AGENDA

Broward Metropolitan Planning Organization
Technical Advisory Committee
Wednesday, August 27, 2025 2:30 p.m.
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181

While Members should physically attend this meeting to satisfy quorum, to participate virtually, please click here to register and join the meeting:
https://us02web.zoom.us/webinar/register/WN_3vW4uK7tR6OlcTcdvtPwjg

REGULAR ITEMS
(All Items Open for Public Comment)

1. Call to Order and Recognition of Quorum

2. Electronic Roll Call

3. **Approval of Minutes - June 25, 2025**

4. Approval of Agenda

5. Public Comments
   Please submit to info@browardmpo.org at least 24 hours prior to the start of the meeting.

ACTION ITEMS

1. **MOTION TO RECOMMEND BROWARD MPO APPROVE an Amendment to the Fiscal Year (FY) 2026 List of Priority Projects (LOPP): FM# 457374-1 PEDESTRIAN CONNECTIVITY AT FEC CROSSINGS**

2. **MOTION TO RECOMMEND BROWARD MPO APPROVE Amendments to the Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP):**
   A. Florida Department of Transportation (FDOT) - Roll Forward Report with Staff Recommendation
   B. Remove Three Projects from the FY 2026 TIP
      1. FM# 4496061 NORTH PERRY AIRPORT ATC TOWER REPLACEMENT (CONSTRUCTION)

2. FM# 4515731 FT. LA/HOLLYWOOD INT'L AIRPORT AIRFIELD ELECTRICAL VAULT (DESIGN)
3. FM# 4515741 FLL/HOLLYWOOD INT'L AIRPORT TAXILANE ADG III SERVING WESTSIDE PARCELS

C. Add Two Projects to the FY 2026 TIP

1. FM# 4515763 TSMA REPLACEMENT PROJECT BROWARD COUNTY
2. FM# 4573741 SW 2ND STREET, SW 22ND STREET, NW 1ST STREET @ FEC

NON-ACTION ITEMS

1. **2050 Metropolitan Transportation Plan (MTP) Amendment Requests**
   - **A. FDOT Strategic Intermodal System (SIS)**
   - **B. Broward Safety Action Plan (BSAP)**
   - **C. Broward County Transit (BCT)**

2. **Connected Communities Vision Kit**

3. **Federal Discretionary Grants**

4. **Housing Coordination Plan (HCP) Introduction**

5. **Report from Partner Agency - Florida Department of Transportation - SR-9 / I-95 PD&E Study from Miami-Dade / Broward County Line to North of Griffin Rd.**

COMMITTEE REPORTS - no discussion

1. **Broward Metropolitan Planning Organization Actions of the July 10, 2025 Meeting**

2. **Citizens' Advisory Committee (CAC) Actions of the June 25, 2025 Meeting**

ADMINISTRATIVE ITEMS

1. Member Comments

2. **2025 Participation Record**

3. **Projects Transitioning to the Florida Department of Transportation's (FDOT) Local Agency Program (LAP)**

4. **2050 Strategic Intermodal System (SIS) Multimodal Unfunded Needs Plan**

5. **Safe Routes to School - Grant Application Workshop - September 4, 2025**

NEXT MEETING: SEPTEMBER 24, 2025

***MOTION TO ADJOURN**

_____

* Motion Requested

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Carl Ema, Title VI Coordinator at (954) 876-0033/0052 or emac@browardmpo.org (or via Florida Relay at 711) at least seven days prior to the meeting.

For complaints, questions or concerns about civil rights or non-discrimination please contact: Carl Ema, Title VI Coordinator at the numbers or e-mail above.

Broward MPO
Metropolitan Planning Organization

Regular Items 3.

Technical Advisory Committee (TAC)
Meeting Date: 08/27/2025

SUMMARY:
Approval of Minutes - June 25, 2025

Attachments

DRAFT Minutes - June 25, 2025

D R A F T

MINUTES
Broward Metropolitan Planning Organization
Technical Advisory Committee
Wednesday, June 25, 2025 2:30 p.m.
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181

The video recording of this meeting and any reference documents can be found at:
http://www.browardmpo.org/watch-archived-mpo-meetings

Present:

Chair:	Maqsood Nasir, City of Lauderdale Lakes
Vice Chair:	Natalie Yesbeck, South Florida Regional Transportation Authority (SFRTA)
District 1:	Jenna Lane, City of Coral Springs; Tanya Williams, City of Tamarac; Chris Gatz, City of Margate; Andrew Disbury, City of North Lauderdale
District 2:	Maggie Barszewski, City of Pompano Beach; Christopher Suneson, City of Deerfield Beach; Michael Righetti, City of Coconut Creek; Brittany Metzler, City of Lighthouse Point; Mac Serda, Town of Hillsboro Beach
District 3:	[Chair Nasir]; Karen Warfel, City of Fort Lauderdale; Daniel Keester-O'Mills, City of Lauderhill; Matthue Goldstein, City of Sunrise; Sierra Marrero, City of Oakland Park
District 4:	Clarissa Ip, City of Hollywood; Igor Colmenares, City of Hallandale Beach
District 5:	Salvador Zuniga, City of Miramar; Karl Kennedy, City of Pembroke Pines; Pablo Chon-Kan, City of Weston; Junias Aldjuste, City of Cooper City; Emily Aceti, Town of Southwest Ranches

[Vice Chair Yesbeck]
Armando Tineo, Broward County Aviation Department
Richard Tornese, Broward County Highway Construction & Engineering Division
Khalilah Ffrench, Broward County Transportation Department
Dawn Teetsel, Broward County Planning Council
Heather Cunniff, Broward County Resilient Environment Department - Urban Planning Division
Justin Holober, Port Everglades Department
Rasem Awwad, Broward County Traffic Engineering Division

MPO Staff Present
William Cross, Deputy Executive Director Planning and Programming
Jihong Chen, Carl Ema, Peter Gies, Miguel Perez, Jennipher Tucy

A copy of the sign-in sheet identifying members of the public who were present is filed with the supplemental papers to the minutes of this meeting.

REGULAR ITEMS
(All Items Open for Public Comment)

1. Call to Order and Recognition of Quorum

2. Electronic Roll Call

3. **Approval of Minutes - May 28, 2025**

Motion made by Natalie Yesbeck, **seconded by** Daniel Keester-O'Mills to Approve

Electronic Vote: AYE: Justin Holober, Maggie Barszewski, Christopher Suneson, Leonard Dornevil, Brittany Metzler, Armando Tineo, Michael Righetti, Khalilah Ffrench, Pablo Chon Kan, Sierra Marrero, Chris Gratz, Natalie Yesbeck, Maqsood Mohammad Nasir, Heather Cunniff, Mac Serda, Rasem Awwad, Daniel Keester-O'Mills, Richard Tornese

18 - 0 Passed

4. Approval of Agenda

Motion made by Christopher Suneson, **seconded by** Daniel Keester-O'Mills

Electronic Vote: AYE: Justin Holober, Maggie Barszewski, Christopher Suneson, Leonard Dornevil, Brittany Metzler, Armando Tineo, Michael Righetti, Khalilah Ffrench, Pablo Chon Kan, Sierra Marrero, Chris Gratz, Natalie Yesbeck, Maqsood Mohammad Nasir, Heather Cunniff, Mac Serda, Rasem Awwad, Daniel Keester-O'Mills, Richard Tornese

18 - 0 Passed

5. Public Comments
None.

6. **MOTION TO ELECT OFFICERS to Serve for the Next Year (July 2025 Through June 2026):**

A. Chair

B. Vice Chair

Motion made by Christopher Suneson, **seconded by** Richard Tornese to Approve

Electronic Vote: AYE: Justin Holober, Leonard Dornevil, Maggie Barszewski, Christopher Suneson, Brittany Metzler, Armando Tineo, Michael Righetti, Khalilah Ffrench, Pablo Chon Kan, Sierra Marrero, Chris Gratz, Natalie Yesbeck, Maqsood Mohammad Nasir, Mac Serda, Heather Cunniff, Rasem Awwad, Daniel Keester-O'Mills, Richard Tornese

18 - 0 Passed

Maqsoon Nasir representing Lauderdale Lakes and Natalie Yesbeck representing SFRTA were re-elected as Chair and Vice Chair, respectively.

ACTION ITEMS

1. **PUBLIC MEETING AND MOTION TO RECOMMEND BROWARD MPO APPROVE the Draft Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP)**

Jihong Chen of MPO staff presented the item. Committee members discussed the item. No members of the public spoke.

Motion made by Christopher Suneson, seconded by Jenna Lane, to Approve

Electronic Vote: AYE: Justin Holober, Maggie Barszewski, Christopher Suneson, Leonard Dornevil, Armando Tineo, Brittany Metzler, Matthue Goldstein, Khalilah Ffrench, Pablo Chon Kan, Sierra Marrero, Chris Gratz, Natalie Yesbeck, Maqsood Mohammad Nasir, Karen Warfel, Heather Cunniff, Rasem Awwad, Daniel Keester-O'Mills, Richard Tornese

NAY: Michael Righetti

18 - 1 Passed

NON-ACTION ITEMS

1. **Federal Discretionary Grants**

Jennipher Tucy of MPO staff presented the item. There was no comment by members present. No members of the public spoke.

COMMITTEE REPORTS - no discussion

1. **Broward Metropolitan Planning Organization Actions of the June 12, 2025 Meeting**

2. **Citizens' Advisory Committee (CAC) Actions of the May 28, 2025 Meeting**

ADMINISTRATIVE ITEMS

1. Member Comments
   None.

2. **2025 Participation Record**

NEXT MEETING: AUGUST 27, 2025

For complaints, questions, concerns or for special requests under the Americans with Disabilities Act, please contact: Carl Ema Title VI Coordinator at (954) 876-0052 or emac@browardmpo.org.

Metropolitan Planning Organization

Action Items 1.

Technical Advisory Committee (TAC)

Meeting Date: 08/27/2025

REQUESTED ACTION:

MOTION TO RECOMMEND BROWARD MPO APPROVE an Amendment to the Fiscal Year (FY) 2026 List of Priority Projects (LOPP): FM# 457374-1 PEDESTRIAN CONNECTIVITY AT FEC CROSSINGS

WHAT THIS ACTION ACCOMPLISHES:

Approval of this action will add one project to the adopted FY 2026 LOPP. No other projects in the LOPP will be affected by the proposed Amendment.

SUMMARY EXPLANATION/BACKGROUND:

The Broward MPO was awarded $15,440,000 in FY 2022 Railroad Crossing Elimination Program (RCEP) funding from the Federal Railroad Administration (FRA), along with a local match of $3,860,000, for the Broward County Sealed Corridor Project which would install exit gates and centerline medians at 21 road-rail crossings along the Florida East Coast Railway (FEC) corridor in Broward County (for further details, please see the grant application in Attachment 1). On May 30, 2025, the FRA obligated and executed a Grant Agreement for the proposed Project (provided in Attachment 2).

A field review of each of the 21 crossings was conducted by representatives from FRA, Brightline, FEC, FDOT, Broward County, local municipalities, and Broward MPO staff. Following the review, FRA issued a report recommending the installation of sidewalks at Southwest 2nd Street, Southwest 22nd Street, and Northwest 1st Street along the FEC. However, these sidewalk improvements fall outside the scope of the RCEP grant, and FRA has confirmed it will not increase the Federal share to cover the associated costs. The three cities where the recommended sidewalks are located—Pompano Beach, Fort Lauderdale, and Dania Beach—do not have available funding to support installation. The required improvements include new or extended track plates, asphalt work, pedestrian gates, signal upgrades, and Americans with Disabilities Act-compliant sidewalks, making the cost infeasible within current municipal budgets.

To address this gap, the Broward MPO staff is proposing to allocate $2.6 million in STP Urban Areas >200K (SU) funds in FY 2026 to support the sidewalk installations at Southwest 2nd Street, Southwest 22nd Street, and Northwest 1st Street along the FEC. Before these funds can be programmed into the Transportation Improvement Program, the project must be added to the FY 2026 List of Priority Projects (LOPP), which was approved by the Board at its June

2025 meeting. Broward MPO staff recommend including the project in the LOPP under the Safety Funding Program. For additional details, please see the proposed LOPP Amendment in Attachment 3.

No other projects in the LOPP will be affected by the proposed Amendment.

MPO STAFF RECOMMENDATION(S):

MPO staff recommends ***approval*** of the proposed LOPP Amendment. No other projects in the LOPP will be affected by the proposed Amendment.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions about this item, please contact Jihong Chen at (954) 876-0066 or **chenj@browardmpo.org**.

Attachments

1. Broward County Sealed Corridor Project - 2022 Grant Application Rail Crossing Elimination Program
2. Grant Agreement
3. Pedestrian Connectivity at FEC Crossings - FM# 4573741 - Proposed LOPP Amendment

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Broward County Sealed Corridor Project

2022 Grant Application

Rail Crossing Elimination Program

Broward MPO
Metropolitan Planning Organization

BrowardMPO.org

COVER PAGE

Project Title	Broward County Sealed Corridor Project
Applicant	Broward Metropolitan Planning Organization (MPO)
Federal Funding Request Under this NOFO	$15,440,000
Proposed Non-Federal Match	$3,860,000
Does some or all of the proposed Non-Federal Match for the total project cost consist of preliminary engineering costs incurred before project selection?	No
Other Sources of Federal Funding	
Total Project Cost	$19,300,000
Was a Federal grant application previously submitted for this project?	No
City(-ies), State(s) Where the Project is Located	Pompano Beach, Oakland Park, Fort Lauderdale, Dania Beach, Hollywood, Hallandale Beach, and Wilton Manors
Congressional District(s) Where the Project is Located	~Representative Sheila Cherfilus-McCormick – Florida's 20th District ~Representative Ted Deutch – Florida's 22nd District ~Representative Debbie Wasserman Schultz – Florida's 23rd District
Is this project identified in:	
The freight investment plan component of a State freight plan, as required under Section 70202(b)(9)	FDOT's Rail System Plan, 2018: www.fdot.gov/rail/plans/railplan
A State highway-rail grade crossing action plan, as required under section 11401(b) of Passenger Rail Reform and Investment Act of 2015 (title XI of Public Law 114–94)	FDOT's Highway-Rail Grade Crossings Action Plan, 2011: www.fdot.gov/rail/plandevel/highway-rail-grade-crossing-safety-action-plan
Is the Project Located in a Rural Area or on Tribal Land?	No
If the Project is located in a Rural Area or Tribal Land, is the Project Located in a county with 20 or fewer residents per square mile, according to the most recent decennial census.	No
Is the project eligible for a funding set-aside in Section B.1?	No
U.S. DOT Crossing Numbers:	272519P, 272528N, 272531W, 272534S, 272535Y, 272870B, 272546L, 272547T, 272558F, 272559M, 272560G, 272564J, 272566X, 272572B, 272573H, 272576D, 272582G, 272584V, 272589E, 272591F, 272593U
Is the Project located on real property owned by someone other than the applicant?	The improvements are located on Florida East Coast Railway, in which Brightline has a JUA established for these improvements. Some features are on roadway right of way, and each of those municipalities are partners.

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PROJECT SUMMARY

The Broward County Sealed Corridor Project (Project) aims to improve safety in Broward County, Florida, by installing enhancements at 21 grade crossings along the Florida East Coast Rail Corridor (Corridor). The Corridor is currently shared by the Florida East Coast Railway (FECR), which operates freight rail, and Brightline Trains Florida, LLC (Brightline), which provides intercity passenger rail service. The population density developed over the last decade along the rail corridor has created significant safety challenges for the State, Regional, and local partners. Broward County's population increased by 11.2% from 2010 to 2020[1], with 2045 forecasts projecting an additional 13% increase.[2] Over the last five years, Broward County has experienced the highest number of vehicle incidents of any County in the intercity passenger rail service area (51%), and 35% of Broward County vehicle incidents were caused by vehicles driving around railroad entrance gates and getting struck by a train. Data shows that these types of incidents are more likely to be fatal. This $19.3 million Project, in which the Broward MPO (MPO) in partnership with Broward County, is requesting $15.4 million in Railroad Crossing Elimination Program (RCEP) funding, would deter drivers from going around entrance gates by constructing exit gates and median at 21 grade crossings in the County that lack these engineering features. FRA's GradeDec model estimates a 47% reduction in incidents based on the results of supplemental safety measures, which will have significant safety, economic, and quality of life impacts for the County and Region.

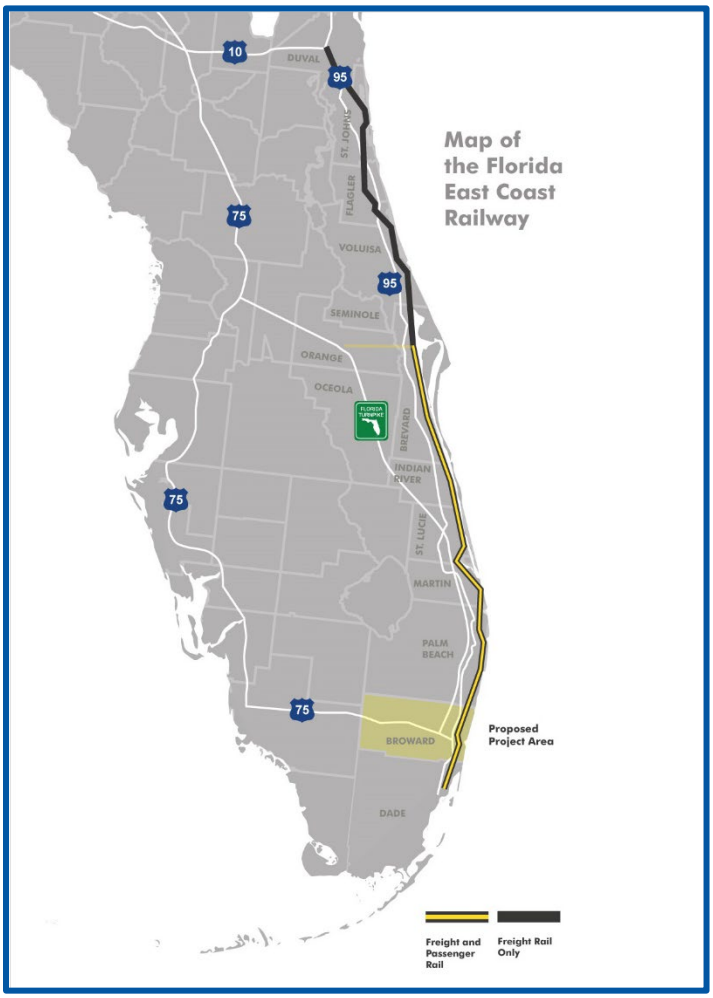

Figure 1: Project Location Map

PROJECT FUNDING

Previously Incurred Funding

Partners have worked on activities related to corridor analysis, planning, conceptual design, and other preconstruction activities to support the Project's development. These costs have not been included in

[1] Broward County Population and Forecasts - www.broward.org/Planning/Demographics/Pages/Population.aspx
[2] Broward Count and Municipal Population Forecast and Allocation Model, 2017 - www.broward.org/Planning/Demographics/Documents/2017PFAMReportA.pdf

the total project costs. Within Broward County, over $3 million has been invested in safety improvement in the Corridor. These safety measures are separate from the activities proposed in this RCEP application but comprehensively support the goals of this Project.

Project Budget

A cost estimate (Figure 2) has been developed for the Project based on conceptual engineering and field review. The project estimate has been broken into the main mitigation methods. The cost estimate was developed by Brightline, utilizing actual cost data from bid tabs for grade crossing components from previous rail infrastructure projects. Brightline created unit cost assemblies for exit gates and centerline medians, which include the raw cost, contractor general conditions and markups, professional services, project management, and contingency. The budget is also presented in Statement of Work and Standard Form, SF-424C: Budget Information for Construction.[3]

Mitigation Method	Estimated Quantity*	Construction Cost	Design Cost	Project Management Cost	Contingency	Implementation Cost
Exit Gates	33	$ 11,500,000	$ 700,000	$ 2,300,000	$ 2,800,000	$ 17,300,000
Centerline Raised Median	7	$ 1,200,000	$ 200,000	$ 300,000	$ 300,000	$ 2,000,000
Total		**$ 12,700,000**	**$ 900,000**	**$ 2,600,000**	**$ 3,100,000**	**$ 19,300,000**

* Total of 21 grade crossings will be improved, with some proposed to receive exit gates or medians or a combination of both.

Figure 2: Project Budget

Funding Sources

The total capital costs for the Broward County Sealed Corridor Project equal $19.3 million. The RCEP funds will support the engineering and construction of the proposed elements. Broward MPO requests $15.4 million of RCEP funding, which is 80% of the total project. The remaining project funds will be provided by Broward County (12%) and six local municipalities (8%). If cost increases due to the final diagnostic review or the total amount of federal funding is not received, the MPO will look at adjusting the scope or seeking additional support from local municipalities or other local funding partners. The priority will be focused on crossings with the highest probability of an incident based on history and traffic volumes.

Uses		
Task	Total	% of Total Cost
Crossing Improvements - Medians	$ 1,200,000.00	6%
Crossing Improvements - Exit Gates	$ 11,500,000.00	60%
Final Design	$ 900,000.00	5%
Project Management	$ 2,600,000.00	13%
Contingency	$ 3,100,000.00	16%
Total Project	$ 19,300,000.00	100%

Sources		
Broward County Government	$ 2,365,000.00	12%
Local Municipalities*	$ 1,495,000.00	8%
Federal - Elimination Program	$ 15,440,000.00	80%
Total Project	$ 19,300,000.00	100%

*Dania Beach, Wilton Manors, Ft Lauderdale, Hallandale Beach, Hollywood, and Pompano Beach

Figure 3: Project Source of Funding

[3] See Appendix A and C

APPLICANT ELIGIBILITY

The Broward Metropolitan Planning Organization (MPO) is a federally-mandated agency, established in 1977, responsible for setting policy on local transportation issues and deciding how to spend Federal and State funding on transportation projects in the Broward region.[4] The MPO is an eligible applicant for the RCEP. To ensure the safe and efficient mobility of people and goods, optimize transit opportunities, and enhance environmental and economic well-being throughout the County, the MPO is the lead applicant for this Project and has established local and State partnerships to advance the activities proposed to be funded.

This Project is eligible for funding through the RCEP. The Project will design and construct exit gates and medians at 21 railroad grade crossings throughout the County. The activities are eligible under the following section in the RCEP Notice of Funding Opportunity: C.3.a.(4). Other means to improve the safety and mobility of people and goods at highway-rail grade crossings.

DETAILED PROJECT DESCRIPTION

The Florida East Coast Corridor (Corridor) is a critical rail route that supports the State's economy, improves the mobility of people and goods, and creates environmental resiliency. The railroad's arrival in the late 1800s initiated the founding or growth of many of Florida's largest cities today, particularly metropolitan South Florida. This growth has persisted to the present, and today over 7 million Americans live along the Florida East Coast Rail Corridor (Corridor), with Broward as the second most populous County.[5,6] Brightline (passenger rail) and FECR (freight rail) operate trains along this Corridor to serve the areas growing communities.

In the early 1900s, as the population density developed along the rail corridor, Dixie Highway and U.S. Route 1 were built parallel to the railway. This parallel roadway development has created dangerous conditions and heightened the potential for trespassing and grade crossing collisions (see Figure 4). In 2019, Florida was ranked the third-highest State for railway trespassing causalities in the nation and the second-highest for casualties per track mile.[7] Over the past several years, the Florida Department of Transportation (FDOT), Brightline, FECR, local cities and planning organizations, and the FRA have evaluated a broad range of solutions that could increase safety along the corridor. In addition to significant funds being invested by State, local, and private partners to improve safety

Figure 4: Roadways Parallel to Corridor (*Source: Google Earth)*

[4] Every four years the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conduct an evaluation of the Broward MPO as part of their Transportation Management Area (TMA) Certification Review of the area. The MPO was recertified in 2019: browardmpo.org/federal-state-certifications
[5] United States Census, 2019
[6] Broward County and Municipal Population Forecast and Allocation Model, 2017 - www.broward.org/Planning/Demographics/Documents/2017PFAMReportA.pdf
[7] FRA Office of Safety Analysis - safetydata.fra.dot.gov/officeofsafety/publicsite/query/castally4.aspx (search all for each query and 2019 calendar year). For number of track miles - www.bts.gov/state-transportation-infrastructure

along the Corridor, the USDOT has also awarded several safety-focused grants. These have included the South Florida East Coast Rail Corridor Intrusion Prevention Project[8] and the recently awarded Florida East Coast Corridor Trespassing and Intrusion Mitigation Project.[9] In partnership with local stakeholders, the MPO is pursuing funding through a USDOT RCEP grant for the **Broward County Sealed Corridor Project** (Project). The Project aligns with the safety efforts already being implemented and helps build a comprehensive approach along the entire Corridor.

The Project is a $19.3 million investment that will benefit Broward County and the entire east coast of Florida by constructing supplemental safety measures at 21 highway-rail grade crossings on the FECR/Brightline shared-use Corridor. The Broward MPO is requesting $15.4 million in RCEP funding for the design and construction activities that will enhance safety by reducing one of the primary types of accidents experienced along the railway: vehicles driving around the railroad entrance gates. To this end, the project would install 33 exit gates and 7 centerline raised medians to deter drivers from performing this illegal behavior that threatens public safety and causes expenditure of public funds and law enforcement personnel required for accident investigation and follow-up. Of the 66 crossings on the Corridor in Broward County, all crossings have entrance gates, and 39 have an exit gate or other element that helps to prevent drivers from going around the gates. This Project would improve 21 of the remaining 27 crossings working towards a 'sealed corridor' through Broward County. The remaining six crossings are not included in this Project because of local budgetary constraints. FDOT and multiple municipalities along the Corridor are still balancing post-pandemic community needs with limited resources to support residents and public infrastructure improvements. Local partners will continue to collaborate to identify near-term programs to install supplemental safety measures at the remaining six crossings. They will continue to seek federal funding opportunities to help build out a robust public safety program.

Background on the Challenges Addressed by the Project

By 2045, Broward County's population is expected to increase by 13%, reaching nearly 2.2 million.[10] This population growth will create increased demand on the existing transportation infrastructure and challenge local partners to pursue alternative modes. South Florida's road system ranks the fifth most congested in the U.S., with average local lane travel speeds of 43 miles per hour and drivers estimated to lose 66 hours a year in congestion.[11] In addition to becoming more congested, many U.S. roadways are becoming increasingly dangerous. The National Highway Traffic Safety Administration recently released estimates that show traffic fatalities have increased by more than 10% in 2021, a 16-year high.[12] Road safety issues are especially acute along the Florida East Coast Corridor because of the dense population and urban setting.

[8] Funded through the 2017 Consolidated Rail Infrastructure and Safety Improvements Program - railroads.dot.gov/newsroom/press-releases/us-department-transportation-announces-more-56-million-grants-improve-rail
[9] Funded through the 2021 Rebuilding American Infrastructure with Sustainability and Equity - www.transportation.gov/policy-initiatives/raise/raise-2022-awards
[10] *Florida Population Studies*, University of Florida, Bureau of Business and Economic Research, April 2021, www.bebr.ufl.edu/wp-content/uploads/2022/02/projections_2022.pdf
[11] INRIX 2021 Global Traffic Scorecard - inrix.com/scorecard-city/?city=Miami%20FL&index=32
[12] NHTSA article - nhtsa.gov/press-releases/early-estimate-2021-traffic-fatalities#:~:text=NHTSA%20projects%20that%20an%20estimated,Fatality%20Analysis%20Reporting%20System's%20history

Along the Corridor, grade crossing incidents have almost doubled since 2018, and 51% of those incidents have occurred at highway-roadway grade crossings.[13] **Across the shared railway, 17% of vehicle-strike incidents are caused by situations where a driver maneuvered around the entrance gate, and 57% of those instances occurred in Broward County.** To date, the installation of exit gates and medians appear to be effective in preventing motorists from driving around deployed gates.

