit 67-2035 Cost Feasible Mobility Hubs (continued)

Hub Location	Proposed Hub Type	Ranking	Capital Cost (2009 Dollars)	Total O&M Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
SW 30th St & University Dr	Gateway Hub	6	$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	$0.0
Broward Blvd & Pine Island Rd	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Dixie Hwy & MLK Blvd/ Hammondville Rd	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Oakland Park Blvd & Andrews Ave	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Atlantic Blvd & Powerline Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Atlantic Blvd & SR 7	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Griffin Rd & SR 7	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Hallandale Blvd & NE 14th Ave	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Pembroke Rd & SR 7	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Sample Rd & Lyons Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Sunrise Blvd & NW 31st Ave	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
US 1 @ FLL Airport	Gateway Hub	7	$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	
I-595 & Pine Island Rd	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Sawgrass International Corp. Park	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Commercial Blvd & Dixie Hwy	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	

Exhibit 67-2035 Cost Feasible Mobility Hubs (continued)

Hub Location	Proposed Hub Type	Ranking	Capital Cost (2009 Dollars)	Total O&M Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
I-595 & College Ave	Community Hub	7	$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Miramar Pkwy & Palm Ave	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Commercial Blvd & Andrews Ave	Community Hub	8	$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Cypress Creek Rd & Dixie Hwy	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Griffin Rd & University Dr	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
I-595 & 136th Ave	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Miramar Pkwy & Flamingo Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Miramar Pkwy & SR 7	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Miramar Pkwy & I-75	Anchor Hub	9	$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Oakland Park & US 1	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Pines Blvd & I-75	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Sheridan St & CSX/Tri-Rail	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
SR 84 & Andrews Ave	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
University Dr & Sunrise Blvd	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Copans Rd & Dixie Hwy	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	

Exhibit 67-2035 Cost Feasible Mobility Hubs (continued)

Hub Location	Proposed Hub Type	Ranking	Capital Cost (2009 Dollars)	Total O&M Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
I-595 & I-75	Community Hub	9	$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Royal Palm Blvd & University Dr	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
University Dr & Miramar Pkwy	Gateway Hub	10	$8,196,178	$1,100,000		$10.5	$0.4	$0.5	$0.6	$12.1
						P, D, C	O&M	O&M	O&M	
Commercial Blvd & SR 7	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Hollywood Blvd & SR A1A	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Sample Rd & CSX/Tri-Rail	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Sheridan St & I-75	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
University Dr & Oakland Park Blvd	Anchor Hub		$1,930,844	$825,000		$2.9	$0.3	$0.4	$0.5	$4.1
						P, D, C	O&M	O&M	O&M	
Hillsboro Blvd & SR A1A	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Miramar Pkwy & Douglas Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Peters Rd & SR 7	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Pines Blvd & Flamingo Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Pines Blvd & Palm Ave	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Wiles Rd & University Dr	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Sample Rd & US 1	Community Hub	11	$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	

Exhibit 67-2035 Cost Feasible Mobility Hubs (continued)

Hub Location	Proposed Hub Type	Ranking	Capital Cost (2009 Dollars)	Total O&M Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Pembroke Rd & University Dr	Community Hub	11	$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Griffin Rd & I-75	Community Hub	12	$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Pines Blvd & University Dr	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Atlantic Blvd & University Dr	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Commercial Blvd & A1A	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Hillsboro Blvd & Powerline Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
I-595 & Hiatus Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
McNab Rd & Rock Island Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Oakland Park Blvd & Hiatus Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Oakland Park Blvd & SR A1A	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Pines Blvd & Douglas Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
SR 7 & Hillsboro Blvd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Sunrise Blvd & SR A1A	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
SW 10th St & Dixie Hwy	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Wiles Rd/NE 49 St & US 1	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	

Exhibit 67-2035 Cost Feasible Mobility Hubs (continued)

Hub Location	Proposed Hub Type	Ranking	Capital Cost (2009 Dollars)	Total O&M Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Sample Rd & Coral Ridge Dr	Community Hub	13	$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Commercial Blvd & University Dr	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Copans Rd & US 1	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Griffin Rd & SW 160th Ave	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Miramar Pkwy & SW 172 Ave	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Pine Island Rd & NW 57th St	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Pines Blvd & Dykes Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Sheridan St & SR 7	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Sheridan St & University Dr	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Stirling Rd & University Dr	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Sunrise Blvd & Nob Hill Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
McNab Rd & Nob Hill Rd	Community Hub	14	$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
McNab Rd & Pine Island Rd	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Sample Rd & Sportsplex Dr	Community Hub		$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Griffin Rd & Flamingo Rd	Community Hub	15	$56,948	$550,000	$0.1	$0.2	$0.2	$0.3	$0.3	$1.0
					P, D, C	O&M	O&M	O&M	O&M	
Total for all Mobility Hubs			$206,628,133	$73,150,000	$48	$239[2]	$29	$35	$41	$392

[1] Mobility hub at Broward Blvd & NW/SW 1st Ave. includes capital cost ($500,000) to provide equiment for a satellite Traffic Management Center.
[2] For FY2016-2020, $239 million includes $213 million in capital cost and $26 million in O&M cost.

Exhibit 68-2035 Cost Feasible Greenway Projects

Location/ Street name	Greenway Name	Project Limit	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Barrier Island Central	SR A1A	Hillsboro Inlet - US 1	13.19	1	$13,188,000	$10.98	5.48				$16.46
Barrier Island North	SR A1A	North County Line - Hillsboro Inlet	4.10		$4,095,000		$5.61				$5.61
Barrier Island South	SR A1A	Dania Beach Blvd - South County Line	5.40		$5,399,500		$7.40				$7.40
Barrier Island South	SR A1A	US 1- SR A1A	1.83		$1,827,900		$2.50				$2.50
Brian Picollo	FPL	Flamingo Rd - Pine Island Rd	3.25		$3,248,100		$4.45				$4.45
C-12 East	C-12	SR 7 - Delevoe Park	1.99		$1,989,000		$2.72				$2.72
C-12 West	C-12	C-42 Canal - SR 7	5.01		$5,006,300		$6.86				$6.86
C-13 East	C-13	NW 31ST Ave - NW 21ST Ave	0.98		$983,500		$1.35				$1.35
C-13 West	C-13	C-42 Canal - Florida's Turnpike	4.90		$4,903,200		$6.72				$6.72
C-9	C-9	Conservation Levee - Flamingo Rd	8.61		$8,610,000		$11.80				$11.80
C-9	C-9	Flamingo Rd - Red Rd	0.99		$985,700		$1.35				$1.35
Dixie Highway - Central	Dixie Highway	Atlantic Blvd - Commercial Blvd	3.03		$3,029,400		$4.15				$4.15
Dixie Highway - Central	Dixie Highway	Commercial Blvd - Sunrise Blvd	3.93		$3,929,600		$2.06	$3.86			$5.92
Dixie Highway - Central	Dixie Highway	Sunrise Blvd - Eller Drive	3.81		$3,810,300			$6.13			$6.13
Dixie Highway - North	Dixie Highway	Pioneer Park - Atlantic Blvd	6.59		$6,586,400			$10.60			$10.60
Dixie Highway - South	Dixie Highway	Dania Beach Blvd - Bluestone Park	5.55		$5,554,300			$8.94			$8.94
Dixie Highway - South	Dixie Highway	Eller Drive - Dania Beach Blvd	3.09		$3,087,300			$4.97			$4.97
FPL North Central	FPL	Sunrise Blvd to New River Greenway	3.27		$3,265,400			$5.26			$5.26
Hillsboro Canal West	Lox Rd	SR 7 - Loxahatchee Wildlife Refuge	4.88		$4,875,500			$7.85			$7.85
Pond Apple - Waldrep Connector	FPL	Stirling Rd - Florida's Turnpike	3.07		$3,067,400			$4.94			$4.94
Pond Apple	C-11	Orange Dr - SR 84	2.79		$2,791,500			$4.49			$4.49

Exhibit 68-2035 Cost Feasible Greenway Projects (continued)

Location/ Street name	Greenway Name	Project Limit	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Pond Apple Connector	FPL	Orange Dr - FPL ROW .5 Miles South	0.81		$809,100			$1.30			$1.30
Rock Island Central	Rock Island	Southgate Blvd to Commercial Blvd	2.48		$2,477,400			$3.99			$3.99
Rock Island North	Rock Island	Lox Rd - Southgate Blvd	7.41		$7,407,400			$11.93			$11.93
Rock Island South	FPL	Commercial Blvd to Sunrise Blvd	4.18		$4,184,600			$6.74			$6.74
Tradewinds	FPL	SR 7 - Tradewinds Park	3.03		$3,028,100			$4.88			$4.88
Vista View	FPL	Griffin Rd - New River Greenway	4.21	1	$4,213,800			$6.78			$6.78
Waldrep to C-9 Connector	FPL	Miramar Parkway - South County Line	1.92		$1,923,400			$3.10			$3.10
Waldrep to C-9 Connector	FPL	Pines Blvd - Miramar Parkway	2.46		$2,463,000			$3.97			$3.97
Waldrep to C-9 Connector	FPL	Sheridan - Pines Blvd	1.78		$1,775,800			$2.86			$2.86
Waldrep to Griffin Connector	FPL	N Douglas Rd -Griffin Rd	6.59		$6,585,300			$10.60			$10.60
Wiles Rd	FPL	Conservation Levee - SR 7	4.67		$4,668,500			$7.52			$7.52
C-11 West	C-11	I-75 - US 27	5.05		$5,046,500			$8.12			$8.12
CSX Trail	CSX ROW	Griffin Rd - Hallandale Beach Blvd	6.08		$6,082,400			$9.79			$9.79
Cypress Creek Connector Palm Aire	Palm Aire	Atlantic Blvd - Existing Path	0.24		$241,300			$0.39			$0.39
Cypress Creek North Spur	Riverside Dr Canal	C-14 Canal - Sample Rd	2.89	2	$2,886,900			$4.65			$4.65
Cypress Creek South Spur	N. Lauderdale	McNab Rd -Southgate Blvd	1.40		$1,403,300			$2.26			$2.26
Hillsboro Canal Central	Hillsboro	SR 7 - Powerline Rd	4.09		$4,086,400			$6.58			$6.58
Hillsboro Canal East	Hillsboro Canal	Powerline Rd - Pioneer Park	3.72		$3,719,500			$3.22	$3.21		$6.43

Exhibit 68-2035 Cost Feasible Greenway Projects (continued)

Location/ Street name	Greenway Name	Project Limit	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Hollywood Blvd	Hollywood Blvd	Florida's Turnpike - SR 7	0.38	2	$377,300				$0.71		$0.71
Hollywood Blvd	Hollywood Blvd	SR 7 - US 1	4.62		$4,624,900				$8.74		$8.74
Hollywood Blvd	Hollywood Blvd	US 1 - SR A1A	1.45		$1,445,800				$2.73		$2.73
Las Olas	Las Olas	US 1 - SR A1A	2.24		$2,243,700				$4.24		$4.24
Miramar Pky	Miramar Pky	Flamingo Rd - Florida's Turnpike	5.07		$5,067,500				$9.58		$9.58
Miramar Pky	Miramar Pky	SW 172nd Ave - Flamingo Rd	4.02		$4,015,700				$7.59		$7.59
Nob Hill Trail	Nob Hill Trail	Griffin Rd - New River	3.03		$3,025,800				$5.72		$5.72
Pines Blvd East	Pines Blvd	Flamingo Rd - University Dr	3.97		$3,971,900				$7.51		$7.51
Pines Blvd East	Pines Blvd	University Dr - SR 7	2.14		$2,141,200				$4.05		$4.05
Pines Blvd West	Pines Blvd	US 27 - Flamingo Rd	7.52		$7,522,300				$14.22		$14.22
Port Everglades	FPL	US 1 - SE 17 St	4.08		$4,077,300				$7.71		$7.71
Riverside Dr	Riverside Dr	Holmberg Rd - Lox Rd	1.70		$1,696,000				$3.21		$3.21
Sheridan St East	Sheridan St	US 1 - SR A1A	1.72		$1,719,800				$1.32		$1.32
Sheridan St West	Sheridan St	Flamingo Rd - Pine Island	2.90		$2,903,500				$5.49		$5.49
Sheridan St West	Sheridan St	US 27 - Flamingo Rd	7.50		$7,499,700				$14.17		$14.17
Snook Creek	McNab	Powerline Rd - I-95	0.51		$511,200				$0.97		$0.97
Snook Creek Pky	McNab	Powerline Rd - I-95	1.04		$1,044,400				$1.97		$1.97
SW 172nd Ave	SW 172nd Ave	Miramar Pky - Griffin Rd	5.82		$5,816,200				$10.99		$10.99
SW 39th Ave	SW 39th Ave	Broward Blvd - Davie Blvd	1.15		$1,151,000				$2.18		$2.18
Wynmor Bridal Path	Bridal Path	Coconut Creek Pky - Copans Rd	1.01		$1,014,500				$1.92		$1.92
Cypress Creek Connector	Atlantic Blvd	NW 31st Ave - N Dixie Hwy	2.73	3	$2,727,000				$5.15		$5.15
Cypress Creek Connector	Atlantic Blvd	Palm Aire Canal - NW 31st Ave	0.81		$808,500				$1.53		$1.53
FPL South Central	FPL	New River - Griffin Rd	2.65		$2,654,500				$1.89	$3.66	$5.55
FPL South Central	FPL	Orange Dr - SW 42nd Ave	0.98		$976,400					$2.17	$2.17

Exhibit 68-2035 Cost Feasible Greenway Projects (continued)

Location/ Street name	Greenway Name	Project Limit	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
NW 5th St	NW 5th St	University Dr - East Acre Dr	2.36		$2,360,100					$5.24	$5.24
Port Everglades Connector	FPL	Oakridge Ave - US 1	3.36		$3,358,900					$7.46	$7.46
Sunset Strip	Sunset Dr	Sunrise Blvd - Hiatus Rd	5.45		$5,453,700					$12.11	$12.11
Florida's Turnpike	FTP	Oakland Park Blvd - Sunrise Blvd	2.56	3	$2,557,800					$5.68	$5.68
Florida's Turnpike	FTP	Sunrise Blvd - SR 84	3.05		$3,054,400					$6.78	$6.78
Florida's Turnpike North	FTP	MLK Blvd - Oakland Park Blvd	4.78		$4,776,100					$10.60	$10.60
Florida's Turnpike North	FTP	North County Line - MLK Blvd	7.42		$7,418,900					$16.47	$16.47
Total for All Greenway Projects			251.25		$251,252,000	$11	$62	$156	$127	$70	$426

Exhibit 69-2035 Cost Feasible Pedestrian Projects

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
068	S Miami Road	SE 17th Street	Andrews Avenue	1.1	1	$383,102	$0.47					$0.47
071	Perimeter Road Loop	Terminal Drive Ramp	Terminal Drive Ramp	5.7		$2,043,381	$2.49					$2.49
092	N Dixie Highway	Mcnab Road/SW 15th Street	NE 51st Street	1.4		$511,884	$0.62					$0.62
111	N Dixie Highway	NE 10th Street	Atlantic Boulevard	0.7		$240,296	$0.29					$0.29
114	W Atlantic Boulevard	I-95	Dixie Highway	0.6		$229,830	$0.28					$0.28
134	Southside of Basin/ NW 339th Street	NW 39th Avenue	NW 31st Avenue	0.9		$326,403	$0.40					$0.40
229	NW 33rd Avenue/ NW 16th Street	NW 16th Street	NW 31st Avenue	0.8		$296,710	$0.36					$0.36
230	W Sunrise Boulevard	State Road 7/US 441	NW 34th Avenue	0.6		$221,410	$0.27					$0.27
246	Peters Road/SW 42nd Avenue	SW 12th Street	SW 42nd Avenue	0.5		$191,049	$0.23					$0.23
255	NE 4th Street	NW 1st Avenue	NE 12th Avenue	0.6		$229,093	$0.28					$0.28
293	E Sheridan Street	US 1/Federal Highway	East of SE 3rd Avenue	0.3		$104,043	$0.13					$0.13
295	SW 4th Avenue	State Road 84	Park Lane	0.5		$173,442	$0.21					$0.21
297	SW 2nd Avenue	SW 17th Street	South End of SW 2nd Avenue	0.1		$49,023	$0.06					$0.06
310	Progresso Drive/ NE 3rd Avenue	NE 9th Street	Flagler Drive	0.1		$26,007	$0.03					$0.03
311	N Dixie Highway	NE 38th Street	NE 26th Street	0.4		$158,944	$0.19					$0.19
322	NE 14th Way/ NE 13th Avenue	NE 53rd Street	Commercial Boulevard	0.4		$145,571	$0.18					$0.18

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
351	NW 36th Street	NW 43rd Avenue	State Road 7/US 441	0.2		$68,762	$0.08					$0.08
356	N State Road 7	NW 8th Place	NW 3rd Street	0.7		$251,577	$0.31					$0.31
364	S Andrews Avenue	Las Olas Boulevard	New River Drive	0.1		$41,532	$0.05					$0.05
380	NE 62nd Street	I-95 Ramp	Just east of Corporate Drive	0.1	1	$26,244	$0.03					$0.03
385	NE 6th Street	Just west of Flagler Avenue	NE 3rd Avenue	0.2		$77,312	$0.09					$0.09
434	NE 4th Avenue	NE 2nd Street	Atlantic Boulevard	0.1		$44,247	$0.05					$0.05
435	NE 4th Street	Flagler Avenue	NE 5th Avenue	0.4		$131,470	$0.16					$0.16
012	Pines Boulevard	Just east of Dykes Road	North bound on-ramp east of I-75	1.6		$557,688		$0.76				$0.76
026	SW 101st Avenue/ Palm Avenue	Pembroke Road	Miramar Parkway	0.9		$322,463		$0.44				$0.44
027	SW 101st Avenue/ Palm Avenue	Pines Boulevard	Pembroke Road	1.0		$362,374		$0.50				$0.50
028	SW 101st Avenue/ Palm Avenue	Taft Street	Pines Boulevard	1.0		$353,883		$0.48				$0.48
035	NW 2nd Street	Just east of NW 2nd Street	Douglas Road	0.1	2	$19,914		$0.03				$0.03
039	S University Drive	Just of Southwood Circle	Stirling Road	0.9		$323,407		$0.44				$0.44
052	State Road 7	Taft Street	Taylor Street	0.8		$281,861		$0.39				$0.39
053	State Road 7	Hollywood Boulevard	Dewey Street	0.6		$206,855		$0.28				$0.28
065	Old Griffin Road/ NW 4th Street	Griffin Road	Federal Highway	1.1		$386,069		$0.53				$0.53

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
066	Griffin Road/Taylor Road	Just west of NW 14th Avenue	NE 7th Avenue	1.7		$604,487		$0.83				$0.83
074	SW 28th Street	SW 15th Avenue	SW 2nd Avenue	1.2		$436,087		$0.60				$0.60
091	NE 62nd Street/ Cypress Creek Road	Dixie Highway	US 1/Federal Highway	1.4		$509,006		$0.70				$0.70
093	NE 6th Avenue	NE 56th Street	NE 46th Court	0.8		$290,262		$0.40				$0.40
107	N Dixie Highway	Sample Road	Copans Road	1.0		$374,380		$0.51				$0.51
108	N Dixie Highway	Copans Road	NE 10th Street	1.4		$497,998		$0.68				$0.68
110	NW 6th Avenue	NW 4th Street	Atlantic Boulevard	0.2		$80,716		$0.11				$0.11
164	Coral Hills Drive	Wiles Road	Sample Road	1.1	2	$388,963		$0.53				$0.53
184	Johnson Street	Knights Road	N 19th Avenue	1.5		$544,468		$0.75				$0.75
200	S University Drive	Miramar Parkway	Homestead Turnpike Ext	0.7		$247,948		$0.34				$0.34
201	S University Drive	Pembroke Road	Miramar Parkway	0.9		$329,525		$0.45				$0.45
202	S University Drive	Pines Boulevard	Pembroke Road	1.0		$356,832		$0.49				$0.49
216	Wiles Road	E Leitner Drive	Just east of Turtle Run Boulevard	0.5		$167,081		$0.23				$0.23
223	NW 49h Avenue/ NW 26th Street	Access Road	NW 47th Avenue	0.7		$248,285		$0.34				$0.34
227	State Road 7/441	NW 16th Street	Just north of State Road 7 Ramp	0.6		$206,707		$0.28				$0.28

