



FINANCIALLY FEASIBLE PROJECTS

FEBRUARY 2014

DRAFT



Trade Centre South
100 West Cypress Creek Road, Suite 850
Ft. Lauderdale, FL 33309-2112

+1 (954) 876-0033 Phone
+1 (954) 876-0062 Fax
www.browardmpo.org

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DISCLAIMERS

These fact sheets are intended to provide a framework to facilitate discussion and to document research findings at the time of their authorship. They were developed based on the most current and accurate information available at the time of their formulation. These documents in no way limit the conclusions, recommendations and implementation strategies that will comprise the final 2040 Long Range Transportation Plan.

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FACT SHEET

BUILDING A REGIONAL INVESTMENT STRATEGY

Commitment 2040 will provide the Broward MPO an investment plan that directs available federal, state and local funds to transportation system improvements over the next 26 years. The plan establishes polices and principals that govern the use of available funds. It also documents investment strategies, in the form of specific actions and projects, recommended for funding.

Commitment 2040 builds on previous efforts by integrating existing ideas, concepts and plans with the latest available information on demographic change, infrastructure utilization, independent revenue forecasts and public opinion. Highlights of *Commitment 2040*'s development process include:

- Outreach to more than 30 local governments;
- Dozens of meetings with community leaders and elected officials;
- In-person and web-based public opinion polls with more than 1,500 respondents; and
- Coordination with federal, state, regional and county transportation officials.

MAP-21 and various state laws establish a framework of opportunities and constraints for *Commitment 2040*:

- Other agencies such as South Florida Regional Transportation Authority (SFRTA), Florida Department of Transportation (FDOT), Florida's Turnpike, Broward County and adjacent MPO's are legally mandated to develop plans for major facilities under their respective jurisdictions. *Commitment 2040* must coordinate with and try to complement those plans.
- Investment strategies must be "financially feasible." This means that only revenues that can be "reasonably expected", such as existing gas taxes, can be considered in revenue forecasts.
- Equity, environmental justice and mobility must be integral to the plan development process.
- Projects that are not regional in scope may be grouped into a single category for the plan and Transportation Improvement Program (TIP). Projects that are regional in scope must still be identified individually as major capital projects.
- Capital funding available for transportation must first be used to maintain existing infrastructure. Only when this commitment is met should additional infrastructure be considered.

Commitment 2040's complements existing plans by FDOT, SFRTA, etc. by fully integrating those plans as part of the regional investment strategy. It also establishes a long-term "vision" of the types of improvements the community and elected officials have identified to "move people, create jobs and strengthen communities." From that vision, which is not financially feasible given today's resources, it identifies *Commitment 2040*. The package of *Financially Feasible Projects* includes a summary of:

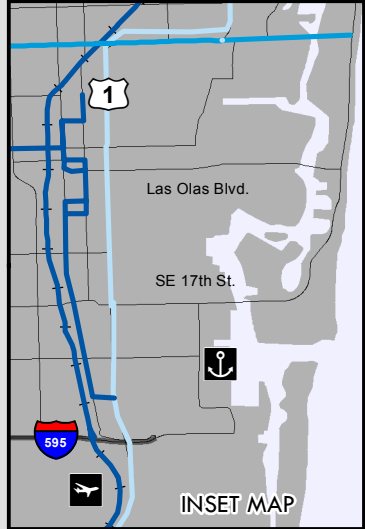
- Core elements of the "vision" plan;
- The local commitment to maintenance and operation of existing infrastructure;
- The major capital projects that are financially feasible given today's revenue sources; and
- A synopsis of a new MPO program to implement projects that are not regional in scope.

Ongoing outreach will continue to refine each element of *Commitment 2040* as it moves from draft to final.

For additional information on the Broward MPO and *Commitment 2040*, visit www.browardmpo.org.