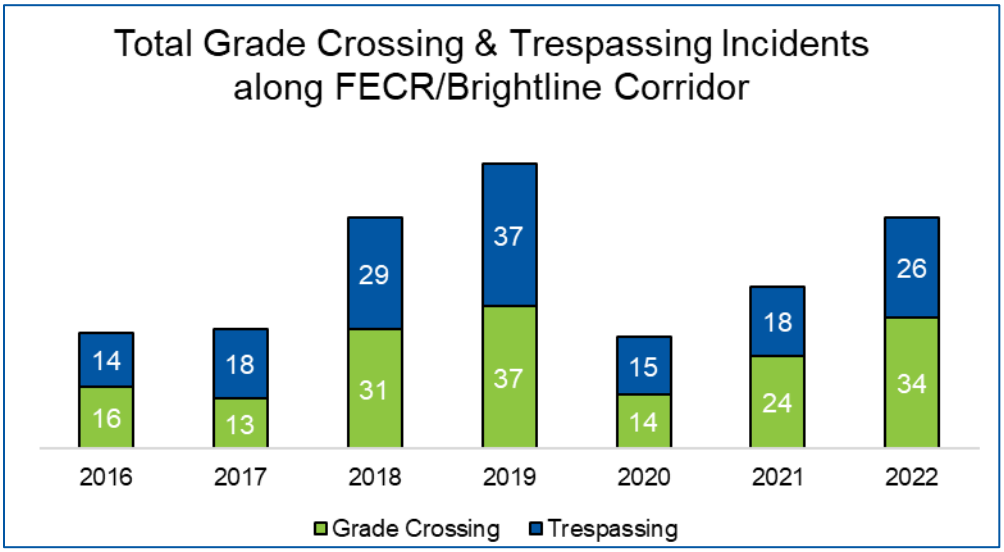

Figure 5: Incidents along FECR/Brightline Shared Corridor[13]

Brightline, the nation's only privately owned and operated intercity passenger rail service, currently runs service between the downtowns of Miami, Fort Lauderdale, and West Palm Beach. New stations in the operating segment are under construction in the cities of Aventura and Boca Raton and are expected to open by the end of 2022. In addition, an extension of Brightline's service north of West Palm Beach is now under construction and will soon connect to Orlando International Airport. Currently, Brightline runs 32 passenger trains per day through Broward County. With the extension, the overall service will operate 36 passenger trains per day along the entire corridor with one-hour headways.

Also, along the Corridor, FECR carries about 14 freight trains each day. However, with the significant improvements that freight infrastructure has undergone throughout the last decade, there are plans to expand, strategically positioning the Region for future growth opportunities. The recent freight projects, some of which were funded with federal grants, will help increase freight rail to about 24 trains per day and expand the average train length to 8,150 feet.

In addition, Broward County intends to operate a new commuter rail service along the Florida East Coast rail corridor that would connect communities in eastern Miami-Dade, Broward, and Palm Beach

[13] FRA Crossing Inventory and Accident Reports - safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Xingqryloc.aspx

Counties.[14] This service could bring an additional 50 daily trains to the area, in addition to the 46 freight and passenger rail trains that currently operate along the Corridor.

The passenger and freight traffic growth could mean that segments of the Corridor could see more than 60 trains a day by 2023. On the current system under operation, FECR and Brightline meet or exceed FRA's railroad safety requirements and the federal laws and regulations governing the safety of rail operations nationwide. Brightline has made significant safety infrastructure investments and has implemented parallel safety campaigns, including public service announcements on local broadcast and radio channels, training for first responders, distributing literature to schools along the Corridor, and connecting with Operation Lifesaver. The investment to be made with the proceeds of this grant will supplement all the current safety initiatives and create an even more meaningful impact.

Anticipated Outcomes and Benefits

The primary benefits of this Project are reduced loss of life and decreased traffic and railway collisions, trespassing, and other safety-related violations. FRA's GradeDec was used to analyze the improvement proposed at each crossing to determine an anticipated reduction in accidents based on a combination of effectiveness factors related to the proposed safety measures to be implemented as part of this Project (see Safety sections for more details). It is anticipated that over the next 20 years, more than **45 incidents can be avoided, potentially saving the lives of more than 11 people.** Using a conservative analysis, the monetized safety benefit of the Project would total about $132 million over the next 20 years.

Multiple additional outcomes and benefits will be realized through this Project (see Selection Criteria section for more detail). Some of the highlights include:

- Disadvantaged communities along the Corridor will benefit from the engineering solutions which create safer access and improved connectivity.
- The supplemental safety improvements would support the long-term viability of the Broward County Quiet Zone.
- The future Broward County Commuter Rail project, proposed along the same Corridor, will be strengthened by increasing safety. This will provide a much-needed affordable transportation option that builds connectivity for disadvantaged communities.
- By reducing delays, the efficient movement of freight can be maintained. It will improve economic competitiveness through increased cargo activity and reduce congestion by switching cargo from truck to rail.
- Safe and reliable intercity passenger rail will attract more people, which will help reduce roadway congestion, reduce harmful air pollution, and improve safety.
- Efficient freight and passenger rail movement will improve mobility for people utilizing other transportation modes and increase community connectivity.
- Costly damage to public and private property due to road/rail accidents will decrease, along with the traffic backups and grade crossing closures resulting from an accident.

[14] Coastal Link - browardmpo.org/coastal-link-commuter-rail-overview

- The fiscal and labor burden on local law enforcement to investigate roadway/railway accidents and trespasser deaths will be reduced.

Scope of Work

The elements to be constructed within this Project are site-specific to each of the 21 individual crossings with a focus on preventing drivers from driving around railroad entrance gates. The two primary features to be installed are exit gates and centerline raised medians. A breakdown of the mitigations planned by cities within Broward County is laid out in Figure 6. The overall goal for all improvements is to create a safer environment for drivers, pedestrians, bicyclists, passengers, and rail operations.

Mitigation Method	Unit	Pompano Beach	Oakland Park	Wilton Manor	Ft Lauderdale	Dania	Hollywood	Hallandale	Total*
Exit Gates	Each	8	1	2	8	4	6	4	33
Centerline Raised Median	Each	1	1	0	3	2	0	0	7

* This is subject to be adjusted based on final field verification and diagnostic review. Individual crossings may receive multiple mitigations. A total of 21 roadway crossings are planned to be enhanced within Broward County.

Figure 6: Mitigation Method Breakdown by City

The Project is currently in the conceptual design phase, and a typical section plan has been developed. The proposed mitigation solutions are not complex and preliminary engineering will be complete before the grant award. Some minor refinement of the Project locations and scope may be adjusted as the final field verification, and diagnostic review is complete. If selected, federal grant funding will be used to support the final design and construction of the following safety mitigations.

- EXIT GATES

Exit gates are part of the crossing gate system used on the departing lanes of traffic to block users from entering a highway-rail crossing. A four-quadrant gate system is created by installing these in addition to entrance gates, which "seals the corridor." The goal is to deter drivers from maneuvering around the entrance gates to beat the train. The exit gate timing is delayed from the descent of the entrance gates to allow vehicles to pass through the crossing. The Project proposes installing 33 exit gates at 20 highway-railroad grade crossings in Broward County. Exit gates are already installed at multiple locations along the shared FECR/Brightline Corridor.

Figure 7: Example of Exit Gate on the Florida East Coast Corridor

- CENTERLINE RAISED MEDIANS

Centerline raised medians are another traffic channelization device installed at grade crossings. Medians are more cost-effective than exit gates and are a proven means of improving safety. A wide raised median is also more aesthetically pleasing for communities because it provides the opportunity to include landscaping in its design. In determining the scope of the Project, each of the 21 crossings was first evaluated if a centerline raised median could be installed. Many of the crossings are constrained by existing roadway features and adjacent land uses, but through field review, 7 medians were identified to be installed as part of this Project. The shared FECR/Brightline Corridor already has multiple centerline raised medians installed, including some previously installed through a 2017 CRISI project.

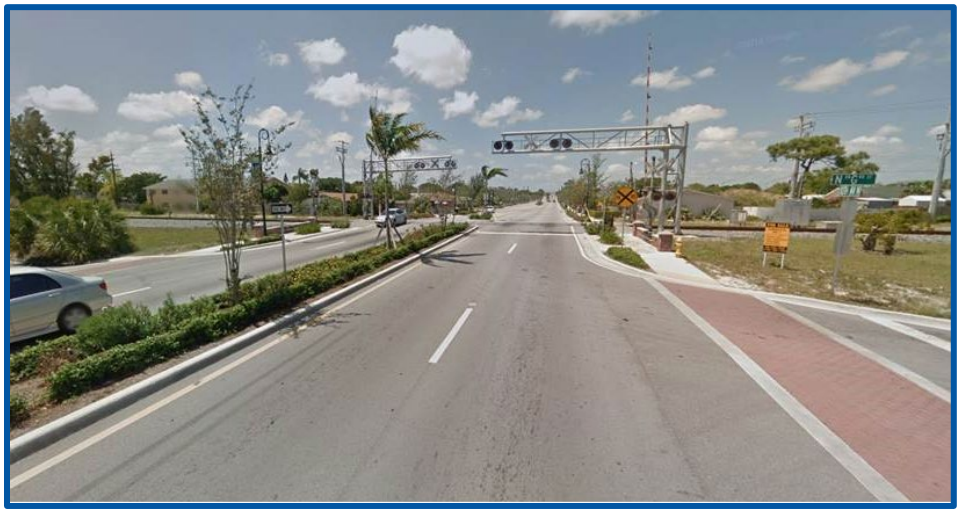

Figure 8: Example of Raised Median on the Florida East Coast Corridor

Performance Measures

As required in 2 CFR 200.301, some potential performance measures have been developed for the future construction and implementation of the Project, based on the guidance in the NOFO. The performance measures outlined below will help monitor progress in achieving USDOT's strategic goals and objectives.

Performance Measure	Unit Measured	Temporal	Primary Strategic Goal	Secondary Strategic Goal	Description of Measure
Reported Accidents/Incidents (All Shared Corridor Crossings)	Count	Annual	Safety	Quality of Life	Total annual highway-rail grade crossing accidents/incidents reported to FRA pre-project for baseline and post-project for three years.
Reported Accidents/Incidents (Project Crossings)	Count	Annual	Safety	Quality of Life	Total annual highway-rail grade crossing accidents/incidents reported to FRA pre-project for baseline and post-project for three years.

Figure 9: Proposed Project Performance Measures

PROJECT LOCATION

The Project is located in Broward County, Florida, the second-most populous County in the State. The 24.5-mile Project Corridor is located along the urbanized eastern edge of Broward County and comprises 66 highway-railroad grade crossings. According to the 2020 Census, Broward County's population is more than 1.9 million, with an expected growth of 13% by 2045.[15] There are 31 municipalities within Broward County, of which 7 are directly adjacent to the Corridor and will be impacted by the Project's improvements: cities of Pompano Beach, Oakland Park, Fort Lauderdale, Wilton Manors, Dania Beach, Hollywood, and Hallandale Beach. Of the 21 crossings planned to be enhanced through this grant, more than 10 Historically Disadvantaged Communities (6 are also Areas of Persistent Poverty) are adjacent and directly impacted by the Project. On average, 23% of people in these areas live below the poverty line. The safety and reliability of the Corridor are critical for residents in effectively connecting to their communities and strengthening their overall quality of life.

[15] *Florida Population Studies*, University of Florida, Bureau of Business and Economic Research, April 2021, www.bebr.ufl.edu/wp-content/uploads/2022/02/projections_2022.pdf

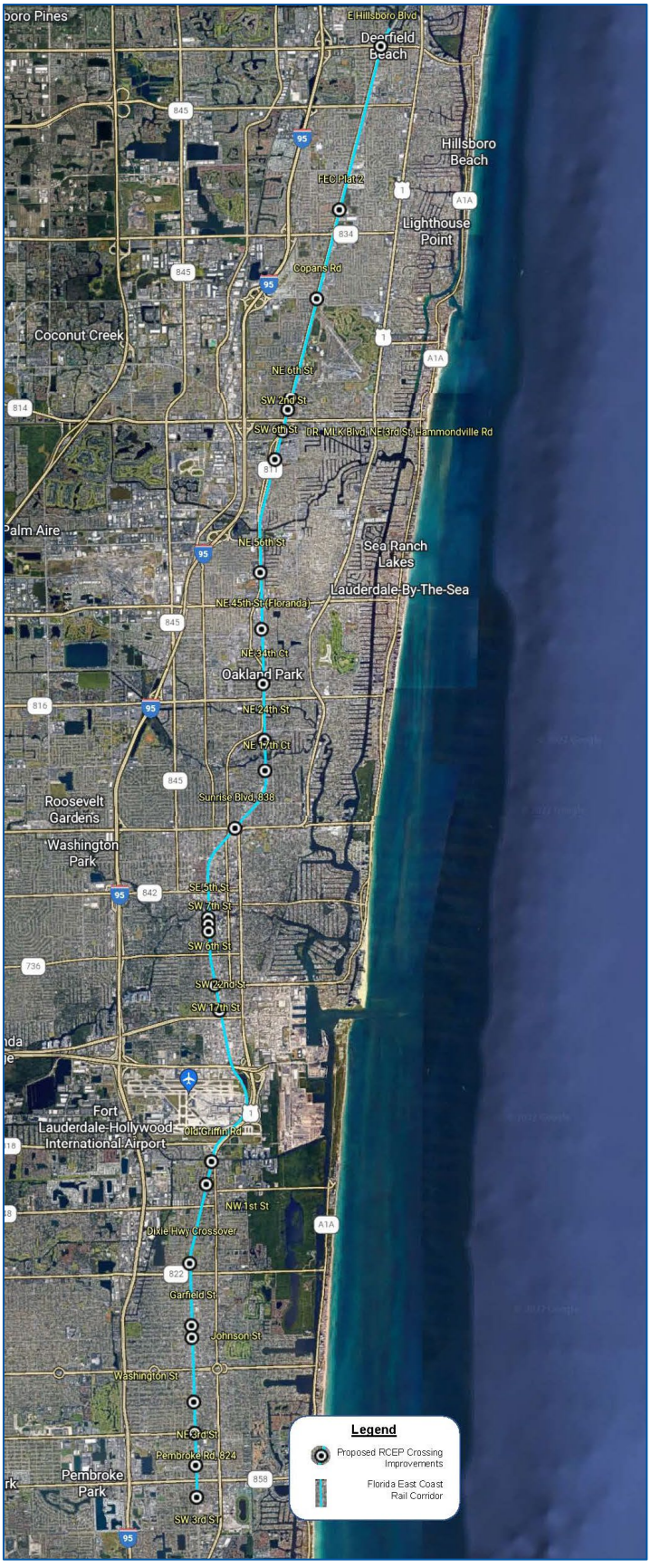

Figure 10: Project Map with RCEP Crossing Location
Start Milepost: 326.97
End Milepost: 350.81

There are three Congressional Districts that the Project Corridor traverses. The Project team has coordinated with each elected official, and the Representatives will provided letters of support.[16]

- Representative Sheila Cherfilus-McCormick – Florida's 20th District
- Representative Ted Deutch – Florida's 22nd District
- Representative Debbie Wasserman Schultz – Florida's 23rd District

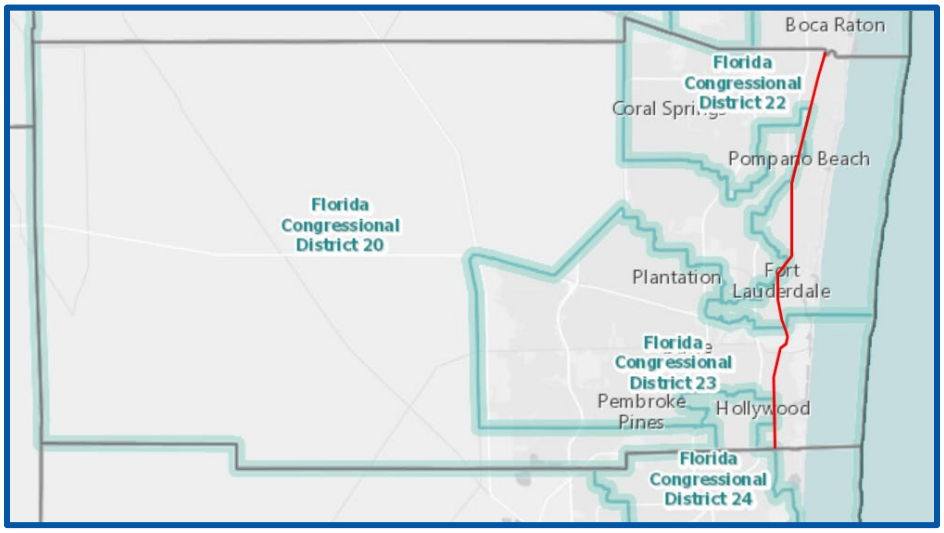

Figure 11: Congressional Districts along Project Corridor in Broward County

GRADE CROSSING INFORMATION

The site-specific Department of Transportation (DOT) National Grade Crossing Inventory information for each of the 21 highway-railroad grade crossings proposed to be improved through this Project is provided in Figure 12. Additional safety mitigation details for the crossings are provided in Appendix E. These details provide an overview of the comprehensive approach being implemented across the Corridor to maximize safety and the effectiveness of the improvements through various projects.

Crossing ID	Railroad	Street	Milepost	City	Crossing Infrastructure Maintenance Agreement Holder	Operating Railroads (Shared through a Joint Use Agreement)	Max Train Speed	Trains per Day	Total Tracks	Roadway Lanes	Vehicle Speed	AADT
272519P	FEC	COPANS RD	331.1	POMPANO BEACH	BROWARD COUNTY	FECR/Brightline	79	52	2	7	45	28758
272528N	FEC	NE 6TH ST	332.77	POMPANO BEACH	CITY OF POMPANO BEACH	FECR/Brightline	79	52	2	3	25	2,408
272531W	FEC	NE 3RD ST	332.97	POMPANO BEACH	CITY OF POMPANO BEACH	FECR/Brightline	79	52	2	3	35	135
272534S	FEC	SW 2ND ST	333.31	POMPANO BEACH	CITY OF POMPANO	FECR/Brightline	79	52	2	2	45	5000
272535Y	FEC	SW 6TH ST	333.79	POMPANO BEACH	BROWARD COUNTY	FECR/Brightline	79	52	2	4	25	2,145
272870B	FEC	NE 56TH ST	335.63	OAKLAND PARK	BROWARD COUNTY	FECR/Brightline	79	52	2	4	30	9,000
272546L	FEC	NE 24TH ST	338.31	WILTON MANORS	CITY OF WILTON MANOR	FECR/Brightline	79	52	2	2	25	1029
272547T	FEC	NE 17TH CT	338.8	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	79	52	2	2	25	7,800
272558F	FEC	SW 5TH ST	341.45	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	65	52	2	2	25	1,238
272559M	FEC	SW 6TH ST	341.56	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	65	52	2	2	25	1106
272560G	FEC	SW 7TH ST	341.67	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	65	52	2	2	25	11,500
272564J	FEC	SW 17TH ST	342.55	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	65	52	2	4	30	3,900
272566X	FEC	SW 22ND ST	342.96	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	65	52	2	2	30	571
272572B	FEC	OLD GRIFFIN RD	345.44	DANIA BEACH	BROWARD COUNTY	FECR/Brightline	55	52	2	2	30	13,700
272573H	FEC	NW 1ST ST	345.81	DANIA BEACH	CITY OF DANIA BEACH	FECR/Brightline	79	52	3	2	30	8,792
272576D	FEC	DIXIE HWY	347.08	DANIA BEACH	BROWARD COUNTY	FECR/Brightline	79	52	2	2	30	2,650
272582G	FEC	GARFIELD ST	348.07	HOLLYWOOD	CITY OF HOLLYWOOD	FECR/Brightline	79	52	2	2	30	124
272584V	FEC	JOHNSON ST	348.27	HOLLYWOOD	CITY OF HOLLYWOOD	FECR/Brightline	79	52	2	4	30	12000
272589E	FEC	WASHINGTON ST	349.29	HOLLYWOOD	CITY OF HOLLYWOOD	FECR/Brightline	79	52	2	4	30	6100
272591F	FEC	NE 3RD ST	350.3	HALLANDALE BEACH	CITY OF HALLANDALE	FECR/Brightline	79	52	2	2	25	2340
272593U	FEC	SE 3RD ST	350.81	HALLANDALE BEACH	CITY OF HALLANDALE BEACH	FECR/Brightline	79	52	2	3	25	2,753

Figure 12: National Crossing Inventory Information

[16] Letters of support will be sent directly to USDOT

EVALUATION AND SELECTION CRITERIA

Evaluation Criteria

Project Benefits

The Project will have multiple benefits:

- ✓ Improves safety at 21 highway-rail grade crossings in Broward County that currently do not have infrastructure that would prevent a driver from going around the entrance gates.
- ✓ Improves the mobility of both people and goods by reducing the number of incidents that impact residents from accessing their community and severely impact freight and passenger rail operations.
- ✓ Reduces emissions by reducing the amount of time vehicles need to idle because of each incident.
- ✓ Protects the environment by making freight and passenger/commuter rail a more reliable transportation mode—increasing truck to freight transfers and reducing single occupancy vehicles on the roadways.
- ✓ An increase in quality of life and noise abatement for residents and the ability to maintain "Quiet Zones" through Broward County.
- ✓ Improved access to emergency services and communities by reducing the number of times the grade crossings are blocked because of an incident.
- ✓ Supports economic growth by improving the movement of goods in the Region.
- ✓ Project construction will promote the use of local labor through disadvantaged business enterprise and equal employment opportunity goals.

Technical Merit

- Statement of Work

The scope of the Project will be to construct exit gates and centerline raised medians at 21 highway-rail grade crossings in Broward County. The activities supported by the RCEP funding will include final design and construction. A detailed Statement of Work addressing scope, schedule, budget, and performance measures is provided as Appendix A.

- Project Readiness

Project construction can start as soon as a grant agreement is executed, which is anticipated for September 2023. Once FRA has announced selected RCEP projects, the first step will be to request pre-award authority to complete the design and local permitting with each of the six municipalities and Broward County. The project's overall duration will take 2 years, with construction anticipated at 18 months. Initial coordination has already begun with each municipality, FDOT, Broward County, and FECR, as evidenced by letters of support that will be sent directly to USDOT. Through ongoing coordination with FRA, Brightline will progress over the next several months to complete a Categorical Exclusion under NEPA (see details in the Environmental Readiness section). This schedule can be

adjusted to fit within the process of obtaining pre-award authority and developing the terms of a grant agreement with the FRA.

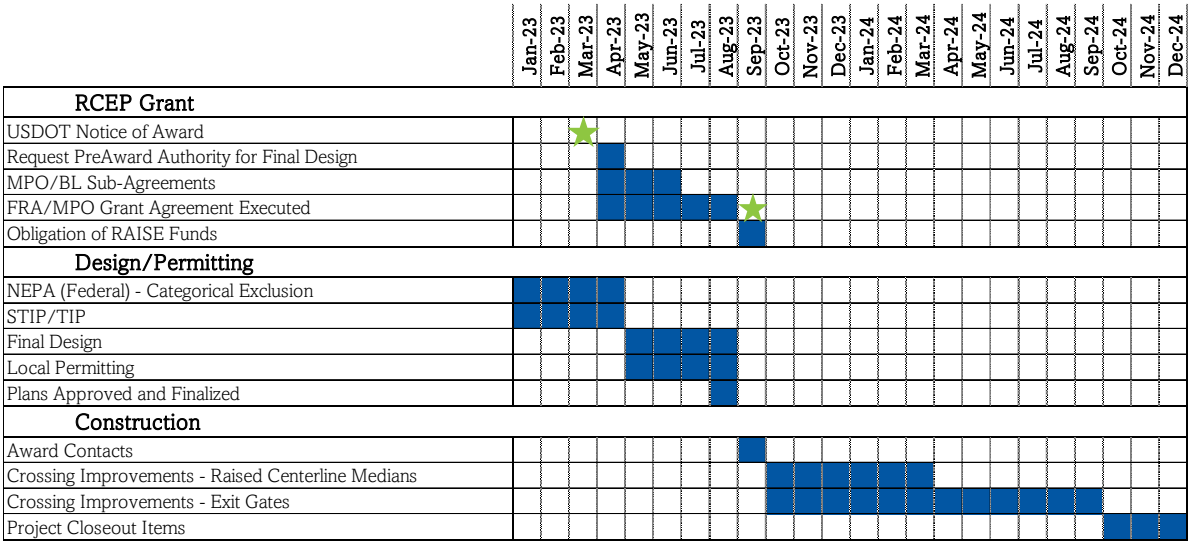

Figure 13: Project Schedule

- Team Qualifications and Experience

Through the strong partnership that has been established between all stakeholders, a skilled team of technical experts will be working on delivering this Project. The thre primary organizations leading and performing the technical efforts are the Broward MPO, Broward County, and Brightline. The FDOT District 4 team and local municipalities will participate in design reviews and final approval.

The Broward MPO has experience leading the grant administration and oversight for previous USDOT grants. The project team is familiar with the transportation challenges of the County and has delivered similar projects under contract arrangements similar to what is proposed in this Project. An agreement between the Broward MPO, Broward County, and Brightline will be executed to address all the grant/project details, including a flow down of all federal requirements.

The Brightline team has a proven track record for implementing all aspects of a high-speed rail service. The team leading the design and construction of this Project would be much of the same team that has worked on implementing their current service. This team has demonstrated the capacity and capability to manage the engineering components. Brightline has recent USDOT grant experience implementing a 2017 CRISI Grant (South Florida East Coast Rail Corridor Intrusion Prevention Project) and a 2020 CRISI Grant (Boca Raton Station). Brightline has a proven record of completing major infrastructure and railroad projects on schedule, within budget, and with a critical emphasis on safety.

- Planning Support

This Project supports the advancement of freight and passenger rail in the State of Florida, which will help provide transportation alternatives for residents, visitors, and businesses, expand economic development, create jobs, and improve air quality. The 2045 Florida Transportation Plan (FTP) identifies seven goals for Florida's transportation future.[17] Specifically, the Project helps accomplish these goals by increasing safety, creating better mobility for people and freight, strengthening the economy, supporting diverse communities, and reducing the impacts on Florida's environment.

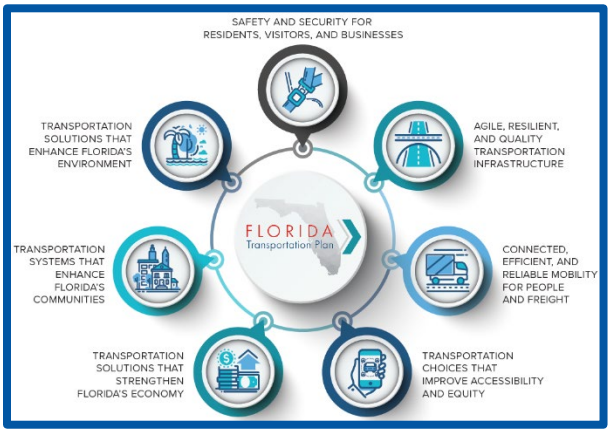

Figure 14: Florida's Transportation Goals (*Source: 2045 Florida Transportation Plan)*

As part of Florida's long-range transportation planning, FDOT developed a statewide Rail System Plan[18], which aligns with the vision and goals set in the FTP. Brightline's passenger rail service and the continuing need to increase safety through improvements are priorities in the Florida Rail System Plan (RSP). The RSP meets FRA's requirements for a comprehensive view of the State's rail system and helps identify short- and long-range program funding for statewide planning. The investments identified within the RSP include railroad infrastructure needs and highway-rail crossing safety improvements.

The Project also aligns with the goals of FDOT's Highway-Rail Grade Crossings Action Plan, which aims to eliminate safety hazards to the maximum extent possible.[19] The plan explores how each safety challenge is selected and follows proactive and predictive measures to eliminate or significantly reduce risks in the short term and create favorable future impacts.

- Innovation

The Project's innovative elements are centered around an expedited project delivery which will result in the outcomes of the Project being realized as soon as possible. The Project stakeholders have built a solid partnership to safely and efficiently deliver the safety improvements. Broward County, FDOT, FECR, each municipality, and Brightline will conduct a unique simultaneous design review process for each crossing to assure a holistic analysis and improve schedule performance. The review includes both permanent design and maintenance of traffic. The various stakeholders associated with the Project have each partnered on other railroad corridor projects and will set up a similar agreement if this Project is selected.

[17] *Florida Transportation Plan*, 2020, floridatransportationplan.com/
[18] *FDOT's Rail System Plan*, 2018, www.fdot.gov/rail/plans/railplan
[19] *FDOT's Highway-Rail Grade Crossing Safety Action Plan*, 2011, www.fdot.gov/rail/plandevel/highway-rail-grade-crossing-safety-action-plan

- Impacted Rail Carrier

FECR owns the Corridor and operates the freight rail system between Jacksonville and Miami. FECR and Brightline share the use of the Corridor according to the terms of a Joint Use Agreement. FECR and Brightline have a long history of cooperating to increase the capacity and safety of this significant corridor to address transportation challenges in a rapidly densifying state. Although not a funding partner, FECR will participate in the design review of each crossing and provide access to the Corridor to construct the Project improvements.[20]

- Multimodal Impacts

The Project will improve multimodal transportation options for the Region. By investing in the safety improvements today, the Project will help lay the groundwork for implementing a broader commuter rail transportation system that aligns with the USDOT goals of building access to opportunities for communities that have been underserved and overburdened. The planned Coastal Link, now in project development, will connect the eastern areas of Miami-Dade, Broward, and Palm Beach Counties and is proposed to use the same Corridor as Brightline and FECR.[21] The service will attract over 2 million riders in the first year and expand a network of employment opportunities, education centers, and health assets to many disadvantaged communities.

Figure 15: Coastal Link Commuter Rail Corridor

In addition, by reducing the number of incidents along the Corridor, freight movement will be more efficient, significantly increasing capacity and reducing trip time for rail-bound intermodal freight movements, making rail a more competitive shipping option. This truck-to-rail transfer will increase capacity along the National Highway Freight Network and the National Highway System. These efficiencies will improve the distribution of goods and services and result in significant economic benefits for the South Florida region, the State of Florida, and North America.