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
231	W Sunrise Boulevard	Florida's Turnpike	State Road 7/US 441	1.0	2	$367,569		$0.50				$0.50
237	NW 5th Street	University Drive	NW 70th Avenue	0.7		$249,512		$0.34				$0.34
247	SW 46th Av/SW 43rd Way Loop	Peters Road	SW 21st Mnr	1.7		$596,084		$0.82				$0.82
260	State Road 84	Davie Road	State Road 7/US 441	1.8		$647,654		$0.89				$0.89
261	I-595	University Drive	Davie Road	1.5		$540,303		$0.74				$0.74
262	State Road 84	College Avenue	Davie Road	0.5		$163,455		$0.22				$0.22
271	Griffin Road	University Drive	Davie Road	1.2		$444,348		$0.61				$0.61
272	Griffin Road	Nob Hill Road	University Drive	1.9		$664,962		$0.91				$0.91
285	NE 1st Avenue	Pembroke Road	Hallandale Beach Boulevard	0.8		$272,547		$0.37				$0.37
287	NE 3rd Street	NE 1st Avenue	Federal Highway	0.3		$118,144		$0.16				$0.16
296	SW 2nd Avenue	State Road 84	SW 26th Street	0.1		$46,273		$0.06				$0.06
298	SE 16th Street Ext	SE 15th Street	SE 16th Street	0.1		$26,427		$0.04				$0.04
302	Andrews Avenue	SE 7th Street	SE 9th Street	0.1		$43,317		$0.06				$0.06
305	S Miami Road	SE 12th Street	SE 17th Street	0.5		$197,035		$0.27				$0.27
317	NE 53rd Court	Andrews Avenue	NE 6th Avenue	0.5		$163,727		$0.22				$0.22
318	NE 56th Street	NE 3rd Avenue	Dixie Highway	0.7		$234,715		$0.32				$0.32

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
323	NE 58th Street	NE 9th Terrace	Dixie Highway	0.1	2	$42,134		$0.06				$0.06
338	N 63rd Avenue/ Hollywood Boulevard	Polk Street	Hollywood Boulevard	0.2		$79,136		$0.11				$0.11
339	N 64th Avenue	Taylor Street	Pines Boulevard	0.2		$76,410		$0.10				$0.10
340	Hallandale Beach Boulevard	Dixie Highway	NE 8th Avenue	0.2		$67,691		$0.09				$0.09
355	NW 5th Street	State Road 7/US 441	East end of NW 5th Street	0.3		$97,824		$0.13				$0.13
357	NW 36th Terrace/ NW 8th Place	NW 8th Street	NW 35th Terrace	0.2		$72,572		$0.10				$0.10
366	NW 2nd Street	NW 3rd Avenue	NW 1st Avenue	0.1		$44,779		$0.06				$0.06
368	S University Drive	SW 39th Street	Orange Drive	0.2		$64,845		$0.09				$0.09
390	NE 33rd Street	NE 3rd Avenue	NE 5th Avenue	0.2		$60,791		$0.08				$0.08
396	SW 4th Street	SW 3rd Avenue	SW 1st Terrace	0.2		$62,706		$0.09				$0.09
412	NW 47th Avenue	NW 16th Street	Sunrise Boulevard	0.7		$233,254		$0.32				$0.32
413	SW 8th Street	Flagler Avenue	SW 3rd Avenue	0.1		$35,557		$0.05				$0.05
423	NE 26th Court	Cypress Road	NE 3rd Avenue	0.3		$90,812		$0.12				$0.12
424	NE 26th Street	Cypress Road	NE 3rd Avenue	0.3		$92,515		$0.13				$0.13
425	NE 25th Court	Cypress Road	NE 3rd Avenue	0.3		$91,478		$0.13				$0.13

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
430	Flagler Avenue	SW 6th Street	SW 8th Street	0.2		$64,496		$0.09				$0.09
437	Flagler Avenue	NE 4th Street	NE 1st Street	0.2	2	$67,169		$0.09				$0.09
438	Hammondville Road	NW 5th Avenue	NW 2nd Avenue	0.2		$78,298		$0.11				$0.11
005	SW 130th Av	I-595	SW 14th Street	1.0		$352,470		$0.48				$0.48
016	SW 48th Court	SW 160th Avenue	SW 148th Avenue	1.1		$389,226		$0.53				$0.53
017	Miramar Parkway	Dykes Road	SW 148th Avenue	1.0		$353,957		$0.48				$0.48
018	SW 148th Avenue	Miramar Parkway	SW 48th Court	1.0		$349,745		$0.48				$0.48
021	Flamingo Road	Pembroke Road	Miramar Parkway	1.0		$358,703		$0.49				$0.49
023	Miramar Parkway	Flamingo Road	Red Road	1.0		$363,155		$0.50				$0.50
024	Miramar Parkway	Red Road	Executive Way	0.6	3	$203,493		$0.28				$0.28
025	SW 101st Avenue/ Palm Avenue	Miramar Parkway	Homestead Turnpike Ext	0.6		$221,748		$0.30				$0.30
033	S Douglas Road	Access Road	Pembroke Road	0.9		$338,062		$0.46				$0.46
043	State Road 7	SW 45th Street/ Orange Drive	Stirling Road	1.4		$495,574		$0.68				$0.68
044	SW 40th Avenue	Griffin Road	Stirling Road	1.1		$399,229		$0.55				$0.55
055	SW 25th Street	SW 68th Avenue	State Road 7/441	1.2		$413,238		$0.57				$0.57
064	Bryan Road	Old Griffin Road	Stirling Road	0.8		$276,892		$0.38				$0.38
079	NW 16th Street	Powerline Road	NE 5th Terrace	1.0		$342,567		$0.47				$0.47

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
097	SE 2nd Street	SE 11th Avenue	US 1/Federal Hwy	0.7	3	$257,745		$0.35				$0.35
105	N Dixie Highway	SW 15th Street	Just north of NE 48th Street	0.4		$157,822		$0.22				$0.22
109	NE 11th Avenue	NE 10th Street	Atlantic Boulevard	0.7		$260,571		$0.36				$0.36
117	N Powerline Road	NW 15th Street	NW 2nd Street	0.9		$339,446		$0.47				$0.47
139	SW 15th Street	Rock Island Road	NW 29th Avenue	2.4		$854,427		$1.17				$1.17
158	Southgate Boulevard	Pine Island Road	Just east of SW 81st Avenue	0.8		$286,180		$0.39				$0.39
162	Shadow Wood Boulevard	University Drive	NW 82nd Avenue	1.3		$455,011		$0.62				$0.62
168	University Drive	South of Wiles Road	Caroadinal Road	0.4		$136,865		$0.19				$0.19
170	Holmberg Road	Riverside Drive	Just west of Access Road	1.9		$682,122		$0.93				$0.93
183	W Copans Road	Andrews Avenue	NW 1st Avenue	1.0		$369,079		$0.51				$0.51
191	Weston Road	Griffin Road	SW 66th Street	1.8		$642,032		$0.88				$0.88
194	N Nob Hill Road	Just north of Central Park Pl	State Road 84	1.4		$517,146		$0.71				$0.71
196	Commodore Drive	NW 8th Street	State Road 84	1.2		$434,241		$0.59				$0.59
205	Pasadena Boulevard	NW 88th Terrace	University Drive	0.9		$316,878		$0.43				$0.43
209	Sheridan Street	NW 94th Avenue	NW 78th Avenue	1.7		$601,844		$0.82				$0.82
213	N State Road 7	Just south of Access Road	Cullum Road	0.4		$134,859		$0.18				$0.18
226	NW 16th Street	NW 47th Avenue	NW 38th Avenue	0.8		$271,697		$0.37				$0.37
228	NW 12th Street	NW 43rd Terrace	State Road 7/US 441	0.3		$112,664		$0.15				$0.15

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
234	W Broward Boulevard	University Drive	Holly Lane	1.2		$438,312		$0.60				$0.60
245	SW 46th Avenue/E Country Club Circle	Broward Boulevard	Peters Road	1.4		$514,023		$0.70				$0.70
248	SW 44th Terrace	Davie Boulevard Ext	SW 21st Street	0.6		$211,809		$0.29				$0.29
252	Riverland Road	SW 38th Avenue	SW 27th Avenue	0.7		$239,503		$0.33				$0.33
253	Ravenswood Road	I-95	Griffin Road	1.4		$489,653		$0.67				$0.67
254	SW 9th Street	SW 9th Avenue	Federal Highway	1.0		$359,290		$0.49				$0.49
256	S State Road 7	Ramp North of I-595	Orange Drive	1.7		$626,351		$0.86				$0.86
258	SW 30th Street	SW 76th Avenue	College Avenue	0.7	3	$252,109		$0.35				$0.35
259	Pine Island Road	I-595	SW 36th Street	1.8		$662,394		$0.91				$0.91
264	S University Drive	SW 13th Pl	State Road 84	0.3		$98,635		$0.14				$0.14
269	SW 45th Street	Pine Island Road	Just east of 66th Avenue	1.5		$530,390		$0.73				$0.73
286	S Dixie Highway	Washington Street	Mayo Street	0.4		$137,442		$0.19				$0.19
289	Phippen Road	Dixie Highway	Just south of SW 10th Street	0.2		$53,872		$0.07				$0.07
290	Taft Street	N 20th Avenue	Just east of N 14th Avenue	0.4		$132,727		$0.18				$0.18
306	SE 16th Court	Miami Road	SE 10th Avenue	0.1		$32,097		$0.04				$0.04
309	NE 6th Street	Andrews Avenue	US 1/Federal Highway	0.4		$140,187		$0.19				$0.19

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
312	NE 6th Av	NE 33rd Street	Oakland Park Boulevard	0.1	3	$46,390		$0.06				$0.06
321	E Commercial Boulevard	Just west of NE 15th Terrace	NE 17th Avenue	0.2		$61,206		$0.08				$0.08
324	NW 9th Avenue	Mcnab Road	Just south of Cypress Creek Road	0.5		$172,862		$0.24				$0.24
342	N Dixie Highway	Tyler Street	Hollywood Boulevard	0.1		$22,969		$0.03				$0.03
352	NW 34th Avenue	NW 6th Court	NW 4th Street	0.3		$119,856		$0.16				$0.16
354	NW 35th Avenue	Just south of NW 1st Court	Broward Boulevard	0.1		$28,930		$0.04				$0.04
363	NW 5th Street	Powerline Road	NW 7th Avenue	0.2		$63,059		$0.09				$0.09
365	NW 2nd Avenue	NW 2nd Street	Broward Boulevard	0.1		$43,667		$0.06				$0.06
371	Bailey Road	NW 42nd Avenue	State Road 7/US 441	0.2		$55,776		$0.08				$0.08
383	SW 6th Street	Dixie Highway	Flagler Avenue	0.1		$50,877		$0.07				$0.07
386	NW 15th Street	NW 3rd Avenue	Dixie Highway	0.3		$112,456		$0.15				$0.15
414	SW 3rd Avenue	SW 8th Street	SW 9th Street	0.1		$31,724		$0.04				$0.04
417	NE 5th Avenue	Sample Road	NE 33rd Street	0.2		$88,127		$0.12				$0.12
420	NW 1st Avenue	NW 25th Court	Copans Road	0.1		$37,600		$0.05				$0.05

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
421	NE 1st Avenue	NE 25th Court	Copans Road	0.1	3	$44,994		$0.06				$0.06
422	NE 3rd Avenue	NE 26th Street	NE 25th Court	0.0		$16,681		$0.02				$0.02
429	University Drive	Federated Road	Peters Road	0.7		$234,693		$0.32				$0.32
432	SW 9th Street	SW 3rd Avenue	Cypress Road	0.2		$89,432		$0.12				$0.12
433	NE 13th Avenue	NE 1st Street	Atlantic Boulevard	0.1		$21,339		$0.03				$0.03
436	NE 4th Street	NE 14th Avenue	US 1/Federal Highway	0.5		$174,088		$0.24				$0.24
003	SW 160th Avenue/ Weston Road	Blatt Boulevard	Arvida Parkway	2.5	4	$878,561			$1.41			$1.41
013	SW 136th Avenue	Pines Boulevard	SW 10th Street	0.6		$202,367			$0.33			$0.33
020	Flamingo Road	Miramar Parkway	Homestead Turnpike Ext	0.6		$203,811			$0.33			$0.33
036	Taft Street	Hiatus Road	NW 93rd Avenue	1.9		$679,043			$1.09			$1.09
037	Stirling Road	Just east of NW 90th Avenue	University Drive	0.9		$326,150			$0.53			$0.53
038	Pine Island Road	Griffin Road	SW 57th Street	1.0		$366,964			$0.59			$0.59
067	NE 7th Avenue	Eller Drive	Just south of Taylor Lane	1.5		$531,720			$0.86			$0.86
069	Eller Drive	Andrews Avenue Intersection	I-595 Ramp	0.6		$203,531			$0.33			$0.33
077	NW 11th Avenue	NW 4th Street	SW 5th Place	0.7		$264,401			$0.43			$0.43
078	NW 7th Avenue	NW 18th Street	Sunrise Boulevard	1.0		$370,638			$0.60			$0.60
081	Bayview Drive	NE 30th Place	Middle River Drive	1.9		$693,756			$1.12			$1.12
082	NE 12th Street/ Middle River Drive	Oakland Park Boulevard	NE 11th Street	2.0		$731,431			$1.18			$1.18
084	Oakland Park Boulevard	Federal Highway	Access Road	0.8		$298,804			$0.48			$0.48

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
094	SE 6th Street/SE 5th Court	Cypress Road	Just east of SE 10th Avenue	1.4	4	$519,108			$0.84			$0.84
104	SE 15th Street NE 54th Street	NE 15th Avenue	Federal Highway	0.4		$157,302			$0.25			$0.25
106	N Dixie Highway	NE 48th Street	Sample Road	1.0		$376,314			$0.61			$0.61
115	W Atlantic Boulevard	Powerline Road	I-95	1.3		$451,321			$0.73			$0.73
116	Atlantic Boulevard	NW 31st Road	Powerline Road	0.5		$195,026			$0.31			$0.31
118	Hammondville Road	NW 31st Avenue	Powerline Road	0.9		$305,108			$0.49			$0.49
125	Pompano Parkway/Powerline Road	Atlantic Boulevard	Mcnab Road	1.2		$434,030			$0.70			$0.70
126	W McNab Road	NW 21st Avenue	Powerline Road	1.0		$353,507			$0.57			$0.57
128	NW 15th Avenue	McNab Road	NW 62nd Street/ Cypress Creek Road	0.5		$182,971			$0.29			$0.29
129	NW 12th Avenue	McNab Road	NW 62nd Street/ Cypress Creek Road	0.5		$185,455			$0.30			$0.30
135	NW 31st Av	Commercial Boulevard	NW 39th Avenue	0.8		$285,091			$0.46			$0.46
151	NW 80th Avenue/ Lagos De Campo Boulevard	Nob Hill Road	Pine Island Road	3.5		$1,269,952			$2.04			$2.04
161	Riverside Drive	Royal Palm Boulevard	Shadowwood Boulevard	0.9		$306,608			$0.49			$0.49
171	N State Road 7	North of Loxahatchee Road	Johnson Road	1.1		$409,067			$0.66			$0.66
192	Sheridan Street	Just west of I-75 west ramps	Flamingo Road	2.8		$992,795			$1.60			$1.60

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
193	N Flamingo Road	Sheridan Street	Pines Boulevard	1.0	4	$359,831			$0.58			$0.58
203	N University Drive	Just south of University Drive	Pines Boulevard	0.3		$117,449			$0.19			$0.19
214	W Sample Road	Turtle Creek Road	Just west of Lyons Road	0.8		$291,887			$0.47			$0.47
224	NW 47th Avenue	NW 21st Avenue	NW 16th Street	0.6		$198,445			$0.32			$0.32
239	N University Drive	Marcano Boulevard	NW 11th Street	0.4		$135,093			$0.22			$0.22
240	Cleary Boulevard	American Expy	University Drive	0.3		$104,604			$0.17			$0.17
242	NW 72nd Avenue	NW 13th Street	NW 11th Place	0.2		$59,802			$0.10			$0.10
244	NW 16th Street	NW 70th Av	Sunrise Boulevard	0.2		$73,086			$0.12			$0.12
263	Nova Drive	College Avenue	Davie Road	0.5		$162,106			$0.26			$0.26
268	SW 45th Street	Nob Hill Road	Pine Island Road	1.2		$446,956			$0.72			$0.72
270	Griffin Road	Davie Road	Florida's Turnpike	1.0		$374,782			$0.60			$0.60
294	SW 4th Avenue	SW 34th Street	Just north of SW 33rd Street	0.3		$104,391			$0.17			$0.17
299	Cordova Road	SE 9th Street	SE 15th Street	0.6		$205,231			$0.33			$0.33
300	Eisenhower Boulevard/Marriot Drive	SE 17th Street	East end of Portside Drive	0.3		$111,639			$0.18			$0.18

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
301	SW 4th Avenue	SW 9th Street	SW 10th Street	0.1		$22,547			$0.04			$0.04
303	SE 12th Street	Miami Road	SE 10th Avenue	0.2		$83,750			$0.13			$0.13
304	SE 10th Av	SE 12th Street	SE 17th Street	0.5		$183,244			$0.30			$0.30
350	Oakland Park Boulevard	NW 46th Avenue	Just west of NW 43rd Avenue	0.3		$99,781			$0.16			$0.16
373	Kimberly Boulevard	SW 75th Avenue	SW 73rd Avenue	0.2		$57,779			$0.09			$0.09
382	Park and Ride Lot	NE 62nd Street	I-95 Ramp	0.1		$51,353			$0.08			$0.08
384	SE 11th Avenue	Atlantic Boulevard	Just south of Pine Drive	0.4	4	$129,864			$0.21			$0.21
389	NE 48th Street	Dixie Highway	NE 14th Avenue	0.3		$101,601			$0.16			$0.16
398	SE 2nd Avenue	Hillsboro Boulevard	SE 2nd Street	0.1		$52,457			$0.08			$0.08
399	NE 2nd Street	NE 8th Avenue	US 1/Federal Hwy	0.2		$68,106			$0.11			$0.11
400	NW 31st Avenue	Hammondville Boulevard	Atlantic Boulevard	1.0		$342,820			$0.55			$0.55
410	SW 82nd Avenue	Broward Boulevard	University Drive	0.8		$285,756			$0.46			$0.46
419	NE 40th Street	NE 2nd Avenue	NE 3rd Avenue	0.2		$81,898			$0.13			$0.13
004	Sawgrass Exit Ramp/Sunrise Boulevard	Sawgrass Expy	Midpoint of Sawgrass Corporate Parkway and NW 136th Avenue	0.4	5	$159,678			$0.26			$0.26
019	SW 148th Avenue	North of SW 27th Street	Miramar Parkway	0.5		$175,663			$0.28			$0.28
022	Pembroke Road	SW 127th Avenue	Flamingo Road	0.2		$88,970			$0.14			$0.14
030	Sheridan Street	Lake Boulevard	Palm Avenue	1.7		$623,245			$1.00			$1.00
031	Hiatus Road	Lakeview North Drive	Pines Boulevard	0.1		$45,234			$0.07			$0.07

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
034	Johnson Street	Douglas Road	University Drive	1.0	5	$350,312			$0.56			$0.56
040	N University Drive	Stirling Road	Sheridan Street	1.0		$369,318			$0.59			$0.59
041	Davie Road Ext	University Drive	Stirling Road	1.3		$452,201			$0.73			$0.73
045	N 69th Way/N 66th Terrace Loop	Johnson Street	Arthur Street	0.9		$313,021			$0.50			$0.50
046	Johnson Street	N 73rd Avenue	N 62nd Avenue	1.4		$501,718			$0.81			$0.81
047	Sheridan Street	N 72nd Avenue	N 66th Avenue	0.7		$259,363			$0.42			$0.42
048	N 72nd Avenue/N 70th Terrace Loop	Sheridan Street	Lee Street	0.5		$172,824			$0.28			$0.28
049	N 68th Avenue	Taft Street	Douglas Road	1.5		$534,540			$0.86			$0.86
054	State Road 7	Plunkett Street	SW 25th Street	0.8		$272,233			$0.44			$0.44
057	Miramar Parkway	SW 64th Avenue	SW 58th Avenue	0.8		$271,379			$0.44			$0.44
061	Sheridan Street	Just west of Watermark Boulevard	Just west of SR A1A	0.9		$304,916			$0.49			$0.49
070	Eller Drive	NE 7th Avenue	Just north of Access Road	1.3		$460,478			$0.74			$0.74
073	SW 18th Avenue/ Lauder Way	SW 20th Street	Just south of SW 32nd Street	0.8		$294,660			$0.47			$0.47
075	SW 15th Avenue	SW 7th Street	SW 16th Street	0.8		$285,876			$0.46			$0.46
085	NE 45th Street/ Floranada Road	NE 12th Terrace	Federal Highway	0.7		$262,363			$0.42			$0.42
099	NE 26th Av/NE 23rd Avenue	NE 24th Street	NE 12th Street	1.3		$463,104			$0.75			$0.75
100	NE 23rd Av	NE 22nd Avenue	NE 24th Street	2.6		$943,441			$1.52			$1.52
102	SE 12th Av	Hillsboro Boulevard	NE 49th Street	1.6		$587,499			$0.95			$0.95