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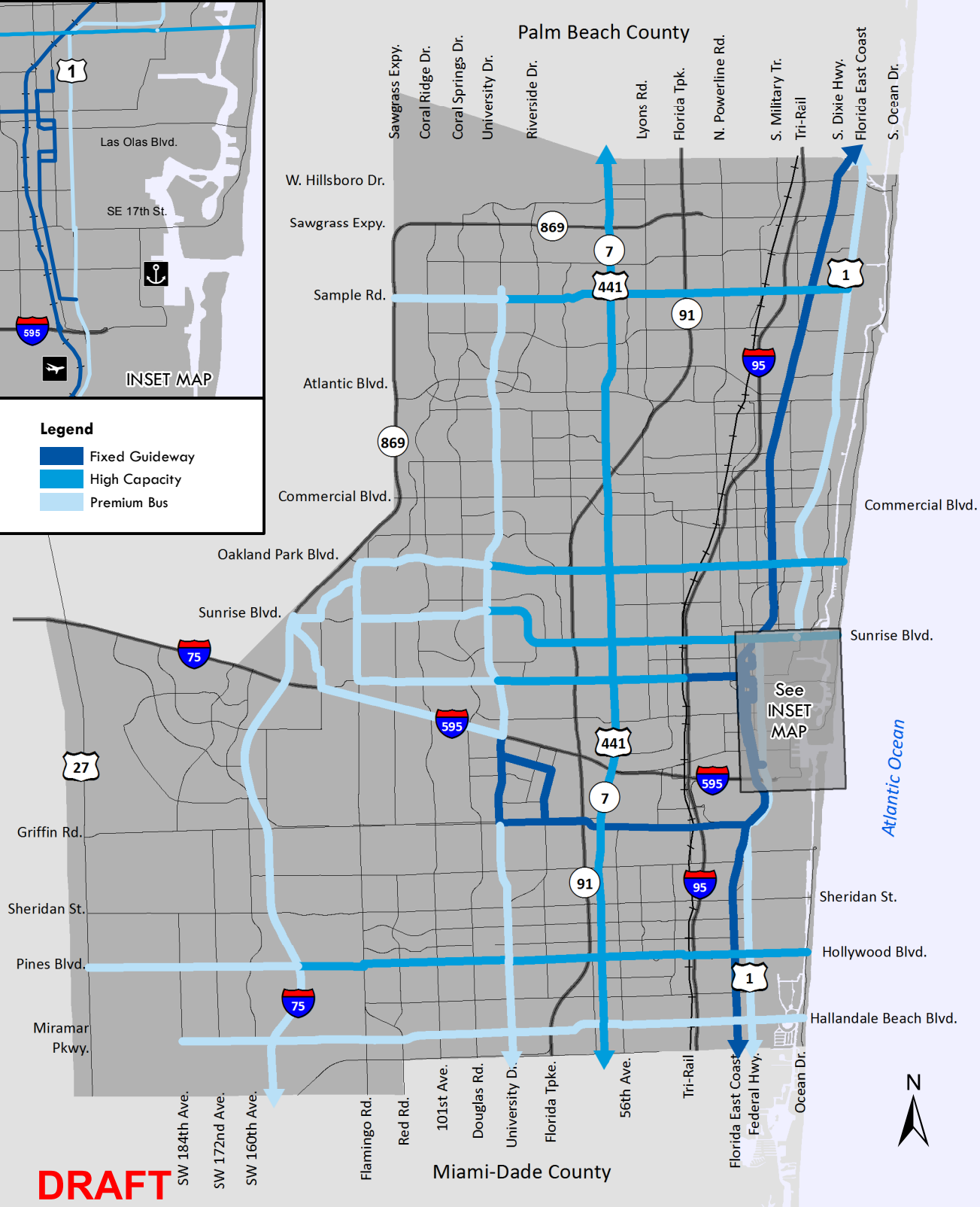
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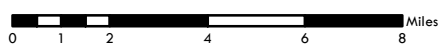
INSET MAP

Legend

-  Fixed Guideway
-  High Capacity
-  Premium Bus



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Visionary Projects
Major Capital Transit