Selection Criteria

Safety

Safety is the top driver for this Project. The number of casualties along the FECR/Brightline Corridor have increased significantly over the past couple of years (see Figure 5). Worth noting, but not shown in the figures, is the number of reported suicides have also increased.[22] Broward County has had the highest number of incidents (approx. 47%) of any County on the FECR/Brightline shared Corridor in the past couple of years. With the increased passenger rail service, potential commuter rail services, and

[20] Letters of support will be sent directly to USDOT
[21] Coastal Link - browardmpo.org/coastal-link-commuter-rail-overview
[22] Suicide Data - explore.dot.gov/t/FRA/views/TrespassandSuicideDashboard/SuicidesOverview. Incidents reported as suicides are classified by a coroner.

expanding freight service, coupled with higher/lower speed trains and trains coming from both directions, the number of incidents will likely increase if no additional action is taken to secure grade crossings.

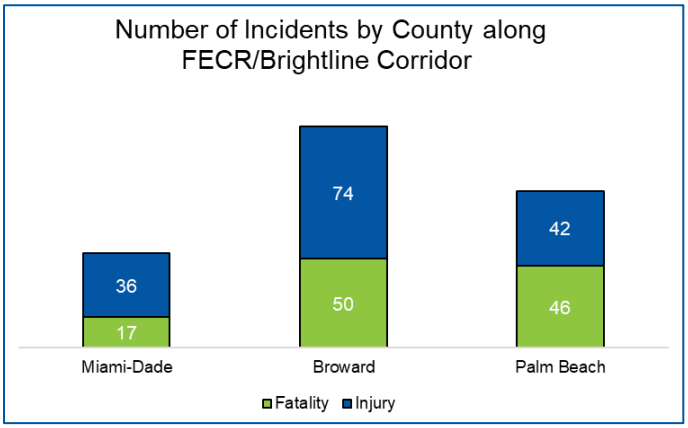

Figure 16: Incident Data by County in the past five years [13]

Around half of all the incidents along the Corridor are vehicle incidents. Those are separated into three main categories: vehicles driving around the entrance gates, vehicles stopped on the crossing, and vehicles stopped or stranded on the right of way. The focus of the Project proposed in this RCEP application reduces the opportunities for a vehicle to drive around the entrance gates.[23] Across the shared Corridor, 17% of all trespassing incidents are caused by situations where a driver maneuvered around the entrance gate, and 57% of those incidents occurred in Broward County. Further, the data has shown that of all vehicle incidents experienced, 69% of them were caused by vehicles stopped on the crossing or on the right-of-way, but only 7% of those incidents resulted in a fatality. Meanwhile, the 31% of incidents that involved a driver going around the gates, resulted in a significantly higher fatality rate (32%).

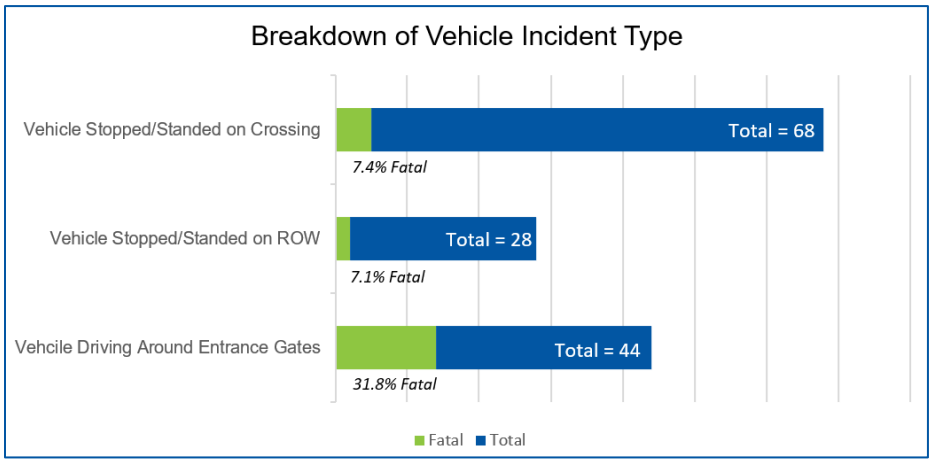

Figure 17: Vehicle Incident Data by type in the past five years [13]

[23] The recently selected RAISE grant that FDOT is leading is focused on addressing vehicles stopped on the crossing and vehicles stopped or stranded on the right-of-way (as well as trespasser/pedestrian incidents). The one major incident type not address by RAISE is vehicles driving around the gates.

On the current system under operation, FECR and Brightline meet or exceed FRA's railroad safety requirements and the federal laws and regulations governing the safety of rail operations nationwide. But various factors create a uniqueness to this Corridor requiring the State, railroad partners, and local stakeholders to seek innovative strategies to improve safety. Each of the supplemental safety measures installed through this Project are proven features that have reduced violations and incidents in similar applications across the United States. Based on past executions, FRA has developed effectiveness factors to determine the number of incidents and fatalities that could potentially be avoided. The crash modification factors related to the proposed mitigation improvements in this Project were determined to be in the range of 75% to 92%. An overview of the sources of data used to assess the impact of the countermeasures are detailed here:

- The Volpe Center performed a before and after evaluation of North Carolina's sealed corridor project, which found that four-quadrant gates, channelization, or a combination of both can have a crash reduction effectiveness in the range of 80-92%.[24]
- FRA Office of Safety issued "Guidance on the Use of Traffic Channelizing Devices at Highway-Rail Grade Crossings." Channelization devices have become popular because of the initial and long-term affordability of these elements and the equivalent crash modification factor. Based on FRA's review of several demonstration studies, a 75% effectiveness rating has been established for traffic channelization devices.[25]

The overall impact of the exit gates and centerline raised medians will significantly reduce the driver's risky behavior of attempting to maneuver around grade crossing entrance gates. Utilizing the identified crash modification factors and FRA's GradeDec model, it is anticipated that over the next 20 years, over 45 incidents may be avoided, including potentially saving the lives of more than 11 people.[26] This Project is consistent with the USDOT's strategic goal to minimize transportation-related fatalities and injuries across the transportation system.

Equitable Economic Strength and Improving Core Assets

In Florida, freight rail carries more than 80 million tons per year, valued at approximately $11 billion.[27] Decreased reliability and increased travel time negatively affect competitiveness with other travel modes and the broad regional transportation network. The State of Florida anticipates considerable population and employment growth based on the analysis of local, regional, and national trends, population data, and employment data. This growth will require a comprehensive investment in transportation infrastructure to reduce congestion, prevent accidents, and build the Region's economic competitiveness. This Project improves the movement of workers and goods, decreases transportation costs, improves access, and supports the Region's economic growth.

[24] USDOT Report: North Carolina “Sealed Corridor” Phase I, II, and III Assessment, October 2009, railroads.dot.gov/sites/fra.dot.gov/files/fra_net/300/ord0917.pdf
[25] FRA Report: Use of Traffic Channelization Devices at Highway-Rail Grade Crossings, June 2010, railroads.dot.gov/sites/fra.dot.gov/files/fra_net/137/RR1003.pdf
[26] See Safety Benefits section for more detail
[27] Investment Element of the 2010 Florida Rail System Plan: fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/rail/plandevel/documents/finalinvestmentelement/g-chapter2-freightrail.pdf?sfvrsn=c5d7c85c_0

The Project will bring construction opportunities to the area in the short term. Brightline will manage a competitive process for selecting contractors that will perform the crossing work and aim to achieve a DBE goal set by the MPO. Although only temporary, the skillset gained through the railroad work may lead to other employment opportunities for residents.

Equity and Barriers to Opportunity

The Project has several positive impacts related to addressing equity and barriers to opportunity in Broward County. Directly adjacent to the Project Corridor are more than 10 Historically Disadvantaged Communities (6 are also Areas of Persistent Poverty) that will benefit from the improved safety.

- Reducing the number of incidents in the area will increase public safety and improve access to employment and economic development opportunities for surrounding communities.
- The mitigation of safety risks will improve overall quality of life and a secondary benefit is the supplemental safety measures will support the viability of a Quiet Zone through the County, which will reduce noise along the Corridor.
- This Project will support the long-term implementation of a commuter rail service which will bring a much-needed public transportation option along the eastern portion of the County, enhancing mobility in the Region and improving connectivity to daily needs and employment opportunities.

In addition, steps have been taken to consider the impacts on overburdened communities. The FDOT has woven equitable transportation planning into the 2045 Transportation Plan and public involvement. This has included specific steps during the outreach phase to provide equitable access to transportation, provide information clearly and early, and utilize multiple techniques to engage the public. The Broward MPO has also identified racial and ethnic minorities, transportation disadvantages, economic challenges, language proficiencies, elderly, and other populations that could be affected by disproportionate impacts that could result from public projects. The MPO created an Equity Assessment Tool that helps ensure that the benefits and impacts of plans, programs, and projects do not disproportionately impact certain communities during the planning process.

Climate Change and Sustainability

Similar to other parts of the nation, transportation accounts for 48% of the greenhouse gas emissions across the Southeast Florida region. This Project will help reduce incidents along the Corridor, minimizing the carbon monoxide emissions from vehicles queuing at grade crossings. A secondary impact of the Project is that freight and passenger rail service are more reliable from the reduced delays caused by each incident, resulting in an increased interest in using low-carbon transportation alternatives. This will help reduce the use of single-occupancy vehicles and increase truck to rail transfers, lowering the emission of air pollutants and building environmental resiliency. Consistent with Southeast Florida Regional Climate Action Plan, this

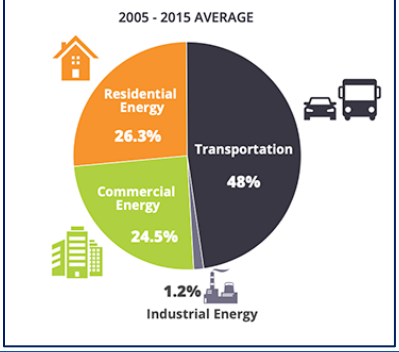

Figure 18: Regional Green House Gas Emissions by Sector (*Source: Southeast Florida Regional Climate Change Compact)*

Project complements transportation solutions that enhance Florida's environment and help to conserve energy.[28]

As outlined in the Project Location section, the corridor and planned mitigations fall within multiple areas of persistent poverty and historically disadvantaged communities. Data have shown that low-income and minority communities are disproportionally impacted by compromised air quality.[29] This Project will help reduce the exposure of harmful transportation-related emissions to underserved and overburdened communities aligning with the Administration's Justice 40 goals.[30]

Transformation of Our Nation's Transportation Infrastructure

This Project will improve the nation's rail network by enhancing reliability and fluidity, supporting the long-term growth of freight and passenger rail. FECR currently maintains critical rail infrastructure along the Corridor, with individual municipalities providing reimbursement per the existing maintenance agreements. Where maintenance agreements may need to be updated to cover the Project's supplemental safety measures, MPO will work with the partners to update such agreements.

Corridor-Wide Improvements

The Project, combined with other safety initiatives, will result in corridor-wide grade crossing improvements throughout Broward County. There are 66 highway-roadway grade crossings on the Corridor in Broward County, all crossings have entrance gates, and 39 have an exit gate or other element that helps to prevent drivers from going around the gates. This Project would improve the 21 of the remaining 27 crossings working towards a 'sealed corridor' through Broward County. The existing conditions and safety mitigation information for the 66 highway-railroad grade crossings in Broward County are provided in Appendix E. These details provide an overview of the comprehensive approach being implemented across the Corridor to maximize safety and the effectiveness of the improvements.

Geographic Diversity

South Florida has received various USDOT grants in the past couple of years to support safety along the FECR/Brightline shared corridor. These projects are unique and stand-alone but collectively have assisted with implementing a comprehensive approach to reducing incidents along the heavily populated and active rail Corridor. The two most significant grants have included the following:

- 2017 CRISI Grant for the South Florida East Coast Rail Corridor Intrusion Prevention Project focused on reducing incidents at 48 critical crossings where vehicles have driven around entrance gates. The construction of the exit gates, delineators, pavement markings, and raised medians is substantially complete. Improvements were made throughout the three counties in South Florida: Miami-Dade, Broward, and Palm Beach. (Grantee: Brightline)
- 2022 RAISE Grant for the Florida East Coast Corridor Trespassing and Intrusion Mitigation Project, which will focus on reducing incidents related to intrusion of the rail right-of-way. The

[28] Southeast Florida Regional Climate Change Compact - southeastfloridaclimatecompact.org/
[29] *Environmental Justice: Addressing the Burden of Air Pollution*, August 26, 2020, Source
[30] USDOT Justice40 Initiative - www.transportation.gov/equity-Justice40#more-about-justice-40

supplemental safety measures will be included the construction of delineators and pavement markers at 328 roadway-railroad grade crossings and the installation of 33 miles of pedestrian protection channelization features. The project was recently selected and is expected to start early next year. (Grantee: FDOT)

The Project proposed in this RCEP application is unique and separate from the work performed in the two previous grants. The focus of this Project is to construct engineering solutions at 21 highway-roadway grade crossings in the County. These activities are part of a comprehensive approach to improve safety in Broward County, which has experienced the most significant number of incidents related to vehicles maneuvering around the entrance gates along the entire corridor in South Florida.

SAFETY BENEFITS

The Project proposes to install exit gates and centerline raised medians at 21 highway-grade crossings in Broward County. These supplemental safety measures are considered non-standard technology but have been utilized nationally with positive results. FRA has sponsored several research studies to evaluate the safety benefits of these non-standard technologies. The recognition in these studies was to look at the supplemental safety measures that could be implemented beyond standard railroad crossing treatments to minimize as much risk as possible without completely closing or separating a crossing. FRA acknowledged that although closing or separating a crossing is the highest level of risk treatment, it is becoming increasingly difficult because of economic and community impacts.

Local South Florida partners are evaluating opportunities to separate or close certain railroad-highway grade crossings, but this is a long-term process that will take time and community engagement to achieve. In the meantime, there is an immediate need to install additional supplemental safety measures to curtail the number of incidents occurring in the Region. The Broward MPO, Brightline, and local municipalities evaluated several safety measures that could be installed. To assess which features were best suited to reduce situations where a vehicle can maneuver around entrance gates, the project team relied on USDOT research studies and FRA's GradeDec model.

As mentioned previously, one of the primary reports utilized was the North Carolina "Sealed Corridor" Phase I, II, and III Assessment, conducted by the Volpe Center in 2009.[31] The North Carolina project installed a range of supplemental safety measures, such as four-quadrant gates, channelization, and a combination of both. The crash modification factors identified through a before and after assessment significantly improved safety (see Figure 19).

	Closure	Long Gate Arm	Traffic Channelization Devices	Video Enforcement	4-Quad Gates	4-Quad Gates with Channelization	Grade Separation
Effectiveness *	100%	75%**	80%	72%	82%	92%	100%
Cost Estimate	$15K	$5K	$10K	$55K	$125K	$135K	$4M

* Effectiveness over standard gates in reducing crashes taken from the FRA NPRM on Railroad Horns
** Volpe estimate based on FRA NPRM estimates of other supplemental safety devices

Figure 19: Effectiveness and Cost of Crossing Improvement (*Source: FRA Safety of Highway-Railroad Grade Crossings Report*[29])

[31] USDOT Report: North Carolina "Sealed Corridor" Phase I, II, and III Assessment, October 2009, railroads.dot.gov/sites/fra.dot.gov/files/fra_net/300/ord0917.pdf

The GradeDec model, specifically the new Accident Prediction and Severity (APS) tool, allowed the project team to analyze the impacts of the different supplemental safety measures. One of the critical features of this tool is that it can assess the statistical significance of variances in the measured risk at individual grade crossings. A recent FRA report indicated that the new APS model outperforms the previous version.[32] GradeDec was used to determine a baseline of the outcomes and benefits of the Project. Still, based on the unique conditions and experience along the Broward segment of the FECR/Brightline shared Corridor, the project team anticipates that these are conservative assumptions.

Over the last five years, from 2022 to 2017, there have been 21 reported incidents at the 21 grade crossings proposed in this application. The new APS model predicted a 47% reduction in incidents between the build and no-build scenarios. Based on effectiveness results from previous studies, the results in GradeDec are lower because APS considers population and rail growth which will impact long-term effectiveness.

	Projected Incidents				
	No-Build Scenario (next 5 years)	Build Scenario (next 5 years)	No-Build Scenario (next 20 years)	Build Scenario (next 20 years)	Estimated Monetary Safety Savings over the next 20 years*
Fatal	5	2	20	9	$ 122,960,000.00
Injury	8	4	32	15	$ 9,409,408.00
Property Damage	8	4	32	15	$ 332,416.00
Total	**21**	**10**	**84**	**39**	**$ 132,701,824.00**
Total Reduced Incidents	11		45		

* Utilized average cost provided in USDOT Benefit-Cost Analysis Guidance

Figure 20: Results of Safety Analysis

Based on the results of the safety analysis, this Project will eliminate about 45 incidents over the next 20 years and save the lives of more than 11 people. Under conservative assumptions, the monetized safety benefit of the Project could total about $132 million over the next 20 years.

PROJECT IMPLEMENTATION AND MANAGEMENT

This Project requires strong collaboration with multiple stakeholders, including Broward County and the individual cities who maintain jurisdiction over many of the road crossings traversing the rail tracks, Brightline - the owner, builder, and operator of the new higher-speed passenger rail service, FECR - the owner of the right of way and operator of the freight service, and FDOT, who creates the grade crossing standards for the State of Florida. The partners have a strong desire to balance corridor safety and quality of life through this Project which has been the foundation for identifying the best supplemental safety treatments. The lead project partners for implementation and funding are:

[32] FRA Report: New Model for Highway-Rail Grade Crossing Accident Prediction and Severity, October 2020, railroads.dot.gov/sites/fra.dot.gov/files/2020-10/GX%20APS-A.pdf

- The **Broward MPO** is a federally-mandated agency responsible for setting policy on local transportation issues and deciding how to spend Federal and State funding on transportation projects in the Broward region. Broward MPO will serve as the lead sponsor and ensure that the Project scope conforms with the strategic goals and objectives of the USDOT and FRA grant agreement. The MPO will also ensure that all project stakeholders are adequately represented.

- **Broward County** is a co-lead partner on the Project and providing the majority of match funding. Broward County Government is comprised of more than 50 agencies, including the highway construction and engineering division which has jurisdiction over many of the crossings proposed in this application. Broward County will be actively involved in the design and construction of the Project elements to ensure alignment with County standards.

- The **Florida Department of Transportation** (FDOT) is an executive agency focused on providing a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. FDOT will review grade crossing designs to ensure they meet the State of Florida's evolving rail safety best practices.

- **Brightline Trains Florida LLC** (Brightline) is a privately owned and operated intercity passenger rail company that runs service along the corridor from downtown Miami to downtown West Palm Beach. Current stations include MiamiCentral, Fort Lauderdale, and West Palm Beach, with Aventura and Boca stations expected to open in 2022. In addition, an extension to Orlando is under construction, with service opening in 2023, and plans are underway to continue service to Tampa. Brightline will lead and be responsible for designing and constructing the safety improvements planned for this Project.

- **Florida East Coast Railway LLC** (FECR) is a Class II regional railroad that owns the freight rights for the 351-mile mainline track from Jacksonville to Miami. It is the exclusive freight rail provider for Port Miami, Port Everglades, and Port of Palm Beach. FECR connects freight rail service in and out of Georgia, Tennessee, South Carolina, and North Carolina. FECR will participate in the review of grade crossing designs and ensure long-term maintenance of the improvements.

- Several **Local Municipalities** will be actively involved in the design, permitting, and community support for the Project. These include the cities of **Pompano Beach, Oakland Park, Fort Lauderdale, Wilton Manors, Dania Beach, Hollywood, and Hallandale Beach**.[33]

Implementation Roles and Responsibilities

The Broward MPO will provide overall oversight of the Broward County Sealed Corridor Project and will contract with Brightline to lead the implementation of the final design and construction activities. The partnership between the Broward MPO and Brightline will be formalized through a project agreement that will be executed in coordination with the FRA grant agreement and will lay out the funding and flow down provisions required as part of a federal award.

[33] Letters of support will be sent directly to USDOT

FECR and Brightline share the use of the Corridor according to the terms of a Joint Use Agreement (the "JUA"). The JUA grants Brightline the permanent, perpetual, exclusive right to develop and operate Passenger Railroad Service over the Corridor and reserves to FECR the permanent, perpetual, exclusive right to develop and operate Freight Railroad Service over the Corridor. FECR will provide a letter of support for the proposed Project improvements.[34]

Under the rights of the JUA, Brightline, in collaboration with FDOT, Broward County, and each municipality, will lead the design and construction of the activities proposed through this Project. Many of the partners have experience working together in a similar manner for other safety-related projects that have been implemented on the corridor. FECR will maintain the improvements covered by the RCEP grant with individual municipalities or Broward County, providing reimbursement per the existing maintenance agreements.

The Broward MPO and Brightline have an experienced team of project managers, engineers, construction support, finance, and grant management to design and construct the Project. Brightline will manage the project under the structure of its development and construction division. The Project team has the expertise needed to oversee local, State, and federal regulatory items and processes that may exist.

As the Grantee, the MPO is responsible for facilitating the coordination of all activities necessary to implement the Project. Upon award of the Project, the Grantee will monitor and evaluate the Project's progress through regular meetings scheduled throughout the Project Performance Period.

Other Approvals and Permits

Brightline will lead a collaborative process with FDOT, Broward County, FECR, and individual municipalities to complete the design review and approval, which has proven effective for identifying and resolving design comments in past projects. In addition, maintenance of traffic permitting would occur in concurrence with each crossings design approval to expedite the Project's permitting process.

Risk and Mitigation Strategies

The Brightline team has conducted a risk analysis and has documented a list of potential risks and opportunities relevant to the Project. Each has been assessed relative to the probability, impact, and risk scoring matrix. All the data has been collected into the project risk register. The Brightline project manager, as part of the ongoing management activities, will review the Risk Register with a focus on actionable activities to mitigate risks and capitalize on opportunities. The assessment is reasonably straightforward as the Project consists of the design and construction of relatively well-known activities with well-established means and methods. A list of the risks identified for the Project is provided in Figure 21.

[34] Letters of support will be sent directly to USDOT

PXI Scope Category	Title	Details	P-Level	I-Level
Construction	Local Permitting	Delays by municipalities in timely issuance of permits coul impact scope, schedule, and cost	Low	Moderate
	Contractor Productivity	Insufficient construction windows could delay schedule and impact cost	Moderate	High
	Material Escalation	Significant oncreases in the cost of materials	Moderate	Moderate
	Coordination with Other Projects	Multiple construction projects are underway with the potential for interference	Low	Low
Design	Design Constraints	FDOT needs to approve profile revisions that are unable to meet the Florida Greenbook Standards	Medium	Low
Other	Partner Coordination	Multiple partners are collaborating on project and need to continue to be active participants, including municipalities, FDOT, Brightline, FECR	Low	Low

Figure 21: Project Risk Register

ENVIRONMENTAL READINESS

The NEPA process for Brightline's Phase I and II introduction of service will serve as the starting point for evaluating the environmental impacts of this Project. Since all construction activities will occur within the existing railroad or roadway right of way, based on consultation with the FRA in September 2022, this Project would fall under a Categorical Exclusion (CE) classification. To support the discussion with FRA, a Categorical Exclusion Worksheet was drafted as part of a previous RAISE application submittal. The 21 crossings proposed in this application overlap with the previous analysis, which lays out the preliminary review of the environmental risks identified for the Project.[35] The MPO and Brightline will complete any required environmental documentation during preliminary engineering and are committed to demonstrating that the Project will cause no adverse effects on the environment, per applicable NEPA requirements, before a grant agreement is executed. The original environmental record includes the following:

- Miami to West Palm Beach – Final Environmental Assessment (October 2012)[36]
- Miami to West Palm Beach - Finding of No Significant Impact (January 2013)[37]
- Miami to Orlando – Final Environmental Impact Statement (August 2015)[38]
- Miami to Orlando – Record of Decision (December 2017)[39]

[35] See Appendix B for Preliminary CE Worksheet
[36] Final EA - railroads.dot.gov/environment/environmental-reviews/all-aboard-florida-passenger-rail-project-west-palm-beach-miami
[37] FONSI - railroads.dot.gov/elibrary/all-aboard-florida-passenger-rail-project-fonsi
[38] Final EIS - railroads.dot.gov/environmental-reviews/all-aboard-florida/all-aboard-florida-miami-orlando-passenger-rail-service-0
[39] ROD - railroads.dot.gov/environmental-reviews/all-aboard-florida/all-aboard-florida-miami-orlando-passenger-rail-service-1

U.S. Department of Transportation

Federal Railroad Administration

Grant Agreement

1. RECIPIENT NAME AND ADDRESS
BROWARD METROPOLITAN PLANNING ORGANIZATION

100 NW 62nd St STE 650
Fort Lauderdale, FL 33309-2181

2. AGREEMENT NUMBER: 69A36525420200RCEFL

3. AMENDMENT NO. 0

4. PROJECT PERFORMANCE PERIOD: FROM 05/01/2025 TO 08/31/2028

5. FEDERAL FUNDING PERIOD: FROM 05/01/2025 TO 08/31/2028

1A. IRS/VENDOR NO. 272291340

6. PRE-AWARD AUTHORITY: No 6A. PRE-AWARD DATE: N/A

1B. UEI. L9D2JZDVN3Z3 1C. DUNS.

7. ACTION New

8. ASSISTANCE LISTING#: 20.327

9. PROJECT TITLE
Broward County Sealed Corridor Project

TITLE	FEDERAL	NON-FEDERAL	TOTAL
10. PREVIOUS AGREEMENTS	0.00	0.00	0.00
11. THIS AGREEMENT	15,440,000.00	3,860,000.00	19,300,000.00
12. TOTAL AGREEMENT	15,440,000.00	3,860,000.00	19,300,000.00

12A. OTHER FEDERAL FUNDING 0.00

13. INCORPORATED ATTACHMENTS
THIS AGREEMENT INCLUDES THE FOLLOWING ATTACHMENTS, INCORPORATED HEREIN AND MADE A PART HEREOF:

Attachment 1, General Terms and Conditions
Attachment 2, Project Specific Terms and Conditions; Attachment 3; Exhibits

14. STATUTORY AUTHORITY FOR GRANT/ COOPERATIVE AGREEMENT
Sections 22104 and 22305 of the Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58 (2021); 49 U.S.C. § 22909 / Advanced Appropriation in the IIJA, Division J, Title VIII, Public Law 117-58 (2021)

15. REMARKS

GRANTEE ACCEPTANCE		AGENCY APPROVAL	
16. NAME AND TITLE OF AUTHORIZED GRANTEE OFFICIAL Mr. Greg Stuart Executive Director		18. NAME AND TITLE OF AUTHORIZED FRA OFFICIAL M. Wynne Davis Deputy Director for Regional Outreach	
17. SIGNATURE OF AUTHORIZED GRANTEE OFFICIAL Electronically Signed	17A. DATE 05/30/2025	19. SIGNATURE OF AUTHORIZED FRA OFFICIAL Electronically Signed	19A. DATE 05/30/2025

AGENCY USE ONLY

20. OBJECT CLASS CODE/EXPENDITURE TYPE: 41010

21. ORG. CODE/EXPENDITURE ORG. : 9000000000

22. ACCOUNTING CLASSIFICATION CODES

DOCUMENT NUMBER	FUND/PROJECT	BY	BPAC/TASK	AMOUNT
69A36525420200RCEFL	27X0760722	2025	10030501AA	15,440,000.00

AWARD ATTACHMENTS

BROWARD METROPOLITAN PLANNING ORGANIZATION 69A36525420200RCEFL

1. Attachment 1, General Terms and Conditions
2. Attachment 2, Project Specific Terms and Conditions
3. Exhibits, Attachment 3

U.S. Department of Transportation
Federal Railroad Administration

Attachment 1

GENERAL TERMS AND CONDITIONS

Revision Date: April 23, 2025

U.S. Department of Transportation
Federal Railroad Administration

General Terms and Conditions
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ATTACHMENT 1

This Grant Agreement (Agreement) is between the Federal Railroad Administration (FRA) and the Recipient identified in Attachment 2: Project-Specific Terms and Conditions. This Agreement, including the Agreement cover sheet, this Attachment 1, Attachment 2, and Exhibits A–C, constitutes the entire Agreement between FRA and the Recipient regarding the Project as defined in Attachment 2. All prior discussions and understandings concerning the scope and subject matter of this agreement are superseded by this Agreement.

This Agreement is governed by and subject to 2 CFR part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, and the U.S. Department of Transportation (USDOT) implementing regulations at 2 CFR part 1201.