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
119	Coconut Creek Parkway	NW 45th Avenue	NW 31st Avenue	1.2	5	$429,358			$0.69			$0.69
121	State Road 7/Coconut Creek Pky	Margate Boulevard	Lakeside Drive	0.5		$175,792			$0.28			$0.28
122	Atlantic Avenue/ NW 31st Avenue	Just east of Hemingway Cir	Florida's Turnpike Overpass	1.4		$507,962			$0.82			$0.82
123	SW 36th Avenue/N Palm Aire Drive	Mcnab Road	Powerline Road	1.8		$662,646			$1.07			$1.07
138	W Prospect Road	State Road 7/US 441	NW 31st Avenue	1.0		$359,390			$0.58			$0.58
140	Access Road	State Road 7/US 441	Mcnab Road	0.2		$64,557			$0.10			$0.10
144	W Inverrary Boulevard	Just south of NW 42nd Street	Oakland Park Boulevard	0.8		$285,688			$0.46			$0.46
155	NW 76th Street	University Drive	NW 70th Avenue	0.5		$178,572			$0.29			$0.29
156	Southgate Boulevard	Just west of SW 79th Avenue	SW 73rd Terrace	0.6		$200,860			$0.32			$0.32
157	Southgate Boulevard	University Drive	Just east of SW 83rd Avenue	0.9		$306,840			$0.49			$0.49
159	Southgate Boulevard	Just west of Sanibel Drive	Pine Island Road	1.6		$561,115			$0.90			$0.90
167	NW 40th Street	NW 90th Avenue	Woodside Drive	1.1		$383,518			$0.62			$0.62
172	Loxahatchee Road	West end of Loxahatchee Road	State Road 7/US 441	1.8		$636,251			$1.02			$1.02
175	SW Natura Boulevard	Hillsboro Boulevard	Tivoli Park Boulevard	0.8		$293,049			$0.47			$0.47
180	W Sample Road	Sample Road Ramp	Powerline Road	0.9		$307,242			$0.49			$0.49

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
189	SW 148th Av	Stirling Road	Sheridan Street	1.0	5	$358,927			$0.58			$0.58
195	W Broward Boulevard	Just east of NW 122nd Terrace	Just east of Wimbledon Lakes Drive	2.3		$810,138			$1.30			$1.30
199	Hiatus Road	Washington Street	Pembroke Road	0.5		$180,840			$0.29			$0.29
204	N University Drive	Sheridan Street	Johnson Street	1.0		$360,679			$0.58			$0.58
208	N Douglas Road	Pasadena Boulevard	Taft Street	0.3		$121,724			$0.20			$0.20
215	Lyons Road	Just south of Access Road	NW 30th Street	0.4		$158,338			$0.25			$0.25
232	W Sunrise Boulevard	NW 65th Avenue	Florida's Turnpike	1.1		$390,440			$0.63			$0.63
243	NW 70th Av	NW 13th Street	NW 11th Place	0.2		$58,450			$0.09			$0.09
249	Peters Road	SW 51st Avenue	SW 46th Avenue	0.4		$132,075			$0.21			$0.21
250	SW 16th Street/ SW 63rd Avenue	SW 66th Avenue	SW 63rd Avenue	0.2		$87,255			$0.14			$0.14
257	SW 45th Street	Florida's Turnpike	State Road 7/US 441	0.5		$165,106			$0.27			$0.27
274	Griffin Road	I-75 Ramp	Just west of Flamingo Road	2.5		$907,522			$1.46			$1.46
278	Taft Street/186th Avenue	NW 196th Avenue	Pines Boulevard	1.4		$510,996			$0.82			$0.82
283	SW 68th Avenue	SW 27th Court	Miramar Parkway	0.2		$71,587			$0.12			$0.12
288	Ravenswood Road	SW 51st Court	Tigertail Boulevard	0.4		$131,384			$0.21			$0.21
292	N 14th Avenue	Sheridan Street	Harding Street	0.4		$137,562			$0.22			$0.22
313	NE 6th Av	Prospect Road	NE 43rd Street	0.1		$34,323			$0.06			$0.06
315	N Andrews Avenue	NW 56th Court	Commercial Boulevard	0.6		$199,142			$0.32			$0.32

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
319	NE 56th Street	Just west of NE 15th Avenue	Just west of NE 21st Drive	0.7	5	$261,407			$0.42			$0.42
325	NW 62nd Street	NW 10th Terrace	Powerline Road	0.1		$47,189			$0.08			$0.08
327	SW 71st Avenue	Southgate Boulevard	SW 7th Street	0.4		$140,456			$0.23			$0.23
334	Sheridan Street	N 64th Avenue	N 61st Avenue	0.4		$127,099			$0.20			$0.20
336	N State Road 7	Midpoint Between Sunset Drive and N 59th Terrace	Farragut Street	0.2		$86,753			$0.14			$0.14
337	N 56th Av	N 33rd Street	Douglas Street	0.2		$56,780			$0.09			$0.09
341	Atlantic Shores Boulevard	NE 8th Avenue	NE 10th Avenue	0.1		$45,071			$0.07			$0.07
343	S 35th Av	Hollywood Boulevard	Van Buren Street	0.1		$45,008			$0.07			$0.07
347	SW 15th Av	SW 20th Street	State Road 84	0.4		$139,738			$0.22			$0.22
348	NW 27th Av	NW 15th Court	NW 11th Court	0.4		$151,863			$0.24			$0.24
353	NW 31st Av	NW 2nd Street	NW 1st Street	0.1		$41,132			$0.07			$0.07
359	NW 12th Court	NW 24th Avenue	NW 23rd Avenue	0.2		$59,239			$0.10			$0.10
360	NW 8th Court	NW 27th Avenue	NW 8th Street	0.2		$66,008			$0.11			$0.11
361	NW 22nd Avenue	NW 6th Pl	Sistrunk Boulevard	0.1		$35,067			$0.06			$0.06
374	NW 10th Street	Banks Road	NW 49th Way	0.1		$40,070			$0.06			$0.06
377	Coconut Creek Boulevard	Coconut Creek Parkway	NW 11th Street	0.2		$64,252			$0.10			$0.10
381	NW 60th Street/ Andrews Avenue	NW 60th Street	I-95 Ramp	0.2		$67,744			$0.11			$0.11
391	NE 3rd Av	NE 45th Street	NE 38th Street	0.6		$221,102			$0.36			$0.36

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
392	E Sample Road	NW 5th Terrace	Sample Road Ramp	0.3	5	$93,501			$0.15			$0.15
397	NW 2nd Street	Just east of NW 3rd Avenue	NW 1st Terrace	0.2		$88,581			$0.14			$0.14
405	BCC	College Avenue	BCC Entrance	0.4		$155,566			$0.25			$0.25
406	NW 70th Avenue	NW 6th Street	NW 5th Street	0.1		$25,905			$0.04			$0.04
407	Cross Street	Pine Island Road	NW 84th Avenue	0.2		$76,482			$0.12			$0.12
408	NW 82nd Terrace	North End of Road	Broward Boulevard	0.1		$45,627			$0.07			$0.07
409	SW 3rd Street	SW 84th Avenue	SW 82nd Avenue	0.2		$73,241			$0.12			$0.12
418	NE 2nd Avenue	NE 40th Street	NE 39th Court	0.1		$19,440			$0.03			$0.03
428	Peters Road	Pine Island Road	SW 82nd Avenue	0.3		$109,238			$0.18			$0.18
441	NE 1st Terracerace	Just south of NE 42nd Street	NE 39th Court	0.2		$76,314			$0.12			$0.12
442	NE 39th Court	NE 2nd Avenue	NE 2nd Way	0.1		$34,950			$0.06			$0.06
443	Park Center Court	Park Center Place	Broward Boulevard	0.3		$98,219			$0.16			$0.16
444	NW 3rd Avenue	Copans Road	NW 19th Court	0.4		$146,395			$0.24			$0.24
007	Shotgun Road/ Orange Drive	SW 14th Street	SW 143nd Avenue	3.5	6	$1,243,941			$2.00			$2.00
008	SW 185th/ SW 186th Way	Griffin Road	Sheridan Street	2.4		$856,847				$1.62		$1.62
010	Sheridan Street	Just west of 193rd Avenue	SW 172nd Avenue	1.7		$609,017				$1.15		$1.15
029	SW 101st Avenue/ Palm Avenue	Sheridan Street	Taft Street	0.5		$179,578				$0.34		$0.34
042	SW 58th Avenue	North of SW 48th Street	Stirling Road	1.1		$401,646				$0.76		$0.76
056	State Road 7	SW 25th Street	SW 40th Court	0.9		$339,446				$0.64		$0.64

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
058	W Hallandale Beach Boulevard	SW 56th Avenue	SW 38th Avenue	0.9		$306,236				$0.58		$0.58
060	Diplomat Parkway	Washington Street	Hallandale Beach Boulevard	1.3		$474,171				$0.90		$0.90
072	SW 26th Terrac	SR 84	SW 32nd Street	0.3		$107,546				$0.20		$0.20
086	NE 18th Avenue	NE 49th Street	NE 45th Street/ Floranada Road	0.3		$113,809				$0.22		$0.22
089	Commercial Boulevard	Federal Highway	Dupont Boulevard	0.6		$228,623				$0.43		$0.43
095	SE 7th Drive/SE 28th Avenue	Federal Highway	Atlantic Boulevard	1.0		$361,941				$0.68		$0.68
096	NE 26th Av/Harbor Drive	NE 12th Street	Atlantic Boulevard	1.2		$416,761				$0.79		$0.79
103	Hillsboro Boulevard/NE 2nd Street Loop	Ocean Boulevard	Ocean Way	0.6	6	$203,197				$0.38		$0.38
112	E Atlantic Boulevard	NE 22nd Avenue	SR A1A	0.7		$243,182				$0.46		$0.46
120	Banks Road	Copans Road	Coconut Creek Parkway	0.8		$274,518				$0.52		$0.52
130	NW 12th Avenue	NW 10th Terrace	NW 51st Street	0.6		$213,254				$0.40		$0.40
142	Inverrary Drive	NW 44th Street	Inverrary Boulevard	0.8		$289,505				$0.55		$0.55
145	Inverrary Boulevard	Inverrary Drive	Lime Hill Road	0.4		$131,020				$0.25		$0.25
146	Rock Island Road	NW 44th Street	Oakland Park Boulevard	1.1		$381,179				$0.72		$0.72
149	NW 57th Street	NW 94th Avenue	University Drive	1.5		$533,716				$1.01		$1.01

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
153	NW 75th Street	Pine Island Road	NW 80th Avenue	0.7		$249,724				$0.47		$0.47
154	NW 70th Avenue	NW 78th Street	Mcnab Road	1.0		$364,670				$0.69		$0.69
163	Coral Hills Drive	Sample Road	NW 25th Court	0.7		$251,013				$0.47		$0.47
165	NW 39th Street	West of NW 126th Avenue	Coral Ridge Drive	0.8		$286,893				$0.54		$0.54
169	Parkside Drive	Loxahatchee Road	Holmberg Road	1.1		$398,656				$0.75		$0.75
173	N Powerline Road	North End of Powerline Road	Hillsboro Boulevard	0.7		$257,168				$0.49		$0.49
174	S Military Trl	Hillsboro Boulevard	SW 10th Street	1.0		$349,511				$0.66		$0.66
181	N Powerline Road	NW 33rd Court	Copans Road	0.8		$285,187				$0.54		$0.54
190	SW 148th Av	Griffin Road	Stirling Road	1.3		$457,980				$0.87		$0.87
206	Taft Street	NW 88th Terrace	University Drive	0.9		$322,635				$0.61		$0.61
207	NW 85th Way	Pasadena Boulevard	Taft Street	0.3	6	$121,284				$0.23		$0.23
212	N State Road 7	Johnson Road	Just south of Access Road	1.1		$385,301				$0.73		$0.73
218	NW 63rd Av	Winfield Boulevard	Royal Palm Boulevard	0.3		$107,993				$0.20		$0.20
220	NW 78th Street	NW 80th Avenue	University Drive	0.4		$153,294				$0.29		$0.29
222	NW 44th Street	Pine Island Road	Access Road	0.9		$322,041				$0.61		$0.61
225	NW 38th Street	NW 19th Street	NW 16th Street	0.3		$111,419				$0.21		$0.21
236	Cypress Road/NW 69th Avenue	NW 70th Avenue	NW 69th Avenue	0.4		$152,194				$0.29		$0.29
251	Peters Road	SW 63rd Avenue	SW 13th Street	0.1		$43,463				$0.08		$0.08
273	Griffin Road	Flamingo Road	Nob Hill Road	2.2		$777,069				$1.47		$1.47

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
276	Stirling Road	SW 148th Avenue	Flamingo Road	2.0		$713,434				$1.35		$1.35
279	NW 196th Avenue	Sheridan Street	Taft Street	0.7		$245,220				$0.46		$0.46
314	N Andrews Avenue	Commercial Boulevard	NE 45th Street/ Floranada Road	0.5		$163,422				$0.31		$0.31
333	SW 26th Street/ Hiatus Road	Flamingo Road	Hiatus Road	1.8		$644,819				$1.22		$1.22
344	N Park Road	Lee Street	Harding Street	0.2		$69,425				$0.13		$0.13
346	SW 20th Street	SW 19th Avenue	SW 12th Avenue	0.6		$203,278				$0.38		$0.38
349	NW 15th Court	NW 27th Avenue	NW 23rd Avenue	0.4		$158,621				$0.30		$0.30
358	NW 13th Terrace/ NW 9th Place	Sunrise Boulevard	NW 13th Avenue	0.1	6	$38,231				$0.07		$0.07
362	NW 13th Avenue	Sunrise Boulevard	NW 9th Street	0.1		$47,593				$0.09		$0.09
367	W Commercial Boulevard	NW 64th Avenue	Rock Island Road	1.0		$357,826				$0.68		$0.68
369	SW 71st Avenue	Just north of Sportsman Drive	NW 62nd Street/ Bailey Road	0.4		$131,292				$0.25		$0.25
370	W Mcnab Road	Just west of Belmont Lane	Avon Lane	0.3		$95,110				$0.18		$0.18
376	NW 43rd Avenue	NW 12th Street	NW 4th Court	0.8		$274,410				$0.52		$0.52
387	NE 12th Street	Federal Highway	NE 26th Avenue	0.2		$89,246				$0.17		$0.17
009	SW 172nd Avenue	Griffin Road	Sheridan Street	2.2		$803,916				$1.52		$1.52
032	Stirling Road	Hiatus Road	SW 106th Avenue	0.6		$214,135				$0.40		$0.40
051	N 68th Avenue	Stirling Road	Greene Street	0.6	7	$197,495				$0.37		$0.37
059	SW 56th Av	SW 38th Street	Just north of SW 41st Street	0.2		$69,569				$0.13		$0.13
063	E Dania Beach Boulevard	Gulfstream Road	Just west of SR A1A	0.9		$318,486				$0.60		$0.60

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
080	NE 18th Street	NE 15th Avenue	US 1/Federal Hwy	0.6		$225,041				$0.43		$0.43
083	Bayview Drive	NE 44th Street	NE 32nd Street	1.0		$367,771				$0.70		$0.70
087	Bougainvilla Drive/ Ocean Drive	Commercial Boulevard	Fort Royal Isle	0.6		$217,415				$0.41		$0.41
088	Bayview Drive	Bay Colony Drive	Commercial Boulevard	1.0		$345,991				$0.65		$0.65
101	NE 49th Street	NE 17th Drive	NE 21st Terrace	0.4		$152,228				$0.29		$0.29
124	W Mcnab Road	NW 31st Avenue	NW 21st Avenue	1.1		$387,775				$0.73		$0.73
127	NW 21st Avenue	McNab Road	NW 62nd Street/ Cypress Creek Road	0.5		$177,966				$0.34		$0.34
133	NW 21st Avenue	Just south of Perimeter Road	Prospect Road	0.3		$100,836				$0.19		$0.19
147	Rock Island Road	Commercial Boulevard	NW 44th Street	1.0	7	$359,996				$0.68		$0.68
148	NW 57th Street	Just west of NW 73rd Avenue	NW 64th Avenue	0.8		$295,534				$0.56		$0.56
152	NW 70th Street	Pine Island Road	NW 80th Avenue	0.7		$242,722				$0.46		$0.46
166	Wiles Road	West of NW 126th Avenue	Coral Ridge Drive	0.8		$291,546				$0.55		$0.55
185	Holatee Trail	Stirling Road	Sheridan Street	1.0		$358,283				$0.68		$0.68
188	Hancock Road	Stirling Road	Sheridan Street	1.0		$358,295				$0.68		$0.68
197	Sawgrass Mills Cir	Orange Grove Ln	Just south of Green Toad Road	0.6		$226,256				$0.43		$0.43
217	Rock Island Road	Royal Palm Boulevard	NW 10th Court	0.6		$218,448				$0.41		$0.41
219	NW 82nd Street	NW 80th Avenue	Just west of University Drive	0.3		$110,694				$0.21		$0.21

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
221	Pine Island Road	Commercial Boulevard	NW 52nd Street	0.4	7	$126,157				$0.24		$0.24
265	SW 45th Street	SW 142nd Avenue	Flamingo Road	1.5		$538,263				$1.02		$1.02
266	SW 45th Street	Flamingo Road	Hiatus Road	1.0		$358,310				$0.68		$0.68
267	SW 45th Street	Just east of Hiatus Road	Nob Hill Road	0.9		$336,134				$0.64		$0.64
277	Stirling Road	Hawkes Bluff Avenue	I-75	0.3		$92,477					$0.21	$0.21
280	Pines Boulevard	US 27	SW 186th Avenue	1.3		$478,358					$1.06	$1.06
281	Johnson Street	NW 208th Avenue	Pines Boulevard	0.8		$286,631					$0.64	$0.64
291	N 14th Avenue	Arthur Street	Grant Street	0.2		$67,618					$0.15	$0.15
307	Mayan Drive/ Grace Drive/Ocean Drive Loop	SE 17th Street	SE 20th Street	0.8		$274,934					$0.61	$0.61
308	NE 15th Av	NE 9th Street	NE 6th Street	0.4		$135,207					$0.30	$0.30
320	NE 18th Avenue	NE 59th Street	NE 55th Street	0.2		$88,400					$0.20	$0.20
335	N 72nd Avenue	Mckinley Street	Hayes Street	0.3		$90,511					$0.20	$0.20
372	SW 81st Avenue	Kimberly Boulevard	SW 12th Street	0.2		$80,360					$0.18	$0.18
375	NW 45th Avenue	Coconut Creek Parkway	Coconut Creek Boulevard	0.4		$151,130					$0.34	$0.34
393	N Andrews Avenue Ext	Sample Road	NW 33rd Street	0.3		$89,933					$0.20	$0.20