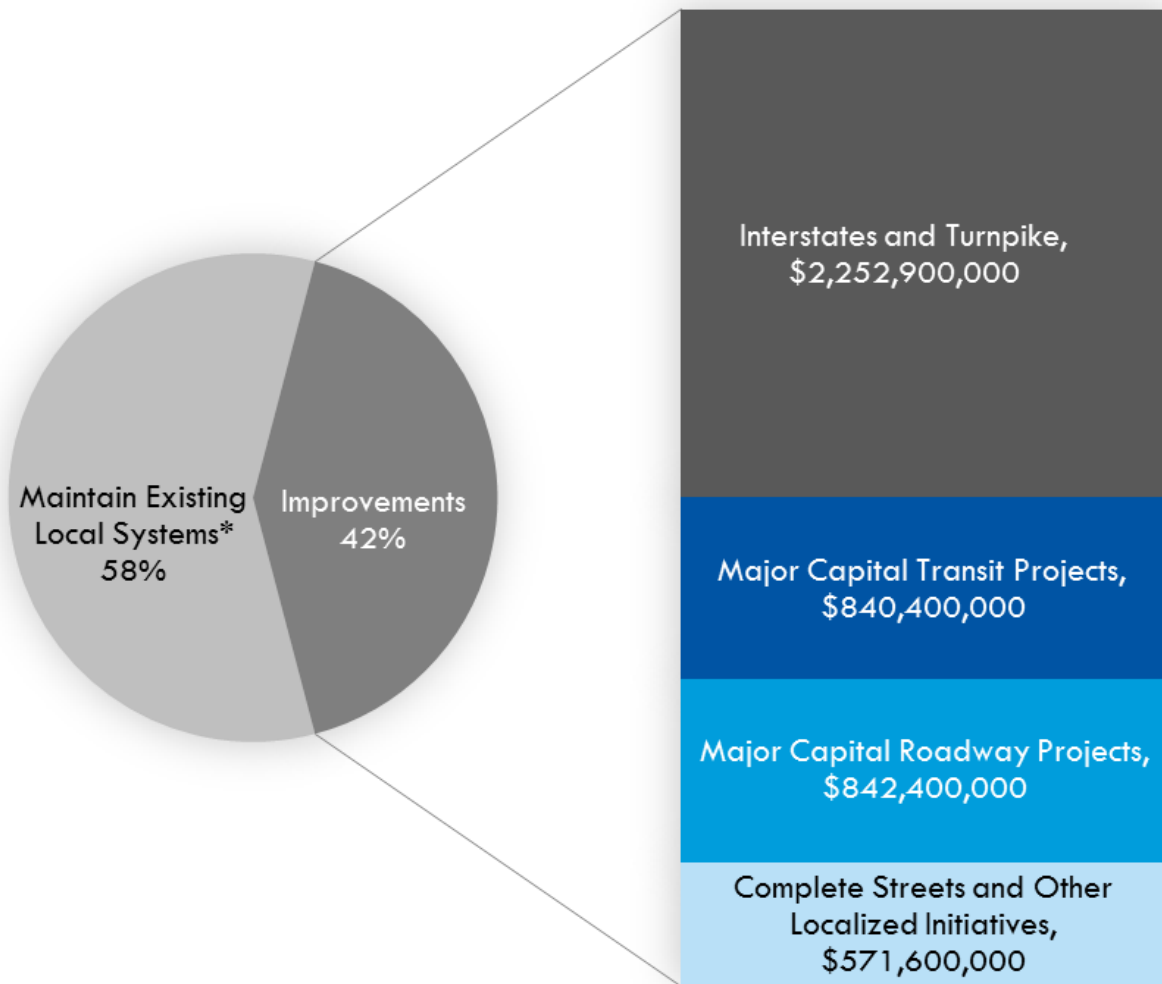
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OUR FINANCIAL COMMITMENTS

Overall Funding Distribution Estimates, 2019 - 2040¹



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¹ The boxes labeled, *Major Capital Transit Projects*, *Major Capital Roadway Projects* and *Complete Streets and other Localized Initiatives* (located at the bottom right of the graphic and highlighted in the *Commitment 2040* logo colors) represent discretionary Federal and State funds allocated to the Broward MPO.

* Does not include funding programed by the Florida Department of Transportation (FDOT) as estimates are not provided for Broward County, but the larger District area (Broward, Palm Beach, St. Lucie, Martin and Indian River).