ARTICLE 1: TERMS AND CONDITIONS

1.1 General Terms and Conditions

This Attachment 1: General Terms and Conditions, is part of the Agreement between FRA and the Recipient. This Attachment 1 contains the standard terms and conditions governing the administration of this Agreement and the execution of the Project. The General Terms and Conditions incorporate by reference the information contained in Attachment 2 and the Exhibits to this Agreement.

1.2 Project-Specific Terms and Conditions

Attachment 2: Project-Specific Terms and Conditions, is part of the Agreement between FRA and the Recipient. Attachment 2 contains Project-Specific Terms and Conditions, which may include special terms and conditions.

1.3 Program-Specific Clauses

Article 26 of this Attachment 1 contains the applicable program-specific clauses. The Recipient will comply with the program-specific clauses below that are associated with the grant program identified in Attachment 2 of this Agreement. In the event that the Recipient's grant is not authorized under a program listed below, Article 26 does not apply.

(a) For Projects funded under the Interstate Rail Compacts program (49 U.S.C. § 22910), the Recipient will comply with the program-specific clauses in Article 26.1.

(b) For Projects funded under the Railroad Crossing Elimination program (49 U.S.C. § 22909), the Recipient will comply with the program-specific clauses in Article 26.2.

(c) For Projects funded under the Consolidated Rail Infrastructure and Safety Improvements program (49 U.S.C. § 22907), the Recipient will comply with the program-specific clauses in Article 26.3.

(d) For Projects funded under the Restoration and Enhancement program (49 U.S.C. § 22908), the Recipient will comply with the program-specific clauses in Article 26.4.

(e) For Projects funded under the Federal-State Partnership for Intercity Passenger Rail program (49 U.S.C. § 24911) and Federal-State Partnership for State of Good Repair (as authorized in Sections 11103 and 11302 of the Passenger Rail Reform and Investment Act of 2015 (Title XI of the Fixing America's Surface Transportation (FAST) Act, Pub. L. No. 114-94 (2015))), the Recipient will comply with the program-specific clauses in Article 26.5.

1.4 Exhibits

Exhibits A–C are part of the Agreement between FRA and the Recipient. The Recipient will comply with Exhibits A–C.

ARTICLE 2: FRA ROLE AND RESPONSIBILITIES

2.1 FRA Role

(a) FRA is responsible for funding disbursements to the Recipient under this Agreement. FRA will also conduct oversight and monitoring activities to assess Recipient progress against established performance goals and to assess compliance with terms and conditions, including the Statement of Work and other requirements of this Agreement.

(b) If this award is made as a Cooperative Agreement, FRA will have substantial programmatic involvement. Substantial involvement means that, after award, technical, administrative, or programmatic staff will assist, guide, coordinate, or otherwise participate with the Recipient in Project activities.

(c) If this award is made as a Grant, FRA will not have substantial programmatic involvement.

2.2 FRA Professional Staff

FRA may provide professional staff to review work in progress, completed products, and to provide or facilitate access to technical assistance when it is available, feasible, and appropriate. FRA professional staff may include the following:

(a) Financial Analyst. The Financial Analyst will serve as the Recipient's point of contact for systems (e.g., GrantSolutions and the Delphi eInvoicing System) access and troubleshooting as well as for financial monitoring.

(b) Grant Manager. The Grant Manager will serve as the Recipient's point of contact for grant administration and will oversee compliance with the terms and conditions in this Agreement. The Grant Manager reviews financial reports, performance reports, and works with the Project Manager to facilitate effective Project delivery.

(c) Project Manager. The Project Manager will serve as the Recipient's point of contact for the technical aspects of Project delivery. The Project Manager coordinates Project deliverable review, provides technical assistance to the Recipient, and generally assesses Project progress and performance.

ARTICLE 3: RECIPIENT ROLE

3.1 Representations and Acknowledgments on the Project

(a) The Recipient represents that:

(1) all material statements of fact in the Application were accurate when the Application was submitted and now; and

(2) the Recipient read and understands the terms and conditions in Attachment 1 and Attachment 2 of this Agreement, the applicable program-specific clauses in Article 26 of this Attachment 1, and the information and conditions in the Exhibits.

(b) The Recipient acknowledges that:

(1) the terms and conditions impose obligations on the Recipient and that the Recipient's non-compliance with the terms and conditions may result in remedial action, including terminating the Agreement, disallowing costs incurred for the Project, requiring the Recipient to refund Federal contributions to FRA, and reporting the non-compliance in the Federal-government-wide integrity and performance system. Recipient acknowledges that the terms and conditions impose such obligations on the Recipient whether the award is made as a Cooperative Agreement, Grant Agreement, or Phased Funding Agreement.

(2) The Recipient acknowledges that the requirements of this Agreement apply to the entire Project, including Project costs satisfied from sources other than Agreement Federal Funds.

(c) By entering into this Agreement with FRA, the Recipient agrees to comply with the terms and conditions in Attachment 1 and Attachment 2, including applicable program-specific clauses in Article 26 of this Attachment 1, Exhibits A–C, and all applicable Federal laws and regulations, including those identified in this Agreement. The Recipient will ensure compliance with all terms of this Agreement and all of its parts for all tiers of subawards and contracts under this Agreement, as appropriate. The Recipient understands that the terms and conditions of this Agreement apply regardless of whether the award is made as a Cooperative Agreement, Grant Agreement, or Phased Funding Agreement.

3.2 Representations on Authority and Capacity

The Recipient represents that:

(a) it has the legal authority to receive Federal financial assistance under this Agreement;

(b) it has the legal authority to complete the Project;

(c) all representations and warranties made in the Federal System for Awards Management (SAM.gov) and in the Application are true and correct;

(d) it has the capacity, including legal, technical, institutional, managerial, and financial capacity, to comply with its obligations under this Agreement and complete the Project;

(e) the Non-Federal Funds listed in Article 6 of Attachment 2 of this Agreement are committed to fund the Project;

(f) it has sufficient funds available to ensure that equipment and infrastructure funded under this Agreement will be operated and maintained in compliance with this Agreement and applicable Federal law;

(g) it has sufficient funds available to ensure that operations funded under this agreement are conducted in compliance with this Agreement and applicable Federal law; and

(h) the individual executing this agreement on behalf of the Recipient has the legal authority to enter this Agreement and make the statements and certifications in this Agreement on behalf of the Recipient.

3.3 FRA Reliance

The Recipient acknowledges that:

(a) FRA relied on statements of fact in the Application and SAM.gov to select the Project to receive this award;

(b) FRA relied on statements of fact in the Application, SAM.gov, and this Agreement to determine that the Recipient and the Project are eligible to receive financial assistance under this Agreement;

(c) FRA relied on statements of fact in the Application, SAM.gov, and this Agreement to determine that the Recipient has the legal authority to implement the Project; and

(d) FRA relied on statements of fact in both the Application and this Agreement to establish the terms of this Agreement; and

(e) FRA's selection of the Project to receive this award may have prevented awards to other eligible applicants.

3.4 Project Delivery

(a) The Recipient will implement and complete the Project to FRA's satisfaction under the terms of this Agreement.

(b) The Recipient will ensure that the Project is financed, constructed, operated, and maintained in accordance with all applicable Federal laws, regulations, and policies.

3.5 Rights and Powers Affecting the Project

(a) The Recipient will not take or permit any action that deprives it of any rights or powers necessary to the Recipient's performance under this Agreement without written approval of FRA.

(b) The Recipient will act promptly, in a manner acceptable to FRA, to acquire, extinguish, or modify any outstanding rights or claims of right of others that would interfere with the Recipient's performance under this Agreement.

3.6 Notification of Changes to Key Personnel

The Recipient will notify the FRA Grant Manager in writing within 30 days of any change in key personnel who are identified in the Application, which may require an amendment to this Agreement.

ARTICLE 4: AWARD AMOUNT, OBLIGATION, AND TIME PERIODS

4.1 Federal Award Amount

Under this Agreement, FRA awards a Grant to the Recipient in the amount that is the Agreement Federal Funds in Article 6.1 of Attachment 2 of this Agreement.

4.2 Federal Obligations

This Agreement obligates for the budget period the amount that is the Agreement Federal Funds in Article 6.1 of Attachment 2 of this Agreement.

4.3 Maximum Funding Amount

This Agreement funds the Project at the lesser amount of the Agreement Federal Funds in Article 6.1 of Attachment 2 of this Agreement, or the FRA maximum contribution percentage of the total Project cost identified in Article 6.5 of Attachment 2 of this Agreement.

4.4 Budget Period

The budget period for this award begins on the date of this Agreement and ends on the end date that is listed in Section 5 on the Agreement cover sheet. In this Agreement, "budget period" is used as defined at 2 CFR § 200.1.

4.5 Period of Performance

The Period of Performance for this award is listed in Section 4 on the Agreement cover sheet. In this Agreement, "Period of Performance" is used as defined at 2 CFR § 200.1.

ARTICLE 5: STATEMENT OF WORK, SCHEDULE, AND BUDGET CHANGES

5.1 Notification Requirement

The Recipient will notify the FRA Grant Manager and Project Manager by electronic correspondence within 30 days of any change in circumstances or commitments that adversely affect the Recipient's plan to complete the Project, including change in authority. In that notification, the Recipient will describe the change and what actions the Recipient has taken or plans to take to ensure completion of the Project. This notification requirement under this Section 5.1 is separate from any requirements under this Article 5 that the Recipient request an amendment to this Agreement.

5.2 Scope and Statement of Work Changes

If the Project's activities differ from the activities described in Article 4 of Attachment 2 of this Agreement, then the Recipient will notify FRA in writing of the change, which may require an amendment to this Agreement.

5.3 Schedule Changes

If one or more of the following conditions are satisfied, then the Recipient will request an amendment to this Agreement to update the Estimated Project Schedule in Section 5.2 of Attachment 2 of this Agreement:

(a) a completion date for the Project or a component of the Project is listed in the Estimated Project Schedule in Section 5.2 of Attachment 2 of this Agreement and the Recipient's estimate for that milestone changes to a date that is more than six months after the date listed;

(b) a schedule change would require the budget period to continue after the end of the budget period defined in Section 4.4; or

(c) a schedule change would require the Period of Performance to continue after the end of the Period of Performance defined in Section 4.5. The Recipient must submit requests to extend the Period of Performance not later than 90 days before the end of the Period of Performance.

For other schedule changes, the Recipient will notify the Grant Manager in writing.

5.4 Budget Changes

(a) The Recipient acknowledges that if the cost of completing the Project increases:

(1) that increase does not affect the Recipient's obligation under this Agreement to complete the Project;

(2) any additional funds the Recipient contributes to complete the Project are subject to the requirements of this Agreement in the same manner as the Non-Federal Funds identified in Article 6.5 of Attachment 2 of this Agreement; and

(3) FRA will not increase the amount of this award to address any funding shortfall.

(b) The Recipient will notify FRA in writing if the total Project cost, as described in Table 6-A of Attachment 2 of this Agreement, amount increases, which may result in an amendment to this Agreement.

(c) The Recipient will notify FRA in writing if the Non-Federal Funds amount decreases, which may result in an amendment to this Agreement.

(d) For all other budget changes, the Recipient will follow the applicable procedures and document the changes in writing.

5.5 Project Cost Savings

(a) If there are Project Cost Savings, then the Recipient may notify FRA in writing of its intent to include in the Project and complete with the Project Cost Savings the additional activities within the scope of this award that are specified in the Additional Task(s) in Article 4 of Attachment 2 of this Agreement. The Recipient will complete the Additional Task(s) after FRA provides a written approval. An amendment to this Agreement is not required to proceed with the Additional Task(s).

(b) If there are Project Cost Savings, and there are not Additional Task(s) identified in Article 4 of Attachment 2 of this Agreement, then the Recipient may propose a new task that is within the scope of this award and request an amendment to add the new task to this Agreement and complete it with Project Cost Savings.

(c) In this Agreement, **"Project Cost Savings"** means the difference between the actual costs to complete the Project and the estimated total Project cost listed in Section 6.5 of Attachment 2 of this Agreement, if after the Recipient completes the tasks identified in Article 4 of Attachment 2 of this Agreement to FRA's satisfaction, the actual Project costs are less than the estimated total Project costs. There are no Project Cost Savings prior to completion of the Project or if the actual costs to complete the Project are equal to or greater than the total Project cost listed in Section 6.5 of Attachment 2 of this Agreement.

(d) If there are Project Cost Savings and either the Recipient does not make a proposal or FRA does not accept the Recipient's proposal under (a) of this Section 5.5, then:

(1) The Recipient will provide written notice to FRA and reduce the Federal Share by the Project Cost Savings, which may result in an amendment to this Agreement; and

(2) If the reduced Federal Share reduces this award and the Recipient received reimbursed costs exceeding the appropriate amount under the reduced award, the Recipient will refund the difference between the reimbursed costs and the reduced award.

(e) In this Agreement, "Federal Share" means the sum of the Agreement Federal Funds and Other Federal Funds amounts that are identified in the Approved Project Budget in Section 6.5 of Attachment 2 of this Agreement.

(f) The Recipient acknowledges that amounts that are required to be refunded under this Section constitute a debt to the Federal Government that FRA may collect under 2 CFR § 200.346 and the Federal Claims Collection Standards (31 CFR parts 900–999).

5.6 FRA Acceptance of Changes

FRA may accept or reject changes requested under this Article 5, and in doing so may elect to consider only the interests of the grant program and FRA. The Recipient acknowledges that any request under this Article 5 does not amend, modify, or supplement this Agreement unless FRA

accepts the request and the parties amend this Agreement under Section 15.1 of this Attachment 1.

ARTICLE 6: GENERAL REPORTING TERMS

6.1 Alternative Reporting Methods

FRA may establish processes for the Recipient to submit reports required by this Agreement, including electronic submission processes. If the Recipient is notified of those processes in writing, the Recipient will use the processes required by FRA.

6.2 Paperwork Reduction Act Notice

Under 5 CFR § 1320.6, the Recipient is not required to respond to a collection of information that does not display a currently valid control number issued by the Office of Management and Budget (OMB). Notwithstanding any other term of this Agreement, the due date for any information collections required under this Agreement, including the reporting requirements in Articles 7 and 8, is the later of (1) the due date stated with the requirement and (2) the 30th day after OMB approves that information collection.

ARTICLE 7: PROGRESS AND FINANCIAL REPORTING

7.1 Quarterly Project Progress Reports and Recertifications

(a) On or before the 30th day of the first month of each quarter and until the end of the Period of Performance, the Recipient will submit to FRA through GrantSolutions a complete FRA Form 34[1] Quarterly Project Progress Report and Recertification that contains, for the previous quarter:

(1) a certification that the Recipient is in compliance with 2 CFR § 200.303 (Internal Controls) and 2 CFR part 200, Subpart F (Audit Requirements);

(2) the certification required under 2 CFR § 200.415(a); and

(3) a certification that the Recipient is complying with any environmental mitigation commitments and Section 106 compliance obligations.

If the date of this Agreement is in the final month of a quarter, then the Recipient will submit the first Quarterly Project Progress Report and Recertification in the quarter that begins after the date of this Agreement.

(b) On or before the 30th day of the first month of each quarter and until the end of the Period of Performance, the Recipient will submit to FRA through GrantSolutions a Federal Financial Report (SF-425) covering the previous quarter.

[1] FRA Form 34 is available at https://railroads.dot.gov/grant-administration/reporting-requirements/fra-reports

7.2 Final Progress Reports and Financial Information

No later than 120 days after the end of the Period of Performance, the Recipient will submit:

(a) a final Quarterly Project Progress Report and Recertification in the format and with the content described in Section 7.1(a) of this Attachment 1 for each Quarterly Project Progress Report and Recertification;

(b) a final SF-425 through GrantSolutions;

(c) a Final Performance Report FRA Form 33 as provided by FRA[2] ; and

(d) any other information required under FRA's award closeout procedures.

7.3 Real Property Reporting

The Recipient will comply with the reporting obligations in 2 CFR § 200.330, as directed by FRA.

ARTICLE 8: PERFORMANCE MEASUREMENT AND REPORTING

8.1 Baseline Performance Measurement

Within one year before the start of work on the Project, the Recipient will collect baseline data for each performance measure that is identified in Article 7 of Attachment 2 of this Agreement. Within six months of the start of the Period of Performance, the Recipient will submit to FRA a Baseline Performance Measurement Report that describes the data collected, the dates when the data were collected, the data sources, assumptions, variability, and estimated levels of precision for each performance measure. The Recipient will also provide FRA access to the data collected in machine-readable format.

8.2 Post-Project Performance Measurement

For each performance measure that is listed in Article 7 of Attachment 2 of this Agreement, the Recipient will collect data and submit to FRA a Post-Project Performance Measurement Report that describes the data collected, the dates when the data were collected, the data sources, assumptions, variability, and estimated levels of precision for each performance measure, at the frequency and for the duration identified in Article 7 of Attachment 2 of this Agreement. The Recipient will also provide FRA access to the data collected in machine-readable format. If an external factor affects a performance measure, the Recipient will identify that external factor in the Post-Project Performance Measurement Report and discuss the external factor's influence on the performance measure. In the Post-Project Performance Report, the Recipient will compare the actual project performance against the pre-project (baseline) performance and expected post-project performance as described in Table 7-A of Attachment 2 of this Agreement.

[2]FRA Form 33 is available at https://railroads.dot.gov/grant-administration/reporting-requirements/fra-reports

8.3 Project Outcomes Report

Where indicated in Article 7 of Attachment 2 of this Agreement, the Recipient will submit to FRA, not later than January 31st of the year that follows the final year during which data were collected, a Project Outcomes Report that contains:

(a) an analysis of the impacts of the Project, including a comparison of the baseline performance measurement data collected under Section 8.1 of this Attachment 1 with the post-project performance measurement data that the Recipient reported in the final Post-Project Performance Measurement Report required under Section 8.2 of this Attachment 1;

(b) for each performance measure that is identified in Article 7 of Attachment 2 of this Agreement, an analysis of the accuracy of the projected outcome; and

(c) all data collected under Sections 8.1 and 8.2 of this Attachment 1;

(d) additional information as directed.

8.4 General Performance Measurement Requirements

The Recipient will ensure that all data collection for each performance measure identified in Article 7 of Attachment 2 of this Agreement is completed in a manner consistent with the description, location, and other attributes associated with that performance measure.

8.5 Outcome Measurement and Reporting Survival

The data collection and reporting requirements in Article 8 of this Attachment 1 survive the termination of this Agreement. FRA may consider the Recipient's compliance with this requirement after closeout of the grant in its evaluation of future applications for Federal financial assistance.

ARTICLE 9: NONCOMPLIANCE AND REMEDIES

9.1 Noncompliance Determinations

(a) Notice of Proposed Determination. If FRA determines that the Recipient may have failed to comply with the United States Constitution, Federal law, or the terms and conditions of this Agreement, FRA will notify the Recipient of a proposed determination of noncompliance through a written notice that:

(1) explains the noncompliance;

(2) describes a proposed remedy that is consistent with Section 9.2 of this Attachment 1;

(3) describes the process and form in which the Recipient may respond to the notice that is consistent with Section 9.1(b) of this Attachment 1; and

(4) if applicable, provides the Recipient an opportunity to cure the noncompliance or take corrective action.

(b) Response to Notice of Proposed Determination. The Recipient may, not later than 7 days after receiving the notice of proposed determination of noncompliance, respond to that notice in the form and through the process described in that notice. In its response, the Recipient may:

(1) accept the proposed remedy;

(2) acknowledge the noncompliance, but propose an alternative remedy;

(3) acknowledge the noncompliance and agree to cure or take corrective action; or

(4) dispute the noncompliance.

To dispute the noncompliance, the Recipient must include in its response sufficient documentation or other information supporting the Recipient's compliance.

(c) Notice of Final Determination. After considering the Recipient's response or failure to timely respond under Section 9.1(b) of this Attachment 1, FRA will make a final determination. To make a final determination, FRA must provide a written notice to the Recipient that:

(1) states what the final determination is (e.g., noncompliance or compliance);

(2) states the basis for the final determination; and

(3) describes the remedy that FRA is imposing, if applicable, or if FRA is not imposing a remedy, describes the resolution to the proposed determination of noncompliance, including whether the Recipient has cured or corrected the noncompliance.

(d) If FRA determines the noncompliance is one that cannot be addressed while work on the Project is ongoing, in the notice of proposed determination or in the notice of final determination, FRA will direct the Recipient to stop work. The Recipient will stop work and will direct any Subrecipients or contractors to stop work immediately upon receipt of a notice to stop work from FRA.

(e) FRA may consider the public interest in making a determination of noncompliance and imposing a remedy.

9.2 Remedies

(a) If FRA makes a final determination of noncompliance under Section 9.1(c) of this Attachment 1, FRA may impose a remedy, including:

(1) additional conditions on the award;

(2) requiring the Recipient to prepare and implement a corrective action plan;

(3) directing the Recipient to stop work;

(4) any remedy permitted under 2 CFR §§ 200.339–200.340, including withholding of payments ; disallowance of previously reimbursed costs, requiring refunds from the Recipient to FRA; suspension or termination of the award; or suspension and disbarment under 2 CFR part 180; or

(5) any other remedy legally available.

(b) The Recipient acknowledges that any amounts FRA requires the Recipient to refund to FRA under this Section 9.2 constitute a debt to the Federal Government that FRA may collect under 2 CFR § 200.346 and the Federal Claims Collection Standards (31 CFR parts 900–999).

(c) Other Remedies. The termination authority under Article 10 of this Attachment 1 supplements and does not limit FRA's remedial authority under this Article 9 or 2 CFR part 200, including 2 CFR §§ 200.339-200.240. FRA reserves the right to seek any appropriate remedy or otherwise enforce the terms and conditions of this Agreement as authorized by law.

9.3 Other Oversight Entities

Nothing in Article 9 of this Attachment 1 limits any party's authority to report activity under this agreement to the United States Department of Transportation Inspector General or other appropriate oversight entities.

ARTICLE 10: AGREEMENT SUSPENSION AND TERMINATION

10.1 Suspension of Award Activities

(a) If FRA determines that the remedy for noncompliance imposed under Article 9 of this Agreement does not achieve the desired result or is unlikely to improve compliance or performance, FRA may suspend activities under this Agreement pending corrective action by the Recipient or termination.

(b) If FRA suspends activities under this Agreement, FRA will notify the Recipient in writing of the following, which may be included in the determinations of non-compliance under Section 9.1 of this Attachment 1:

(1) what project activities, if any, will take place during the period of suspension;

(2) what costs FRA will reimburse if the suspension is lifted and the award resumed;

(3) what corrective actions must occur during the suspension; and

(4) FRA's intent to terminate the award under this Article 10 if the Recipient does not meet the conditions of the remedial action.

(c) The duration of the temporary suspension of activities under the Agreement should be commensurate with the corrective action needed, but should not exceed 120 days at the outset. If the Recipient is not making sufficient progress in correcting the noncompliance, FRA must consider both financial and programmatic requirements in determining the appropriate extension to avoid the need for termination.

10.2 FRA Termination

(a) FRA may terminate this Agreement and all its obligations under this Agreement if any of the following occurs:

(1) the Recipient fails to obtain or contribute the required Non-Federal Funds, or alternatives approved by FRA, as provided in this agreement and consistent with Article 6 of Attachment 2 of this Agreement;

(2) the Recipient fails to meet a milestone by six months after the completion date listed in Article 5 of Attachment 2 of this Agreement and the Recipient fails to request an amendment to this Agreement pursuant to Section 5.3 of this Attachment 1;

(3) the Recipient fails to comply with the terms and conditions of this Agreement;

(4) there are changes to the Project that FRA determines are inconsistent with FRA's basis for selecting the Project to receive the award; or

(5) FRA determines that termination of this Agreement is in the public interest.

(b) The Recipient may request that FRA terminate the Agreement, which may result in FRA determining noncompliance and imposing remedies pursuant to Article 9 of this Attachment 1.

10.3 Closeout Termination

(a) This Agreement terminates on Project Closeout.

(b) In this Agreement, "Project Closeout" means the date that FRA notifies the Recipient that the award is closed out. Under 2 CFR § 200.344, Project Closeout should occur no later than one year after the end of the Period of Performance.

10.4 Post-Termination Adjustments

The Recipient acknowledges that under 2 CFR §§ 200.345–200.346, termination of this Agreement does not extinguish FRA's authority to disallow costs, including costs that FRA reimbursed before termination, and recover funds from the Recipient.

10.5 Non-Terminating Events

(a) The end of the budget period described under Section 4.4 of this Attachment 1 does not terminate this Agreement or the Recipient's obligations under this Agreement.

(b) The end of the Period of Performance described under Section 4.5 of this Attachment 1 does not terminate this Agreement or the Recipient's obligations under this Agreement.

ARTICLE 11: MONITORING, FINANCIAL MANAGEMENT, CONTROLS, AND RECORDS

11.1 Recipient Monitoring and Record Retention

(a) The Recipient will monitor activities under this award, including activities under subawards and contracts, to ensure:

(1) that those activities comply with this agreement; and

(2) that funds provided under this award are not expended on costs that are not allowable under this award or not allocable to this award.

(b) If the Recipient makes a subaward under this award, the Recipient will monitor the activities of the Subrecipient in compliance with 2 CFR §200.332(e).

(c) The Recipient will retain and provide access to records relevant to the award during the course of the Project and for three years after closeout or longer, as required under 2 CFR § 200.334.

(d) The Recipient will adhere to the recording and recordkeeping requirements set forth in 2 CFR §§ 200.334–200.338. Project Closeout does not alter these requirements.

11.2 Financial Records and Audits

(a) The Recipient will keep all Project accounts and records that fully disclose the amount and disposition by the Recipient of the award funds, the total cost of the Project, and the amount or nature of that portion of the cost of the Project supplied by other sources, and any other financial records related to the Project.

(b) The Recipient will keep accounts and records described under Section 11.2(a) of this Attachment 1 in accordance with a financial management system that meets the requirements of 2 CFR §§ 200.302–200.307 and 2 CFR part 200, subpart F and will facilitate an effective audit in accordance with 31 U.S.C. §§ 7501–7506.

(c) The Recipient will separately identify expenditures under the award in financial records required for audits under 31 U.S.C. §§ 7501–7506. Specifically, the Recipient will:

(1) list expenditures separately on the schedule of expenditures of Federal awards required under 2 CFR part 200, subpart F, including the fiscal year in the format "FY 202X" in the program name; and

(2) list expenditures on a separate row under Part II, Item 1 (Federal Awards Expended During Fiscal Period) of Form SF-SAC, including "FY 202X" in Column C (Additional Award Identification).

(d) If the Recipient expends $1,000,000 or more in Federal awards during the Recipient's fiscal year, a single or program audit will be conducted for that year, consistent with 2 CFR §§ 200.501(a) and 200.512(c).

11.3 Internal Controls

The Recipient will establish and maintain internal controls as required under 2 CFR § 200.303.

11.4 FRA Record Access

FRA may access Recipient records related to this award under 2 CFR § 200.337.

11.5 Site Visits

FRA may conduct site visits to review Project activities, accomplishments, and management control systems and to provide technical assistance to the Recipient. The Recipient will provide or ensure reasonable, safe, and convenient access to FRA for any such site visit. FRA will conduct all site visits in such a manner as will not unduly delay work conducted by the Recipient, Subrecipient, or contractor.

ARTICLE 12: CONTRACTING AND SUBAWARDING

12.1 Buy America

(a) For infrastructure projects, steel, iron, manufactured goods, and construction materials used in the Project are subject to the domestic preference requirement at § 70914 of the Build America, Buy America Act (Buy American Act), Pub. L. No. 117-58, div. G, tit. IX, subtit. A, 135 Stat. 429, 1298 (2021) and 2 CFR part 184, as implemented by OMB, USDOT, and FRA. The Recipient acknowledges that this Agreement is neither a waiver of § 70914(a) nor a finding under § 70914(b).

(b) For all other projects, the Recipient's acquisition of steel, iron, and manufactured goods with funding provided through this Agreement is subject to the requirements set forth in the Buy American Act, 41 U.S.C. §§ 8301-8305. The Recipient also represents that it has never been convicted of violating the Buy American Act nor will it make funding received under this Agreement available to any person or entity who has been convicted of violating the Buy American Act.

(c) Under this Section, "infrastructure project" has the definition provided in 2 CFR § 184.3.

(d) Under 2 CFR § 200.322, the Recipient should, to the greatest extent practicable and consistent with law, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States. The Recipient shall include the requirements of 2 CFR § 200.322 in all subawards, contracts, and purchase orders f under this award.

12.2 Small and Disadvantaged Business Requirements

The Recipient will expend all funds under this award in compliance with the requirements at 2 CFR § 200.321, including any amendments thereto.

12.3 Engineering and Design Services [Reserved]

12.4 Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment

The Recipient acknowledges that Section 889 of Pub. L. No. 115-232 and 2 CFR § 200.216 prohibit the Recipient and all Subrecipients from procuring or obtaining certain telecommunications and video surveillance equipment or services under this award.