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
395	W Hillsboro Boulevard	Just west of Century Boulevard	Just east of Century Boulevard	0.1		$20,719					$0.05	$0.05
401	196th Avenue	Pines Boulevard	SW 55th Street	3.5		$1,240,343					$2.75	$2.75
402	Nova Drive	SW 83rd Terrace	SW 81st Terrace	0.3	7	$93,658					$0.21	$0.21
416	NW 8th Avenue	Sample Road	NW 33rd Street	0.2		$89,614					$0.20	$0.20
426	BCC Entrance	BCC	Davie Road	0.2		$53,966					$0.12	$0.12
427	BCC	BCC Entrance	BCC	0.1		$47,196					$0.10	$0.10
011	Sheridan Street	US 27	NW 196th Avenue	1.5		$543,026					$1.21	$1.21
050	Taft Street	N 64th Avenue	State Road 7/441	0.5		$181,598					$0.40	$0.40
062	N Ocean Drive	Palm Street	Sheridan Street	0.7		$266,562					$0.59	$0.59
076	SW 19th Avenue/ SW 16th Street	Just north of Davie Boulevard	SW 15th Avenue	0.7		$254,095					$0.56	$0.56
090	N Federal Highway	Bayview Drive	NE 57th Street	0.4	8	$158,622					$0.35	$0.35
131	Perimeter Road	NW 21st Avenue	Commercial Boulevard	0.6		$226,223					$0.50	$0.50
132	W Prospect Road	NW 31st Avenue	NW 52nd Court	1.0		$366,355					$0.81	$0.81
136	NW 31st Av	NW 62nd Street/ Cypress Creek Road	Commercial Boulevard	1.1		$400,302					$0.89	$0.89
137	NW 33rd Avenue	Prospect Road	Commercial Boulevard	0.6		$222,120					$0.49	$0.49

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
141	Brookwood Boulevard	McNab Road	NW 57th Street	1.0	8	$368,981					$0.82	$0.82
143	NW 44th Street	NW 65th Avenue	Rock Island Road	1.1		$385,474					$0.86	$0.86
160	W Atlantic Boulevard	Sawgrass Expressway Ramp	Lake View Drive	0.1		$35,509					$0.08	$0.08
179	S Powerline Road	NW 48th Street	Sample Road	1.0		$366,012					$0.81	$0.81
187	Hancock Road	Griffin Road	Stirling Road	1.3		$462,872					$1.03	$1.03
198	Flamingo Road	Oakland Park Boulevard	Panther Parkway	0.6		$213,451					$0.47	$0.47
210	SW 142nd Av	SW 26th Street	Orange Drive	1.6		$591,005					$1.31	$1.31
275	W Palomino Drive	SW 148th Avenue	SW 142nd Avenue	0.5		$178,099					$0.40	$0.40
328	Coral Ridge Drive	North Sawgrass Ramp	South Sawgrass Ramp	0.1		$39,674					$0.09	$0.09
329	W Commercial Boulevard	Eastern Sawgrass Ramp	Just east of Hiatus Road	0.3		$123,753					$0.27	$0.27
330	Nob Hill Road	Commercial Boulevard	NW 53rd Street	0.3		$106,185					$0.24	$0.24
331	Sheridan Street	Just west of SW 166th Avenue	Just east of SW 166th Avenue	0.1		$34,490					$0.08	$0.08
332	SW 36th Court	West end of The Road	Flamingo Road	0.5		$180,438					$0.40	$0.40
345	SE 19th Av	Just north of Eller Drive	SE 32nd Street	0.1		$36,417					$0.08	$0.08
378	Lyons Road	NW 15th Street	Just south of NW 15th Street	0.1		$18,040					$0.04	$0.04
379	SW 3rd Street	SW 19th Avenue	Just east of SW 19th Avenue	0.1		$41,930					$0.09	$0.09
388	NE 36th Street	NE 26th Avenue	NE 31st Avenue	0.4		$128,185					$0.28	$0.28

Exhibit 69-2035 Cost Feasible Pedestrian Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
394	NW 15th Street	NW 18th Avenue	NW 13th Avenue	0.4	8	$128,521					$0.29	$0.29
439	NW 33rd Street	Andrews Avenue	NW 8th Avenue	0.1		$48,777					$0.11	$0.11
440	Crystreetal Lake Drive	NW 45th Street	Just west of NW 9th Avenue	0.7		$247,264					$0.55	$0.55
006	SW 130th Av	SW 14th Street	SW 33rd Place	1.5	9	$542,268					$1.20	$1.20
150	NW 84th Terrace	Lagos De Campo Boulevard	Commercial Boulevard	0.7		$244,062					$0.54	$0.54
177	S Powerline Road	SW 4th Street	SW 10th Street	0.5		$174,788					$0.39	$0.39
178	S Powerline Road	SW 10th Street	NW 48th Street	0.9		$336,636					$0.75	$0.75
182	W Copans Road	Powerline Road	NW 15th Avenue	0.5		$182,154					$0.40	$0.40
403	NW 31st Avenue	Just north of NW 24th Street	NW 24th Street	0.1		$25,170					$0.06	$0.06
415	NW 45th Street	Crystal Lake Drive	Military Trail	0.6		$226,528					$0.50	$0.50
186	Holatee Trail	Palomino Drive	Stirling Road	0.9	10	$335,914					$0.75	$0.75
176	NW 49th Court	Powerline Road	Military Trail	1.1	11	$378,898					$0.84	$0.84
211	SW 26th Street	SW 148th Avenue	Just east of 139th Avenue	0.8		$291,318					$0.65	$0.65
282	Taft Street	US 27	NW 209th Avenue	0.2	12	$65,523					$0.15	$0.15
Total for All Pedestrian Projects				313.7		$112,449,336	$7	$44	$63	$43	$28	$185

Exhibit 70-2035 Cost Feasible Bicycle Projects

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
008	Wiles Road	Rock Island Road	SR 7	1.1	1	$249,968	$0.30					$0.30
022	NE 5th Avenue	Copans Road	Atlantic Boulevard	2.0		$469,467	$0.57					$0.57
059	Miramar Boulevard	Hiatus Road	Palm Avenue	1.1		$254,935	$0.31					$0.31
064	Atlantic Boulevard	NE 1st Avenue	US 1/Federal Highway	1.3		$309,157	$0.38					$0.38
066	Dixie Highway	Atlantic Boulevard	SW 3rd Street	0.4		$85,719	$0.10					$0.10
067	SW 3rd Street	Andrews Avenue	Cypress Road	1.0		$230,492	$0.28					$0.28
098	NE 13th Street	Powerline Road	Federal Highway/ US 1	2.1		$489,700	$0.60					$0.60
103	Federal Highway/ US 1	Broward Boulevard	SE 12th Street/ Davie Boulevard	1.0		$236,571	$0.29					$0.29
114	Perimeter Road	Perimeter Road Ramp	Perimeter Road Ramp	5.7		$1,319,438	$1.61					$1.61
126	Andrews Avenue	Oakland Park Boulevard	NE 6th St	2.6		$592,106	$0.72					$0.72
127	Andrews Avenue	NE 6th St	Las Olas Boulevard	0.7		$164,121	$0.20					$0.20
131	NE 3rd Avenue	Sunrise Boulevard	Las Olas Boulevard	1.2		$286,803	$0.35					$0.35
132	Las Olas Boulevard	Andrews Avenue	SE 15th Avenue	0.9		$215,412	$0.26					$0.26
155	Sunrise Boulevard	NW 47th Avenue	I-95	2.7		$616,666	$0.75					$0.75
158	Broward Boulevard	SR 7	I-95	2.1		$489,631	$0.60					$0.60
161	NW 70th Avenue	Sunrise Boulevard	Broward Boulevard	2.0		$468,166	$0.57					$0.57
187	Pembroke Road	I-95	Federal Highway/ US 1	1.5		$344,239	$0.42					$0.42
197	Federal Highway/ US 1	Sheridan Street	Young Circle	1.4		$332,671		$0.46				$0.46

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
210	N 64th Avenue	Hood Street	Hollywood Boulevard	1.6	1	$364,142		$0.50				$0.50
234	Cypress Road	Atlantic Boulevard	McNab Road	1.4		$328,014		$0.45				$0.45
317	S 2nd Street	SW 7th Avenue	SE 3rd Avenue	0.6		$143,775		$0.20				$0.20
318	SE 3rd Avenue	Las Olas Boulevard	SE 17th Street	1.3		$291,543		$0.40				$0.40
010	Lyons Road	Sawgrass Expressway	Copans Road	2.9	2	$671,133		$0.92				$0.92
028	NE 3rd Avenue	Sample Road	Copans Road	1.0		$229,171		$0.31				$0.31
065	Hammondville Road	NW 26th Avenue	Dixie Highway	2.2		$516,400		$0.71				$0.71
070	NW 62nd Street/ Cypress Creek Road	Dixie Highway	US 1/Federal Highway	1.5		$347,786		$0.48				$0.48
079	NE 56th Street	Andrews Avenue	Dixie Highway	0.9		$213,590		$0.29				$0.29
086	Dixie Highway	Commercial Boulevard	Oakland Park Boulevard	1.6		$369,978		$0.51				$0.51
096	NE 6th Avenue	NE 61st Court	Prospect Road	1.5		$351,451		$0.48				$0.48
097	Dixie Highway	Oakland Park Boulevard	NE 13th Street	1.8		$421,899		$0.58				$0.58
101	Federal Highway/ US 1	Sunrise Boulevard	Broward Boulevard	1.1		$246,241		$0.34				$0.34
102	Broward Boulevard	US 1/Federal Highway	Victoria Park Road	0.8		$179,028		$0.25				$0.25
104	SE 17th Street	US 1/Federal Highway	SE 23rd Avenue	1.4		$320,893		$0.44				$0.44
107	Andrews Avenue	SE 5th Street	Davie Boulevard	0.6		$139,875		$0.19				$0.19

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
108	Andrews Avenue	Davie Boulevard	Eller Drive	1.7		$402,223		$0.55				$0.55
109	SW 4th Avenue	SW 23rd Street	Perimeter Road	0.8		$194,064		$0.27				$0.27
117	SR 84	I-95	Federal Highway/ US 1	2.0		$474,967		$0.65				$0.65
119	SW 40th Avenue	Griffin Road	Stirling Road	1.1		$258,269		$0.35				$0.35
121	Stirling Road	Just west of Florida's Turnpike	Ravenswood Road	2.9		$678,547		$0.93				$0.93
130	NE 4th Avenue	NE 20th Street	Sunrise Boulevard	1.1		$254,880		$0.35				$0.35
144	NW 31st Avenue	Commercial Boulevard	Oakland Park Boulevard	1.4		$328,661		$0.45				$0.45
146	SR 7	Sunrise Boulevard	NW 3rd Street	0.8		$195,575		$0.27				$0.27
147	NW 31st Avenue	Oakland Park Boulevard	Sunrise Boulevard	2.0		$463,296		$0.63				$0.63
148	NW 31st Avenue	Sunrise Boulevard	Broward Boulevard	1.0	2	$237,960		$0.33				$0.33
152	Sistrunk Boulevard	NW 27th Avenue	NE 3rd Avenue	2.3		$539,409		$0.74				$0.74
162	NW 5th Street	University Drive	Sunrise Boulevard	1.8		$408,079		$0.56				$0.56
171	Peters Road	Pine Island Road	Tropical Way	1.8		$409,091		$0.56				$0.56
172	Peters Road	Tropical Way	SR 7	2.1		$493,242		$0.68				$0.68
174	Riverland Road	SR 7	SW 13th Street	2.5		$573,910		$0.79				$0.79
176	Nova Drive	Pine Island Road	Davie Road	2.3		$533,543		$0.73				$0.73
177	Davie Road	SR 84	Orange Drive	2.0		$453,629		$0.62				$0.62
193	S 26th Avenue	Hollywood Boulevard	Pembroke Road	0.9		$218,750		$0.30				$0.30
194	Dixie Highway	Hollywood Boulevard	SW 11th Street	2.5		$589,778		$0.81				$0.81

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
205	56th Avenue	Stirling Road	Washington Street	3.0	2	$694,469		$0.95				$0.95
215	Hollywood Boulevard	N 64th Avenue	N 46th Avenue	1.6		$376,058		$0.52				$0.52
227	Miramar Parkway	Palm Avenue	Utopia Drive	2.0		$462,681		$0.63				$0.63
301	NW 15th Street	Powerline Road/ Hammondville Road	Dixie Highway	2.0		$456,046		$0.62				$0.62
323	Eisenhower Blvd/ SE 32nd Street/ Eller Drive	SE 17th Street	Eller Drive/NE 7th Avenue	2.4		$555,934		$0.76				$0.76
324	SW 62nd Avenue	Hollywood Boulevard	County Line Road/ SW 41st Street	2.6		$597,954		$0.82				$0.82
328	College Ave-SR 84 Connector	Nova Drive	Davie Road	1.0		$222,405		$0.30				$0.30
006	University Drive	Holmberg Road	Sample Road	2.7	3	$630,565		$0.86				$0.86
009	Rock Island Road	Wiles Road	Royal Palm Boulevard	2.4		$556,475		$0.76				$0.76
011	Ramblewood Drive	NW 105th Lane	Atlantic Boulevard	2.4		$557,944		$0.76				$0.76
012	Coral Springs Drive	NW 106th Drive	Sample Road	2.4		$555,002		$0.76				$0.76
017	Riverside Drive	Sample Road	Atlantic Boulevard	2.6		$592,041		$0.81				$0.81
029	NE 3rd Avenue	48th Street	Sample Road	1.0		$234,455		$0.32				$0.32
038	SE 15th Street	SW 11th Avenue	US 1/Federal Highway	1.6		$368,198		$0.50				$0.50
041	Sample Road	Andrews Avenue Extension/Military Trail	NE 3rd Avenue	1.0		$235,007		$0.32				$0.32
042	Sample Road	NE 3rd Avenue	US 1/Federal Highway	1.4		$316,334		$0.43				$0.43

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
072	Powerline Road	Atlantic Boulevard	NW 62nd Street/ Cypress Creek Road	1.9	3	$448,849		$0.61				$0.61
081	Commercial Boulevard	Dixie Highway	NE 19th Avenue	1.2		$269,584		$0.37				$0.37
082	Commercial Boulevard	Powerline Road	Dixie Highway	1.3		$311,899		$0.43				$0.43
090	NW 21st Avenue	Commercial Boulevard	Oakland Park Boulevard	1.6		$360,418		$0.49				$0.49
095	NE 26th Street	Andrews Avenue	US 1/Federal Highway	1.8		$426,157		$0.58				$0.58
106	Davie Boulevard	Davie Boulevard Ramp	US 1/Federal Highway	1.9		$446,624		$0.61				$0.61
118	SR 84	SR 7	I-95	2.0		$467,525		$0.64				$0.64
125	NE 6th Avenue	Prospect Road	Oakland Park Boulevard	1.0		$236,073		$0.32				$0.32
129	SW 4th Avenue	Broward Boulevard	Davie Boulevard	1.1		$254,758		$0.35				$0.35
145	SR 7	NW 29th Street	Sunrise Boulevard	1.8		$411,420		$0.56				$0.56
151	NW 19th Street	SR 7	NW 21st Avenue/ NW 23rd Avenue	2.0		$464,863		$0.64				$0.64
156	Sunrise Boulevard	NW 65th Avenue	Eastern Florida's Turnpike ramp	1.2		$273,052		$0.37				$0.37
159	Broward Boulevard	NW 70th Avenue	SR 7	2.4		$567,016		$0.78				$0.78
169	Sunset Strip	Nob Hill Road	NW 64th Avenue	3.0		$693,378		$0.95				$0.95
173	SW 31st Avenue	Jackson Boulevard	Riverland Road	1.0		$225,839		$0.31				$0.31
175	Pine Island Road	SR 84	Griffin Road	2.7		$629,958		$0.86				$0.86

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
180	Orange Drive	University Drive	Davie Road	1.2		$289,909		$0.40				$0.40
182	University Drive	Orange Drive	Griffin Road	0.0		$10,075		$0.01				$0.01
183	N 14th Avenue	Sheridan Street	Johnson Street	1.1		$261,493		$0.36				$0.36
184	N 14th Avenue	Johnson Street	Washington Street	1.1		$249,939		$0.34				$0.34
186	Washington Street	Dixie Highway	S 14th Avenue	0.9		$205,532		$0.28				$0.28
190	Dixie Highway	Federal Highway/ US 1	Sheridan Street	0.7		$165,826		$0.23				$0.23
191	Johnson Street	Federal Highway/ US 1	N 8th Avenue	1.4		$320,140		$0.44				$0.44
195	Dixie Highway	Sheridan Street	Hollywood Boulevard	1.5		$353,311		$0.48				$0.48
196	N 26th Avenue	Sheridan Street	Polk Street	1.5	3	$336,878		$0.46				$0.46
198	Sheridan Street	N 26th Avenue/ Oakwood Boulevard	US 1/Federal Highway	1.0		$234,507		$0.32				$0.32
199	Taft Street	N 26th Avenue	US 1/Federal Highway	1.0		$232,402		$0.32				$0.32
201	Hollywood Boulevard	City Hall Circle	17th Avenue	1.6		$372,910		$0.51				$0.51
206	SR 7	Osceola Drive	Washington Street	2.6		$591,841		$0.81				$0.81
208	Park Road	Hollywood Boulevard	Pembroke Road	1.1		$248,172		$0.34				$0.34
214	Hollywood Boulevard	N 46th Avenue	Eastern I-95 ramp	1.7		$404,961		$0.55				$0.55
218	Sheridan Street	N 72nd Avenue	N 46th Avenue	2.6		$613,495		$0.84				$0.84

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
228	Miramar Parkway	Utopia Drive	Miramar Parkway/ SW 67th Avenue	1.7	3	$384,505			$0.62			$0.62
233	NE 11th Avenue	NE 10th Street	Atlantic Boulevard	0.7		$155,600			$0.25			$0.25
245	Atlantic Boulevard	Ramblewood Drive	US 441/SR 7	2.0		$472,996			$0.76			$0.76
247	Kimberly Boulevard	SW 81st Avenue	US 441/SR 7	2.1		$496,219			$0.80			$0.80
302	NE 10th Street	Dixie Highway	US 1/Federal Highway	1.4		$320,379			$0.52			$0.52
321	SE 30th Street	Andrews Avenue	US 1/Federal Highway	0.2		$44,674			$0.07			$0.07
326	Hiatus Road	Pembroke Road	Red Road	0.7		$161,595			$0.26			$0.26
332	SW 136th Avenue	SR 84 (West bound)	SW 14th Street	1.1		$266,576			$0.43			$0.43
003	Atlantic Boulevard/ NW 8th Court	Lakeview Drive	Ramblewood Drive	3.6	4	$843,268			$1.36			$1.36
007	Wiles Road	Coral Ridge Drive	University Drive	2.0		$463,949			$0.75			$0.75
014	Banks Road	Sample Road	Copans Road	1.3		$302,791			$0.49			$0.49
015	SR 7	Sample Road	Copans Road	1.4		$316,208			$0.51			$0.51
016	Riverside Drive	Holmberg Road	Sample Road	2.8		$641,336			$1.03			$1.03
018	Royal Palm Boulevard	University Drive	Rock Island Road	1.9		$429,187			$0.69			$0.69
036	10th Street	SW 11th Way	US 1/Federal Highway	1.4		$329,212			$0.53			$0.53
039	48th Street/49th Street	NE 3rd Avenue	Federal Highway/ US 1	1.5		$359,178			$0.58			$0.58
049	SW 136th Avenue	Sunrise Boulevard	SR 84	1.9		$431,009			$0.69			$0.69
060	Miramar Parkway	Flamingo Road	Palm Avenue	2.0		$471,213			$0.76			$0.76
061	Oakland Park Boulevard	US 1/Federal Highway	A1A/Ocean Boulevard	1.0		$236,654			$0.38			$0.38
068	Andrews Avenue	Atlantic Boulevard	SW 3rd Street	0.4		$97,744			$0.16			$0.16