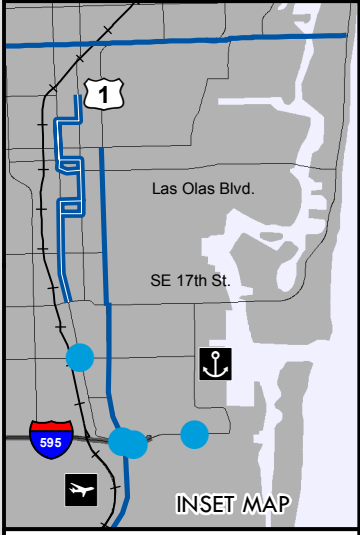
Improvements by Municipality, 2019 - 2040²

MUNICIPALITY	INTERSTATES AND TURNPIKES	MAJOR CAPITAL TRANSIT PROJECTS	MAJOR CAPITAL ROADWAY PROJECTS ³	COMPLETE STREETS AND OTHER LOCALIZED INITIATIVES
Coconut Creek		●	●	●
Cooper City			●	●
Coral Springs		●	●	●
Dania Beach	●	●	●	●
Davie	●	●	●	●
Deerfield Beach	●	●	●	●
Fort Lauderdale	●	●	●	●
Hallandale Beach		●	●	●
Hillsboro Beach			●	●
Hollywood	●	●	●	●
Indian Reservation		●	●	●
Lauderdale-by-the-Sea			●	●
Lauderdale Lakes		●	●	●
Lauderhill		●	●	●
Lazy Lake			●	●
Lighthouse Point		●	●	●
Margate		●	●	●
Miramar	●	●	●	●
North Lauderdale		●	●	●
Oakland Park	●	●	●	●
Parkland			●	●
Pembroke Park			●	●
Pembroke Pines	●	●	●	●
Plantation	●	●	●	●
Pompano Beach	●	●	●	●
Sea Ranch Lakes			●	●
Southwest Ranches			●	●
Sunrise		●	●	●
Tamarac		●	●	●
Unincorporated	●	●	●	●
West Park			●	●
Weston	●		●	●
Wilton Manors	●	●	●	●

For additional information on the Broward MPO and *Commitment 2040*, visit www.browardmpo.org.

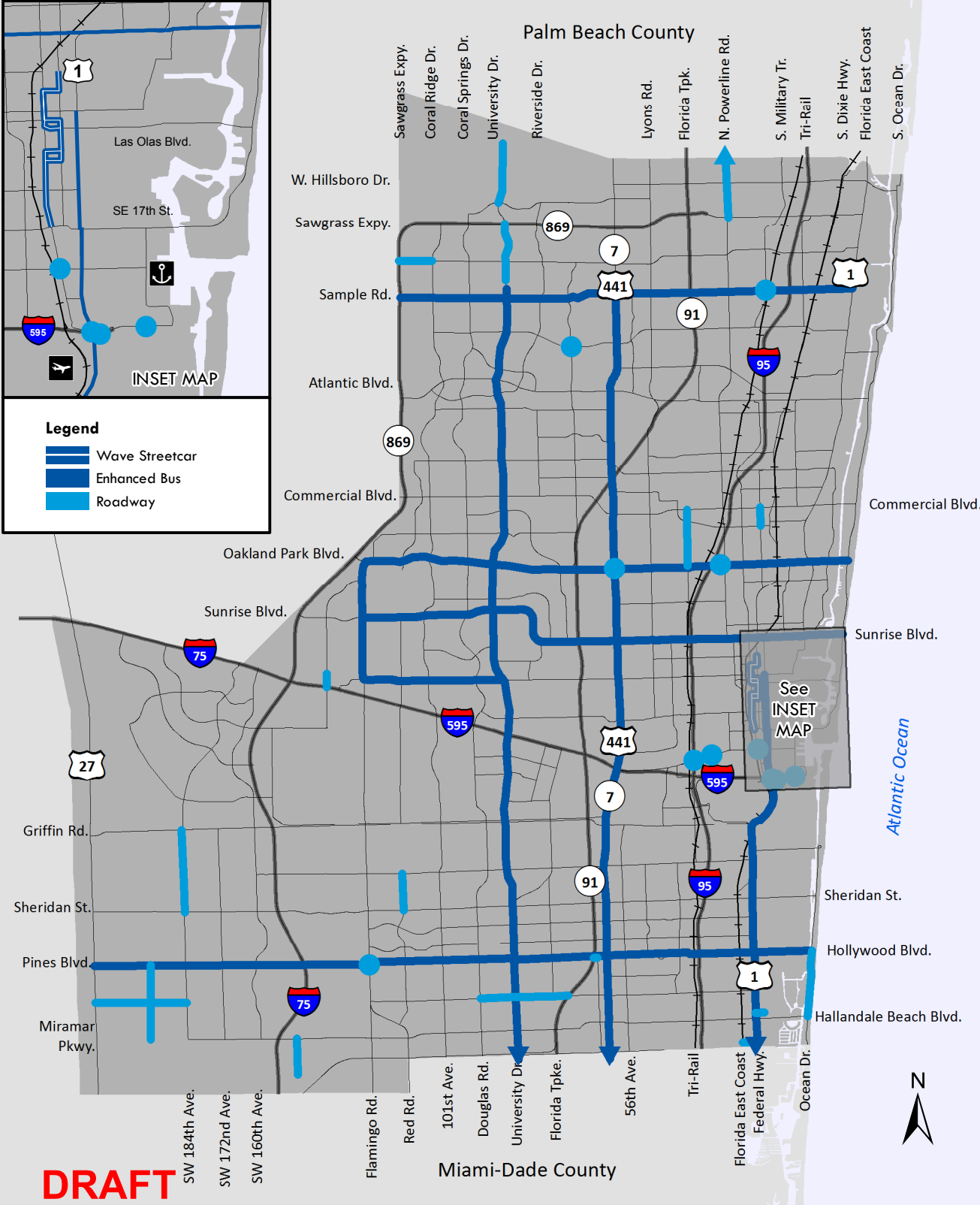
² For additional information on major capital transit and roadway projects, visit www.wgjanalytics.net/IMAP/.