12.5 Pass-Through Entity Responsibilities

(a) If the Recipient makes a subaward under this award, the Recipient will comply with the requirements for pass-through entities under 2 CFR parts 200 and 1201, including 2 CFR §§ 200.331–200.333, regardless of whether the Recipient is also a Pass-Through Entity as defined in 2 CFR § 200.1.

(b) The Recipient will report any subaward obligation of $30,000 or more in Federal funds in USASpending.gov consistent with the Federal Funding Accountability and Transparency Act, Pub. L. 109-282.

(c) The Recipient is accountable for performance under this award, the appropriate expenditure of funds, and other requirements under this Agreement. The Recipient is responsible for any non-compliance under the award and for compliance with any remedies imposed.

12.6 Local Hiring Preference for Construction Jobs

Under Section 25019 of the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58, div. B, tit. V (2021), a Recipient or Subrecipient may implement a local or other geographical or economic hiring preference relating to the use of labor for construction of a project funded by this grant if funded under title 49 or 23 United States Code, including prehire agreements, subject to any applicable State and local laws, policies, and procedures. The use of such a local or other geographical or economic hiring preference in any bid for a contract for the construction of a project funded by this grant shall not be considered to unduly limit competition. Project labor agreements should be consistent with the definition and standards outlined in Executive Order 13502. For additional information, see https://www.transportation.gov/sites/dot.gov/files/2023-05/Creating-Local-Construction-Workforce.pdf.

12.7 Procurement

The Recipient may acquire property, goods, or services in connection with the Project. If the Recipient is a State or Indian Tribe, then it will follow the same policies and procedures it uses for procurements with non-Federal funds in compliance with 2 CFR § 200.317. A Subrecipient of a State will follow the policies and procedures allowed by that State when procuring property and services under this award consistent with 2 CFR § 1201.317, notwithstanding 2 CFR §

200.317. An entity that is not a State or Indian Tribe, or Subrecipient of a State or Indian Tribe, will comply with 2 CFR §§ 200.318–200.327, and applicable supplementary USDOT or FRA directives and regulations. The Recipient will provide technical specifications and requirements to FRA for review upon request.

ARTICLE 13: COSTS, PAYMENTS, AND UNEXPENDED FUNDS

13.1 Limitation of Federal Award Amount

Under this award, FRA will not provide funding in an amount greater than the Agreement Federal Funds. The Recipient acknowledges that FRA is not liable for payments exceeding that amount, and the Recipient will not request reimbursement of costs exceeding that amount.

13.2 Project Costs

This award is subject to the cost principles at 2 CFR part 200, subpart E, including provisions on determining allocable costs and determining allowable costs.

13.3 Timing of Project Costs

(a) The Recipient will not charge to this award costs that are incurred after the budget period.

(b) The Recipient will not charge to this award costs that were incurred before the date of this Agreement unless those costs are identified as approved pre-award costs in Section 6.6 of Attachment 2 of this Agreement and would have been allowable if incurred during the budget period. This limitation applies to pre-award costs under 2 CFR § 200.458. This agreement hereby terminates and supersedes any previous FRA approval for the Recipient to incur costs under this award for the Project. Section 6.6 of Attachment 2 of this Agreement is the exclusive FRA approval of costs incurred before the date of this Agreement.

(c) The Recipient may request approval of pre-award costs in a written request that demonstrates the purpose and amount of the costs, compliance with 2 CFR § 200.458, and whether such costs would otherwise serve as Non-Federal Funds.

13.4 Recipient Recovery of Federal Funds

The Recipient will make all reasonable efforts, including initiating litigation, if necessary, to recover Federal funds if FRA determines, after consultation with the Recipient, that those funds have been spent fraudulently, wastefully, or in violation of Federal laws, or misused in any manner. The Recipient will not enter a settlement or other final position, in court or otherwise, involving the recovery of funds under the award unless approved in advance in writing by FRA.

13.5 Unexpended Agreement Federal Funds

Any Agreement Federal Funds that are obligated but not expended on allocable, allowable costs remain the property of the United States.

13.6 Interest Earned

Interest earned on advances of Agreement Federal Funds is not program income.

13.7 Timing of Payments to the Recipient

(a) Reimbursement is the payment method, unless otherwise approved by FRA.

(b) The Recipient will not request reimbursement of a cost before the Recipient has entered into an obligation for that cost.

13.8 Payment Method

(a) The Recipient will use the DELPHI e-Invoicing System (https://www.dot.gov/cfo/delphi-einvoicing-system.html) to request reimbursement under this award. FRA will provide access to that system upon request by the Recipient.

(b) FRA may deny a payment request that is not submitted using the method identified in this Section.

13.9 Information Supporting Expenditures

(a) When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient will electronically submit the SF 270 (Request for Advance or Reimbursement) and will submit supporting cost detail to document clearly all costs incurred. As supporting cost detail, the Recipient will include a detailed breakout of all costs incurred and classify all costs by task and by Agreement Federal Funds and Agreement Non-Federal Funds.

(b) Unless FRA and the Recipient agree otherwise in writing, the Recipient will ensure that the proportion of expenditure of Agreement Federal Funds to Agreement Non-Federal Funds is not more than the maximum percent of total Project cost FRA will contribute identified in Section 6.5 of Attachment 2 of this Agreement. The Recipient will ensure the proportional expenditure of funds is reflected in the detailed breakout of costs supporting the SF 270.

(c) If the Recipient submits a request for reimbursement that FRA determines does not include or is not supported by sufficient detail, FRA may deny the request or withhold processing the request until the Recipient provides sufficient detail.

13.10 Reimbursement Request Timing Frequency

The Recipient will request reimbursement as needed to maintain cash flow sufficient to timely complete the Project. The Recipient will not submit any single payment request exceeding $99,999,999.99. The Recipient will not submit a payment request exceeding $50,000,000.00 unless the Recipient notifies FRA six days before submitting the request.

13.11 Program Income

The Recipient is encouraged to earn income to defray Project costs, where appropriate, and will work with FRA to determine how income may be applied to the grant, in accordance with 2 CFR

§ 200.307 and 2 CFR § 1201.80. Program income not deducted from total allowable costs may be used only for the purposes and under the terms and conditions established in this Agreement. The Recipient will maintain records of all program income.

ARTICLE 14: PROPERTY AND EQUIPMENT

14.1 General Requirements

The Recipient will comply with the property standards of 2 CFR §§ 200.310–200.316 and will ensure compliance with these standards for all tiers of subawards and contracts under this award.

14.2 Relocation and Real Property Acquisition

The Recipient will comply with the land acquisition policies and relocation requirements in 42 U.S.C. § 4601 et seq. and 49 CFR part 24, subparts A–F, as applicable. At a minimum, under this section, the Recipient will:

(a) comply with the land acquisition policies in 49 CFR part 24, subpart B and will pay or reimburse property owners for necessary expenses as specified in that subpart;

(b) provide a relocation assistance program offering the services described in 49 CFR part 24, subpart C and provide reasonable relocation payments and assistance to displaced persons as required in 49 CFR part 24, subparts D–E; and

(c) make available to displaced persons comparable replacement dwellings in accordance with 49 CFR part 24.

(d) provide to FRA a real estate acquisition and management plan prior to beginning real property acquisition if the Project is designated a Major Project in Article 1 of Attachment 2 of this Agreement, or if the total Project cost in Section 6.5 of Attachment 2 of this Agreement is greater than $300 million and the Project is also receiving financial assistance from the Federal Transit Administration (FTA).

14.3 Use for Originally Authorized Purpose

The Recipient will ensure that property and equipment funded under this Agreement is used for the originally authorized purpose. If necessary to satisfy this obligation, the Recipient will enter into appropriate arrangements with the entity or entities using, or with the owner of right-of-way used by, the property and/or equipment funded under this Agreement.

14.4 Maintenance

The Recipient will ensure that any property, improvements to property, and any equipment funded under this Agreement are maintained in good working order and in accordance with FRA regulations, guidelines, and directives.

14.5 Real Property Disposition

In accordance with 2 CFR § 200.311, when real property acquired or improved under this award is no longer used for its originally intended purpose, the Recipient will request disposition instructions from FRA.

14.6 Equipment Disposition

(a) In accordance with 2 CFR §§ 200.313 and 1201.313, when equipment acquired under this award is no longer needed for the Project:

(1) if the entity that acquired the equipment is a State or a Subrecipient of a State, that entity will dispose of that equipment in accordance with State laws and procedures;

(2) if the entity that acquired the equipment is an Indian Tribe, the Indian Tribe shall dispose of that equipment in accordance with tribal laws and procedures. If such laws and procedures do not exist, Indian Tribes must follow the guidance in 2 CFR § 200.313; and

(3) if the entity that acquired the equipment is neither a State nor an Indian Tribe, that entity will request disposition instructions from FRA. In accordance with 2 CFR § 200.313(f), FRA may permit the Recipient or Subrecipient to retain equipment.

(b) In accordance with 2 CFR §200.443(d), the distribution of the proceeds from the disposition of equipment must be made in accordance with 2 CFR §§ 200.313–200.316 and 2 CFR § 1201.313.

14.7 Recordkeeping

The Recipient will keep records regarding the operation and maintenance of property, improvements to property, equipment, and supplies funded under this Agreement and will provide them to FRA upon request.

14.8 Encumbrance

The Recipient will not create an obligation, such as a transfer of title, lease, lien, mortgage, or encumbrance, that would dispose of or encumber the Recipient's title or other interest in property, improvements to property, equipment or supplies funded under this Agreement without prior written approval from FRA.

The Recipient will not take any action that would adversely affect FRA's interest or impair the Recipient's continuing control over the use of the property, improvements to property, equipment, or supplies funded under the Agreement without prior written approval from FRA.

ARTICLE 15: AMENDMENTS

15.1 Bilateral Amendments

The parties may amend, modify, or supplement this Agreement by mutual agreement in writing signed by FRA and the Recipient. Either party may request to amend, modify, or supplement this Agreement by written notice to the other party.

15.2 FRA Unilateral Amendments

(a) FRA may unilaterally amend this Agreement for the following reasons:

(1) to comply with Federal law;

(2) at closeout or in anticipation of closeout; and

(3) other non-substantive changes, such as to correct typographical errors, as deemed appropriate by FRA.

(b) To unilaterally amend this Agreement under Section 15.3 of this Attachment 1, FRA will provide a written notice to the Recipient that includes the amendment and the date that the amendment is effective.

(c) Except at closeout or in anticipation of closeout, FRA may not unilaterally amend the Statement of Work, this Agreement's monetary amount, the delivery schedule, the Period of Performance, or other terms or conditions of this Agreement.

15.3 Other Amendments

The parties will not amend, modify, or supplement this Agreement except as permitted under Sections 15.1, 15.2, or 15.3 of this Attachment 1. If an amendment, modification, or supplement is not permitted under Section 15.1, 15.2, or 15.3 of this Attachment 1, it is void.

ARTICLE 16: [RESERVED]

ARTICLE 17: [RESERVED]

ARTICLE 18: LABOR AND WORK

18.1 Labor and Work

The Recipient will document its consideration of job quality and labor standards related to the Project in Article 9 of Attachment 2 of this Agreement.

ARTICLE 19: CRITICAL INFRASTRUCTURE SECURITY AND RESILIENCE

19.1 Critical Infrastructure Security and Resilience

(a) Consistent with the National Security Presidential Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems (July 28, 2021) and the National Security Memorandum on Critical Infrastructure Security and Resilience (April 30, 2024), the Recipient will consider physical and cyber security and resilience in planning, design, and oversight of the Project.

(b) If the Security Risk Designation in Section 1.3 of Attachment 2 of this Agreement is "Elevated," then not later that than two years after the date of this Agreement the Recipient will submit to FRA a report that:

(1) identifies a cybersecurity point of contact for the transportation infrastructure being improved in the Project;

(2) summarizes or contains a cybersecurity incident reporting plan for the transportation infrastructure being improved in the Project;

(3) summarizes or contains a cybersecurity incident response plan for the transportation infrastructure being improved in the Project;

(4) documents the results of a self-assessment of the Recipient's cybersecurity posture and capabilities; and

(5) describes any additional actions that the Recipient has taken to consider or address cybersecurity risk of the transportation infrastructure being improved in the Project.

ARTICLE 20: FEDERAL FINANCIAL ASSISTANCE, ADMINISTRATIVE, AND NATIONAL POLICY REQUIREMENTS

20.1 Uniform Administrative Requirements for Federal Awards

The Recipient will comply, and will ensure that other entities receiving funding under this agreement will comply, with the obligations on non-Federal entities under 2 CFR parts 200 and 1201, regardless of whether the Recipient or other entity receiving funding under this agreement is a Non-Federal entity as defined in 2 CFR § 200.1, except that subpart F of part 200 does not apply if the Recipient or Subrecipient is a for-profit entity.

20.2 Federal Law and Public Policy Requirements

(a) The Recipient will ensure that Federal funding is expended in full accordance with the United States Constitution, Federal law, and statutory and public policy requirements: including but not limited to, those protecting free speech, religious liberty, public welfare, the environment, and prohibiting discrimination and the Recipient will cooperate with Federal officials in the enforcement of Federal law, including cooperating with and not

impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in and the enforcement of Federal immigration law.

(b) Pursuant to Section 3(b)(iv)(A) of Executive Order 14173, Ending Illegal Discrimination And Restoring Merit-Based Opportunity, the Recipient agrees that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code.

(c) Pursuant to Section 3(b)(iv)(B) of Executive Order 14173, Ending Illegal Discrimination And Restoring Merit-Based Opportunity, by entering into this agreement, the Recipient certifies that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws.

(d) The failure of this Agreement to expressly identify Federal law applicable to the Recipient or activities under this Agreement does not make that law inapplicable.

20.3 Federal Freedom of Information Act

(a) FRA is subject to the Freedom of Information Act (FOIA), 5 U.S.C. § 552.

(b) The Recipient acknowledges that the Application and materials submitted to FRA by the Recipient related to this Agreement will become FRA records that may be subject to public release under 5 U.S.C. § 552. If the Recipient submits any materials to FRA related to this Agreement that the Recipient considers to include trade secret or confidential commercial or financial information, the Recipient should note that the submission contains confidential business information, mark each affected page, and highlight or otherwise denote the portions of the submission that contain confidential business information.

20.4 History of Performance

Under 2 CFR § 200.206, any Federal awarding agency may consider the Recipient's performance under this Agreement, when assessing the risks of making a future Federal financial assistance award to the Recipient.

20.5 Whistleblower Protection

(a) The Recipient acknowledges that it is a "Recipient" within the scope of 41 U.S.C. § 4712, which prohibits the Recipient from taking certain actions against an employee for certain disclosures of information that the employee reasonably believes are evidence of gross mismanagement of this award, gross waste of Federal funds, or a violation of Federal law related this this award.

(b) The Recipient will inform its employees in writing of the rights and remedies provided under 41 U.S.C. § 4712, in the predominant native language of the workforce.

20.6 External Award Terms and Obligations

(a) In addition to this document and the contents described in Article 25 of this Attachment 1, this Agreement includes the following additional terms as integral parts:

(1) Appendix A to 2 CFR part 25: System for Award Management and Universal Identifier Requirements;

(2) Appendix A to 2 CFR part 170: Reporting Subawards and Executive Compensation;

(3) 2 CFR part 175: Award Term for Trafficking in Persons; and

(4) Appendix XII to 2 CFR part 200: Award Term and Condition for Recipient Integrity and Performance Matters.

(b) The Recipient will comply with:

(1) 49 CFR part 20: New Restrictions on Lobbying;

(2) 49 CFR part 21: Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964, including any amendments thereto;

(3) 49 CFR part 27: Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance; and

(4) Subpart B of 49 CFR part 32: Governmentwide Requirements for Drug-free Workplace (Financial Assistance).

20.7 Incorporated Certifications

The Recipient makes the representations in the following certifications, which are incorporated by reference:

(a) Appendix A to 49 CFR part 20 (Certification Regarding Lobbying).

ARTICLE 21: ASSIGNMENT

21.1 Assignment Prohibited

The Recipient will not transfer to any other entity any discretion granted under this Agreement, any right to satisfy a condition under this Agreement, any remedy under this Agreement, or any obligation imposed under this Agreement.

ARTICLE 22: WAIVER

22.1 Waivers

(a) A waiver of a term of this Agreement authorized by law and granted by FRA will not be effective unless it is in writing and signed by an authorized representative of FRA.

(b) A waiver of a term of this Agreement granted by FRA on one occasion will not operate as a waiver on other occasions.

(c) If FRA fails to require strict performance of a term of this Agreement, fails to exercise a remedy for a breach of this Agreement, or fails to reject a payment during a breach of this Agreement, that failure does not constitute a waiver of that term or breach.

ARTICLE 23: ADDITIONAL TERMS AND CONDITIONS

23.1 Disclaimer of Federal Liability

FRA will not be responsible or liable for any damage to property or any injury to persons that may arise from, or be incident to, performance or compliance with this Agreement.

23.2 Environmental Review

(a) Except as authorized by law or under 23 CFR § 771.113(d)(4), the Recipient will not begin final design activities; acquire real property, construction materials, or equipment, including rolling stock; begin construction; or take other actions that would have an adverse environmental impact or limit the choice of reasonable alternatives for the Project unless and until FRA complies with the National Environmental Policy Act, 42 U.S.C. § 4321 et seq. (NEPA), and any other applicable environmental laws and regulations. In addition, the Recipient will not begin project development that involves ground disturbing activity prior to FRA compliance with NEPA and any other applicable environmental laws and regulations.

(b) The Recipient acknowledges that:

(1) FRA's actions under Section 23.2(a) of this Attachment 1 may depend on the Recipient conducting necessary environmental analyses and submitting necessary documents to FRA; and

(2) applicable environmental statutes and regulations may require the Recipient to prepare and submit documents to other Federal, State, and local agencies.

(c) Consistent with 23 CFR § 771.105(a), to the maximum extent practicable and consistent with Federal law, the Recipient will coordinate all environmental investigations, reviews, and consultations as a single process.

(f) The activities described in Article 4 of Attachment 2 of this Agreement and other information described in this Agreement may inform environmental decision-making processes, but the parties do not intend this Agreement to document the alternatives under consideration under those processes. If a build alternative is selected that does not align with Article 4 of Attachment 2 of this Agreement or other information in this Agreement, then FRA will either:

(1) amend this Agreement under Section 15.1 of this Attachment 1 for consistency with the selected build alternative; or

(2) if FRA determines that the condition at Section 10.1(a)(5) of this Attachment 1 is satisfied, terminate this Agreement under Section 10.1(a)(5) of this Attachment 1; or

(3) take other action as deemed appropriate by FRA.

(g) The Recipient will complete any mitigation activities described in the environmental document or documents for the Project, including the terms and conditions contained in the required permits and authorizations for the Project. Article 4 of Attachment 2 of this Agreement identifies documents describing mitigation activities, but the absence of a document from that section does not relieve the Recipient of any compliance obligations.

23.3 Project Maintenance Requirement

The Recipient will ensure that any property and equipment funded within this Agreement is operated and maintained in good operating order and in accordance with 2 CFR §§ 200.310–200.316, 1201.313 and any guidelines, directives, or regulations that FRA may issue.

23.4 Appropriations Act Requirements

The Recipient will comply with applicable requirements of the appropriations act identified in Section 6.3 of Attachment 2 of this Agreement.

23.5 Standards of Conduct

The Recipient will comply with the following standards of conduct:

(a) Standards of Conduct. The Recipient will maintain a written code or standards of conduct governing the performance of its officers, employees, board members, or agents engaged in the award and administration of contracts or agreements supported by the Federal contribution provided through this Agreement. The code or standards will provide that the Recipient's officers, employees, board members, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential Subrecipients or contractors. The Recipient may set minimum rules where the financial interest is not substantial, or the gift is an unsolicited item of nominal intrinsic value. As permitted by state or local law or regulations, such code or standards will provide for penalties, sanctions, or other disciplinary actions for violations by the Recipient's officers, employees, board members, or agents, or by Subrecipients or their agents.

(b) Personal Conflict of Interest. The Recipient's code or standards must provide that no employee, officer, board member, or agent of the Recipient may participate in the selection, award, or administration of a contract supported by the Federal contribution if a real or apparent conflict of interest would be involved. Such a conflict of interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or other interest in or a tangible personal benefit from a firm considered for a contract.

(c) Organizational Conflicts of Interest. The Recipient's code or standards of conduct must include procedures for identifying and preventing real and apparent organizational conflicts of interests. An organizational conflict of interest exists when the nature of the work to be performed under a proposed contract, may, without some restrictions on future activities, result in an unfair competitive advantage to the contractor or impair the contractor's objectivity in performing the contract work.

(d) Existing Codes or Standards. This Section does not require the Recipient to implement a new code or standards of conduct where a state statute, or written code or standards of conduct, already effectively covers all of the required elements.

(e) Disclosure of Conflicts. The Recipient will disclose in writing any potential conflict of interest to FRA or pass-through entity.

23.6 Changed Conditions of Performance

The Recipient will notify FRA of any event that may affect its ability to perform the Project in accordance with the terms of this Agreement.

23.7 Litigation

The Recipient will notify FRA in writing of any decision pertaining to the Recipient's conduct of litigation that may affect FRA's interests in the Project or FRA's administration or enforcement of applicable Federal laws or regulations. The Recipient will inform FRA in writing before naming FRA as a party to any type of litigation for any reason in any forum.

23.8 [Reserved]

23.9 Equipment and Supplies

The Recipient will maintain written policies and procedures that address acquisition, classification, and management of all equipment and supplies acquired or used under this award.

23.10 Safety and Technology Data

The Recipient will ensure that FRA has access to safety and technology relevant data generated by the Recipient under the award, in a machine-readable format, where specified in Article 4 of Attachment 2 of this Agreement.

23.11 Intellectual Property

The Recipient agrees to the standard patent rights clauses issued by the Department of Commerce at 37 CFR part 401, as applicable.

23.12 Liquidation of Recipient Obligations

(a) The Recipient will liquidate all obligations of award funds under this Agreement not later than 120 days after the end of the Period of Performance.

(b) Liquidation of obligations and adjustment of costs under this Agreement follow the requirements of 2 CFR §§ 200.344–200.346.

ARTICLE 24: CONSTRUCTION AND DEFINITIONS

24.1 Agreement

This Agreement consists of the following:

(a) Agreement Cover Sheet

(b) Attachment 1: General Terms and Conditions

(c) Attachment 2: Project-Specific Terms and Conditions

(d) Exhibit A: Applicable Federal Laws and Regulations

(e) Exhibit B: Additional Standard Terms

(f) Exhibit C: Quarterly Project Progress Reports and Recertifications

24.2 Construction

(a) In these General Terms and Conditions, there are no references to articles or sections in project-specific portions of this Agreement that are not contained in Attachments or Exhibits listed in Section 24.1.

(b) If a provision in these General Terms and Conditions or the Exhibits conflicts with a provision in the Project-Specific Terms and Conditions in Attachment 2 of this Agreement, then the relevant portion in Attachment 2 prevails. If a provision in the Exhibits conflicts with a provision in these General Terms and Conditions, then the provision in these General Terms and Conditions prevails.

24.3 Integration

This Agreement constitutes the entire agreement of the parties relating to the Project and supersedes any previous agreements, oral or written, relating to the Project.

24.4 Definitions

This Section defines terms used in this Agreement. Additional definitions found in 2 CFR § 200.1 are incorporated by reference into this Agreement.

“Agreement Federal Funds” means the total amount of Federal funds obligated under this Agreement. This is the amount shown in Section 6.1 of Attachment 2 of this Agreement.

“Application” means the application identified in Article 3 of Attachment 2 of this Agreement, including Standard Form 424 and all information and attachments submitted with that form through Grants.gov.

“Construction Substantial Completion” means the stage of the Project when all construction tasks are complete such that the Recipient can use the Project for its intended use and only closeout activities remain. Activity to address or complete closeout activities will not prevent or disrupt use of the Project.

"Contingent Commitment" means the unobligated amounts of future available budget authority specified in law that FRA commits to obligate under the terms of this Agreement.

"Federal Share" means the sum of Agreement Federal Funds and Other Federal Funds. If there are no Other Federal Funds, the Federal Share is the same as the Agreement Federal Funds.

"General Terms and Conditions" means this Attachment 1.

"Other Federal Funds" means Federal funds that are part of the Approved Project Budget in Section 6.5 of Attachment 2 of this Agreement for the Project but are not obligated under this Agreement.

"Project" means the project proposed in the Application, as modified by the negotiated provisions of this Agreement, including Attachment 2 of this Agreement.

"Project Closeout" means the date that FRA notifies the Recipient that the award is closed out. Under 2 CFR § 200.344, Project Closeout should occur no later than one year after the end of the Period of Performance.

"Project Cost Savings" means the difference between the actual costs to complete the Project and the estimated total Project cost listed in Section 6.5 of Attachment 2 of this Agreement, if after the Recipient completes the tasks identified in Article 4 of Attachment 2 of this Agreement to FRA's satisfaction, the actual Project costs are less than the estimated total Project costs.

"Rural Area" means any area that is not within an area designated as an urbanized area by the Bureau of the Census.

24.5 Calendar Dates

Unless otherwise specified, all dates and durations are in calendar days, calendar quarters, or calendar years, as appropriate.

24.6 Communication in Writing

Unless otherwise specified, all written communication may be provided by electronic mail.

24.7 Severability

If any provision of this Agreement is found to be invalid, illegal, or unenforceable, the validity, legality, or enforceability of the remaining provisions of this Agreement is not affected or impaired by such finding. A provision held to be unenforceable as applied to any party or circumstance remains applicable to other parties and circumstances.

ARTICLE 25: AGREEMENT EXECUTION AND EFFECTIVE DATE

25.1 Counterparts

This agreement may be executed in counterparts, which constitute one document. The parties intend each countersigned original to have identical legal effect.

25.2 Effective Date

The agreement will become effective when all parties have signed it. The date of this Agreement will be the date this Agreement is signed by the last party to sign it.

ARTICLE 26: PROGRAM-SPECIFIC CLAUSES

26.1 Interstate Rail Compacts Grant Program

The Recipient agrees to comply with the clauses in Section 26.1 of this Attachment 1.

Consistent with 49 U.S.C. § 22905(e), clauses (b) through (g) of Section 26.1 of this Attachment 1 do not apply to: 1) commuter rail passenger transportation (as defined in 49 U.S.C. § 24102(3)) operations of a State or local government authority (as those terms are defined in 49 U.S.C. § 5302) or its contractor performing services in connection with commuter rail passenger operations; 2) the Alaska Railroad or its contractors; or 3) Amtrak's access rights to railroad right of way and facilities under current law.

(a) Non-Federal Match. The Recipient will provide a Non-Federal match of not less than 50 percent of the eligible expenses under the grant.

(b) Buy America. In lieu of Section 12.1 of this Attachment 1, the Recipient will comply with the following clauses, as applicable:

(1) for infrastructure projects, steel, iron, and manufactured products used in the Project are subject to 49 U.S.C. § 22905(a), as implemented by FRA. The Recipient acknowledges that this agreement is neither a waiver of 49 U.S.C. § 22905(a)(1) nor a finding under 49 U.S.C. § 22905(a)(2). For infrastructure projects, construction materials used in the Project are subject to the domestic preference requirement at § 70914 of the Build America, Buy America Act, Pub. L. No. 117-58, div. G, tit. IX, subtit. A, 135 Stat. 429, 1298 (2021) and 2 CFR part 184, as implemented by OMB, USDOT and FRA. The Recipient acknowledges that this agreement is neither a waiver of § 70914(a) nor a finding under § 70914(b).

(2) for non-infrastructure projects, steel, iron, and manufactured products used in the Project are subject to 49 U.S.C. § 22905(a), as implemented by FRA. The Recipient acknowledges that this agreement is neither a waiver of 49 U.S.C. § 22905(a)(1) nor a finding under 49 U.S.C. § 22905(a)(2).

(3) under Section 26.1 of this Attachment 1, "infrastructure project" has the definition provided in 2 CFR § 184.3.

(4) for all projects, the Recipient should under 2 CFR § 200.322, to the greatest extent practicable and consistent with law, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States. The Recipient shall include the requirements of 2 CFR § 200.322 in all subawards, contracts, and purchase orders under this award.

(c) Operators Deemed Rail Carriers. The Recipient recognizes and agrees that 49 U.S.C. § 22905(b) provides that persons conducting rail operations over rail infrastructure constructed or improved in whole or in part with funds provided under chapter 229 of Title 49, United States Code, will be considered a "rail carrier" as defined by 49 U.S.C. § 10102(5), for purposes of Title 49, United States Code, and any other statute that adopts that definition or in which that definition applies, including: the Railroad Retirement Act of 1974 (45 U.S.C. § 231 et seq.); the Railway Labor Act (45 U.S.C. § 151 et seq.); and the Railroad Unemployment Insurance Act (45 U.S.C. § 351 et seq.). The Recipient agrees to reflect this provision in its agreements (if any) with any entity operating rail services over such rail infrastructure.