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
071	Race Track Road/ Palmetto Park Place	Powerline Road/ SW 26th Avenue	SW 15th Avenue	0.8	4	$177,836			$0.29			$0.29
076	Floranada Road	Dixie Highway	US 1/Federal Highway	1.0		$229,062			$0.37			$0.37
080	NE 56th Street	Dixie Highway	US 1/Federal Highway	1.3		$303,036			$0.49			$0.49
085	Prospect Road	Powerline Road	Dixie Highway	1.3		$292,056			$0.47			$0.47
092	Oakland Park Boulevard	NE 6th Avenue	NE 16th Avenue	0.8		$177,422			$0.29			$0.29
100	Victoria Park Road	Sunrise Boulevard	Broward Boulevard	1.1		$244,972			$0.39			$0.39
105	Federal Highway/ US 1	SE 12th Street/ Davie Boulevard	SE 30th Street	1.4		$326,260			$0.53			$0.53
111	Eller Drive	Just south of SW 33rd Street	I-595 ramp/NE 7th Avenue	0.6		$134,131			$0.22			$0.22
116	Ravenswood Road	SW 42nd Street	Stirling Road	1.5		$352,659			$0.57			$0.57
120	Stirling Road	Ravenswood Road	US 1/Federal Highway	1.5		$355,303			$0.57			$0.57
137	SR 7	NW 37th Street	NW 34th Street	0.2		$39,930			$0.06			$0.06
153	NW 27th Avenue	Sunrise Boulevard	Broward Boulevard	1.0		$237,967			$0.38			$0.38
160	Broward Boulevard	Pine Island Road	NW 70th Avenue	1.4		$335,454			$0.54			$0.54
165	University Drive	NW 44th Street	Oakland Park Boulevard	0.9		$214,327			$0.35			$0.35
168	Pine Island Road	NW 44th Street	Sunrise Boulevard	2.2		$520,594			$0.84			$0.84
179	Orange Drive	Nob Hill Road	University Drive	1.7		$405,678			$0.65			$0.65
181	Orange Drive	Davie Road	SR 7	1.5		$349,047			$0.56			$0.56
200	Johnson Street	N 26th Avenue	US 1/Federal Highway	1.0		$234,092			$0.38			$0.38

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
202	Hallandale Beach Boulevard	Country Club Lane	Eastern I-95 ramp	0.1	4	$34,602			$0.06			$0.06
203	Park Road	Sheridan Street	Hollywood Boulevard	1.5		$357,540			$0.58			$0.58
207	Park Road	N 56th Avenue	Park Road turn-off	1.6		$367,603			$0.59			$0.59
216	Johnson Street	N 72nd Avenue	N 46th Avenue	2.6		$610,719			$0.98			$0.98
219	SW 72nd Avenue	Sheridan Street	Pembroke Road	2.5		$583,567			$0.94			$0.94
241	Atlantic Boulevard	US 441/ SR 7	Lyons Road	1.2		$285,078			$0.46			$0.46
242	Lyons Road	Copans Road	Atlantic Boulevard	1.9		$447,823			$0.72			$0.72
243	Banks Road	Copans Road	Atlantic Boulevard	1.5		$338,601			$0.55			$0.55
244	US 441/ SR 7	Copans Road	Atlantic Boulevard	1.4		$316,986			$0.51			$0.51
248	McNab Road	University Drive	NW 31st Avenue	4.2		$970,029			$1.56			$1.56
253	Southgate Boulevard	Coral Ridge Drive	SW 81st Avenue	2.8		$647,446			$1.04			$1.04
259	Riverside Drive	Atlantic Boulevard	Atlantic Boulevard	2.5		$590,843			$0.95			$0.95
280	Hiatus Road	Pines Boulevard	Pembroke Road	1.0		$231,419			$0.37			$0.37
284	SW 14th Street/ Indian Trace	Weston Road	SW 136th Avenue	2.3		$522,743			$0.84			$0.84
300	Wiles Road	University Drive	Rock Island Road	1.9		$446,938			$0.72			$0.72
314	NW 21st Avenue/ NW 23rd Avenue	Oakland Park Boulevard	Service Road at Sunrise Boulevard	2.0		$457,635			$0.74			$0.74
319	SW 9th Avenue	Davie Boulevard	SR 84	1.0		$237,084			$0.38			$0.38
320	SE 17th Street	SW 9th Avenue	US 1/Federal Highway	1.0		$240,978			$0.39			$0.39
322	SE 24th Street/Spangler Boulevard	US 1/Federal Highway	Eisenhower Boulevard	0.8		$176,086			$0.28			$0.28

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
329	SW 30th Street	Pine Island Road	College Avenue	1.7	4	$403,247			$0.65			$0.65
331	SW 39th Street	University Drive	Davie Road	1.3		$292,133			$0.47			$0.47
004	Sample Road	NW 124th Avenue	NW 110th Ave	1.2	5	$280,464			$0.45			$0.45
005	Coral Ridge Drive	Holmberg Road	Royal Palm Boulevard	3.3		$762,989			$1.23			$1.23
019	Royal Palm Boulevard	Rock Island Road	SR 7	1.3		$291,007			$0.47			$0.47
023	Hillsboro Boulevard	Federal Highway/ US 1	NE 20th Avenue/ Ocean Boulevard	0.9		$201,672			$0.32			$0.32
024	Copans Road	I-95	Dixie Highway	0.9		$208,315			$0.34			$0.34
027	NW 9th Avenue/ Military Trail	NW 5th Street	NW 49th Court/ 49th Street/Green Road	2.5		$581,899			$0.94			$0.94
032	Hillsboro Boulevard	Natura Boulevard	Federal Highway/ US 1	1.2		$285,732			$0.46			$0.46
055	Miramar Parkway	160th Avenue	I-75 Ramp	0.4		$90,699			$0.15			$0.15
056	Palm Avenue	Johnson Street	Pines Boulevard	0.5		$113,823			$0.18			$0.18
057	Sheridan Street	Pine Island Road	N 72nd Avenue	2.0		$462,017			$0.74			$0.74
058	Davie Road Extension	University Drive	Stirling Road/Davie Road	1.5		$338,828			$0.55			$0.55
073	Powerline Road	NW 62nd Street/ Cypress Creek Road	Commercial Boulevard	1.0		$235,052			$0.38			$0.38
078	Cypress Creek Road	Powerline Road	Andrews Avenue	0.4		$101,532			$0.16			$0.16
094	NE 16th Avenue	Oakland Park Boulevard	NE 21st Street	0.8		$193,445			$0.31			$0.31
099	NE 7th Street/ Sunrise Boulevard Connector	Victoria Park Road	NE 24th Avenue	0.8		$196,311			$0.32			$0.32

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
113	Taylor Road	Federal Highway/ US 1	NE 7th Avenue	0.8	5	$182,351			$0.29			$0.29
115	Dania Beach Boulevard	Federal Highway/ US 1	Gulfstream Road	0.8		$177,527			$0.29			$0.29
123	Powerline Road	Oakland Park Boulevard	Sunrise Boulevard	2.0		$473,350			$0.76			$0.76
124	Oakland Park Boulevard	NW 9th Avenue/ Powerline Road	NE 6th Avenue	1.0		$233,388			$0.38			$0.38
128	NW 7th Avenue	Sunrise Boulevard	Broward Boulevard	1.0		$230,885			$0.37			$0.37
141	NW 64th Avenue/ NW 19th Street	Oakland Park Boulevard	NW 56th Avenue	1.6		$373,024			$0.60			$0.60
142	Commercial Boulevard	SR 7	Prospect Road	1.8		$413,268			$0.67			$0.67
150	Oakland Park Boulevard	SR 7	NW 21st Avenue	2.0		$464,632			$0.75			$0.75
163	Commercial Boulevard	NW 105th Avenue	University Drive	2.4		$561,098			$0.90			$0.90
170	Cleary Boulevard	Nob Hill Road	NW 80th Way	2.0		$467,155			$0.75			$0.75
192	A1A	Hallandale Beach Boulevard	South County Line	0.8		$178,529			$0.29			$0.29
204	N 46th Avenue	Sheridan Street	Washington Street	2.1		$486,558			$0.78			$0.78
209	Washington Street	SR 7	Park Road	1.9		$441,370			$0.71			$0.71
211	Sheridan Street	N 46th Avenue	N 26th Avenue	1.9		$442,603			$0.71			$0.71
212	Taft Street	N 46th Avenue	N 26th Avenue	1.9		$444,003			$0.71			$0.71
213	Johnson Street	N 46th Avenue	N 26th Avenue	1.9		$437,645			$0.70			$0.70
217	Taft Street	N 72nd Avenue	N 46th Avenue	2.6		$611,961			$0.99			$0.99
221	Johnson Street	Douglas Road/ Pine Island Road	Just east of NW 72nd Avenue	2.0		$462,103			$0.74			$0.74

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
222	Pembroke Road	Douglas Road/ Pine Island Road	Just east of NW 72nd Avenue	2.0		$462,825			$0.75			$0.75
229	Miramar Parkway/ Hallandale Beach Boulevard	SW 67th Avenue	SW 40th Avenue	2.4		$548,756			$0.88			$0.88
232	Coconut Creek Parkway/MLK Boulevard	Lyons Road	NW 26th Avenue	1.8		$415,183			$0.67			$0.67
235	Atlantic Boulevard	US 1/Federal Highway	Briny Avenue	0.8		$186,614			$0.30			$0.30
236	US 1/Federal Highway	Atlantic Boulevard	SE 7th Street	0.5		$113,514			$0.18			$0.18
237	Lyons Road	Access Road just north of NW 74th Street	Sawgrass Expressway	1.6		$374,139			$0.60			$0.60
249	Baily Road	SW 81st Avenue	US 441/SR 7	2.0	5	$465,971			$0.75			$0.75
255	Pine Island Road	Atlantic Boulevard	McNab Road	2.5		$569,710			$0.92			$0.92
265	Stirling Road	Pine Island Road	Davie Road/Davie Road Extension	1.8		$406,706			$0.65			$0.65
266	Stirling Road	Palm Avenue/Nob Hill Road	Pine Island Road	1.3		$308,243			$0.50			$0.50
267	Stirling Road	Flamingo Road	Palm Avenue/Nob Hill Road	2.0		$460,470			$0.74			$0.74
271	Sheridan Street	Volunteer Road	Flamingo Road	2.0		$474,557			$0.76			$0.76
277	Johnson Street	Flamingo Road	Palm Avenue	2.1		$488,402			$0.79			$0.79
278	Johnson Street	Palm Avenue	Douglas Road	1.0		$229,304			$0.37			$0.37
279	Palm Avenue	Pines Boulevard	Pembroke Road	1.0		$232,184			$0.37			$0.37
289	SW 184th Avenue	Sheridan Street	Pines Boulevard	1.5		$349,830			$0.56			$0.56
294	Nob Hill Road	Broward Boulevard	Just north of SR 84	0.9		$220,215			$0.35			$0.35

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
306	Dixie Highway	Hillsboro Boulevard	NE 3rd Street	0.3	5	$69,565			$0.11			$0.11
310	Wiles Road	Lyons Road	East end of Wiles Road	0.9		$209,532				$0.40		$0.40
312	NW 31st Avenue	Hammondville Road	Atlantic Boulevard	1.0		$223,350				$0.42		$0.42
313	NE 15th Avenue	NE 13th Street	Sunrise Boulevard	0.4		$84,384				$0.16		$0.16
021	NE 14th Street	NE 25th Avenue	Ocean Boulevard	0.8	6	$174,510				$0.33		$0.33
030	SW 11th Way/NE 3rd Avenue	10th Street	48th Street	1.2		$274,361				$0.52		$0.52
031	Natura Boulevard	Hillsboro Boulevard	10th Street	1.2		$286,250				$0.54		$0.54
037	Federal Highway/ US 1	Hillsboro Boulevard	SE 15th Street	1.4		$327,967				$0.62		$0.62
040	NE 15th Avenue	NE 48th Street	Sample Road	1.0		$233,797				$0.44		$0.44
046	Hiatus Road	SR 84	Orange Drive	3.2		$732,361				$1.38		$1.38
048	Broward Boulevard	Flamingo Road	Nob Hill Road	1.8		$411,548				$0.78		$0.78
051	SW 154th Avenue/ Shotgun Road	SW 14th Street	Orange Drive	2.8		$649,662				$1.23		$1.23
063	Commercial Boulevard	US 1/Federal Highway	A1A/Ocean Boulevard	1.1		$265,466				$0.50		$0.50
069	McNab Road	Cypress Road	US 1/Federal Highway	1.0		$235,680				$0.45		$0.45
074	NE 18th Avenue	NW 62nd Street/ Cypress Creek Road	Commercial Boulevard	1.0		$233,388				$0.44		$0.44
077	Andrews Avenue	NW 62nd Street/ Cypress Creek Road	Prospect Road	1.6		$361,720				$0.68		$0.68

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
083	Commercial Boulevard	Prospect Road	Powerline Road	1.2	6	$288,420				$0.55		$0.55
084	Prospect Road	NW 31st Avenue	Powerline Road	2.7		$624,204				$1.18		$1.18
087	NE 38th Street	Dixie Highway	Federal Highway/ US 1	0.8		$176,879				$0.33		$0.33
088	NW 38th Street	NW 21st Avenue	Powerline Road	1.1		$245,751				$0.46		$0.46
089	NW 44th Street	NW 31st Avenue	NW 21st Avenue	1.0		$235,135				$0.44		$0.44
093	Oakland Park Boulevard	NE 16th Avenue	US 1/Federal Highway	0.6		$133,527				$0.25		$0.25
110	Griffin Road	I-95	Old Griffin Road Ramp/Service Road	0.2		$39,394				$0.07		$0.07
112	NE 7th Avenue	Eller Drive	Taylor Road	1.0		$238,859				$0.45		$0.45
140	NW 56th Avenue	Blueberry Court	NW 19th Street	0.5		$109,850				$0.21		$0.21
143	NW 31st Avenue	McNab Road	Commercial Boulevard	1.6		$372,606				$0.70		$0.70
149	SW 31st Avenue	SW 2nd Street	SW 5th Court	0.4		$81,534				$0.15		$0.15
154	SW 27th Avenue	Broward Boulevard	Davie Boulevard	1.0		$241,911				$0.46		$0.46
157	Sunset Strip	NW 64th Avenue	Sunrise Boulevard	1.4		$313,193				$0.59		$0.59
166	Inverrary Boulevard	NW 44th Street	Oakland Park Boulevard	0.9		$209,786				$0.40		$0.40
185	N 14th Avenue	Washington Street	Hallandale Beach Boulevard	1.3		$296,425				$0.56		$0.56
189	N 46th Avenue	Stirling Road	Sheridan Street	1.0		$231,316				$0.44		$0.44
220	Taft Street	Douglas Road/ Pine Island Road	Just east of NW 72nd Avenue	2.0		$461,947				$0.87		$0.87
223	Pembroke Road	NW 72nd Avenue	SR 7	1.5		$349,941				$0.66		$0.66

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
225	SR 7	Washington Street	County Line Road	2.1	6	$477,303				$0.90		$0.90
230	Powerline Road	Prospect Road	Oakland Park Boulevard	1.0		$236,792				$0.45		$0.45
231	NE 38th Street	Andrews Avenue	Dixie Highway	0.9		$216,493				$0.41		$0.41
240	Coconut Creek Parkway	US 441/ SR 7	Lyons Road	0.9		$216,515				$0.41		$0.41
246	Southgate Boulevard	SW 81st Avenue	US 441/SR 7	2.0		$465,862				$0.88		$0.88
264	N 72nd Avenue	Davie Road Extension	Sheridan Street	0.8		$174,125				$0.33		$0.33
268	Hiatus Road	Sheridan Street	Pines Boulevard	1.6		$369,838				$0.70		$0.70
282	SW 100th Avenue/ Nob Hill road	Griffin Road	Stirling Road	1.4		$315,461				$0.60		$0.60
288	Griffin Road	US 27	SW 184th Avenue	2.6		$592,481				$1.12		$1.12
290	SW 184th Avenue	Pines Boulevard	Miramar Parkway	2.0		$462,328				$0.87		$0.87
296	NW 19th Street	NW 21st Avenue/ NW 23rd Avenue	Powerline Road	1.0		$234,348				$0.44		$0.44
308	Federal Highway/ US 1	Hillsboro Boulevard	North County Line	0.7		$163,157				$0.31		$0.31
315	SW 26th Terrace-SW 32nd Avenue Connector	SR 84	Ravenswood Road	0.7		$152,900				$0.29		$0.29
325	Flamingo Road	Taft Street	Johnson Street	0.5		$116,023				$0.22		$0.22
327	Sheridan Street	US 27	NW 184th Avenue	2.5		$580,896				$1.10		$1.10
330	College Avenue	SW 30th Street	SW 39th Street	0.6		$134,977				$0.26		$0.26
333	Broward Boulevard	Commodore Drive	Flamingo Road	0.7		$169,947				$0.32		$0.32
001	Nob Hill Road	McNab Road	Oakland Park Boulevard	2.7	7	$619,968				$1.17		$1.17
013	Coral Springs Drive	Sample Road	NW 9th Manor/ Atlantic Boulevard	2.3		$528,940				$1.00		$1.00

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
020	Copans Road	SR 7	NW 42nd Avenue	1.3	7	$305,772				$0.58		$0.58
033	Hillsboro Boulevard	Military Trail	Natura Boulevard	1.1		$254,189				$0.48		$0.48
045	Nob Hill Road	Oakland Park Boulevard	Sunrise Boulevard	1.8		$407,371				$0.77		$0.77
052	Griffin Road	Weston Road/ Dykes Road	I-75	0.5		$108,752				$0.21		$0.21
054	Orange Drive	Shotgun Road turn-off	Flamingo Road	2.2		$516,375				$0.98		$0.98
075	NE 18th Avenue	McNab Road	NW 62nd Street/ Cypress Creek Road	0.5		$117,932				$0.22		$0.22
091	Oakland Park Boulevard	NW 21st Avenue	NW 9th Avenue/ Powerline Road	1.0		$235,569				$0.45		$0.45
134	Prospect Road	SR 7	NW 31st Avenue	1.0		$231,895				$0.44		$0.44
135	SR 7	Bailey Road	Prospect Road	0.4		$92,850				$0.18		$0.18
136	SR 7	Lakeside Drive	NW 53rd Street	0.1		$24,925				$0.05		$0.05
138	Oakland Park Boulevard	Rock Island Road	Florida's Turnpike Overpass	0.2		$40,924				$0.08		$0.08
139	NW 56th Avenue	Oakland Park Boulevard	NW 27th Court	0.3		$60,377				$0.11		$0.11
167	NW 44th Street	Pine Island Road	University Drive	1.0		$232,280				$0.44		$0.44
178	Davie Road	Orange Drive	Stirling Road	1.4		$315,754				$0.60		$0.60
224	SW 56th Avenue	Washington Street	County Line Road	2.0		$473,274				$0.89		$0.89
226	County Line Road/ SW 41st ST	University Drive	SW 40th Avenue	4.0		$925,784				$1.75		$1.75
238	Copans Road	NW 36th Avenue	Florida's Turnpike	0.4		$87,219				$0.16		$0.16

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
239	Atlantic Boulevard	Lyons Road	NW 31st Avenue	1.3		$292,405				$0.55		$0.55
250	Rock Island Road	McNab Road	Commercial Boulevard	1.0		$232,436				$0.44		$0.44
251	SW 81st Avenue/ NW 64 Avenue	McNab Road	Commercial Boulevard	1.0		$230,214				$0.44		$0.44
252	SW 81st Avenue	Southgate Boulevard	McNab Road	1.4		$316,795				$0.60		$0.60
256	Nob Hill Road	Atlantic Boulevard	McNab Road	2.4		$557,819				$1.05		$1.05
269	Stirling Road	Dykes Road	Flamingo Road	3.0		$700,073				$1.32		$1.32
272	Sheridan Street	Flamingo Road	Palm Avenue	2.0		$461,574				$0.87		$0.87
273	Hiatus Road	Stirling Road	Sheridan Street	1.0		$231,965					$0.51	$0.51
275	Taft Street	Palm Avenue	Douglas Road	1.0		$229,347					$0.51	$0.51
276	Taft Street	Flamingo Road	Palm Avenue	2.1	7	$490,297					$1.09	$1.09
285	Weston Road	SR 84	Indian Trace	1.7		$397,199					$0.88	$0.88
291	SW 172nd Avenue	Pines Boulevard	Miramar Parkway	2.0		$459,698					$1.02	$1.02
292	SW 172nd Avenue	Sheridan Street	Pines Boulevard	1.5		$349,979					$0.78	$0.78
295	Nob Hill Road	Sunrise Boulevard	Broward Boulevard	1.8		$414,328					$0.92	$0.92
299	A1A	Oakland Park Boulevard	Just south of NE 20th Street	1.0		$231,367					$0.51	$0.51
303	Johnson Road	SR 7	Lyons Road	1.0		$227,023					$0.50	$0.50
304	SR 7	Hillsboro Boulevard	North County Line	0.7		$164,280					$0.36	$0.36
305	Powerline Road	North County Line Road	Hillsboro Boulevard	0.7		$166,014					$0.37	$0.37
316	Lee Wagener Boulevard/SW 42nd Street	SW 30th Avenue	Perimeter Road	1.2		$287,643					$0.64	$0.64