³ Improvements include both added capacity and Intelligent Transportation Systems (ITS) projects.

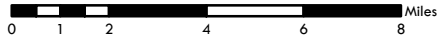


Legend

- Wave Streetcar
- Enhanced Bus
- Roadway



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For more information: <http://www.wganalytics.net/IMAP/>

Financially Feasible Projects
Major Capital Roadway and Transit



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COMPLETE STREETS AND OTHER LOCALIZED INITIATIVES

PURPOSE:	<i>Commitment 2040</i> consolidates eligible classes of non-major capital projects into one (1) program with (4) primary classifications: Complete Streets, Safety and Security, Sustainability Initiatives, and Technology Advancement. This program is intended to “fast track” delivery of projects that typically qualify as categorical exclusions (CE) or 4(f) conditions under the National Environmental Protection Act (NEPA). An annual process will evaluate ¹ and fund these projects based on consistency with the plan’s goals and objectives.
ENABLING LEGISLATION:	23 USC § 134 (J)(3)(2) and 23 USC § 134 (I)
FUNDING SOURCE(S):	Approximately \$571.6 million (\$27.2 million/yearly) of discretionary Federal and State funds allocated to the Broward MPO
EXAMPLES OF CANDIDATE PROJECTS:	<p><u>Complete Streets:</u> Bicycle, pedestrian, transit facilities and amenities, etc.</p> <p><u>Safety and Security:</u> Education, intersection improvements, traffic calming, safe routes to schools, etc.</p> <p><u>Sustainability Initiatives:</u> Mobility hubs, greenways, quiet zones, etc.</p> <p><u>Technology Advancement:</u> Signalization, Transit Signal Priority (TSP), Intelligent Transportation Systems (ITS), etc.</p>
MATCH REQUIREMENT:	None
ELIGIBLE USES:	Planning ² , design, right-of-way, construction
ELIGIBLE RECIPIENTS:	Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies, schools and tribal governments
AWARD PROCESS:	(1) Broward MPO opens periodic award/funding cycle, (2) the MPO receives applications, (3) the MPO ranks projects based on MPO policy and project eligibility ³ , and (4) the budgeted amount of funding will be added to the subsequent TIP as a single line item. This program, including evaluation and ranking methodologies, will be developed within six (6) months of plan adoption.