(d) Railroad Agreements. In accordance with 49 U.S.C. § 22905(c)(1), if the Project funded by this Agreement uses rights-of-way owned by a railroad, then Recipient represents that it has entered into a written agreement with that railroad owner, which includes: compensation for such use; assurances regarding the adequacy of infrastructure capacity to accommodate both existing and future freight and passenger operations; an assurance by the railroad that collective bargaining agreements with railroad's employees (including terms regulating the contracting of work) will remain in full force and effect according to their terms for work performed by the railroad on the railroad transportation corridor; and an assurance that Recipient complies with liability requirements consistent with 49 U.S.C. § 28103.

By signing this Agreement, Recipient certifies that the written agreement referenced in this Section 26.1(d) has been executed or is not required.

Additional guidance on compliance with the Railroad Agreements provisions is available on FRA's website at: https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1.

(e) Labor Protective Arrangements. In accordance with 49 U.S.C. § 22905(c)(2)(B), if the Project funded by this Agreement uses rights-of-way owned by a railroad, then the Recipient will ensure compliance with the protective arrangements that are equivalent to those established under Section 504 of the Railroad Revitalization and Regulatory Reform Act of 1976, 49 U.S.C. § 22404. Such protective arrangements are included herein as Exhibit B.5.

(f) Davis-Bacon and Related Acts Provisions. In accordance with 49 U.S.C. § 22905(c)(2)(A), if the Project funded by this Agreement uses rights-of-way owned by a railroad, the Recipient will ensure compliance with the standards of 49 U.S.C. § 24312 with respect to the Project in the same manner that Amtrak is required to comply with those standards for construction work financed under an agreement made under 49 U.S.C.§ 24308(a). For these purposes, wages in collective bargaining agreements negotiated under the Railway Labor Act are deemed to comply with Davis-Bacon Act requirements.

(g) Replacement of Existing Intercity Passenger Rail Service. If an intercity passenger rail transportation provider replaces Amtrak intercity passenger rail service through a Project funded by this Agreement, then such provider must comply with the provisions of 49 U.S.C. § 22905(d).

(h) Operator Limitation. Recipient's eligible expenses must be related to intercity passenger rail service to be operated by Amtrak.

(i) Reporting. As requested by FRA, the Recipient will report on:

(1) the status of the planning efforts and coordination funded by the grant award;

(2) plans for continued implementation of the interstate rail compact;

(3) the status of, and data regarding, any new, restored, or enhanced rail services initiated under the interstate rail compact; and

(4) other data and information as requested by FRA.

26.2 Railroad Crossing Elimination Program Clauses

The Recipient agrees to comply with the clauses in Section 26.2 of this Attachment 1.

Consistent with 49 U.S.C. §§ 22905(e) & 22909(j), clauses (b), (c), (d), and (g) of Section 26.2 of this Agreement 1 do not apply to: 1) commuter rail passenger transportation (as defined in 49 U.S.C. § 24102(3)) operations of a State or local government authority (as those terms are defined in 49 U.S.C. § 5302) or its contractor performing services in connection with commuter rail passenger operations; 2) the Alaska Railroad or its contractors; or 3) Amtrak's access rights to railroad right of way and facilities under current law. In addition, clause (f) does not apply to: 1) the Alaska Railroad or its contractors; or 2) Amtrak's access rights to railroad right of way and facilities under current law.

(a) Federal Share. The Federal Share of total Project costs shall not exceed 80 percent.

(b) Buy America. In lieu of Section 12.1 of this Agreement 1:

(1) for infrastructure projects, steel, iron, and manufactured products used in the Project are subject to 49 U.S.C. § 22905(a), as implemented by FRA. The Recipient acknowledges that this Agreement is neither a waiver of 49 U.S.C. § 22905(a)(1) nor a finding under 49 U.S.C. § 22905(a)(2). For infrastructure projects, construction materials used in the Project are subject to the domestic preference requirement at § 70914 of the Build America, Buy America Act, Pub. L. No. 117-58, div. G, tit. IX, subtit. A, 135 Stat. 429, 1298 (2021) and 2 CFR part 184, as implemented by OMB, USDOT and FRA. The Recipient acknowledges that this Agreement is neither a waiver of § 70914(a) nor a finding under § 70914(b).

(2) for non-infrastructure projects, steel, iron, and manufactured products used in the Project are subject to 49 U.S.C. § 22905(a), as implemented by FRA. The Recipient acknowledges that this Agreement is neither a waiver of 49 U.S.C. § 22905(a)(1) nor a finding under 49 U.S.C. § 22905(a)(2).

(3) under this Section, "infrastructure project" has the definition provided in 2 CFR § 184.3.

(4) for all projects, the Recipient should under 2 CFR § 200.322, to the greatest extent practicable and consistent with law, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States. The Recipient shall include the requirements of 2 CFR § 200.322 in all subawards, contracts, and purchase orders under this award.

(c) Operators Deemed Rail Carriers. The Recipient recognizes and agrees that 49 U.S.C. § 22905(b) provides that persons conducting rail operations over rail infrastructure constructed or improved in whole or in part with funds provided under chapter 229 of Title 49, United States Code, will be considered a "rail carrier" as defined by 49 U.S.C. § 10102(5), for purposes of Title 49, United States Code, and any other statute that adopts that definition or in which that definition applies, including: the Railroad Retirement Act of 1974 (45 U.S.C. § 231 et seq.); the Railway Labor Act (45 U.S.C. § 151 et seq.); and the Railroad Unemployment Insurance Act (45 U.S.C. § 351 et seq.). The Recipient agrees to reflect this provision in its agreements (if any) with any entity operating rail services over such rail infrastructure.

(d) Railroad Agreements. In accordance with 49 U.S.C. § 22905(c)(1), if the Project funded by this Agreement uses rights-of-way owned by a railroad, then Recipient represents that it has entered into a written agreement with that railroad owner, which includes: compensation for such use; assurances regarding the adequacy of infrastructure capacity to accommodate both existing and future freight and passenger operations; an assurance by the railroad that collective bargaining agreements with railroad's employees (including terms regulating the contracting of work) will remain in full force and effect according to their terms for work performed by the railroad on the railroad transportation corridor; and an assurance that Recipient complies with liability requirements consistent with 49 U.S.C. § 28103.

By signing this Agreement, Recipient certifies that the written agreement referenced in this Section 26.2(d) has been executed or is not required.

Additional guidance on compliance with the Railroad Agreements provisions is available on FRA's website at: https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1.

(e) Impacted Rail Carrier or Real Property Owner Approvals. In accordance with 49 U.S.C. § 22909(e)(2)(A), prior to proceeding with the construction of the Project funded by this Agreement, if applicable, Recipient will obtain necessary approvals to commence construction from any impacted rail carriers or real property owners. If the Project is a planning project, as described in 49 U.S.C. § 22909(d)(6), the Recipient agrees to work collaboratively with rail carriers and right-of-way owners.

(f) Labor Protective Arrangements

(1) Notwithstanding 49 U.S.C. § 22905(e)(1), and in accordance with 49 U.S.C. § 22909(j)(3), any employee covered by the Railway Labor Act (45 U.S.C. § 151 et seq.) and the Railroad Retirement Act of 1974 (45 U.S.C. § 231 et seq.) who is adversely affected by actions taken in connection with the project financed in whole or in part by such grant shall be covered by employee protective arrangements required to be established under 49 U.S.C. § 22905(c)(2)(B). In accordance with 49 U.S.C. § 22905(c)(2)(B), the Recipient will ensure compliance with the protective arrangements that are equivalent to those established under Section 504 of the Railroad Revitalization and Regulatory Reform Act of 1976, 49 U.S.C. § 22404, as such protective arrangements are described in the final FRA guidance titled Equivalent Protections for Railroad Employees and effective December 28, 2022, included herein in Exhibit B.

(2) In accordance with 49 U.S.C. § 22909(j)(3), Recipient, and any successors, assigns, and contractors of Recipient:

i. shall be bound by the employee protective arrangements required under subparagraph (1); and

ii. shall be responsible for the implementation of such arrangements and for the obligations under such arrangements, but may arrange for another entity to take initial responsibility for compliance with the conditions of such arrangement.

(3) Labor protections required pursuant to Subsection (f) of Section 26.2 of this Attachment 1 shall be documented consistent with Article 18 of this Attachment 1.

(g) Davis-Bacon and Related Acts Provisions. In accordance with 49 U.S.C. § 22905(c)(2)(A), if the Project funded by this Agreement uses rights-of-way owned by a railroad, the Recipient will ensure compliance with the standards of 49 U.S.C. § 24312 with respect to the Project in the same manner that Amtrak is required to comply with those standards for construction work financed under an agreement made under 49 U.S.C.§ 24308(a). For these purposes, wages in collective bargaining agreements negotiated under the Railway Labor Act are deemed to comply with Davis-Bacon Act requirements.

(h) Replacement of Existing Intercity Passenger Rail Service. If an intercity passenger rail transportation provider replaces Amtrak intercity passenger rail service through a Project funded by this Agreement, then such provider must comply with the provisions of 49 U.S.C. § 22905(d).

26.3 Consolidated Rail Infrastructure and Safety Improvements Grants Clauses

The Recipient agrees to comply with the clauses in Section 26.3 of this Attachment 1.

Consistent with 49 U.S.C. § 22905(e), clauses (b) and (c) through (g) of Section 26.3 of this Attachment 1 do not apply to: 1) commuter rail passenger transportation (as defined in 49

U.S.C. § 24102(3)) operations of a State or local government authority (as those terms are defined in 49 U.S.C. § 5302) or its contractor performing services in connection with commuter rail passenger operations; 2) the Alaska Railroad or its contractors; or 3) Amtrak's access rights to railroad right of way and facilities under current law.

(a) Federal Share. The Federal Share of total Project costs shall not exceed 80 percent.

(b) Buy America. In lieu of Section 12.1 of this Attachment 1:

(1) for infrastructure projects, steel, iron, and manufactured products used in the Project are subject to 49 U.S.C. §22905(a), as implemented by FRA. The Recipient acknowledges that this Agreement is neither a waiver of 49 U.S.C. § 22905(a)(1) nor a finding under 49 U.S.C. § 22905(a)(2). For infrastructure projects, construction materials used in the Project are subject to the domestic preference requirement at § 70914 of the Build America, Buy America Act, Pub. L. No. 117-58, div. G, tit. IX, subtit. A, 135 Stat. 429, 1298 (2021) and 2 CFR part 184, as implemented by OMB, USDOT and FRA. The Recipient acknowledges that this Agreement is neither a waiver of § 70914(a) nor a finding under § 70914(b).

(2) for non-infrastructure projects, steel, iron, and manufactured products used in the Project are subject to 49 U.S.C. § 22905(a), as implemented by FRA. The Recipient acknowledges that this Agreement is neither a waiver of 49 U.S.C. § 22905(a)(1) nor a finding under 49 U.S.C. § 22905(a)(2).

(3) under this Section, "infrastructure project" has the definition provided in 2 CFR § 184.3.

(4) for all projects, the Recipient should under 2 CFR § 200.322, to the greatest extent practicable and consistent with law, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States. The Recipient shall include the requirements of 2 CFR § 200.322 in all subawards, contracts, and purchase orders under this award.

(c) Operators Deemed Rail Carriers. The Recipient recognizes and agrees that 49 U.S.C. § 22905(b) provides that persons conducting rail operations over rail infrastructure constructed or improved in whole or in part with funds provided under chapter 229 of Title 49, United States Code, will be considered a "rail carrier" as defined by 49 U.S.C. § 10102(5), for purposes of Title 49, United States Code, and any other statute that adopts that definition or in which that definition applies, including: the Railroad Retirement Act of 1974 (45 U.S.C. § 231 et seq.); the Railway Labor Act (45 U.S.C. § 151 et seq.); and the Railroad Unemployment Insurance Act (45 U.S.C. § 351 et seq.). The Recipient agrees to reflect this provision in its agreements (if any) with any entity operating rail services over such rail infrastructure.

(d) Railroad Agreements. In accordance with 49 U.S.C. § 22905(c)(1), if the Project funded by this Agreement uses rights-of-way owned by a railroad, then Recipient represents that it has entered into a written agreement with that railroad owner, which includes:

compensation for such use; assurances regarding the adequacy of infrastructure capacity to accommodate both existing and future freight and passenger operations; an assurance by the railroad that collective bargaining agreements with railroad's employees (including terms regulating the contracting of work) will remain in full force and effect according to their terms for work performed by the railroad on the railroad transportation corridor; and an assurance that Recipient complies with liability requirements consistent with 49 U.S.C. § 28103.

By signing this Agreement, Recipient certifies that the written agreement referenced in this Section 26.3(d) has been executed or is not required.

Additional guidance on compliance with the Railroad Agreements provisions is available on FRA's website at: https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1.

(e) Labor Protective Arrangements. In accordance with 49 U.S.C. § 22905(c)(2)(B), if the Project funded by this Agreement uses rights-of-way owned by a railroad, then the Recipient will ensure compliance with the protective arrangements that are equivalent to those established under Section 504 of the Railroad Revitalization and Regulatory Reform Act of 1976, 49 U.S.C. § 22404. Such protective arrangements are included herein as Exhibit B.5.

(f) Davis-Bacon and Related Acts Provisions. In accordance with 49 U.S.C. § 22905(c)(2)(A), if the Project funded by this Agreement uses rights-of-way owned by a railroad, the Recipient will ensure compliance with the standards of 49 U.S.C. § 24312 with respect to the Project in the same manner that Amtrak is required to comply with those standards for construction work financed under an agreement made under 49 U.S.C.§ 24308(a). For these purposes, wages in collective bargaining agreements negotiated under the Railway Labor Act are deemed to comply with Davis-Bacon Act requirements.

(g) Replacement of Existing Intercity Passenger Rail Service. If an intercity passenger rail transportation provider replaces Amtrak intercity passenger rail service through a Project funded by this Agreement, then such provider must comply with the provisions of 49 U.S.C. § 22905(d).

26.4 Restoration and Enhancement Grants Clauses

The Recipient agrees to comply with the clauses in Section 26.4 of this Attachment 1.

Consistent with 49 U.S.C. § 22905(e), clauses (b) and (c) through (g) of Section 26.4 do not apply to: 1) commuter rail passenger transportation (as defined in 49 U.S.C. § 24102(3)) operations of a State or local government authority (as those terms are defined in 49 U.S.C. § 5302) or its contractor performing services in connection with commuter rail passenger operations; 2) the Alaska Railroad or its contractors; or 3) Amtrak's access rights to railroad right-of -way and facilities under current law.

(a) Maximum Funding Limitation. A grant authorized by 49 U.S.C. § 22908 may not exceed:

(1) 90 percent of the projected net operating costs for the first year of service;

(2) 80 percent of the projected net operating costs for the second year of service;

(3) 70 percent of the projected net operating costs for the third year of service;

(4) 60 percent of the projected net operating costs for the fourth year of service;

(5) 50 percent of the projected net operating costs for the fifth year of service; and

(6) 30 percent of the projected net operating costs for the sixth year of service.

(b) Buy America. In lieu of Section 12.1 of this Agreement 1:

(1) for infrastructure projects, steel, iron, and manufactured products used in the Project are subject to 49 U.S.C. § 22905(a), as implemented by FRA. The Recipient acknowledges that this Agreement is neither a waiver of 49 U.S.C. § 22905(a)(1) nor a finding under 49 U.S.C. § 22905(a)(2). For infrastructure projects, construction materials used in the Project are subject to the domestic preference requirement at § 70914 of the Build America, Buy America Act, Pub. L. No. 117-58, div. G, tit. IX, subtit. A, 135 Stat. 429, 1298 (2021) and 2 CFR part 184, as implemented by OMB, USDOT, and FRA. The Recipient acknowledges that this Agreement is neither a waiver of § 70914(a) nor a finding under § 70914(b).

(2) for non-infrastructure projects, steel, iron, and manufactured products used in the Project are subject to 49 U.S.C. § 22905(a), as implemented by FRA. The Recipient acknowledges that this Agreement is neither a waiver of 49 U.S.C. § 22905(a)(1) nor a finding under 49 U.S.C. § 22905(a)(2).

(3) under Section 26.4 of this Attachment 1, “infrastructure project” has the definition provided in 2 CFR § 184.3.

(4) for all projects, the Recipient should under 2 CFR § 200.322, to the greatest extent practicable and consistent with law, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States. The Recipient shall include the requirements of 2 CFR § 200.322 in all subawards, contracts, and purchase orders under this award.

(c) Operators Deemed Rail Carriers. The Recipient recognizes and agrees that 49 U.S.C. § 22905(b) provides that persons conducting rail operations over rail infrastructure constructed or improved in whole or in part with funds provided under chapter 229 of Title 49, United States Code, will be considered a “rail carrier” as defined by 49 U.S.C. § 10102(5), for purposes of Title 49, United States Code, and any other statute that adopts that definition or in which that definition applies, including: the Railroad Retirement Act of 1974 (45 U.S.C. § 231 et seq.); the Railway Labor Act (45 U.S.C. § 151 et seq.); and the

Railroad Unemployment Insurance Act (45 U.S.C. § 351 et seq.). The Recipient agrees to reflect this provision in its agreements (if any) with any entity operating rail services over such rail infrastructure.

(d) Railroad Agreements. In accordance with 49 U.S.C. § 22905(c)(1), if the Project funded by this Agreement uses rights-of-way owned by a railroad, then Recipient represents that it has entered into a written agreement with that railroad owner, which includes: compensation for such use; assurances regarding the adequacy of infrastructure capacity to accommodate both existing and future freight and passenger operations; an assurance by the railroad that collective bargaining agreements with railroad's employees (including terms regulating the contracting of work) will remain in full force and effect according to their terms for work performed by the railroad on the railroad transportation corridor; and an assurance that Recipient complies with liability requirements consistent with 49 U.S.C. § 28103.

By signing this Agreement, Recipient certifies that the written agreement referenced in this Section 26.4(d) has been executed or is not required.

Additional guidance on compliance with the Railroad Agreements provisions is available on FRA's website at: https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1.

(e) Labor Protective Arrangements. In accordance with 49 U.S.C. § 22905(c)(2)(B), if the Project funded by this Agreement uses rights-of-way owned by a railroad, then the Recipient will ensure compliance with the protective arrangements that are equivalent to those established under Section 504 of the Railroad Revitalization and Regulatory Reform Act of 1976, 49 U.S.C. § 22404. Such protective arrangements are included herein as Exhibit B.5.

(f) Davis-Bacon and Related Acts Provisions. In accordance with 49 U.S.C. § 22905(c)(2)(A), if the Project funded by this Agreement uses rights-of-way owned by a railroad, the Recipient will ensure compliance with the standards of 49 U.S.C. § 24312 with respect to the Project in the same manner that Amtrak is required to comply with those standards for construction work financed under an agreement made under 49 U.S.C.§ 24308(a). For these purposes, wages in collective bargaining agreements negotiated under the Railway Labor Act are deemed to comply with Davis-Bacon Act requirements.

(g) Replacement of Existing Intercity Passenger Rail Service. If an intercity passenger rail transportation provider replaces Amtrak intercity passenger rail service through a Project funded by this Agreement, then such provider must comply with the provisions of 49 U.S.C. § 22905(d).

(h) Route Reporting. The Recipient will provide similar information regarding the route performance, financial, and ridership projections, and capital and business plans that Amtrak is required to provide, and such other data and information as is required by Article 4 of Attachment 2 of this Agreement.

(i) Termination. In addition to the terms of this Attachment 1, FRA may terminate this Agreement upon the cessation of service, or the violation of any other term of this Agreement.

26.5 Federal-State Partnership for Intercity Passenger Rail and Federal-State Partnership for State of Good Repair Clauses

The Recipient agrees to comply with the clauses in Section 26.5 of this Attachment 1.

Consistent with 49 U.S.C. § 22905(e), clauses (b) through (g) of Section 26.5 of this Attachment 1 do not apply to: 1) commuter rail passenger transportation (as defined in 49 U.S.C. § 24102(3)) operations of a State or local government authority (as those terms are defined in 49 U.S.C. § 5302) or its contractor performing services in connection with commuter rail passenger operations; 2) the Alaska Railroad or its contractors; or 3) Amtrak's access rights to railroad right of way and facilities under current law.

(a) Federal Share. The Federal Share of total Project costs shall not exceed 80 percent.

(b) Buy America. In lieu of Section 12.1 of this Attachment 1:

(1) for infrastructure projects, steel, iron, and manufactured products used in the Project are subject to 49 U.S.C. § 22905(a), as implemented by FRA. The Recipient acknowledges that this Agreement is neither a waiver of 49 U.S.C. § 22905(a)(1) nor a finding under 49 U.S.C. § 22905(a)(2). For infrastructure projects, construction materials used in the Project are subject to the domestic preference requirement at § 70914 of the Build America, Buy America Act, Pub. L. No. 117-58, div. G, tit. IX, subtit. A, 135 Stat. 429, 1298 (2021) and 2 CFR part 184, as implemented by OMB, USDOT and FRA. The Recipient acknowledges that this Agreement is neither a waiver of § 70914(a) nor a finding under § 70914(b).

(2) for non-infrastructure projects, steel, iron, and manufactured products used in the Project are subject to 49 U.S.C. § 22905(a), as implemented by FRA. The Recipient acknowledges that this Agreement is neither a waiver of 49 U.S.C. § 22905(a)(1) nor a finding under 49 U.S.C. § 22905(a)(2).

(3) under this Section, "infrastructure project" has the definition provided in 2 CFR § 184.3.

(4) for all projects, the Recipient should under 2 CFR § 200.322, to the greatest extent practicable and consistent with law, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States. The Recipient shall include the requirements of 2 CFR § 200.322 in all subawards, contracts, and purchase orders under this award.

(c) Operators Deemed Rail Carriers. The Recipient recognizes and agrees that 49 U.S.C. § 22905(b) provides that persons conducting rail operations over rail infrastructure constructed or improved in whole or in part with funds provided under chapter 229 of Title 49, United States Code, will be considered a "rail carrier" as defined by 49 U.S.C. §

10102(5), for purposes of Title 49, United States Code, and any other statute that adopts that definition or in which that definition applies, including: the Railroad Retirement Act of 1974 (45 U.S.C. § 231 et seq.); the Railway Labor Act (45 U.S.C. § 151 et seq.); and the Railroad Unemployment Insurance Act (45 U.S.C. § 351 et seq.). The Recipient agrees to reflect this provision in its agreements (if any) with any entity operating rail services over such rail infrastructure.

(d) Railroad Agreements. In accordance with 49 U.S.C. § 22905(c)(1), if the Project funded by this Agreement uses rights-of-way owned by a railroad, then Recipient represents that it has entered into a written agreement with that railroad owner, which includes: compensation for such use; assurances regarding the adequacy of infrastructure capacity to accommodate both existing and future freight and passenger operations; an assurance by the railroad that collective bargaining agreements with railroad's employees (including terms regulating the contracting of work) will remain in full force and effect according to their terms for work performed by the railroad on the railroad transportation corridor; and an assurance that Recipient complies with liability requirements consistent with 49 U.S.C. § 28103.

By signing this Agreement, Recipient certifies that the written agreement referenced in this Section 26.5(d) has been executed or is not required.

Additional guidance on compliance with the Railroad Agreements provisions is available on FRA's website at: https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1.

(e) Labor Protective Arrangements. In accordance with 49 U.S.C. § 22905(c)(2)(B), if the Project funded by this Agreement uses rights-of-way owned by a railroad, then the Recipient will ensure compliance with the protective arrangements that are equivalent to those established under Section 504 of the Railroad Revitalization and Regulatory Reform Act of 1976, 49 U.S.C. § 22404. Such protective arrangements are included herein as Exhibit B.5.

(f) Davis-Bacon and Related Acts Provisions. In accordance with 49 U.S.C. § 22905(c)(2)(A), if the Project funded by this Agreement uses rights-of-way owned by a railroad, the Recipient will ensure compliance with the standards of 49 U.S.C. § 24312 with respect to the Project in the same manner that Amtrak is required to comply with those standards for construction work financed under an agreement made under 49 U.S.C.§ 24308(a). For these purposes, wages in collective bargaining agreements negotiated under the Railway Labor Act are deemed to comply with Davis-Bacon Act requirements.

(g) Replacement of Existing Intercity Passenger Rail Service. If an intercity passenger rail transportation provider replaces Amtrak intercity passenger rail service through a Project funded by this Agreement, then such provider must comply with the provisions of 49 U.S.C. § 22905(d).

(h) Northeast Corridor Cost Allocation. For projects located on the Northeast Corridor, as that term is defined in 49 U.S.C. § 24911(a)(4), Amtrak and the public authorities providing commuter rail passenger transportation at the Project location on the Northeast Corridor must remain in compliance with 49 U.S.C. § 24905(c)(2).

(i) Interest and Financing Costs. Pursuant to 49 U.S.C. § 24911(g)(2), interest and other financing costs of efficiently carrying out a part of the Project within a reasonable time are a cost of carrying out the Project under a Phased Funding Agreement, except that eligible costs may not be more than the cost of the most favorable financing terms reasonably available for the Project at the time of borrowing. The Recipient will certify to FRA's satisfaction that the Recipient has shown reasonable diligence in seeking the most favorable financing terms.

###

Attachment 2

PROJECT-SPECIFIC TERMS AND CONDITIONS

Version Date: April 30, 2025

Project-Specific Terms and Conditions
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ARTICLE 1: PROJECT-SPECIFIC DESIGNATIONS

1.1 Recipient

This Agreement (Agreement) is between the Federal Railroad Administration (FRA) and the Broward Metropolitan Planning Organization (the Recipient).

1.2 Project and Purpose

The purpose of this award is to fund the Fiscal Year (FY) 2022 Railroad Crossing Elimination (RCE) Program for the Broward County Sealed Corridor Project (the Project), as described in Article 4 of this Attachment 2, to help achieve the goals identified in the Notice of Funding Opportunity for Railroad Crossing Elimination Program, 87 Fed. Reg. 40335, July 6, 2022, that solicited applications for Federal financial assistance. FRA and the Recipient will accomplish that purpose by timely completing the Project and ensuring that this award does not substitute for non-Federal investment in the Project, except as proposed in the Application.

1.3 Program Designations

(a) Research and Development. This award is not for research and development.
(b) Project Size. This award is for a non-Major Project as that term is defined in FRA Guidance on Development and Implementation of Railroad Capital Projects, January 11, 2023 (Railroad Capital Projects Guidance).
(c) Phased Funding. This award is not a phased funding agreement as further discussed in Section 6.7 of this Attachment 2.
(d) Grant or Cooperative Agreement. This award is made as a Grant Agreement.
(e) Security Risk. This award is for a Project that has a low security risk.
(f) Rural Area. The information the Recipient provided to FRA, including in the Application, demonstrates this award is not for a Project in a Rural Area.

ARTICLE 2: SPECIAL TERMS AND CONDITIONS

There are no special terms for this award.

ARTICLE 3: ADMINISTRATIVE INFORMATION

3.1 Application

Application Title: Broward County Sealed Corridor Project
Application Date: October 10, 2022

3.2 FRA Awarding Official

FRA Office of Railroad Development
Federal Railroad Administration

1200 New Jersey Ave, SE
Washington, DC 20590
FRA-Grants@dot.gov

3.3 Federal Award Date

The "Federal Award Date" is the effective date of this Agreement, as defined under Section 25.2 of Attachment 1 of this Agreement.

3.4 Program Name and Assistance Listings Number

For the FY22 RCE Program, the Assistance Listings Number is 20.327 and the Assistance Listings Title is Railroad Crossing Elimination.

3.5 Recipient's Unique Entity Identifier

The Recipient's Unique Entity Identifier, as defined at 2 C.F.R. § 25.415, is listed in Section 1B on the Agreement cover sheet.

3.6 Federal Award Identification Number

The Federal Award Identification Number is listed in Section 2 on the Agreement cover sheet as the "Agreement Number."

ARTICLE 4: STATEMENT OF WORK

4.1 General Project Description

The Project will construct supplemental safety measures at 21 highway-rail grade crossings on the Florida East Coast Railway (FECR)/Brightline Florida LLC (Brightline) shared-use corridor (Shared Corridor). The Project entails design and construction activities that will enhance safety by reducing one of the primary types of accidents experienced along the railway: vehicles driving around the railroad entrance gates. To this end, the Project will construct improvements at 21 crossings, including the installation of centerline raised medians at one crossing, exit gate improvements at 15 crossings, and both exit gates and centerline raised medians at an additional five (5) crossings. Of the 66 crossings on the corridor in Broward County, all crossings have entrance gates, and 39 have an exit gate or other element that helps to prevent drivers from going around the gates. This Project would improve 21 of the remaining 27 crossings working towards a 'sealed corridor' through Broward County.

4.2 Project Location

The Project is located along 20-miles of the Brightline and FECR Shared Corridor within Broward County, Florida, specifically between Milepost (MP) 331.10 (26.260442 and -80.1176831) to MP 350.81 (25.98184 and -80.148074).