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
002	McNab Road	Hiatus Road	Pine Island Road	1.4		$325,890					$0.72	$0.72
026	NW 9th Avenue/ Military Trail	NW 49th Street/ Green Street	Copans Road	2.2		$509,600					$1.13	$1.13
035	10th Street	Military Trail	Natura Boulevard	0.8		$196,738					$0.44	$0.44
043	Federal Highway/ US 1	SE 15th Street	Sample Road	1.5		$357,652					$0.79	$0.79
044	Hiatus Road	NW 44th Street	Oakland Park Boulevard	0.9		$200,422					$0.44	$0.44
047	Hiatus Road	Oakland Park Boulevard	Sunrise Boulevard	1.6		$361,514					$0.80	$0.80
050	Orange Drive	Flamingo Road	Hiatus Road	1.0		$225,511					$0.50	$0.50
053	Dykes Road	Griffin Road	Stirling Road	1.3		$294,994					$0.65	$0.65
062	A1A/Ocean Boulevard	Commercial Boulevard	NE 40th Street	0.9		$217,523					$0.48	$0.48
122	Powerline Road	Commercial Boulevard	Prospect Road	0.5	8	$119,499					$0.27	$0.27
133	Commercial Boulevard	NW 50th Avenue	NW 49th Avenue	0.2		$38,402					$0.09	$0.09
164	University Drive	Commercial Boulevard	NW 44th Street	1.0		$232,656					$0.52	$0.52
188	Park Road	Stirling Road	Sheridan Street	1.0		$234,226					$0.52	$0.52
258	NW 50th Street	Pine Island Road	University Drive	1.0		$231,973					$0.51	$0.51
260	NW 44th Street	Hiatus Road	Pine Island Road	1.4		$330,829					$0.73	$0.73
261	Hiatus Road	McNab Road	Just south of NW 67th Street	0.4		$88,734					$0.20	$0.20
262	Hiatus Road	Commercial Boulevard	NW 44th Street	1.1		$248,052					$0.55	$0.55
270	SW 160th Avenue	Stirling Road	Sheridan Street	1.0		$233,220					$0.52	$0.52
274	Sheridan Street	Palm Avenue	Douglas Road	1.0		$230,195					$0.51	$0.51

Exhibit 70-2035 Cost Feasible Bicycle Projects (continued)

Project ID	Project Name	From	To	Length (miles)	Ranking	Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
281	Palm Avenue	NW 29th Court	Sheridan Street	0.2	8	$41,695					$0.09	$0.09
283	Orange Drive	Hiatus Road	Nob Hill Road	1.1		$252,540					$0.56	$0.56
293	SW 172nd Avenue	Griffin Road	Sheridan Street	2.3		$526,200					$1.17	$1.17
298	NE 26th Street	Federal Highway/ US 1	Bayview Drive	0.5		$114,942					$0.26	$0.26
309	NE 21st Ave/NE 2nd Street/NE 20th Ave	NE 7th Street	Hillsboro Boulevard	0.5		$127,429					$0.28	$0.28
311	NW 48th Street/ NW 49th Court	West end of NW 48th Street	Military Trail	2.0		$465,790					$1.03	$1.03
334	NW 120th Way-NW 44th Street Connector	Oakland Park Boulevard	Hiatus Road	1.7		$400,134					$0.89	$0.89
025	Copans Road	Powerline Road	Andrews Avenue Extention	0.7	9	$161,906					$0.36	$0.36
034	SW 10th Street	Waterways Boulevard	Military Trail	2.0		$461,166					$1.02	$1.02
254	Coral Ridge Drive	Royal Palm Blvd	Atlantic Boulevard	1.4		$322,356					$0.72	$0.72
257	Pine Island Road	McNab Road	NW 44th Street	2.0		$464,753					$1.03	$1.03
286	Saddle Club Road	Just west of Lakeview Drive	Weston Road	1.7		$388,392					$0.86	$0.86
287	Bonaventure Boulevard	SR 84	Saddle Club Road	1.0		$234,628					$0.52	$0.52
297	Indian Trace	SR 84 (west bound)	SR 84 (east bound)	0.1		$14,606					$0.03	$0.03
263	SW 40th Avenue	Hallandale Beach Boulevard	County Line Road	0.8	10	$176,167					$0.39	$0.39
Total for All Bicycle Projects				485.4		$112,588,109	$8	$44	$62	$43	$28	$185

Exhibit 71-2035 Cost Feasible Roadway Projects

Project ID	Project Name	From	To	Miles	Project Description	Project Ranking	Score	Total Cost (2009 dollars)	Cumulative Project Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Cost Feasible Plan Projects															
31	Sheridan St	Dixie Hwy	US 1	0.4	From 4 to 6 lanes (6LD)	1	16	$29,121,000	$29,121,000	$7.11	$31.92				$39.02
										P/D	R, C				
20	Oakland Park Blvd	I-95	Powerline Rd	NA	Intersection Improvements	2	14	$7,100,000	$36,221,000	$3.46	$7.78				$11.25
										P/D	R, C				
34	SR 7/US 441	North of Fillmore St	Stirling Rd	2.4	From 4 to 6 lanes (6LD)	3	13	$142,852,000	$179,073,000		$39.14	$183.99			$223.13
											P/D	R, C			
36	SR 7/US 441	Hollywood Blvd	-	NA	Intersection Improvements		13	$1,805,000	$180,878,000	$0.88	$1.98				$2.86
										P/D	R, C				
49	Wiles Rd	Rock Island Rd	SR 7/US 441	1.3	From 4 to 6 lanes (6LD)		13	$9,554,000	$190,432,000	$4.66	$10.47				$15.13
										P/D	R, C				
27	Pines Blvd	University Dr	-	NA	Intersection Improvements	4	12	$830,000	$191,262,000	$0.41	$0.91				$1.31
										P/D	R, C				
28	Powerline Rd	SW 10 St	Palm Beach County Line	1.6	From 4 to 6 lanes (6LD)		12	$18,926,000	$210,188,000	$9.24	$20.74				$29.98
										P/D	R, C				
35	SR 7/US 441	Oakland Park Blvd	-	NA	Intersection Improvements		12	$786,000	$210,974,000	$0.38	$0.86				$1.25
										P/D	R, C				
3	Atlantic Blvd	Cypress Rd	US 1	1.1	Restripe for 6LD	5	11	$3,809,000	$214,783,000	$1.86	$4.17				$6.03
										P/D	R, C				
16	Nova Drive	University Dr	Pine Island Rd	0.9	From 2 to 3 lanes		11	$1,650,000	$216,433,000	$0.81	$1.81				$2.61
										P/D	R, C				
26	Pines Blvd	Flamingo Rd	-	NA	Intersection Improvements		11	$830,000	$217,263,000		$1.14				$1.14
											P/D, R, C				
37	SR 7/US 441	Atlantic Blvd	-	NA	Intersection Improvements		11	$2,532,000	$219,795,000		$3.47				$3.47
											P/D, R, C				
40	SW 10th St	Powerline Rd	Military Trail	1.4	From 4 to 6 lanes (6LD)		11	$70,000,000	$289,795,000		$19.18	$90.16			$109.34
											P/D	R, C			

Exhibit 71-2035 Cost Feasible Roadway Projects (continued)

Project ID	Project Name	From	To	Miles	Project Description	Project Ranking	Score	Total Cost (2009 dollars)	Cumulative Project Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Cost Feasible Plan Projects (continued)															
17	NW 7th/9th Connector	South of Sunrise Blvd	NW 6th Ct	0.5	From 2 to 4 lanes (4LD)	6	10	$26,731,000	$316,526,000		$7.32	$34.43			$41.75
											P/D	R, C			
24	Pembroke Rd	University Dr	Douglas Rd	1	From 4 to 6 lanes (6LD)		10	$9,813,000	$326,339,000		$13.44				$13.44
											P/D, R, C				
30	Sample Rd	At Military Trail	-	NA	Intersection Improvements		10	$830,000	$327,169,000		$1.14				$1.14
											P/D, R, C				
33	SR A1A	Oakland Park Blvd	Flamingo Dr	1.1	Lane reduction from 6 to 4 lanes (streetscape)		10	$12,300,000	$339,469,000		$16.85				$16.85
											P/D, R, C				
48	University Dr	NW 40 St (Cardinal)	Sawgrass Exwy	1.7	From 4 to 6 lanes (6LD)		10	$15,757,000	$355,226,000		$4.32		$23.82		$28.14
											P/D		R, C		
12	Griffin Rd	I-75	Flamingo Rd	2.5	From 4LD to 6LD	7	9	$18,372,000	$373,598,000		$5.03		$27.78		$32.81
											P/D		R, C		
18	NW 21 Ave	Oakland Park Blvd	Commercial Blvd	1.3	From 2 to 4 lanes (4LD)		9	$13,515,000	$387,113,000		$3.70	$17.41			$21.11
											P/D	R, C			
23	Pembroke Rd	West of Florida's Turnpike	SR 7/US 441	1.4	Restripe for 6LD		9	$4,575,000	$391,688,000		$1.25	$5.89			$7.15
											P/D	R, C			
29	Ravenswood Rd	Griffin Rd	SW 42 St	1	From 2 to 4 lanes (4LD)		9	$12,860,000	$404,548,000		$2.64	$17.60			$20.24
											P/D	R, C			
11	Davie Rd Ext.	East of University Dr	SW 72 Ave	0.9	From 2 to 3 lanes	8	8	$7,540,000	$412,088,000			$2.43	$11.40		$13.83
												P/D	R, C		
32	Sheridan St	SW 148th Ave	Douglas Rd	5	From 4 to 6 lanes (6LD)		8	$42,345,000	$454,433,000				$80.03		$80.03
													P/D, R, C		
47	University Dr	Holmberg Rd	County Line Rd	1.5	From 2 to 4 lanes (4LD)		8	$13,746,000	$468,179,000				$25.98		$25.98
													P/D, R, C		

Exhibit 71-2035 Cost Feasible Roadway Projects (continued)

Project ID	Project Name	From	To	Miles	Project Description	Project Ranking	Score	Total Cost (2009 dollars)	Cumulative Project Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Cost Feasible Plan Projects (continued)															
9	Davie Rd	Nova Dr	I-595	0.5	From 4 to 6 lanes (6LD)	9	7	$5,541,000	$473,720,000				$10.47		$10.47
													P/D, R, C		
10	Davie Rd Ext.	University Dr	East of University Dr	0.3	From 2 to 4 lanes		7	$3,185,000	$476,905,000				$6.02		$6.02
													P/D, R, C		
44	SW 196th Ave	Miramar Pkwy	Pines Blvd	2	From 2 to 4 lanes (4LD)		7	$18,446,000	$495,351,000				$34.86		$34.86
													P/D, R, C		
1	Andrews Ave	Pompano Parkway/ SW 3 St	Atlantic Blvd	0.4	New (4LD)	10	6	$44,898,000	$540,249,000				$84.86		$84.86
													P/D, R, C		
2	Andrews Ave Extension	NW 18 St	Copans Rd	0.7	From 2 to 4 lanes (4LD)		6	$6,900,000	$547,149,000				$13.04		$13.04
													P/D, R, C		
14	NE 3rd Ave	Copans Rd	Sample Rd	1	From 2 to 4 lanes (4LD)		6	$12,860,000	$560,009,000				$24.31		$24.31
													P/D, R, C		
41	SW 148th Ave	Bass Creek Rd	Miramar Pkwy	1	From 2 to 4 lanes (4LD)		6	$11,012,000	$571,021,000				$20.81		$20.81
													P/D, R, C		
42	SW 184th Ave	Sheridan St	Miramar Pkwy	3.5	From 2 to 4 lanes (4LD)		6	$31,664,000	$602,685,000				$11.97	$56.24	$68.20
													P/D	R, C	
45	SW 30th Ave	Griffin Rd	SW 45th St	0.3	From 2 to 4 lanes (4LD)		6	$4,615,000	$607,300,000				$1.31	$8.71	$10.02
													P/D	R, C	
4	Bass Creek Rd	SW 184 Ave	SW 172 Ave	1	New 4 lanes	11	5	$11,387,000	$618,687,000				$4.30	$20.22	$24.53
													P/D	R, C	
5	Bass Creek Rd	SW 172nd Ave	SW 148 Ave	2.3	From 2 to 4 lanes		5	$17,001,000	$635,688,000				$6.43	$30.19	$36.62
													P/D	R, C	
6	Blount Rd	Hammondville Rd	Copans Rd	1	From 2 to 4 lanes (4LD)		5	$12,449,000	$648,137,000				$4.71	$22.11	$26.82
													P/D	R, C	
7	County Line Rd	University Dr	Hillsboro Blvd Ext.	2.75	New (4LD)		5	$54,118,000	$702,255,000				$20.46	$96.11	$116.57
													P/D	R, C	

Exhibit 71-2035 Cost Feasible Roadway Projects (continued)

Project ID	Project Name	From	To	Miles	Project Description	Project Ranking	Score	Total Cost (2009 dollars)	Cumulative Project Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Cost Feasible Plan Projects (continued)															
21	Pembroke Rd	SW 160th Ave	SW 184th Ave	1.9	From 2 to 4 lanes (4LD)		5	$16,966,000	$719,221,000					$37.66	$37.66
														P/D, R, C	
8	County Line Rd/HEFT Ext	Florida's Turnpike	I-95	3.9	Feasibility Study	12	4	$975,000	$720,196,000					$2.16	$2.16
														P/D, R, C	
13	Hiatus Rd	Sheridan Rd	Stirling Rd	1	From 2 to 4 lanes (4LD)		4	$12,449,000	$732,645,000					$27.64	$27.64
														P/D, R, C	
19	Oakes Rd	Davie Rd	SR 7/US 441	1.72	New 4LD, including overpass at Florida's Turnpike		4	$40,805,000	$773,450,000					$90.59	$90.59
														P/D, R, C	
43	SW 184th Ave	Sheridan St	Griffin Rd	2.2	New (4LD)	13	2	$28,129,000	$801,579,000					$62.45	$62.45
														P/D, R, C	
46	Trails End Rd	University Dr	County Line Rd	0.7	New (4LD)		2	$9,389,000	$810,968,000					$20.84	$20.84
														P/D, R, C	
22[1]	Pembroke Rd	SW 184 Ave	SW 200th Ave	1	New (4LD)	14	1	$4,000,000	$814,968,000				$1.51	$7.10	$8.62
													P/D	R, C	
Total - Ranked Cost Feasible Plan Projects								$814,968,000		$29	$199	$352	$414	$482	$1,476
Arterials & Others										$9	$45	$49	$52	$71	$226
										O&M	O&M	O&M	O&M	O&M	

Exhibit 71-2035 Cost Feasible Roadway Projects (continued)

Project ID	Project Name	From	To	Miles	Project Description	Project	Score	Total Cost (2009 dollars)	Cumulative Project Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
FIHS/SIS Projects															
54[2]	I-75 Express Lanes	HEFT	I-595	12.4	Ultimate Plan[3], including two managed lanes	SIS Projects	17	$18,000,000	$18,000,000	$0.0	$0.0	$29.0	$0.0	$0.0	$29
												PE			
64	I-95 Managed Lanes	I-595	Palm Beach County Line	15	4 Managed Lanes		15	$670,000,000	$688,000,000	$0.0	$0.0	$1,078.7	$0.0	$0.0	$1,079
												C			
52	I-595	Reimbursement	-	NA	Ultimate Plan[3]		12	$29,493,367	$717,493,367	$11.2	$27.9	$0.0	$0.0	$0.0	$39
										C	C				
69	I-595	I-75	West of I-95	11.7	P3/CEI		12	$168,608	$717,661,975	$0.21	$0	$0	$0	$0	$0.21
										C					
70	I-595	East of I-75	West of I-95	11.7	P3/GEO TECH		12	$168,608	$717,830,583	$0.21	$0	$0	$0	$0	$0.21
										C					
71	I-595	I-75/ Sawgrass	SR 5/US 1	NA	P3		12	$1,558,784	$719,389,367	$1.57	$0.37	$0	$0	$0	$2
										C	C				
72	I-595/SR 862	East of I-75	West of I-95	11.7	Ultimate Plan		12	$514,537,375	$1,233,926,742	$83.8	$610.9	$0.0	$0.0	$0.0	$695
										C	C				
73	I-595	I-75	SR 7	9.5	Ultimate Plan		12	$1,382,000,000	$2,615,926,742	$0.0	$0.0	$2,225.0	$0.0	$0.0	$2,225
												C			
53[4]	I-595 Causeway	SR 7 / US 441	I-95	2.2	Ultimate Plan[3]		12	$21,000,000	$2,636,926,742	$0.0	$0.0	$33.8	$0.0	$0.0	$34
												PE			
Total - SIS /FIHS Projects								$2,636,926,742		$97	$639	$3,367	$0	$0	$4,103

Exhibit 71-2035 Cost Feasible Roadway Projects (continued)

Project ID	Project Name	From	To	Miles	Project Description	Project Ranking	Score	Total Cost (2009 dollars)	Cumulative Project Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
Florida's Turnpike Projects															
57	Florida's Turnpike	HEFT	North of Johnson St	3.7	From 6LD to 8LD	Turnpike Projects	15	$46,200,000	$46,200,000	$1.22	$4.11	$67.94	$0.00	$0.00	$73
										P	P, D	C			
61	Florida's Turnpike	Hollywood Blvd	-	NA	Interchange Modification		15	$66,500,000	$112,700,000	$2.44	$6.85	$8.05	$103.01	$0.00	$120
										P	P, D	D	C		
66	Sawgrass Expwy	Sunrise Blvd	FTPK Main Line	22.1	Implement Open Road Tolling		14	$33,150,000	$145,850,000	$1.22	$44.05	$0.00	$0.00	$0.00	$45
										P, D	C				
55	Florida's Turnpike	Griffin Rd	Palm Beach County Line	18.8	Implement Open Road Tolling		13	$28,200,000	$174,050,000	$1.22	$37.26	$0.00	$0.00	$0.00	$38
										P, D	C				
58	Florida's Turnpike	North of Johnson St	Griffin Rd	3.4	From 6LD to 8LD		13	$80,700,000	$254,750,000	$0.00	$0.00	$8.05	$21.74	$142.52	$172
												P	P, D	C	
68	Florida's Turnpike	Commercial Blvd	-	NA	Interchange Modification		13	$15,000,000	$269,750,000	$0.00	$0.00	$24.15	$0.00	$0.00	$24
												P, D, C			
63[5]	Florida's Turnpike	Sunrise Blvd	-	NA	Interchange Modification		13	$8,250,000	$278,000,000	$10.07	$0.00	$0.00	$0.00	$0.00	$10
										P, D, C					
Total - Turnpike Projects[6]								$278,000,000		$16	$92	$108	$125	$143	$484

[1] Project partially funded ($4 million, 2009 dollars).
[2] Project cost includes money programed for preliminary engineering (PE) phase only. Construction cost is estimated at $183 million (2009 dollars), which is currently an unfunded need.
[3] Ultimate Plan may include special use lanes, truck lanes, transit option, toll options or other added capacity.
[4] Project cost includes money programed for preliminary engineering (PE) phase only. Construction cost is estimated at $277 million (2009 dollars), which is currently an unfunded need.
[5] Project partially funded ($8.25 million, 2009 dollars).
[6] Turnpike projects were selected based on Florida's Turnpike Enterprise Master Plan.