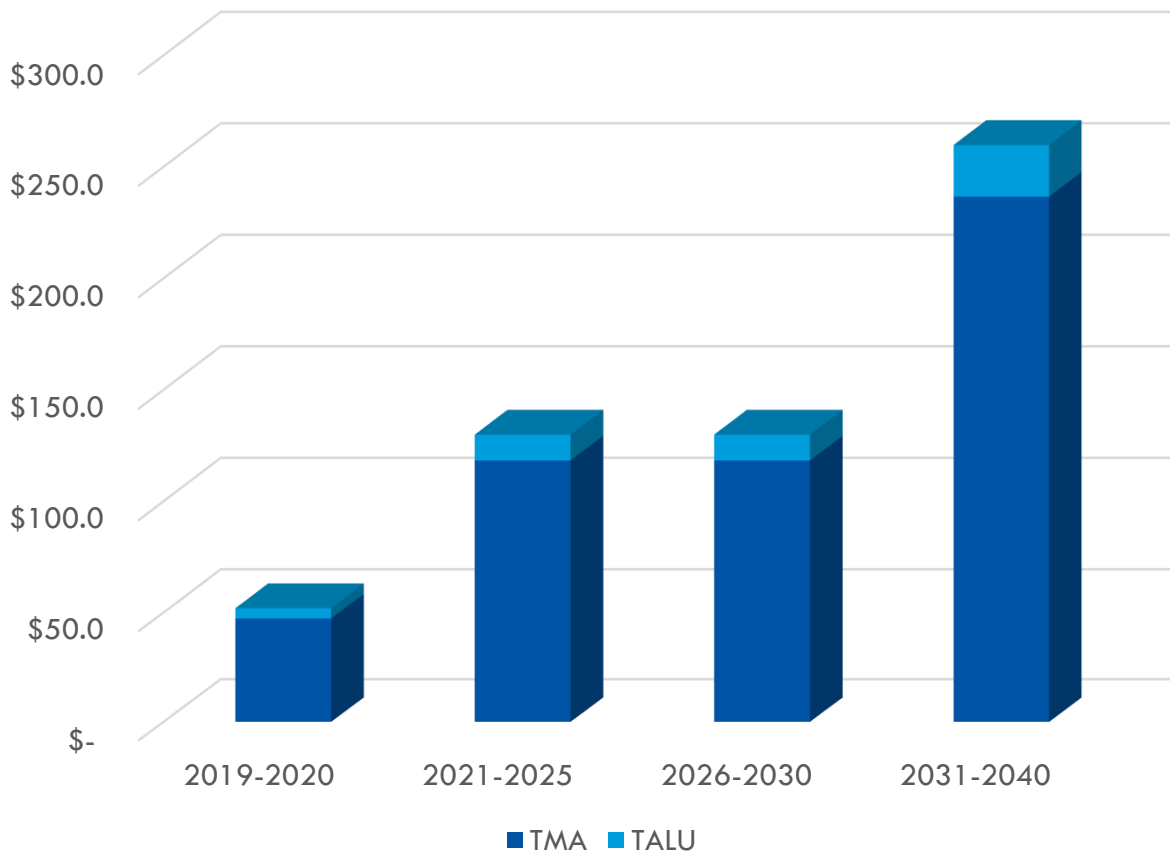
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¹ The evaluation process includes a consistency check with adopted Comprehensive Plans, the Strategic Highway Safety Plan, ITS architecture(s), bike/pedestrian plans, etc., depending on the project being evaluated.

² Planning is an eligible activity only under certain funding categories.

³ A consultative process will determine the project selection methodology based on criteria established from the *Commitment 2040* public outreach process, applicable regulations and other criteria including Title VI and Environmental Justice directives.

ESTIMATES OF AVAILABLE FUNDING BY SOURCE AND FISCAL YEAR (MILLIONS OF DOLLARS)⁴



FUNDING TARGETS PROVIDED BY THE BROWARD MPO BOARD BY FISCAL YEAR (MILLIONS OF DOLLARS)⁵

CLASSIFICATIONS	2019-2020	2021-2025	2026-2030	2031-2040	TOTALS
Complete Streets	\$13.0	\$32.5	\$32.5	\$65.0	\$142.9
Safety and Security	\$15.1	\$37.7	\$37.7	\$75.3	\$165.8
Sustainability Initiatives	\$9.9	\$24.7	\$24.7	\$49.4	\$108.6
Technology Advancement	\$14.0	\$35.1	\$35.1	\$70.1	\$154.3
TOTALS	\$52.0	\$129.9	\$129.9	\$259.8	\$571.6

For additional information on the Broward MPO and *Commitment 2040*, visit www.browardmpo.org.