Figure 1 – Project Location Map

4.3 Project Scope

The Project includes the design and construction of improvements at 21 grade crossings along the Shared Corridor with a combination of exit gates and centerline raised medians. The Project will install centerline raised medians and/or exit gates on both approaches at certain locations and only on one approach at others. The scope of the Project includes the design and construction of the improvements

described below and as listed in Table 1 (Crossing Locations and Improvements by milepost (MP) and USDOT Crossing Inventory Number).[1]

- Install only centerline raised medians at one (1) crossing.
- Install only exit gates at 15 crossings.
- Install both centerline raised medians and exit gates at five (5) crossings. [2]

Table 1 – Crossing Locations and Improvements

Crossing ID	Street	Milepost	City	Crossing Infrastructure Maintenance Agreement Holder	Centerline Raised Median	Exit Gate
272519P	E COPANS RD	331.10	Deerfield Beach	Broward County		West Side
272528N	NE 6TH ST	332.77	Pompano Beach	City of Pompano Beach		Both Sides
272531W	NE 3RD ST	332.97	Pompano Beach	City of Pompano Beach		Both Sides
272534S	SW 2ND ST	333.31	Pompano Beach	City of Pompano Beach	East Side	West Side
272535Y	SW 6TH ST	333.79	Pompano Beach	Broward County		Both Sides
272870B	NE 56TH ST	335.63	Oakland Park	Broward County	East Side	West Side
272546L	NE 24TH ST	338.31	Wilton Manors	City of Wilton Manors		Both Sides
272547T	NE 17TH CT	338.80	Fort Lauderdale	City of Fort Lauderdale	Both Sides	
272558F	SW 5TH ST	341.45	Fort Lauderdale	City of Fort Lauderdale		Both Sides
272559M	SW 6TH ST	341.56	Fort Lauderdale	City of Fort Lauderdale		Both Sides
272560G	SW 7TH ST	341.67	Fort Lauderdale	City of Fort Lauderdale		Both Sides
272564J	SW 17TH ST	342.55	Fort Lauderdale	City of Fort Lauderdale		East Side
272566X	SW 22ND ST	342.96	Fort Lauderdale	City of Fort Lauderdale	East Side	West Side
272572B	OLD GRIFFIN RD	345.44	Dania Beach	Broward County	East Side	West Side
272573H	NW 1ST ST	345.81	Dania Beach	City of Dania Beach	East Side	West Side
272576D	DIXIE HWY	347.08	Dania Beach	Broward County		Both Sides
272582G	GARFIELD ST	348.07	Hollywood	City of Hollywood		Both Sides
272584V	JOHNSON ST	348.27	Hollywood	City of Hollywood		Both Sides
272589E	WASHINGTON ST	349.29	Hollywood	City of Hollywood		Both Sides
272591F	NE 3RD ST	350.30	Hallandale Beach	City of Hallandale Beach		Both Sides
272593U	SE 3RD ST	350.81	Hallandale Beach	City of Hallandale Beach		Both Sides

The Recipient will notify FRA in writing of any requested changes in Project scope and will not proceed with the changed scope unless approved by FRA in writing. If approved, changes to Project scope may require additional environmental review or an amendment to this Agreement.

Task 1: Project Administration and Management

Subtask 1.1: Project Administration

The Recipient will perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Brightline Florida LLC (Brightline) – Railroad Operator
- Florida East Coast Railway (FECR) – Railroad Owner

[1] This Statement of Work lists grade crossings by their U.S. DOT Crossing Inventory Number ("Crossing ID").

- Broward County – Funding Partner/Roadway Owner
- Local Municipal - Pompano Beach, Fort Lauderdale, Wilton Manors, Dania Beach, Hollywood, and Hallandale Beach – Funding Partners/Roadway Owners
- FRA

The Recipient will facilitate the coordination of all activities necessary for implementation of the Project. The Recipient will:

- Complete necessary steps to hire a qualified consultant/contractor to perform required Project work, as necessary;
- Hold regularly scheduled Project meetings with FRA;
- Inspect and approve work as it is completed; and
- Participate in other coordination, as needed.

The Recipient will require that each of the Funding Partners/Roadway Owners enter into new or amend existing crossing agreements with FECR to include the crossing improvements for each of the crossings improved by this Project. The Recipient will notify FRA when all agreements are completed.

The Recipient will demonstrate to FRA that it is carrying out the project benefits in the most cost-efficient manner.

Subtask 1.2: Project Management Plan

The Recipient will prepare a Project Management Plan (PMP), that describes how the Project will be implemented and monitored to ensure effective, efficient, and safe delivery of the Project on time and within budget. The PMP will describe, in detail, the activities and steps necessary to complete the tasks outlined in this Statement of Work.

The PMP will include a Project Schedule and Project Budget for the work to be performed under this Agreement. The Project Schedule will be consistent with the Estimated Project Schedule in Section 5.2 of this Attachment 2 but provide a greater level of detail. Similarly, the Project Budget should be consistent with the Approved Project Budget in Section 6.5 of this Attachment 2 but provide a greater level of detail.

The Recipient will submit the PMP to FRA for review and approval. The Recipient will implement the Project as described in the approved PMP. The Recipient will not begin work on subsequent tasks until FRA has provided written approval of the PMP, unless FRA has provided pre-award authority for such work under Section 6.6 of this Attachment 2. FRA will not reimburse the Recipient for costs incurred in contravention of this requirement.

FRA may require the Recipient to update the PMP. The Recipient will submit any such updates to FRA for review and approval, and FRA will determine if updates to the PMP require an amendment to this Agreement. The Project Budget and Project Schedule may be revised consistent with Article 5 of Attachment 1 of this Agreement without amending this Agreement.

The Recipient will identify agreements governing the construction, operation, and maintenance of the Project in the PMP. If requested by FRA, the Recipient will provide FRA the final, executed copies of any agreements within ten business days of the request.

The PMP will be consistent with the FRA Guidance on Development and Implementation of Railroad Capital Projects (Railroad Capital Projects Guidance) and 49 U.S.C. § 22903, as applicable.

Subtask 1.3: Project Closeout

The Recipient will submit a Final Performance Report as required by Section 7.2 of Attachment 1 of this Agreement, which should describe the cumulative activities of the Project, including a complete description of the Recipient's achievements with respect to the Project objectives and milestones.

Task 1 Deliverables:

Deliverable ID	Subtask	Deliverable Name
1.1	1.2	Project Management Plan
1.2	1.3	Final Performance Report

Task 2: Final Design

The Recipient shall prepare Final Design (the "Final Design"), including all design elements required to be sufficient to commence with procurement documentation to solicit a construction contract for the Project. The Recipient prepared, and FRA accepted, the Preliminary Engineering (PE) Design (plans dated April 2024) for the Project as a prerequisite for grant award. The Final Design will advance the FRA-accepted PE Design and may include the following documents: roadway plan and profile plans, signing and pavement marking plans, crossing layouts, traffic management plans, finalized quantities and detailed cost estimate. The Recipient may prepare the Final Design as one comprehensive package or multiple packages, as defined in the Detailed PMP prepared in Task 1.

The Recipient will submit the Final Design for review and concurrence by the railroads (Brightline and FECR) as well as any applicable roadway authorities or municipalities. Upon completion of stakeholder review and concurrence, the Recipient will submit the Final Design to FRA for review and acceptance to confirm that the design supports a Project that can be constructed within the scope, schedule, and budget of this Agreement. The Recipient shall not proceed with construction of a specific Project Component until FRA has accepted the Final Design and given the Recipient notice to proceed with construction for the accepted Project Component.

The Final Design will include revisions to, or new plan inserts for each individual crossing, and will include the following components, as applicable:

a. Roadway Plan and Profile: Prepare revisions to the existing roadway plan and profile showing the location of all new or modified physical elements associated with the installation of the improvements. The Final Design for the roadway plan and profile shall also include the identification of existing and proposed (if relocated) public and private utilities and any utility easements required to support the installation of the improvements.

b. Signing and Pavement Marking Plans: Prepare revisions to the existing signing and pavement marking plans showing the location of all new or modified physical elements and surface modifications associated with the installation of the improvements.
c. Crossing Layout: As necessary, prepare revisions to the existing crossing layout showing the location of all new or modified physical elements associated with the installation of the improvements. The Final Design for the crossing layout shall also include the identification of existing and proposed (if relocated) public and private utilities and any utility easements required to support the installation of the improvements.
d. Maintenance of Traffic Plan: Prepare Maintenance of Traffic (MOT) Plan to provide Temporary Traffic Control (TTC) during the construction of the improvements.
e. County or Municipality Stakeholder design concurrence. (Upon Request by FRA)
f. Railroad Stakeholder design concurrence. (Upon Request by FRA)

Subtask 2.1: Centerline Raised Medians
The Recipient shall prepare Final Design for the improvements proposed at the 6 crossings that will receive centerline raised medians, as listed in Table 1.

Subtask 2.2: Exit Gates
The Recipient shall prepare Final Design for the improvements proposed at the 20 crossings that will receive exit gates, as listed in Table 1.

Subtask 2.3: Detailed Cost Estimate
The Final Design shall include a detailed engineering cost estimate for the materials and labor required to construct the Project, presented in the Standard Cost Category (SCC) format as defined in FRA's Capital Cost Estimating Guidance, August 30, 2016 (https://www.fra.dot.gov/eLib/Details/L17452); and Monitoring Procedure 33, SCC Worksheets reference (https://www.fra.dot.gov/eLib/details/L16055). The detailed engineering cost estimate shall also include any costs required for utility relocation or connection, traffic control, railroad flagging, construction management, project management or other associated costs that Recipient may require to construct the Project.

The Recipient will be responsible for ensuring the Project is constructed in accordance with the FRA approved environmental documents and the FRA accepted Final Design Package. The Recipient is responsible for ensuring that commitments identified in the approved environmental document are accounted for in the Final Design process.

Upon acceptance of the Final Design, FRA will authorize the Recipient to proceed with construction activities in Task 3 of this Statement of Work (SOW). FRA authorization to proceed with construction, or utility relocation will be subject to confirmation from the Recipient that the Project can be completed within the scope, schedule, budget, and terms and conditions of the Agreement and as described in the PMP prepared in Task 1.

Task 2 Deliverables:

Deliverable ID	Subtask	Deliverable Name
2.1	2.1	Final Design Package - Centerline Raised Median (6 crossings)
2.2	2.2	Final Design Package - Exit Gates (20 crossings)

2.3	2.3	Detailed and Itemized Cost Estimate

Task 3: Construction

Upon receipt of FRA acceptance of the Final Design prepared in Task 2, the Recipient shall construct the rail-highway safety improvements in the Project as described in this SOW and approved PMP prepared in Task 1. The Recipient shall complete the Project in accordance with the environmental review as defined in the CE approved for this Project. The Recipient shall deliver the Project using the method defined in the most current approved PMP prepared in Task 1 and as presented in the Final Design prepared in Task 2.

Subtask 3.1: USDOT Crossing Inventory Update
The Recipient must coordinate with the primary operating railroad to report changes in crossing characteristics to the Crossing Inventory pursuant to 49 CFR § 234.411. Changes in crossing characteristics include changes to crossing surfaces or to a warning device. The Recipient will provide a record or statement of completion of required updates to the USDOT Crossing Inventory prior to close-out of the Project.

Task 3 Deliverables:

Deliverable ID	Subtask	Deliverable Name
3.1	N/A	Procurement Materials (Upon Request by FRA)
3.2	N/A	Project Delivery Materials (Upon Request by FRA)
3.3	3.1	USDOT Crossing Inventory Update

Additional Task:

None.

4.4 Implement Required Environmental Commitments

The Recipient will implement the Project consistent with the documents and environmental commitments identified below.

Table 4-A: Environmental Commitments

Document Type	Commitment Reference	Document Date
Categorical Exclusion	None	August 21, 2024

ARTICLE 5: AWARD DATES AND ESTIMATED PROJECT SCHEDULE

5.1 Award Dates

Budget Period End Date: August 31, 2028
Period of Performance End Date: August 31, 2028

5.2 Estimated Project Schedule

Milestones associated with this Agreement are identified in Table 5-A: Estimated Project Schedule. The Recipient will complete these milestones to FRA's satisfaction by the Schedule Date, subject to Article 5 of Attachment 1 of this Agreement. The Recipient will notify FRA in writing when it believes it has achieved the milestone.

Table 5-A: Estimated Project Schedule

Milestone	Schedule Date
Final Design Completion	December 31, 2025
Construction Substantial Completion	October 31, 2027

ARTICLE 6: AWARD AND PROJECT FINANCIAL INFORMATION

6.1 Award Amount

Agreement Federal Funds: $15,440,000.

6.2 Federal Obligation Information

Federal Obligation Type: Single

6.3 Federal Authorization and Funding Source

Authorizing Statute: Sections 22104 and 22305 of the Infrastructure Investment and Jobs Act, Public Law 117-58 (November 15, 2021); 49 U.S.C. § 22909

Appropriation: Infrastructure Investment and Jobs Act, Division J, Title VIII (Public Law 117-58 (2021))

6.4 Funding Availability

Program funding that is obligated under this Agreement remains available until expended.

6.5 Approved Project Budget

The estimated total Project cost under this Agreement is $19,300,000.

FRA will contribute a maximum of 80 percent of the total Project cost, not to exceed the Agreement Federal Funds in Section 6.1 of this Attachment 2. FRA will fund the Project at the lesser amount of the Agreement Federal Funds or the FRA maximum contribution percentage of total Project costs.

The Recipient will contribute $3,860,000 in Agreement Non-Federal Funds. Recipient's Agreement Non-Federal Funds are comprised of cash contributions in the amount of $3,860,000.

The Recipient will complete the Project to FRA's satisfaction within the Approved Project Budget, subject to Article 5 of Attachment 1 of this Agreement.

Table 6-A: Approved Project Budget by Task

Task #	Task Title	Agreement Federal Funds	Agreement Non-Federal Funds	Total
1	Project Administration and Management	$2,560,000	$640,000	$3,200,000
2	Final Design	$720,000	$180,000	$900,000
3	Construction	$9,680,000	$2,420,000	$12,100,000
Contingency	Project Contingency	$2,480,000	$620,000	$3,100,000
	Total	**$15,440,000**	**$3,860,000**	**Total Project Cost: $19,300,000**

Table 6-B: Approved Project Budget by Source

Funding Source	Total Amount	Percentage of Total Project Cost
Federal Share	**$15,440,000**	**80%**
FY22 RCE	$15,440,000	80%
Agreement Non-Federal Funds	**$3,860,000**	**20%**
Broward County	$2,365,000	12%
Local Municipalities*	$1,495,000	8%

*Pompano Beach, Fort Lauderdale, Wilton Manors, Dania Beach, Hollywood, and Hallandale Beach

6.6 Pre-Award Costs

None. Consistent with 2 C.F.R. part 200, costs incurred before the date of this Agreement are not allowable costs under this award. FRA will neither reimburse those costs under this award nor consider them as a non-Federal cost-sharing contribution to this award.

6.7 Phased Funding Agreement

Not applicable.

ARTICLE 7: PERFORMANCE MEASUREMENT INFORMATION

Table 7-A: Performance Measurement Table identifies the performance measures that this Project is expected to achieve. These performance measures will enable FRA to assess the Recipient's progress in achieving grant program goals and objectives. The Recipient will report on these performance measures in accordance with the frequency and duration specified in Table 7-A.

Upon Project completion, the Recipient will submit reports comparing the actual Project performance of the new and or improved asset(s) against the pre-Project (baseline) performance and expected post-

Project performance as described in Table 7-A. The Recipient will submit the performance measures report to the Project Manager in accordance with Table 7-A.

Table 7-A: Performance Measurement Table

Goal	Objective	Performance Measure	Description of Measure	Measurement	Reporting
Safety	***Reduce Incidents in Broward County along the Rail Corridor***	***Reported Accidents/ Incidents (All Crossings)***	*Total number of highway-rail grade crossing accidents/incidents reported to FRA in the calendar year for all Broward County grade crossings on the Brightline-FECR Shared Corridor.* *As submitted to FRA on the Highway-Rail Grade Crossing Accident/Incident Report (Form FRA F 6180.57, Rev. 08/10)*	**Pre-Project (Baseline) Performance as of December 31, 2024:** Total annual highway-rail grade crossing accidents/incidents reported to FRA in the Calendar Year 2024.	**Frequency:** Submitted annually on January 31.
				Expected Post-Project Performance: Total annual highway-rail grade crossing accidents/incidents reported to FRA.	**Duration:** For two years after the end of the calendar year of the Project Performance Period end date.

The Recipient will prepare a Project Outcomes Report pursuant to Section 8.3 of Attachment 1 of this Agreement.

ARTICLE 8: ENVIRONMENTAL COMPLIANCE

FRA signed a Categorical Exclusion Worksheet for this Project on August 21, 2024, and Section 106 compliance is achieved using the Program Comment to Exempt Consideration of Effects to Rail Properties Within Rail Rights-of-Way issued by the Advisory Council on Historic Preservation on August 17, 2018. The Recipient is responsible for complying with environmental commitments, such as best management practices, described in the Categorical Exclusion Worksheet Section R - Mitigation, as identified in Section 4.4 of this Attachment 2.

Should conditions or the scope of the action change, the Recipient must notify FRA and receive written response and notice to proceed before proceeding. FRA will evaluate whether this determination remains applicable or if additional environmental review is necessary.

ARTICLE 9: LABOR AND WORK

9.1 Efforts to Support Good-Paying Jobs and Strong Labor Standards

This Section identifies the Recipient's efforts to support good-paying jobs and strong labor standards related to the Project. The Recipient certifies that rows marked with "X" in the following table are accurate:

	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union.
	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences.
	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, and proactive plans to prevent harassment.
	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies.
X	The Recipient or a project partner has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards.
	The Recipient or a project partner has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described below.
	The Recipient or a project partner has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.

9.2 Supporting Narrative

The Project will bring construction opportunities to the area. Brightline will manage a competitive process for selecting contractors that will perform the crossing work. Skillset gained through the railroad work have the potential to lead to other employment opportunities for residents. This Project will support the long-term implementation of a commuter rail service which will bring a much-needed public transportation option along the eastern portion of the County, enhancing mobility in the Region and improving connectivity to daily needs and employment opportunities.

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U.S. Department of Transportation
Federal Railroad Administration

Exhibits

Revision Date: April 30, 2025

U.S. Department of Transportation
Federal Railroad Administration

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EXHIBIT A: APPLICABLE FEDERAL LAWS AND REGULATIONS

By entering into this Agreement, the Recipient assures and certifies, with respect to this award, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Project. Performance under this Agreement shall be governed by and in compliance with the following requirements, as applicable, to the type of organization of the Recipient and any applicable sub-recipients. The applicable provisions to this Agreement include, but are not limited to, the following:

GENERAL FEDERAL LEGISLATION

a. Davis-Bacon Act – 40 U.S.C. § 3141 et seq.
b. Federal Fair Labor Standards Act – 29 U.S.C. § 201 et seq.
c. Hatch Act – 5 U.S.C. § 1501 et seq.
d. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 – 42 U.S.C. § 4601 et seq.
e. National Historic Preservation Act of 1966 (Section 106) – 54 U.S.C. § 306108
f. Archeological and Historic Preservation Act of 1974 – 54 U.S.C. §§ 312501-312508
g. Native American Graves Protection and Repatriation Act – 25 U.S.C. § 3001 et seq.
h. Clean Air Act, P.L. 90-148, as amended – 42 U.S.C. § 7401 et seq.
i. Clean Water Act, as amended – 33 U.S.C. § 1251 et seq.
j. Endangered Species Act, P.L. 93-205, as amended – 16 U.S.C. § 1536 et seq.
k. Coastal Zone Management Act, P.L. 92-583, as amended – 16 U.S.C. § 1451 et seq.
l. Flood Disaster Protection Act of 1973, Section 102(a) – 42 U.S.C. § 4012a
m. Age Discrimination Act of 1975 – 42 U.S.C. § 6101 et seq.
n. American Indian Religious Freedom Act, as amended – P.L. 95-341
o. Sections 523 and 527 of the Public Health Service Act of 1912, as amended – 42 U.S.C. §§ 290dd–290dd-2
p. Architectural Barriers Act of 1968 – 42 U.S.C. § 4151 et seq.
q. Power Plant and Industrial Fuel Use Act of 1978, P.L. 100-42, Section 403 – 42 U.S.C. § 8373
r. Contract Work Hours and Safety Standards Act – 40 U.S.C. § 3701 et seq.
s. Copeland Anti-kickback Act, as amended – 18 U.S.C. § 874 and 40 U.S.C. § 3145
t. National Environmental Policy Act of 1969 – 42 U.S.C. § 4321 et seq.
u. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. § 1271 et seq.
v. Single Audit Act of 1984 – 31 U.S.C. § 7501 et seq.
w. Americans with Disabilities Act of 1990 – 42 U.S.C. § 12101 et seq.
x. Title IX of the Education Amendments of 1972, as amended – 20 U.S.C. §§ 1681–1683 and §§ 1685–1687
y. Section 504 of the Rehabilitation Act of 1973, as amended – 29 U.S.C. § 794
z. Title VI of the Civil Rights Act of 1964 – 42 U.S.C. § 2000d et seq.
aa. Limitation on Use of Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions – 31 U.S.C. § 1352
bb. Freedom of Information Act, as amended – 5 U.S.C. § 552
cc. Magnuson-Stevens Fishery Conservation and Management Act – 16 U.S.C. § 1801 et seq.
dd. Farmland Protection Policy Act of 1981 – 7 U.S.C. § 4201 et seq.
ee. Noise Control Act of 1972 – 42 U.S.C. § 4901 et seq.
ff. Fish and Wildlife Coordination Act of 1956 – 16 U.S.C. § 661 et seq.
gg. Section 9 of the Rivers and Harbors Act and the General Bridge Act of 1946 – 33 U.S.C. §§ 401 and

525

hh. Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. § 303
ii. Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), as amended – 42 U.S.C. §§ 9601–9657
jj. Safe Drinking Water Act – 42 U.S.C. §§ 300f–300j-26
kk. The Wilderness Act – 16 U.S.C. §§ 1131–1136
ll. Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976 – 42 U.S.C. § 6901 et seq.
mm. Migratory Bird Treaty Act – 16 U.S.C. § 703 et seq.
nn. The Federal Funding Transparency and Accountability Act of 2006, as amended (Pub. L. 109-282, as amended by Section 6202 of Public Law 110-252)
oo. Cargo Preference Act of 1954 – 46 U.S.C. § 55305
pp. Section 889 of the John D. McCain National Defense Authorization Act for Fiscal Year 2019, Pub. L. 115-232
qq. Efficient Environmental Reviews – 23 U.S.C. § 139
rr. Grant Conditions – 49 U.S.C. § 22905
ss. Build America, Buy America Act – Pub. L. No. 117-58, div. G, tit. IX, subtit. A, 135 Stat. 429, 1298
tt. Bringing In and Harboring Certain Aliens – 8 U.S.C. § 1324
uu. Aiding or Assisting Certain Aliens to Enter – 8 U.S.C. § 1327

EXECUTIVE ORDERS

a. Executive Order 11990 – Protection of Wetlands
b. Executive Order 11988 – Floodplain Management
c. Executive Order 12372 – Intergovernmental Review of Federal Programs
d. Executive Order 12549 – Debarment and Suspension
e. Executive Order 14005 – Ensuring the Future is Made in All of America by All of America's Workers
f. Executive Order 14025 – Worker Organizing and Empowerment
g. Executive Order 14149 – Restoring Freedom of Speech and Ending Federal Censorship
h. Executive Order 14154 – Unleashing American Energy
i. Executive Order 14168 – Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government
j. Executive Order 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity

GENERAL FEDERAL REGULATIONS

a. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards – 2 CFR Parts 200, 1201
b. Non-procurement Suspension and Debarment – 2 CFR Parts 180, 1200
c. Investigative and Enforcement Procedures – 14 CFR Part 13
d. Procedures for predetermination of wage rates – 29 CFR Part 1
e. Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States – 29 CFR Part 3
f. Labor standards provisions applicable to contracts governing federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act) – 29 CFR Part 5
g. Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements) – 41 CFR Parts 60 et seq.

h. New Restrictions on Lobbying – 49 CFR Part 20
i. Nondiscrimination in Federally Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964 – 49 CFR Part 21, including any amendments thereto
j. Uniform relocation assistance and real property acquisition for Federal and Federally assisted programs – 49 CFR Part 24
k. Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance – 49 CFR Part 25
l. Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance – 49 CFR Part 27
m. DOT's implementation of DOJ's ADA Title II regulations compliance procedures for all programs, services, and regulatory activities relating to transportation under 28 CFR Part 35
n. Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation – 49 CFR Part 28
o. Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors – 49 CFR Part 30
p. Governmentwide Requirements for Drug-Free Workplace (Financial Assistance) – 49 CFR Part 32
q. DOT's implementing ADA regulations for transit services and transit vehicles, including the DOT's standards for accessible transportation facilities in Part 37, Appendix A – 49 CFR Parts 37 and 38
r. Environmental Impact and Related Procedures – 23 CFR Part 771
s. Procedures Implementing Section 4(f) of the Department of Transportation Act – 23 CFR Part 774

Specific assurances required to be included in the Agreement by any of the above laws, regulations, or circulars are hereby incorporated by reference into this Agreement.

EXHIBIT B: ADDITIONAL STANDARD TERMS

EXHIBIT B.1: TITLE VI ASSURANCES

TITLE VI ASSURANCE
Implementing Title VI of the Civil Rights Act of 1964, as amended

ASSURANCE CONCERNING NONDISCRIMINATION IN FEDERALLY ASSISTED PROGRAMS AND ACTIVITIES RECEIVING OR BENEFITING FROM FEDERAL FINANCIAL ASSISTANCE

(Implementing the Rehabilitation Act of 1973, as amended, and the Americans With Disabilities Act, as amended)

49 CFR Parts 21, 25, 27, 37 and 38

The United States Department of Transportation (USDOT)

Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

By signing and submitting the Application and by entering into this Agreement, the Recipient **HEREBY AGREES THAT**, as a condition to receiving Federal financial assistance from the Federal Railroad Administration (FRA), it is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 Stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR Part 21, including any amendments thereto (entitled *Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 28 CFR Section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

> *"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from DOT, including FRA.*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 CFR Part 21, including any amendments thereto, will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with the Grant and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

   "*The Recipient, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.*"

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.

4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

    a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
    b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

    a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
    b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the Recipient also agrees to comply (and require any sub-recipients, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing FRA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by FRA. You must keep records, reports, and submit the material for review upon request to FRA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Recipient gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the FRA under this Agreement. This ASSURANCE is binding on the Recipient, other recipients, sub-recipients, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the program or project funded under this Agreement.

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally assisted programs of the U.S. Department of Transportation, Federal Railroad Administration (FRA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21, including any amendments thereto.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or FRA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or FRA, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or FRA may determine to be appropriate, including, but not limited to:

    a. withholding payments to the contractor under the contract until the contractor complies; and/or
    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The

contractor will take action with respect to any subcontract or procurement as the Recipient or FRA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Specific Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the Recipient will accept title to the lands and maintain the project constructed thereon in accordance with the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58 (Nov. 15, 2021), 23 U.S.C. § 117 and the policies and procedures prescribed by the Federal Railroad Administration (FRA) of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, including any amendments thereto, pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Recipient all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto Recipient and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Recipient, its successors and assigns.

The Recipient, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Recipient will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, including any amendments thereto, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Recipient pursuant to the provisions of Specific Assurance 7(a):

A. The (Recipient, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:

    1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (Recipient, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Recipient will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*

C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Recipient will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Recipient and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by Recipient pursuant to the provisions of Specific Assurance 7(b):

A. The (Recipient, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (Recipient, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.

B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, Recipient will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*

C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Recipient will there upon revert to and vest in and become the absolute property of Recipient and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 Stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21, including any amendments thereto.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex) (as applicable);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- The Civil Rights Restoration Act of 1987, (P.L. 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131–12189) as implemented by Department of Transportation regulations at 49 CFR Parts 37 and 38;
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 et seq.).

EXHIBIT B.2: CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS – PRIMARY COVERED TRANSACTIONS

2 CFR Parts 180 and 1200

These assurances and certifications are applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FRA approval or that is estimated to cost $25,000 or more—as defined in 2 CFR Parts 180 and 1200.

By signing and submitting the Application and by entering into this Agreement, the Recipient is providing the assurances and certifications for First Tier Participants and Lower Tier Participants, as set out below.