Exhibit 72-2035 Cost Feasible ITS Projects

Project	Limits	Description	Cost (2009 dollars)	Notes	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
ATMS Design Group 2	Area 2: West Central Broward	Signal System Upgrade/ITS	$21,000,000	Incl. Transit Signal Priority	$5	$23	$0	$0	$0	$28
					P, D	I				
ATMS Design Group 3	Area 3: Northeast Broward	Signal System Upgrade/ITS	$25,000,000	Incl. Transit Signal Priority	$6	$27	$0	$0	$0	$34
					P, D	I				
ATMS Design Group 4	Area 4: Southeast Broward	Signal System Upgrade/ITS	$25,000,000	Incl. Transit Signal Priority	$6	$27	$0	$0	$0	$34
					P, D	I				
ATMS Design Group 5	Area 5: Northwest Broward	Signal System Upgrade/ITS	$25,000,000	Incl. Transit Signal Priority	$6	$27	$0	$0	$0	$34
					P, D	I				
ATMS Design Group 6	Area 6: Southwest Broward	Signal System Upgrade/ITS	$25,000,000	Incl. Transit Signal Priority	$6	$27	$0	$0	$0	$34
					P, D	I				
Total			$121,000,000		$30	$133	$0	$0	$0	$163

Source: FY 10-11 Unfunded Multimodal Surface Transportation Priorities

Project Name	From	To	Miles	Project Description	Total Cost (2009 dollars)
Florida's Turnpike	Griffin Rd	Palm Beach County Line	18.8	Implement Open Road Tolling	Inlcuded in Highway Project Cost
Sawgrass Expressway	Sunrise Blvd	FTPK Main Line	22.1	Implement Open Road Tolling	Inlcuded in Highway Project Cost

Exhibit 72-2035 Cost Feasible ITS Projects (continued)

ITS Technology	Brief Technology Description	Application in Broward County	Potential Benefits	Cost (2009 dollars)	Comments
Ramp Signaling	Ramp Signals to manage traffic flow along I-95 corridor.	I-95 & I-595	Reduce travel times, reduce congestion, improve safety	30,000 per ramp	This could correspond to the I-95 Ramp signaling project now operating in FDOT District 6. Average speeds increased from 33 to 41 MPH during rush hour. Travel times decreased from 12 to 9.5 minutes on the 6 mile stretch.
Arterial DMS signs	DMS signs to alert traveling public as they approach major interchange areas along arterial streets.	All arterials that have major interchanges, including Florida's Turnpike and I-95	Reduce congestion, support amber alert, help the motorist find alternative routes, support hurricane evacuation	150,000 per sign	These are extra tools that are used to interface with the public so that the data collected through technology can be a visible asset to them.
Travel time system	There are two methods to develop travel time through License Plate Readers and AVI technology. This could be used to determine travel times at all major arterial intersections and can also be used on freeway applications.	All major arterial intersections and freeway sections	Provide accurate data collection for travel times	35,000 per TTS site	This is an accurate method to compute travel time on a real-time basis.
Roadway Weather Information System	ITS technology to have weather station along any corridor that records the weather at that location.	Strategic locations that experience high traffic volume or on bridges	Improve safety data, which can be collected and distributed to the public when needed		A good example may be to place this at the apex of a long bridge to let the Traffic Management Center know about the weather conditions.

Exhibit 73-2035 Cost Feasible Freight/Seaport/Airport Projects

Project ID	Project Name	From	To	Miles	Project Description	Total Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
1	Aggregate Terminal and Rail Yard	-	-	-	Development of aggregate facility and rail	$48,866,788						$0.00
							Potential Funding Source: TRIP, SIS, Port programs					
2	Andrews Ave	S of SW 33 St	SE 28th St	0.5	Roadway Improvements	$350,000	$0.43					$0.43
							P/D, R, C					
3	AVI-Ground Transportation Management System	-	-	-	AVI system within the airport roadway system	$1,857,535				$3.52		$3.52
										P/D, I		
4	Cruise Passenger & Baggage Processing Facility	-	-	-	Plan, design, and implement facility to handle disembarking cruise passengers at terminals	$38,810,401				$44.73	$34.37	$79.10
										P/D, R, C	P/D, R, C	
5	Cruise Terminal 21/22 Expansion	-	-	-	Terminal expansion	$17,381,567						$0.00
							Potential Funding Source: TRIP, SIS, Port programs					
6	Cruise Terminal No. 4 Redevelopment/ Expansion	-	-	-	Terminal expansion	$12,621,359						$0.00
							Potential Funding Source: TRIP, SIS, Port programs					
7	Database integration	-	-	-	Integrate available databases into centralized system	$5,627,544			$9.06			$9.06
									P/D, I			
8	Delivery appointment system for cruise ships	-	-	-	Web-based appointment system	$7,878,562						$0.00
							Potential Funding Source: SIS, Port programs					
9	Directional Dynamic Message Signs (DMS)	Within Port Limits	-	-		$87,789,687						$0.00
							Potential Funding Source: TRIP, SIS, Port programs					
10	Eisenhower Blvd	At Port Entrance	-	-	Access improvements	$562,754	$0.68					$0.68
							P/D, R, C					
11	Eller Drive/ICTF	At 7th Ave	-	-	New overpass (7th Ave goes over Eller Drive)	$3,000,000	$0.73	$3.29				$4.02
							P/D	R, C				
12	Eller Drive	At McIntosh Rd	-	-	Intersection Improvements (traffic signal timing, road and lane widths, and turning radii)	$350,000	$0.43					$0.43
							P/D, R, C					

Exhibit 73-2035 Cost Feasible Freight/Seaport/Airport Projects (continued)

Project ID	Project Name	From	To	Miles	Project Description	Total Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
13	Eller Drive	At SR 84	-	-	Intersection improvements (traffic signal timing, road and lane widths, and turning radii)	$350,000	$0.43					$0.43
							P/D, R, C					
14	Eller Drive/Eller Drive Extension	At I-595	-	-	Intersection improvements (signal time modifications to improve left-turn phase access to Port Everglades)	$350,000	$0.43					$0.43
							P/D, R, C					
15	Eller Drive	At Port Entrance	-	-	Roadway Capacity Improvement	$562,754	$0.68					$0.68
							P/D, R, C					
17	ICTF	At Southport	-	-	Initial Rail Spur Construction and construction of near-dock railroad yard in Southport (Design & Construction)	$5,919,101			$9.53			$9.53
									P/D, R, C			
18	Inventory Clearance Equipment	FDOT and FTPK accessible	-	-	-	$11,255,088			$18.08			$18.08
									P/D, R, C			
19	Long Term Remote Parking Facilities	-	-	-	-	$19,905,342					$44.20	$44.20
											P/D, R, C	
20	McIntosh Rd	N of SE 46th St	N of SE 36th St	0.75	Roadway Improvements (queuing and signage improvements)	$350,000	$0.43					$0.43
							P/D, R, C					
21	McIntosh Rd Loop	-	-	-	Realignment of existing road (construction)	$137,000			$0.22			$0.22
									P/D, R, C			
22	Midport Cruise/Cargo Programming & Plan Development	-	-	-	Cruise and cargo development	$888,487						$0.00
							Potential Funding Source: TRIP, SIS, Port programs					
23	Midport Parking Garage	-	-	-	Construct new parking garage facility	$24,790,272						$0.00
							Potential Funding Source: TRIP, SIS, Port programs					

Exhibit 73-2035 Cost Feasible Freight/Seaport/Airport Projects (continued)

Project ID	Project Name	From	To	Miles	Project Description	Total Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
24	On-Port circulation Improvements	-	-	-	-	$5,064,790			$8.16			$8.16
									P/D, R, C			
26	Powerline Rd	At NW 15th Street	-	-	Install new traffic signal	$40,000	$0.05					$0.05
							P/D, I					
27	Real-time Train Locations	-	-	-	Upgrade/expand current FEC program; add SFRC	$2,800,000			$0.90	$4.23		$5.14
									P/D	R, C		
28	Sawgrass Exwy	At Commercial Blvd	-	-	Install traffic signal for safe truck access at interchange	$20,000	$0.02					$0.02
							P/D, I					
29	Shuttle Bus Maintenance/ Operation Facility	-	-	-	Facility appropriate for 50+ bus fleet operation,5 bay maintenance, fueling station, dispatch center and other appropriate functions	$5,572,604				$10.53		$10.53
										C		
30	Southport rail connector	Southport	FEC mainline	-	Rail Connector between Southport and FEC mainline	$3,714,179				$7.01		$7.01
										C		
32	Spangler Rd	Miami Rd	Eisenhower Blvd	0.72	Roadway Improvements (queuing and signage improvements)	$350,000	$0.43					$0.43
							P/D, R, C					
33	SR 84	At FEC rail crossing	-	-	Study to evaluate a roadway tunnel under FEC RR	$750,000		$1.03				$1.03
								P/D				
34	SR 84	At Andrews Ave	-	-	Intersection Improvements	$225,102		$0.32				$0.32
								P/D, R, C				
35	SR 84	At I-95	-	-	Interchange modification (improve turning radii at ramps)	$15,000,000		$20.55				$20.55
								P/D, R, C				
36	SR 84	At US 1	-	-	Intersection Improvement Study	$125,000		$0.17				$0.17
								P/D, R, C				

Exhibit 73-2035 Cost Feasible Freight/Seaport/Airport Projects (continued)

Project ID	Project Name	From	To	Miles	Project Description	Total Cost (2009 dollars)	FYs 2014-2015 (YOE dollars in millions)	FYs 2016-2020 (YOE dollars in millions)	FYs 2021-2025 (YOE dollars in millions)	FYs 2026-2030 (YOE dollars in millions)	FYs 2031-2035 (YOE dollars in millions)	Total for 21 Years (YOE dollars in millions)
37	SR 84	At SW 15th Ave	-	-	Intersection Improvements	$350,000		$0.48 P/D, R, C				$0.48
38	SW 4th Ave	At 28th St	-	-	Install new traffic signal	$40,000		$0.05 P/D, R, C				$0.05
39	Terminal 4 Parking Garage	-	-	-	New parking structure	$888,487				$1.68 P/D, R, C		$1.68
40	Terminal 4 Second Loading Bridge	-	-	-	New passenger loading bridge	$1,319,634					$2.93 P/D, R, C	$2.93
41	Traveler Information via DMS	At Port exit		-	Information on major incidents; security	$28,137,720		$19.28 P/D, I	$22.65 P/D, I			$41.93
42	US 27 Rail Corridor Study	Miami-Dade/ Broward County Line	Palm Beach/ Broward County Line	-	Freight Corridor Feasibility Study	$1,000,000		$1.37 P/D				$1.37
43	Southport Turning Notch Expansion (Phase I)	-	-	-	Turning notch design, bulkhead construction, and mitigation for Westlake Improvement	$24,630,798	Potential Funding Source: TRIP, SIS, Port programs					$0.00
44	ACOE Dredging Project	-	-	-	Portwide Dredging	$96,405,158	Potential Funding Source: TRIP, SIS, Port programs					$0.00
45	Slip 2 Expansion	-	-	-	Increase length to accommodate mega cruise ships	$1,293,913				$2.44 C		$2.44
Total (Port Everglades)						$329,956,502	$0	$0	$8	$4	$3	$15
Total (Aviation)						$66,145,882	$0	$0	$0	$59	$79	$137
Total (all other projects)						$81,229,243	$5	$47	$60	$11	$0	$123
Grand Total (all freight, seaport, and airport projects)						$477,331,626	$5	$47	$69	$74	$81	$276

Exhibit 74-2035 Illustrative Transit Projects

Project/Corridor/Route	Transit Mode	2035 CFP (Peak/Off Peak) (Headway in minutes)	Capital Cost (2009 Dollars)	Total O&M Cost (2009 Dollars)	Revenue to support Capital Improvement (2009 Dollars)	Revenue to Fund O&M Cost (2009 Dollars)
Broward County Transit (BCT)						
Existing Broward County Transit (BCT) O&M Cost (Gap)			N/A	$1,243,710,400[1]	N/A	Illustrative
Full BCT O&M Cost (per TDP) (Gap)			N/A	$2,556,710,400[1]	N/A	Illustrative
Broward County Intermodal Center	At Fort Lauderdale-Hollywood International Airport	N/A	$83,811,100	$10,609,000[2]	Illustrative Project	Illustrative Project
Broward County Transit Administration Building			$18,000,000	N/A	Illustrative Project	N/A
Total-Broward County Transit			$101,811,100	$3,811,029,800		
On-going Studies						
City of Fort Lauderdale Downtown Circulator - The Wave	Circulator Service (Premium High Capacity)	N/A	$124,340,000	$24,884,800[2]	Illustrative Project	Illustrative Project
Central Broward East-West Transit	Premium High Capacity	5/7.5	$902,988,269	$96,390,620[2]	Illustrative Project	Illustrative Project
South Florida East Coast Corridor (FEC)	Commuter Rail	15/30	$1,098,240,000	$34,815,490[2]	Illustrative Project	Illustrative Project
People Mover - SunPort (Airport/Seaport)	Automated People Mover (APM) (Premium High Capacity)	N/A	$806,284,000	$177,170,300[2]	Illustrative Project	Illustrative Project
Total-On-going Studies			$2,931,852,269	$333,261,210		
South Florida Regional Transit Authority (SFRTA)						
FEC/CSX Connector	Commuter Rail	N/A	N/A	N/A	Illustrative Project	N/A
Total-SFRTA				N/A		

[1] Allocated O&M funds ($1,234 million, 2009 dollars) cover approximately 33% of BCTs total O&M cost per FY 2009-2018 TDP ($3,791 million, 2009 dollars). This allocation covers 50% of the existing BCT O&M cost ($2,478 million, 2009 dollars) over the plan period (2015-2035).
[2] The O&M cost (in 2009 dollars) for Premium Transit projects is based on the assumption that these projects would operate for 10 years over the plan period (2025-2035).

Exhibit 75-2035 Illustrative Roadway Projects

Project ID	Project Name	From	To	Miles	Project Description	Total Cost (2009 dollars)	Cumulative Project Cost (2009 dollars)	Score	Project Ranking
Illustrative Projects									
38	SW 10th St	At I-95 Interchange	-	NA	Interchange Modification	$200,000,000	$200,000,000	12	4
39	SW 10th St	Florida's Turnpike	I-95	3.1	Convert to 6 lanes divided Exwy (includes new interchanges at Powerline Rd and Military Trail)	$181,000,000	$381,000,000	11	5
56	Florida's Turnpike	At Sawgrass Exwy Interchange	-	0.2	Interchange Modification	$167,000,000	$548,000,000	11	
22[1]	Pembroke Rd	SW 184 Ave	SW 200th Ave	1	New (4LD)	$9,412,000	$557,412,000	1	14
25	Pembroke Rd	SW 200th Ave	US Hwy 27	1.5	New (4LD)	$19,743,000	$577,155,000	1	
Total - Illustrative Roadway Projects						$577,155,000			
SIS /FIHS Projects									
54[2]	I-75 Express Lanes	HEFT	I-595	12.4	Ultimate Plan[2] including two managed lanes	$183,000,000	$183,000,000	17	SIS Projects
51	I-95	All I-95 interchanges in Broward County	-	NA	Interchange Improvements	TBD	$0	13	
53[3]	I-595 Causeway	SR 7 / US 441	I-95	2.2	Ultimate Plan[1]	$277,000,000	$460,000,000	12	
Total - Illustrative SIS /FIHS Projects						$460,000,000			

Exhibit 75-2035 Illustrative Roadway Projects (continued)

Project ID	Project Name	From	To	Miles	Project Description	Total Cost (2009 dollars)	Cumulative Project Cost (2009 dollars)	Score	Project Ranking
Florida's Turnpike Projects									
67	FTPK Homestead Ext	NW 57th Ave/Red Road	FTPK Mainline	4	From 4LD to 8LD	$68,000,000	$68,000,000	16	Turnpike Projects
62	Florida's Turnpike	At Oakland Park Blvd	-	NA	New Interchange	$100,000,000	$168,000,000	14	
50	FTPK Homestead Ext	Miami-Dade County Line	NW 57th Ave/ Red Rd	3	From 4LD to 8LD	$40,000,000	$208,000,000	13	
59	Florida's Turnpike	N of Atlantic Blvd	Sawgrass Exwy	5.3	From 6LD to 8LD	$116,500,000	$324,500,000	13	
63[4]	Florida's Turnpike	At Sunrise Blvd	-	NA	Interchange Modification	$74,350,000	$398,850,000	13	
60	Florida's Turnpike	Sawgrass Exwy	Palm Beach County Line	1.9	From 6LD to 8LD	$43,500,000	$442,350,000	11	
Total - Illustrative Turnpike Projects[5]						$442,350,000			

[1] Project partially funded ($4 million, 2009 dollars).
[2] Project cost includes money programed for preliminary engineering (PE) phase only. Construction cost is estimated at $183 million (2009 dollars), which is currently an unfunded need.
[3] Project cost includes money programed for preliminary engineering (PE) phase only. Construction cost is estimated at $277 million (2009 dollars), which is currently an unfunded need.
[4] Project partially funded ($8.25 million, 2009 dollars).
[5] Turpike projects were selected based on Florida's Turnpike Enterprise Master Plan.

Exhibit 76-Unfunded Transit Projects

Project/Corridor/Route	Transit Mode	2035 CFP (Peak/ Off Peak) (Headway in minutes)	Capital Cost (2009 Dollars)	Total O&M Cost[1] (2009 Dollars)	Revenue to support Capital Improvement (2009 Dollars)	Revenue to Fund O&M Cost (2009 Dollars)
SR 7/US 441 (Extend service to Downtown Miami & FAU Boca Raton campus)	Premium High Capacity	5/7.5	$211,183,300	$54,000,000	Unfunded Needs	Unfunded Needs
University Drive (Upgrade Technology)	Premium High Capacity	5/7.5	$388,960,000	$55,000,000		
Powerline Rd	Premium Rapid Bus	10/15	$10,737,918	$30,780,713		
Broward Blvd	Premium Rapid Bus	10/15	$9,915,194	$27,915,322		
Lauderhill-Fort Lauderdale	Premium Rapid Bus	10/15	$6,621,279	$19,319,149		
Nob Hill Premium	Premium Rapid Bus	10/15	$14,925,735	$43,197,408		
Griffin Rd	Premium Rapid Bus	10/15	$10,737,918	$30,780,713		
Commercial Blvd	Premium Rapid Bus	10/15	$8,418,357	$24,094,801		
Central Broward Loop	Premium Rapid Bus	10/15	$10,809,095	$31,735,840		
SR A1A	Premium Rapid Bus	10/15	$9,958,548	$28,208,240		
I-75	Premium Rapid Bus	10/15	$9,040,386	$24,387,720		
Atlantic Blvd	Premium Rapid Bus	10/15	$9,083,195	$25,049,931		
Cypress Creek	Premium Rapid Bus	10/15	$7,391,375	$20,567,197		
Hollywood Beach-FLL	Premium Rapid Bus	10/15	$5,761,458	$16,453,757		
Andrews Avenue (Extend service to Cypress Creek Tri-Rail Station)	Premium High Capacity	5/7.5	$53,130,000	$15,900,000		
Total-Unfunded Premium Transit Projects			$766,673,759	$447,390,792		

Note:
A. Premium High Capacity Transit project capital and O&M cost estimate is based on BRT technology.
[1] The O&M cost for Premium Transit projects is based on the assumption that these projects would operate for 10 years over the plan period (2025-2035).