⁴ Transportation Management Area (TMA) and Transportation Alternatives Urban Area (TALU) funds are allocated to the Broward MPO through the Florida Department of Transportation (FDOT) for localized improvements.

⁵ Funding targets for each classification were developed from the results of an interactive polling session conducted at a *Financial Resources Workshop* with Broward MPO Board on November 21, 2013.

APPENDIX

Project Identification and Evaluation

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PROJECT IDENTIFICATION AND EVALUATION

The approach used to identify transportation problems and potential solutions for *Commitment 2040* recognizes that a multitude of tools would be necessary to identify and balance infrastructure investments that can best move people, create jobs and strengthen communities.

CORE PRINCIPALS AND GOALS OF THE OVERALL PLAN

The goals and considerations outlined in MAP-21¹, the *Florida Transportation Plan*², local comprehensive plans and the MPO vision³, goals and objectives formed the framework to develop the financially feasible plan evaluation framework.

The following are the primary metrics or minimum criteria that the financially feasible plan satisfies:

- Fully fund the operation and maintenance of existing systems;
- Balance investments in regionally significant assets and local improvements;
- Maximize investments in transit and alternative transportation modes; and
- Minimize the amount of right-of-way acquisition and associated community disruptions it creates.

IDENTIFYING POTENTIAL PROJECTS

As an update to the current plan, *Transformation 2035*, *Commitment 2040* used a variety of techniques to identify potential projects to solve regional and transportation concerns:

- Outreach to regional agencies;
 - Florida Department of Transportation (FDOT)
 - South Florida Regional Transit Authority (SFRTA)
 - Port Everglades
 - Fort Lauderdale-Hollywood International Airport
 - Broward County Transit
 - Broward County Traffic Engineering
 - Palm Beach MPO
 - Miami-Dade MPO
- Outreach to 31 local municipalities;
- Dozens of public workshops, community meetings and surveys; and
- Review of travel demand patterns from the regional travel forecasting model.

Together, these outreach and technical activities identified a variety of regional and local transportation issues and possible solutions to address current and future challenges.

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

² For additional information on the *Florida Transportation Plan*, visit www.dot.state.fl.us/planning/FTP/

³ For additional information on the Broward MPO, visit www.browardmpo.org/about-us

PROJECT EVALUATION

Transportation investments fall into two broad classes for the sake of the long range transportation plan (LRTP) evaluation: assets that extend beyond the MPO planning area and projects that are under the direction of the MPO Board.

ASSETS EXTENDING BEYOND THE MPO PLANNING AREA

For investments that extend beyond the MPO planning area, the MPO is part of a collaborative and ongoing process to develop plans for those assets; however, other agencies are statutorily responsible for developing and maintaining those plans. Therefore, all such plans and associated project evaluations are incorporated into *Commitment 2040* by reference. Examples of these plans include the *Strategic Intermodal System (SIS) Long-Range Plans*⁴, the *Port Everglades Master Plan*⁵ and the plans of *All Aboard Florida*⁶ (a private initiative).

ASSETS WITHIN THE MPO PLANNING AREA

For assets within the MPO's jurisdiction, where it is responsible for taking the lead on plan development, it collaborates with the public and other agencies in the development of those plans; however, it is ultimately responsible for crafting those elements of the Long Range Transportation Plan. Taking guidance from the MPO Board and the public, projects were evaluated for possible inclusion in *Commitment 2040* using the following process.