Exhibit 77-Roadway Improvements Completed 2005/2006–2007/2008

Project Name	Limits	Type of work
Andrews Ave Ext	S. of RR/Hammondville Rd to NW 15 St	Bridge over CSX RR and Roadway Approaches
Andrews Ave Ext	S. of Atlantic Blvd to S of RR (Hammondville Rd)	Bridge Approach
Blount Rd	Copans Rd to Sample Rd	New 2 lanes
Copans Rd	E. of FTPK to Powerline Rd	Add 2L (6LD)
Flamingo Rd	Honey Hill Rd to HEFT	Add 2L (4LD)
Griffin Rd	Flamingo Rd to Nob Hill Rd	Add 2L/4L (6LD)
Hiatus Rd	Broward Blvd to Sunrise Blvd	New 4LD
N Andrews Ave	NW 15 St to NW 18 St	New 4LD
Miramar Pkwy	Flamingo Rd to Red Rd	Add 2L (6LD)
Sawgrass Expwy	Atlantic Blvd to Coral Ridge Dr	Add 2L (6LD)
Sawgrass Expwy	Coral Ridge Dr to Mainline	Add 2L (6LD)
SW 172 Ave	Sheridan St to S. of SW 48 Ct/Bass Creek Rd	Add 1L/2L (4LD)
Sheridan St	University Dr to Pine island Rd	Add 2L (6LD)
Sunrise Blvd	Hiatus Rd to Pine Island Rd	Add 2L (6LD)
Sheridan St	NW 196 Ave to SW 172 Ave	Add 2L (4LD)

Exhibit 78-Committed Roadway Improvements 2009/2010-2013/2014

TIP No	Project Name	Limits	Type of work	Miles
1023	Bailey Rd	NW 64 Ave to SR 7	Add 2L (4LD)	2.0
773	Banks Rd	Cullum Rd to Wiles Rd	New 4LD	0.2
865	Banks Rd	NW 40 St to Cullum Rd	New 4LD	0.2
774	Banks Rd	Sample Rd to NW 40 St	Add 2L (4LD)	0.2
1711	College Ave	Nova Dr to SR 84	Add 1,2 L (3, 4LD)	0.5
337	Cullum Road	NW 54 Ave to Lyons Rd	New 4LD	0.7
793	Davie Rd Ext	SW 72 Ave to Stirling Rd	Add 2L (4LD)	0.2
27	Dixie Hwy	Palm Beach County Line to Hillsboro Blvd	New/Add 2L (4LD)	0.5
163	Eller Dr	@FEC RR Extension	Grade Separation	1.1
52	FTPK	Griffin Rd to N. of Sunrise Blvd	Add 2L (8LD)	5.0
1372	FTPK	Peters Rd to N. of Sunrise Blvd	Add 2L (8LD)	2.1
1373	FTPK	N. of Sunrise to N. of Atlantic Blvd	Add 2L (8LD)	8.0
1375	FTPK	@ Miramar Plaza	Dedicated Lanes	0.2
1379	FTPK	From FTPK to I-595	Add 2-lane flyover	0.2
4	Griffin Rd	Flamingo Rd to E. of I-75	Add 2L (4LD)	2.9
117	Griffin Rd	SW 172 Ave to W. of SW 188 Ave	Add 2L (4LD)	2.0
357	Hiatus Rd	Sunrise Blvd to Oakland Park Blvd	New 4LD	1.2
1535	I-595	E. of I-75 to W. of I-95	Corridor Improvements (*)	9.8
979	I-75	Miramar Pkwy	Minor Interchange Improvements	0.3
1065	I-75	Pines Blvd	Major Interchange Improvements	2.6
1314	I-75	Griffin Rd	PE for Interchange Modification	0.3
1592	I-95	Miami-Dade to Broward Blvd/I-595	Managed Lanes (Express HOT lanes)	11
790	Johnson Rd	SR 7 to Lyons Rd	Add 2L (4LD)	1.0
373	Miramar Blvd	Hiatus to Palm Ave	Add 2L (4LD)	1.1
206	NW 21 Ave	NW 19 St to Oakland Park	Add 1L (3L)	1.0
775	NW 39 Ave	Vinkemulder Rd to NW 43 St	New 2L	0.4
205	NW 40 St	NW 54 Ave to Lyons Rd	Add 2L (4LD)	0.7
779	NW 49 Ave	NW 26 St to NW Oakland Park	Add 2L (4LD)	0.4
207	NW 51 Ter	Lyons Tech Parkway to NW 69 St	New 2L	0.1
210	NW 51 Ter	NW 69 St to Hillsboro Blvd	New 2L	0.3

Exhibit 78-Committed Roadway Improvements 2009/2010-2013/2014 (continued)

TIP No	Project Name	Limits	Type of work	Miles
1117	Palm Ave	Stirling Rd to Griffin Rd	Add 2L (4LD)	1.2
266	Pembroke Rd	Dykes Rd (SW 160 Ave) to SW 136 Ave including bridge over I-75	New 4LD	2.1
783	NW 71 Pl	NW 51 Ter to Lyons Rd	New 2L	0.5
271	Pine Island Rd	I-595 to Nova Dr	Add 2L (6LD)	1.0
154	Pine Island Rd	Oakland Park Blvd to Commercial Blvd	Add 2L (6LD)	1.7
813	Ravenswood Rd	Stirling Rd to Griffin Rd	Add 2L (4LD)	1.0
6	SR 7	Dade County Line to N. of Hallandale Bch Blvd	Add 2L (6LD)	1.1
15	SR 7	N. of Hallandale Bch Blvd to N. of Fillmore St	Add 2L (6LD)	1.7
918	SR 7	.6 mi. S. of Griffin Rd to .3 m S. of Griffin Rd	Add 2L (6LD)	.3
188	SW 11 Way	SW 10 St to Green Rd (NW 48 St)	Add 2L (4LD)	1.2
	US 1 By-Pass	SE 17 St to US 1	New 2L	2.0
796	Wiles Rd	Lyons Rd to Powerline Rd	New 4LD	2.0
	FTPK (HEFT)	Miami-Dade County Line to FTPK mail line	Open Road Tolling	8.0
	FTPK	Miami-Dade County Line to Griffin Rd	Open Road Tolling	7.0

Source: Broward County MPO Transportation Improvement Program, FY 2009/2010- FY 2013/2014

(*)Includes interchange modification at I-595 and FTPK

Exhibit 79-Committed Major Transit Improvements 2009/2010-2013/2014

- I-595 express buses on Reversible Lanes (four routes)
- I-95 express buses on Managed Lanes:
    1. Two on Pines Boulevard (Route 7) then to downtown Miami;
    2. Two between downtown Miami and downtown Fort Lauderdale; and
    3. University Drive and SR 7 Breezes extend to downtown Miami.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) REVENUE FORECASTING APPENDIX FOR THE BROWARD METROPOLITAN AREA LONG RANGE PLAN UPDATE

2035 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This appendix documents the current Florida Department of Transportation (FDOT) state and federal transportation revenue forecast through 2035. Funding estimates for major state programs for this metropolitan area and Florida are included. The forecast is based upon recent federal and state legislation, changes in factors affecting state revenue sources, and current policies. This information will be used for the updates of metropolitan long range transportation plans, the Florida Transportation Plan and the Strategic Intermodal System (SIS) Highways Cost Feasible Plan.

Background

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) enacted in 2005 have provided the impetus to enhance the cooperative relationship between FDOT and metropolitan planning organizations (MPOs) in planning for and providing transportation facilities and services. The 2025 Florida Transportation Plan (FTP), developed with the assistance of Florida's 26 MPOs and other transportation partners, established long range goals and program emphases for the expenditure of state and federal funds expected from current revenue sources. The Department developed a long range revenue forecast through 2035. The forecast was based upon recent federal and state legislation (e.g., SAFETEA-LU, Florida's 2005 Growth Management legislation), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This information is being used for updates of metropolitan plans and the SIS Highways Cost Feasible Plan.

This 2035 forecast incorporates (1) amounts contained in the Department's Work Program for 2009 through 2013, (2) the impact of the Department's objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds, and expresses the estimates in year of expenditure dollars.

Intent

This appendix is intended to provide the public and interested parties with clear documentation of the state and federal financial issues related to each MPO plan and to facilitate reconciliation of statewide and metropolitan plans. This appendix does not address financial issues related to funds that do not "flow through" the state work program. Information on financial issues related to local and regional revenue sources – what those resources are and how the metropolitan areas plan to spend them – is contained in other documentation of the metropolitan plan.

Exhibit 80-FDOT Revenue Forecast (continued)

This appendix describes how the statewide 2035 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that expand the capacity of existing transportation systems, and are referred to as "capacity programs." "Metropolitan estimates" are the share of the state capacity programs that are planned for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system.

This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2035 Revenue Forecast for these programs, referred to as "non-capacity programs" in this document, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

2035 Revenue Forecast (State and Federal Funds)

The 2035 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were then distributed among statewide capacity and non-capacity programs in concert with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida's 26 metropolitan areas.

Forecast of State and Federal Revenues

The 2035 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimated revenues from federal, state, and Turnpike sources that are included in the Department's 5-Year Work Program. The forecast did not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference in March 2008 for state fiscal years 2009 through 2018. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

Revenue Sources	Years	Assumptions
State Fuel Taxes	2009-2018	Florida Revenue Estimating Conference Estimates
	2019-2035	Annual 3.84% increase in 2019, gradually decreasing to 1.89% in 2035
State Tourism-Driven Sources (Rental Car Surcharge, Aviation Fuel Tax)	2009-2018	Florida Revenue Estimating Conference Estimates
	2019-2035	Annual 1.86% increase in 2019, gradually decreasing to 1.46% in 2035
State Vehicle-Related Taxes (Vehicle License, Initial Registration, and Incremental Title fees)	2009-2018	Florida Revenue Estimating Conference Estimates
	2019-2035	Annual 2.39% increase in 2019, gradually decreasing to 1.83% in 2035
Federal Distributions (Total Obligating Authority)	2009-2018	FDOT Federal Aid Forecast
	2019-2035	Annual 1.22% increase in 2019, gradually decreasing to 0.00% in 2031 and beyond
Turnpike	2009-2018	Existing and programmed projects, cap on outstanding debt, and planned toll increases on expansion projects

Exhibit 80-FDOT Revenue Forecast (continued)

Revenue forecasts by FDOT typically estimate the value of money at the time it will be collected (e.g., 2020) and reflect future growth in revenue and inflation, sometimes referred to as "current" or "year of expenditure" dollars. Unlike previous long range revenue forecasts by FDOT for statewide and metropolitan plans, the 2035 Revenue Forecast is expressed in "year of expenditure" dollars. A summary of the forecast of state, federal and Turnpike revenues is shown in Table 1. The *2035 Revenue Forecast Handbook* contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.

Table 1
Forecast of Revenues
2035 Revenue Forecast (Millions of Dollars)

Major Revenue Sources	Time Period						
	2009-10[1]	2011-15[1]	2016-20	2021-25	2026-30	2031-35	27-Year Total[2] 2009-2035
Federal[3]	4,984	9,914	10,137	10,836	11,417	11,912	59,200
	26%	27%	26%	25%	24%	23%	25%
State	11,502	23,964	25,431	28,530	31,978	35,531	156,936
	61%	65%	66%	66%	67%	68%	66%
Turnpike	2,365	3,237	3,027	4,149	4,515	4,921	22,214
	13%	9%	8%	10%	9%	9%	9%
Total[2]	**18,852**	**37,114**	**38,594**	**43,514**	**47,910**	**52,365**	**238,350**

[1] Based on the FDOT July 1, 2008 Adopted Work Program for 2009 through 2013.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] Federal revenues also include state dollars used to match federal aid.

Estimates for State Programs

Long range revenue forecasts assist in determining which needed transportation improvements are financially feasible and in identifying funding priorities. As directed by FDOT policy, the Department places primary emphasis on safety and preservation by first providing adequate funding in the Revenue Forecast to meet established goals and objectives in these important areas. Remaining funding has been planned for new or expanded statewide, metropolitan/regional, and local facilities and services (i.e., capacity programs). As Florida moves into the 21st Century, safety and preservation will continue to be emphasized.

The 2035 Revenue Forecast includes the program funding levels contained in the July 1, 2008 Adopted Work Program for 2009 through 2013. The forecast of funding levels for FDOT programs for 2014-2035 was developed based on the Program and Resource Plan (PRP) for fiscal years 2009-2017. The remainder of this Appendix provides forecast information for "Capacity," "Non-Capacity," and "Other" state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council in October 2007, as amended in October 2008.

Exhibit 80-FDOT Revenue Forecast (continued)

Capacity Programs
Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (e.g., highways, transit). Table 2 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

Statewide Forecast for Capacity Programs
Table 3 identifies the statewide estimates for capacity programs in the 2035 Revenue Forecast in year of expenditure dollars. About $238 billion is forecast for the entire state transportation program from 2009 through 2035; about $108 billion (45%) is forecast for the capacity programs.

Metropolitan Forecast for Capacity Programs
As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds were distributed based on 2000 population. District estimates for the following programs were developed using the current statutory formula[1]: other arterials construction/right-of-way (net of TMA funds); enhancements; and the transit program.

Estimates for SIS/FIHS Construction and ROW were based on the Draft 2035 SIS Highway Component Cost Feasible Plan dated August 2008. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed.

FDOT districts developed the metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in Table 4 in year of expenditure dollars.

Senate Bill 360 (Chapter 2005-290, Laws of Florida) established recurring appropriations to several major state transportation programs in 2005. Annually, $541.75 million was to be appropriated from proceeds from the Documentary Stamp Tax[2]. These funds are distributed – according to formulas defined in Senate Bill 360 – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The 2035 Revenue Forecast contains estimates of Growth Management funds not included in an Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as "illustrative projects," the Department provided separate estimates of these funds. Districtwide estimates of TRIP funds are included in Table 5. Statewide estimates of New Starts Funds are included in Table 6.

[1] The statutory formula is based on 50% population and 50% motor fuel tax collections.
[2] Subsequent to the 2035 Revenue Forecast, 2008 Legislation altered the formula for transportation revenues from Documentary Stamp Tax proceeds from $541.75 million annually to a percentage of Documentary Stamp Tax proceeds with an annual cap of $541.75 million. This change is not reflected in the 2035 Revenue Forecast.

Exhibit 80-FDOT Revenue Forecast (continued)

TABLE 2
Major Capacity Programs Included in the 2035 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2035 Revenue Forecast Programs	PRP Program Categories
SIS/Florida Intrastate Highway System (FIHS) Construction/ ROW – Construction, improvements, and associated right of way on the Strategic Intermodal System and the Intrastate Highway System (e.g., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS/Intrastate Construction Toll Facilities Revolving Trust Fund SIS/Intrastate Right of Way SIS/Intrastate Advance Corridor Acquisition
Other Arterial Construction/ROW – Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS or FIHS. The program also includes funding for the Economic Development program, the County Incentive Grant Program, and the Small County Outreach Program.	Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
Aviation – Financial and technical assistance to Florida's airports in the areas of safety, capacity improvements, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
Transit – Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other Block Grants New Starts Transit
Rail – Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Fixed Guideway Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation
Intermodal Access – Improving access to intermodal facilities and acquisition of associated rights of way.	Intermodal Access
Seaport Development – Funding for development of eligible ports, including such projects as land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
Growth Management – Improving access to intermodal facilities and acquisition of associated rights of way.	No Subprograms; Total Growth Management Funds not in Adopted Work Programs by July 1, 2008.

Exhibit 80-FDOT Revenue Forecast (continued)

Table 3
Statewide Capacity Program Estimates
State and Federal Funds from the 2035 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)						27-Year Total[2]
	2009-10[1]	2011-15[1]	2016-20	2021-25	2025-30	2031-35	2009-2035
SIS/FIHS Construction & ROW	4,892	8,444	7,306	8,473	9,218	9,816	48,149
Other Arterials Construction & ROW	2,684	3,901	3,503	3,885	4,142	4,453	22,568
Aviation	428	711	745	868	991	1,107	4,850
Transit	970	1,736	1,504	1,692	1,889	2,067	9,859
Rail	647	815	688	788	895	995	4,829
Intermodal Access	189	186	230	266	302	335	1,508
Seaport Development	106	243	228	265	302	338	1,482
Growth Management[3]	0	1,730	3,493	3,285	3,285	3,285	15,077
Total Capacity Programs	**9,916**	**17,768**	**17,698**	**19,521**	**21,024**	**22,395**	**108,322**
Statewide Total Forecast	**18,852**	**37,115**	**38,594**	**43,514**	**47,910**	**52,365**	**238,350**

[1] Based on the FDOT July 1, 2008 Adopted Work Program for 2009 through 2013.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] Growth Management funds not programmed in FDOT Work Programs as of July 1, 2008.
[4] "Other" is primarily for debt service.

Table 4
Metropolitan Area Capacity Program Estimates
State and Federal Funds from the 2035 Revenue Forecast (Millions of Dollars)

Estimates for Broward Metropolitan Area

Capacity Programs*	5-Year Period (Fiscal Years)					22-Year Total
	2014-2015	2016-20	2021-25	2025-30	2031-35	2014-2035
SIS Highways/FIHS Construction & ROW	202.9	1,102.0	1,134.8	1,134.8	1,134.8	4,709.3
Other Arterials Construction & ROW	88.2	267.8	299.9	321.8	350.0	1,327.7
Transit	51.0	138.2	155.5	173.6	189.9	708.0
Aviation	N/A	N/A	N/A	N/A	N/A	N/A
Rail	N/A	N/A	N/A	N/A	N/A	N/A
Seaports	N/A	N/A	N/A	N/A	N/A	N/A
Intermodal Access	N/A	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	**342.1**	**1,508.0**	**1,590.2**	**1,630.2**	**1,674.7**	**6,745.0**

* Notes:

- Estimates for 2009 through 2013 are contained in the Adopted Work Program.
- Information on projects and revenue estimates for Aviation, Rail, Seaports and Intermodal Access will be provided upon completion of the Strategic Intermodal System (SIS) Cost Feasible Plan.

Exhibit 80-FDOT Revenue Forecast (continued)

Table 5
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2035 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)						22-Year Total[2]
	2009-10[1]	2014-15[1]	2016-20	2021-25	2025-30	2031-35	2009-2035
District 1	N/A	38	83	81	81	81	363
District 2	N/A	30	67	65	65	65	292
District 3	N/A	21	47	45	45	45	205
District 4	N/A	50	111	108	108	108	485
District 5	N/A	55	121	117	117	117	525
District 6	N/A	35	77	74	74	74	335
District 7	N/A	40	89	86	86	86	387
Statewide Total Forecast	**N/A**	**270**	**595**	**576**	**576**	**576**	**2,592**

[1] TRIP Funds are included in the FDOT July 1, 2008 Adopted Work Program for 2009 through 2013 in the statewide program categories in which they have been programmed (e.g., Other Arterials Construction & ROW, Transit); amounts in this table are for 2014 and beyond.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Table 6
Statewide New Starts Program Estimates
State Funds from the 2035 Revenue Forecast (Millions of Dollars)

Statewide Program	5-Year Period (Fiscal Years)						22-Year Total[2]
	2009-10[1]	2014-15[1]	2016-20	2021-25	2025-30	2031-35	2009-2035
Statewide Total Forecast	**N/A**	**150**	**292**	**271**	**271**	**271**	**1,254**

[1] New Starts Funds are included in the FDOT July 1, 2008 Adopted Work Program for 2009 through 2013 in the Transit Program; amounts in this table are for 2014 and beyond.
[2] Rows sometimes do not equal the totals due to rounding.

Exhibit 80-FDOT Revenue Forecast (continued)

Non-Capacity Programs
Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 7 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2035 Revenue Forecast to meet the following statewide objectives:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2035 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 8 identifies the statewide estimates for non-capacity programs. About $120 billion (50% of total revenues) is forecast for the non-capacity programs.

Other
The Department is responsible for certain expenditures that are not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. About $10 billion (4% of total revenues) is forecast for these expenditures. These funds are not available for statewide or metropolitan system plans.

Exhibit 80-FDOT Revenue Forecast (continued)

TABLE 7
Major Non-Capacity Programs Included in the 2035 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2035 Revenue Forecast Programs	PRP Program Categories
Safety - Includes the Highway Safety Improvement Program, the Traffic Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
Resurfacing- Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
Bridge - Repair and replace deficient bridges on the state highway system. In addition, 15% of federal bridge funds must be expended off the federal highway system (i.e., on local government bridges not on the state highway system).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
Product Support - Planning and engineering activities required to "produce" the Department's products and services (i.e., Capacity, Safety, Resurfacing, and Bridge programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning Public Transportation Operations
Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Routine Maintenance Traffic Engineering Toll Operations Motor Carrier Compliance
Administration - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also, includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).	Administration Fixed Capital Outlay

Exhibit 80-FDOT Revenue Forecast (continued)

Table 8
Statewide Non-Capacity Program Estimates
2035 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)						27-Year Total[2]
	2009-10[1]	2011-15[1]	2016-20	2021-25	2025-30	2031-35	2009-2035
Safety	252	531	580	613	631	635	3,242
Resurfacing	2,136	4,473	4,368	5,015	5,481	5,912	27,383
Bridge	735	1,188	1,013	1,132	1,241	1,334	6,644
Product Support	2,961	5,707	5,863	6,784	7,787	8,821	37,923
Operations and Maintenance	2,025	4,937	5,868	6,962	7,955	9,076	36,823
Administration	330	942	1,201	1,446	1,737	2,084	7,740
Total Non-Capacity Programs	**8,440**	**17,776**	**18,892**	**21,952**	**24,833**	**27,863**	**119,756**
Other[3]	**495**	**1,571**	**2,004**	**2,042**	**2,053**	**2,106**	**10,272**
Statewide Total Forecast	**18,852**	**37,115**	**38,594**	**43,514**	**47,910**	**52,365**	**238,350**

[1] Based on the FDOT July 1, 2008 Adopted Work Program for 2009 through 2013.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] "Other" is primarily for debt service.

Exhibit 81-List of Technical Reports

Technical Report #1: Public Involvement Plan
Technical Report #2: Goals, Objectives, and Measures of Effectiveness
Technical Report #3: Data Compilation and Review
Technical Report #4: Model Application Methodology
Technical Report #5: 2035 Transportation Needs Assessment
Technical Report #6: Financial Resources
Technical Report #7: 2035 Cost Feasible Plan

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