1. Identify eligible funding for complete streets, non-motorized and similar local initiatives. Set aside that funding for a single programmatic consideration in *Commitment 2040* and subsequent Transportation Improvement Programs (TIPs). Projects in this category will be evaluated annually against the most current legislative requirements, funding levels, MPO policies and plans to maximize the amount of funding and transportation improvements throughout Broward.
2. Set aside a maximum amount of the remaining funding for major transit capital initiatives. Evaluate potential projects in this category based on how far the project has advanced in project development, the consistency of the project with other plans and programs, the mobility impacts for low-income and minority sectors of the community, overall cost / return on investment and community acceptance.
3. Assign remaining funds to major capital roadway improvements. Assign a high evaluation ranking to projects that have a clearly defined purpose and need consistent with the goals and objectives of the plan, have local support, improve the consistency of the roadway network (fills in gaps), improves operations without the need for right-of-way and demonstrates a commitment to maximizing the flow of people and goods throughout the Broward region.

For additional information on the Broward MPO and *Commitment 2040*, visit www.browardmpo.org.

⁴ For additional information on the SIS, visit www.dot.state.fl.us/planning/sis/

⁵ For additional information on the Port Everglades Master Plan, visit www.broward.org/port/masterplan/

⁶ For additional information on *All Aboard Florida*, visit <http://www.allaboardflorida.com/>

APPENDIX

Assets Extending Beyond MPO Planning Area

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ASSETS EXTENDING BEYOND THE MPO PLANNING AREA

There are agencies and private entities responsible for the development of transportation plans and projects that extend beyond the MPO planning area. Because each of the following systems (and operators) has the independent statutory authority to develop plans and projects for specific infrastructure, these plans are fully incorporated into *Commitment 2040* by reference.

STRATEGIC INTERMODAL SYSTEM (SIS)

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

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

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

The last major update of the SIS 2040 Cost Feasible Plan was completed in 2013¹. It identified improvements to Broward's interstates, Turnpike facilities, Port Everglades, Fort Lauderdale-Hollywood International Airport, the Florida East Coast Rail Road (FEC) and the CSX Railway.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA)

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

SFRTA's most recent Transit Development Plan (TDP) update was completed in 2013². It identified additional new services that could serve eastern Broward County including rail passenger service on the Florida East Coast Rail Road corridor (i.e., Coastal Link), associated station development and supporting shuttle services. At the time of this plan, a financially feasible funding strategy has not been identified to operate these new services.

¹ For additional information on the SIS, visit www.dot.state.fl.us/planning/sis/.

² For additional information on SFRTA, visit www.sfrta.fl.gov/.

ALL ABOARD FLORIDA

Florida East Coast Industries (FECI) is developing a privately owned, operated and maintained passenger rail service known as *All Aboard Florida*³. This intercity service will give passengers a new way to travel between Southeast and Central Florida. FECI would own, operate and manage the passenger rail line. All Aboard Florida will provide passenger service along the existing Florida East Coast Corridor (FEC) between Miami and the Space Coast and along new tracks that will be built into Central Florida. Stations are currently planned for the downtowns of Miami, Fort Lauderdale, West Palm Beach and the future Intermodal Station at the Orlando International Airport. Approximately 195 of the 235 miles of Right of Way (ROW) needed are in place. FECI is currently selecting rolling stock, identifying exact station locations and making other decisions to bring the project to fruition.

While the exact details of *All Aboard Florida* are still being finalized at the time of *Commitment 2040*, FECI, as a private owner/operator, is recognized as having the legal authority and responsibility to finalize plans consistent with the requirements of its shareholders and regulators.

For additional information on the Broward MPO and *Commitment 2040*, visit www.browardmpo.org.

³ For additional information on *All Aboard Florida*, visit www.allaboardflorida.com/.

Executive Staff

Greg Stuart
Executive Director

Michael Ronskavitz
Deputy Director

Project Staff

Paul Flavien
Project Manager

Priscila Clawges
Visualization & Graphics

James Cromar
Livability Planning & Land Use Improvements

Roxana Ene
Mobility Options & Enhancements

Ricardo Gutierrez
Geographic Information Systems (GIS) Applications & Airport Planning

Buffy C. Sanders II
Highway, Traffic & Safety Data

Fred Taylor
Coordination & Branding

Christopher Ryan
Public Information Officer/Title VI Coordinator

Roger Del Rio
Project Coordinator

Consultant Team



in association with:
Media Relations Group



Trade Centre South · 100 West Cypress Creek Road, Suite 850
Ft. Lauderdale, FL 33309-2112

+1 (954) 876-0033 Phone · +1 (954) 876-0062 Fax
www.browardmpo.org