1. Instructions for Certification – First Tier Participants:

a. The prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "civil judgment," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a Recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a Recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers to any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment, including a civil settlement, rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust

statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification – Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FRA approval or estimated to cost $25,000 or more – 2 CFR Parts 180 and 1200)

a. The prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms “covered transaction,” “civil settlement,” “debarred,” “suspended,” “ineligible,” “participant,” “person,” “principal,” and “voluntarily excluded,” as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. “First Tier Covered Transactions” refers to any covered transaction between a Recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a Recipient or subrecipient of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (https://www.sam.gov/), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

EXHIBIT B.3: REQUIREMENTS REGARDING DELINQUENT TAX LIABILITY OR A FELONY CONVICTION UNDER ANY FEDERAL LAW

As required by Sections 744 and 745 of Title VII, Division E of the Consolidated Appropriations Act, 2022, Pub. L. No. 117-103 (Mar. 15, 2022), and implemented through USDOT Order 4200.6, the funds provided under this award shall not be used to enter into a contract, memorandum of understanding, or cooperative agreement with, make a grant to, or provide a loan or loan guarantee to, any corporation that:

(1) Has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, where the awarding agency is aware of the unpaid tax liability, unless a Federal agency has considered suspension or debarment of the corporation and made a determination that suspension or debarment is not necessary to protect the interests of the Government; or

(2) Was convicted of a felony criminal violation under any Federal law within the preceding 24 months, where the awarding agency is aware of the conviction, unless a Federal agency has considered suspension or debarment of the corporation and made a determination that suspension or debarment is not necessary to protect the interests of the Government.

The Recipient therefore agrees:

1. **Definitions.** For the purposes of this exhibit, the following definitions apply:

   "**Covered Transaction**" means a transaction that uses any funds under this award and that is a contract, memorandum of understanding, cooperative agreement, grant, loan, or loan guarantee.

   "**Felony Conviction**" means a conviction within the preceding 24 months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the United States Code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 U.S.C. 3559.

   "**Participant**" means the Recipient, an entity who submits a proposal for a Covered Transaction, or an entity who enters into a Covered Transaction.

   "**Tax Delinquency**" means an unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

2. **Mandatory Check in the System for Award Management.** Before entering a Covered Transaction with another entity, a Participant shall check the System for Award Management (the "**SAM**") at http://www.sam.gov/ for an entry describing that entity.

3. **Mandatory Certifications.** Before entering a Covered Transaction with another entity, a Participant shall require that entity to:

(1) Certify whether the entity has a Tax Delinquency; and

(2) Certify whether the entity has a Felony Conviction.

4 **Prohibition.** If

(1) the SAM entry for an entity indicates that the entity has a Tax Delinquency or a Federal Conviction;

(2) an entity provides an affirmative response to either certification in section 3; or

(3) an entity's certification under section 3 was inaccurate when made or became inaccurate after being made

then a Participant shall not enter or continue a Covered Transaction with that entity unless the USDOT has determined in writing that suspension or debarment of that entity are not necessary to protect the interests of the Government.

5. **Mandatory Notice to the USDOT.**

(a) If the SAM entry for a Participant indicates that the Participant has a Tax Delinquency or a Felony Conviction, the Recipient shall notify the USDOT in writing of that entry.

(b) If a Participant provides an affirmative response to either certification in section 1, the Recipient shall notify the USDOT in writing of that affirmative response.

(c) If the Recipient knows that a Participant's certification under section 1 was inaccurate when made or became inaccurate after being made, the Recipient shall notify the USDOT in writing of that inaccuracy.

6. **Flow Down.** For all Covered Transactions, including all tiers of subcontracts and subawards, the Recipient shall:

(1) require the SAM check in section 2;

(2) require the certifications in section 3;

(3) include the prohibition in section 4; and

(4) require all Participants to notify the Recipient in writing of any information that would require the Recipient to notify the USDOT under section 5.

EXHIBIT B.4: RECIPIENT POLICY TO BAN TEXT MESSAGING WHILE DRIVING

(a) *Definitions.* The following definitions are intended to be consistent with the definitions in DOT Order 3902.10, Text Messaging While Driving (Dec. 30, 2009) and Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving (Oct. 1, 2009). For clarification purposes, they may expand upon the definitions in the executive order.

For the purpose of this Term B.4, "**Motor Vehicles**" means any vehicle, self-propelled or drawn by mechanical power, designed and operated principally for use on a local, State or Federal roadway, but does not include a military design motor vehicle or any other vehicle excluded under Federal Management Regulation 102-34-15.

For the purpose of this Term B.4, "**Driving**" means operating a motor vehicle on a roadway, including while temporarily stationary because of traffic congestion, a traffic signal, a stop sign, another traffic control device, or otherwise. It does not include being in your vehicle (with or without the motor running) in a location off the roadway where it is safe and legal to remain stationary.

For the purpose of this Term B.4, "**Text messaging**" means reading from or entering data into any handheld or other electronic device (including, but not limited to, cell phones, navigational tools, laptop computers, or other electronic devices), including for the purpose of Short Message Service (SMS) texting, e-mailing, instant messaging, obtaining navigational information, or engaging in any other form of electronic data retrieval or electronic data communication. The term does not include the use of a cell phone or other electronic device for the limited purpose of entering a telephone number to make an outgoing call or answer an incoming call, unless this practice is prohibited by State or local law. The term also does not include glancing at or listening to a navigational device that is secured in a commercially designed holder affixed to the vehicle, provided that the destination and route are programmed into the device either before driving or while stopped in a location off the roadway where it is safe and legal to remain stationary.

For the purpose of this Term B.4, the "**Government**" includes the United States Government and State, local, and tribal governments at all levels.

(b) *Workplace Safety.* In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving (Oct. 1, 2009) and DOT Order 3902.10, Text Messaging While Driving (Dec. 30, 2009), the Recipient, subrecipients, contractors, and subcontractors are encouraged to:

(1) adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving—

(i) Company-owned or -rented vehicles or Government-owned, leased or rented vehicles; or

(ii) Privately-owned vehicles when on official Government business or when performing any work for or on behalf of the Government.

(2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as—

(i) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

(ii) Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

(c) *Subawards and Contracts.* To the extent permitted by law, the Recipient shall insert the substance of this exhibit, including this paragraph (c), in all subawards, contracts, and subcontracts under this award that exceed the micro-purchase threshold, other than contracts and subcontracts for the acquisition of commercially available off-the-shelf items.

EXHIBIT B.5: EQUIVALENT LABOR PROTECTIONS UNDER 49 U.S.C. 22905(c)(2)(B)

This Exhibit provides guidance on the protective arrangements equivalent to the protective arrangements established under Section 504 of the Railroad Revitalization Reform Act of 1976, with respect to employees affected by actions taken in connection with a Project financed in whole or in part with financial assistance subject to 49 U.S.C. § 22905(c)(2)(B). Fluctuations and changes in volume or character of employment brought about solely by other causes are not within the scope of this Exhibit.

1. Definitions. Whenever used in this Exhibit, capitalized terms shall have the meanings below:

(a) "Average Monthly Compensation" means the total compensation received by a Displaced Employee or a Dismissed Employee during the last twelve (12) months in which they were employed immediately preceding the date of their displacement or dismissal, divided by twelve (12). The Average Monthly Compensation shall be adjusted to reflect subsequent general wage increases.

(b) "Average Monthly Time" means the total number of hours worked by a Displaced Employee during the last twelve (12) months in which they were employed immediately preceding the date of their displacement, divided by twelve (12).

(c) "Day" means one 24-hour calendar day (including holidays and weekends) for purposes of calculating deadlines and other timeframes in this Exhibit.

(d) "Displaced Employee" means a Protected Employee who remains employed by a Railroad but, as a result of a Project, is placed in a worse position with respect to compensation and rules governing working conditions. A Protected Employee's status as a Displaced Employee begins on the date said employee is harmed.

(e) "Dismissed Employee" means a Protected Employee who: (1) as a result of a Project, is deprived of employment with the Railroad because (i) the Railroad eliminates the Protected Employee's position, or (ii) the Railroad eliminates another employee's position (and that employee's exercise of seniority rights results in the Protected Employee's inability to secure another position by the exercise of the Protected Employee's seniority rights); and (2) is unable to secure another position by exercise of their seniority rights A Protected Employee's status as a Dismissed Employee begins on the date said employee is deprived of employment.

(f) "Project" means any action financed in whole or in part with financial assistance subject to 49 U.S.C. § 22905(c)(2)(B).

(g) "Protected Employee" means an employee of a Railroad who is affected by actions taken pursuant to a Project, whether the Project is initiated by a Railroad or a Recipient. If a Railroad rearranges or adjusts its forces in anticipation of a Project with the purpose or effect of depriving an employee of benefits to which they otherwise would have become entitled under this Exhibit, then that employee is a Protected Employee under this Exhibit. An employee's status as a Protected Employee shall continue for the duration of the applicable Protective Period. An employee who solely benefitted as a result of a Project shall not be a Protected Employee under this Exhibit.

(h) "Protective Period" means that period during which a Displaced Employee or a Dismissed Employee is provided the protections described in this Exhibit. The Protective Period begins

on the date an employee of a Railroad is displaced or dismissed and ends after six (6) years. However, the Protective Period for any particular employee shall not continue longer than the period of time the Railroad employed the employee prior to the date of their displacement or dismissal. For purposes of this Exhibit, an employee's length of service shall be determined in accordance with the provisions of Section 7(b) of the Washington Job Protection Agreement of May 1936, as amended.

(i) "Recipient" means any person or entity receiving financial assistance subject to the requirements of 49 U.S.C. § 22905(c), including grantees, subrecipients, contractors, and subcontractors.

(j) "Railroad" means (1) a railroad carrier as defined in 49 U.S.C. § 20102(3), or (2) any person deemed a rail carrier pursuant to 49 U.S.C. § 22905(b).

2. Flow Down.

(a) In accepting financial assistance for a Project, the Recipient is responsible for ensuring the compliance with the protections provided in this Exhibit. The Recipient shall make the acceptance of this Exhibit a condition of any new contract (or incorporate its terms into any existing contract by amendment) that uses funds subject to the requirements of 49 U.S.C. § 22905(c). These conditions shall apply to a Recipient, any Railroad and any contractor of any tier with which the Recipient contracts using funds subject to the requirements of 49 U.S.C. § 22905(c).

(b) The Recipient shall require in an agreement (either in a new agreement or as an amendment to an existing agreement) with a Railroad owning the right-of-way to be improved by a Project that the Railroad notify its employees (or their representatives) of the Project being funded with financial assistance subject to 49 U.S.C. § 22905(c) and the applicability of these protections.

(c) Any Railroad employee (or their representatives) may notify a Recipient of a dispute or controversy relating to the requirements of this Exhibit to ensure compliance with 49 U.S.C. § 22905(c)(2)(B).

3. Collective Bargaining Agreements.

(a) **Existing Agreements**. The rates of pay, rules, working conditions, and all collective bargaining and other rights, privileges, and benefits (including continuation of pension rights and benefits) of a Railroad's employees under applicable laws, regulations, and/or existing collective bargaining agreements shall be preserved and remain applicable unless changed by future collective bargaining agreements or applicable statutes or regulations. As applied to the regulation of subcontracting by the Railroads of a Project, the provisions of this section shall mean that a determination of whether or not such work validly may be subcontracted by a Railroad shall not be affected by the fact that the work is being financed by funds subject to the requirements of 49 U.S.C. § 22905(c)(2)(B). Nothing in this Exhibit shall be construed as depriving any Railroad employee of any rights or benefits or eliminating any obligations that such employee may have under any existing contractual or statutory arrangement, including job security agreements, protective conditions, or arrangements.

(b) **Election by Protected Employee**. Where a Protected Employee is eligible for protections under both this Exhibit and another contractual or statutory arrangement, the Protected Employee shall elect between the protection under this Exhibit and protection under such other arrangement. After

such an election, the Protected Employee shall be protected only by the arrangement that they elect. The Protected Employee shall not be entitled to any protection or benefit (regardless of whether such benefit is duplicative) under the arrangement that they do not elect. However, if the elected protection expires pursuant to the terms of the arrangement that governs the elected protection, the Protected Employee is entitled to protection under the arrangement not originally elected for the remainder, if any, of the Protective Period.

4. Change in Operations, Services, Facilities, or Equipment.

(a) **Notice**. When a Railroad contemplates a change or changes in its operations, services, facilities, or equipment as a result of a Project, which may cause the dismissal or displacement of Protected Employees or rearrangement of forces involving such employees, it shall give at least sixty (60) days' written notice of such intended changes to both Protected Employees and their duly authorized representatives (if applicable). Such notice shall contain a full and adequate description of the proposed changes, including an estimate of the number of Protected Employees of each class affected by the intended changes.

(b) **Negotiations**.

(i) Initiation of Negotiation. Within sixty (60) days after the Railroad issues a notice under Section 4(a) of this Exhibit, the Railroad or the Protected Employees (or their representatives) may, by written notice to the other party, request a meeting and opportunity to negotiate an agreement with respect to the application of the terms and conditions of this Exhibit. These negotiations shall commence within fourteen (14) days from the receipt of such request.

(ii) Subject of Negotiations. Each change to rail operations, services, facilities, infrastructure, or equipment (including rights-of-way, track, and signal and crossing systems) that may result in dismissal or displacement of Protected Employees or rearrangement of forces involving such employees shall be subject to review and negotiation by the parties, but only to the extent necessary to ensure compliance with this Exhibit. For any contemplated rearrangement of rail forces, the Railroad and the representative(s) of the Protected Employees shall agree on the method of selection of employees to be moved, and the assignment of those employees to new roles.

(c) **Arbitration**. If the Railroad and the representative(s) of the Protected Employees fail to agree within forty-five (45) days from the initial meeting and opportunity to negotiate, either party may submit the dispute for arbitration in accordance with the following procedures:

(i) Notice & Selection of Arbitrator. Within ten (10) days after either party has notified the other in writing of their desire to submit the dispute for arbitration, the parties shall select a neutral arbitrator. If the parties cannot agree upon the selection of said arbitrator, then the parties shall submit a request to the National Mediation Board to appoint an arbitrator. In either case, a hearing shall be scheduled no later than thirty (30) days after an arbitrator has been appointed.

(ii) Binding Decision. The decision of the arbitrator shall be final, binding, and conclusive and shall be rendered within thirty (30) days from the date of the commencement of the hearing of the dispute.

(iii) Expenses. The salary and expenses of the arbitrator shall be borne equally by the parties to the proceeding; all other expenses shall be paid by the party incurring them.

(d) **Implementation**. If a notice is issued under Section 4(a), the Railroad shall not implement such a change or changes until: (i) sixty (60) days after the notice in accordance with Section 4(a), if no party requests a meeting and opportunity to negotiate; (ii) the parties reach agreement pursuant to Section 4(b), if a party requests a meeting and opportunity to negotiate; or (iii) a referee has rendered a decision pursuant to Section 4(c).

5. Protections for Displaced Employees

(a) **Displacement Allowances**.

(i) In General. If a Displaced Employee is unable, in the normal exercise of such employee's seniority rights under existing agreements, rules and practices, to obtain a position that is compensated equal to or exceeding the compensation the Displaced Employee received in the position from which such employee was displaced, then the Displaced Employee shall, during the Protective Period, be paid a monthly displacement allowance equal to the difference between the monthly compensation received by the Displaced Employee in the position in which such employee is retained and the Average Monthly Compensation received by the Displaced Employee in the position from which such employee was displaced (the "Displacement Allowance").

(ii) Application of Displacement Allowance. If a Displaced Employee's compensation in that employee's retained position is less in any month in which such employee performs work than the Average Monthly Compensation, then the Displaced Employee shall be paid the difference between the current compensation and the Average Monthly Compensation. However, the Displacement Allowance shall be reduced by the Displaced Employee's time lost as a result of voluntary absences, to the extent that the Displaced Employee is not available for service equivalent to the Displaced Employee's Average Monthly Time. If, on the other hand, the Displaced Employee, in such employee's retained position, works in excess of the Average Monthly Time in any given month, then the Displaced Employee shall be additionally compensated for such excess time at the rate of pay of the employee's retained position. If a Displaced Employee fails to exercise their seniority rights to secure another position available to the employee which does not require a change in such employee's place of residence, to which the employee is entitled under the working agreement, and which carries a rate of pay and compensation exceeding those of the position that the employee elects to retain, then the Displaced Employee shall thereafter be treated for the purposes of this section as occupying the position such employee elects to decline.

(iii) Early Expiration. The Displacement Allowance shall cease prior to the expiration of the Protective Period in the event of the Displaced Employee's resignation, death, retirement, or dismissal for justifiable cause.

(b) **Moving Expenses**. Any Protected Employee retained in the service of a Railroad, or who is later restored to service after being entitled to receive a Dismissal Allowance, and is required to change the point of such employee's employment as a result of the Project, and within the employee's Protective Period is required to move the employee's place of residence, shall be reimbursed for all expenses of moving the employee's household and other personal effects, including travel expenses, temporary living expenses, and any actual wage loss during the time necessary to make the move, and for a reasonable time thereafter, not to exceed five (5) days.

(i) Prior Agreement. The exact extent of the responsibility of a Railroad under this Section and the ways and means of transportation shall be agreed upon in advance by the Railroad and the Protected Employee or their representatives.

(ii) Exception. Changes in residence that are not a result of a Project, which are made after the initial change and that grow out of the normal exercise of seniority rights, are not within the purview of this Section.

(iii) Furloughed Employees. The Railroad shall, to the same extent provided above, assume the moving expenses outlined in Section 5(b) for an employee furloughed within three (3) years after changing such employee's point of employment as a result of a Project, who elects to move their place of residence back to their original point of employment.

(iv) Reimbursement. A claim for reimbursement shall be paid under the provisions of this Section within sixty (60) days after it is submitted, unless disputed by the Railroad, but no claim shall be paid if presented to the Railroad more than ninety (90) days after the date on which the expenses were incurred.

(c) **Losses from Home Sale or Contract Termination**. Any Displaced Employee who is retained in the service of a Railroad (or who is later restored to service after being entitled to receive a dismissal allowance), and who is required to change the point of such employee's employment during the Protective Period as a result of a Project, is entitled to the following:

(i) Home Sale for Less Than Fair Market Value. If the Displaced Employee owns their place of residence in the locality from which such employee is required to move, then at the Displaced Employee's option, the Railroad shall reimburse the Displaced Employee for the difference between the actual sale price and the fair market value of the employee's place of residence. The Railroad shall pay such difference within sixty (60) days after the Displaced Employee has filed a claim for such loss in accordance with Section 5(c)(vi), unless a controversy arises as to which Section 5(c)(vii) applies. In each case, the fair market value of the home in question shall be determined without consideration of the Project. The Railroad shall in each instance be afforded an opportunity to purchase the home at such fair market value before it is sold by the Displaced Employee to any other person.

(ii) Election to Receive Closing Costs. The Displaced Employee may elect to waive the provisions of Section 5(c)(i) and to receive, in lieu thereof, an amount equal to the closing costs that are customarily paid for and assumed by a seller of real estate in the jurisdiction in which the employee's residence is located. Such costs shall include customary fees paid to a licensed realtor (not to exceed six percent (6%) of the final sale price) and any prepayment penalty required by any mortgagor or beneficiary of a deed of trust. Such costs shall not include

the payment of any mortgage discount points or similar interest discount fees by the Displaced Employee.

(iii) Pending Contract to Purchase. If a Displaced Employee has entered into a contract to purchase a place of residence, but due to a Project must cancel that contract, the Railroad shall indemnify the Displaced Employee against any losses due to such cancellation, and shall relieve the Displaced Employee from any further obligation under the contract.

(iv) Unexpired Lease. If the Displaced Employee holds an unexpired lease of a dwelling as the employee's primary place of residence, and the Displaced Employee must cancel the lease due to a Project, the Railroad shall indemnify the Displaced Employee from all costs and liability arising from said cancellation.

(v) Exclusions. Any change in residence that is not due to or caused by a Project, or that resulted from the normal exercise of a Protected Employee's seniority rights, shall not be within the purview of this Section.

(vi) Notification of Claims. A Displaced Employee shall notify, in writing, the Railroad of such employee's claim arising from this Section 5(c) within one (1) year of the date the Displaced Employee's claim accrues.

(vii) Home Value Disagreements. In the event of disagreement between a Railroad and a Displaced Employee as to the value of a Displaced Employee's claim, either party (or their representatives) may request, in writing, a joint conference to resolve the disagreement.

A. Real Estate Appraisers. If the parties are unable to resolve the disagreement, either party may refer the disagreement to two licensed real estate appraisers, one of whom shall be selected by the Displaced Employee (or such employee's representatives), and one of whom shall be selected by the Railroad. If the two selected real estate appraisers are unable to agree on a valuation within thirty (30) days, the selected real estate appraisers shall designate (or agree to a method by which to select) a third licensed real estate appraiser within ten (10) days. If unable to agree on a selection, either party may request the National Mediation Board to designate within twenty (20) days a third licensed real estate appraiser. A decision by two of the three licensed real estate appraisers shall be required to determine the value in dispute. Said decision shall be final and conclusive.

B. Payment of Expenses. The salary and expenses of the third or neutral appraiser shall be borne equally by the parties to the proceedings. All other expenses shall be paid by the party incurring them, including the compensation of the appraiser selected by such party.

(d) **Failure to Exercise Seniority Rights**. If a Displaced Employee is able but does not exercise such employee's seniority rights to secure another position that does not require a change in the employee's primary place of residence, the Displaced Employee shall not be entitled to moving expenses or protections due to the sale of a home outlined in Sections 5(b)&(c).

6. Protections for Dismissed Employees.

(a) **Dismissal Allowance**. A Dismissed Employee shall be paid a monthly dismissal allowance from the date they are deprived of employment through the Protective Period.

(i) Monthly Dismissal Allowance Calculation. The monthly dismissal allowance shall be equivalent to the Average Monthly Compensation received by the Dismissed Employee in the last twelve (12) months of employment prior to the employee's dismissal.

(ii) Submission of Claim. A claim for the initial month of a dismissal allowance shall be paid within ninety (90) days and a claim for a subsequent month shall be paid within sixty (60) days after the claim is filed by the Dismissed Employee, unless the claim is disputed by the Railroad pursuant to Section 8 of this Exhibit.

(iii) Reduction or Suspension of Dismissal Allowance. If a Dismissed Employee accepts new employment (or reemployment by the dismissing Railroad) during the Protective Period, the dismissal allowance shall be reduced such that the accepted monthly compensation at the then-current position (including any unemployment insurance compensation received) plus the dismissal allowance is equivalent to the Dismissed Employee's Average Monthly Compensation. If the compensation of the Dismissed Employee's then-current employment is greater than the dismissal allowance, the dismissal allowance shall be suspended. Such reduction or suspension shall continue for the duration of the Protective Period, unless and until the Dismissed Employee's then-current compensation is reduced or eliminated. Prior to dismissal, such Dismissed Employee (or their representative) and the dismissing Railroad shall agree upon a procedure by which such Railroad shall be informed of the earnings and benefits of such Dismissed Employee in their new position of employment.

(iv) Early Termination. The dismissal allowance shall cease prior to the expiration of the Protective Period in the event of the Dismissed Employee's resignation, death, retirement, dismissal for justifiable cause under existing agreements, failure without good cause to return to service after being notified in accordance with an applicable working agreement, or failure without good cause to accept a comparable position that does not require a change of residence, for which the Dismissed Employee is qualified and eligible with the Railroad from which such employee was dismissed after being notified, if the employee's return does not infringe upon employment rights of other employees under a working agreement.

(b) **Separation Allowance**. A Dismissed Employee may, at such employee's option, within seven (7) days of dismissal or an arbitration award establishing the employee's status as a Dismissed Employee, resign and (in lieu of all other benefits and protections provided in this Exhibit) accept a lump sum payment computed in accordance with Section 9 of the Washington Job Protection Agreement of May 1936, as amended.

(c) **Priority of Employment or Re-Employment**. Any Protected Employee whose employment is terminated or who is furloughed as a result of a Project shall, if they so request, be granted priority of employment or re-employment to fill a position comparable to that which they held on the Railroad (even if in a different craft or class), so long as they are qualified, or by training or retraining can become physically and mentally qualified, for the position. However, such priority of

employment or re-employment must not be in contravention of any relevant collective bargaining agreements.

(i) **Training or Re-Training**. In the event such training or retraining is requested by a Protected Employee pursuant to Section 6(c), the Railroad shall provide such training or retraining at no cost to the Protected Employee.

(ii) **Waiver of Protections**. If a Protected Employee who has made a request under Section 6(c) fails without good cause within ten (10) days to accept an offer of a comparable position for which such employee has satisfactorily completed such training, the Protected Employee shall, upon the expiration of such ten (10) day period, forfeit all rights and benefits under this Exhibit.

7. Fringe Benefits. No Protected Employee shall be deprived during the Protective Period of any (non-salary) rights, privileges, or benefits attached to such employee's previous employment under the terms and conditions of an existing employment agreement (including, but not limited to, free transportation, hospitalization, pensions, insurance, or vacation benefits), so long as such rights, privileges, or benefits continue to be accorded to other employees of the Railroad, in active service or on furlough as the case may be, to the extent that such rights, privileges, or benefits can be so maintained under present authority of law, corporate action, or through future authorization.

8. Arbitration of Disputes.

(a) **Scope**. Any dispute under these conditions not settled by the relevant parties will be resolved in arbitration as provided herein. In the event a Railroad and the Protected Employee(s) (or their representatives) cannot settle a dispute or controversy with respect to the interpretation, application, or enforcement of any provision of this Exhibit (other than those Sections of this Exhibit that provide for another means of dispute resolution) within thirty (30) days after the dispute arises, either party may refer the dispute to an arbitration committee. The affected Protected Employee(s) (or their representatives) may notify a Recipient of a dispute or controversy under this Section 8 to ensure compliance with 49 U.S.C. § 22905(c)(2)(B).

(b) **Notice**. The party referring the dispute to an arbitration committee shall notify the other party in writing of its intent to refer a dispute or controversy to an arbitration committee.

(c) **Selection of Members**. Within ten (10) days of receipt of the written notice, each party to the arbitration shall select one (1) member of the committee, and the members thus chosen shall select an additional, neutral member to serve as chairman. If any party fails to select its member of the arbitration committee within the prescribed time limit, the general chairman of the involved labor organization or a senior officer designated by the Railroad or the Recipient, as the case may be, shall be deemed the selected member. Should the members be unable to agree upon the appointment of the neutral member within ten (10) days, the parties shall then within an additional ten (10) days agree to a method by which a neutral member shall be appointed; failing such agreement, either party may request the National Mediation Board to designate within twenty (20) days the neutral member whose designation will be binding upon the parties.

(d) **Multiple Representatives**. In the event a dispute involves more than one labor organization, each will be entitled to a representative on the arbitration committee, in which event the Railroad or Recipient may appoint additional representatives equivalent to the number of labor

organization representatives; provided, however, that the decision in such case shall be made by the neutral member.

(e) **Decisions Binding**. The decision, by majority vote except as provided otherwise in paragraph (d) of this Section, of the arbitration committee shall be final, binding, conclusive, and rendered within forty-five (45) days after the hearing of the dispute or controversy has been concluded and the record closed.

(f) **Expenses**. The salaries and expenses of the neutral member shall be borne equally by the parties to the proceeding, and all other expenses shall be paid by the party incurring them.

9. Classification of a Protected Employee. In the event an employee (or their representatives) cannot settle a dispute or controversy with the Railroad or the Recipient as to whether or not a particular employee would be affected by a Project, either party may refer the dispute to an arbitration committee within thirty (30) days after the dispute arises pursuant to the arbitration procedures in Section 8. For any such dispute, the employee of a Railroad shall have the burden to identify, with reasonable specificity, the Project that allegedly affected them, and to specify the pertinent facts of that Project, including the change or changes resulting from the Project that allegedly affected them. The burden shall then shift to the Railroad or Recipient to show that factors other than a change resulting from the Project affected the employee. The employee shall prevail on this issue if it is established that the Project had an effect upon the employee, even if other factors also may have affected the employee.

10. Resolution of Disputes for Non-Bargaining Unit Protected Employees. Any Protected Employee who is not represented by a labor organization shall be afforded substantially the same levels of protection as are afforded to members of labor organizations under this Exhibit. In the event any dispute arises between a Railroad and an employee not represented by a labor organization with respect to the interpretation, application, or enforcement of any provision of this Exhibit that cannot be settled by the parties within thirty (30) days after the dispute arises, either party may, as an alternative to the dispute resolution procedures outlined in this Exhibit, refer the dispute within ninety (90) days after the dispute arises to the Secretary of Labor for determination. The determination of the Secretary of Labor, or their designated representative, shall be final and binding on the parties.

11. Severability. In the event any provision of this Exhibit is held to be invalid or otherwise unenforceable under applicable law, the remaining provisions of this Exhibit shall not be affected.

EXHIBIT C: QUARTERLY PROJECT PROGRESS REPORTS AND RECERTIFICATIONS

Quarterly Project Progress Reports and Recertifications are available at:
https://railroads.dot.gov/grant-administration/reporting-requirements/fra-report

Safety Program

The Safety Program supports safety improvements, such as traffic calming and intersection improvements, identified through a county-wide safety analysis to reduce traffic-related injuries and fatalities. The program is separated into state and non-state projects.

Safety — MPO Adopted Program Funding Goal 10%

Phase	<2026	2026	2027	2028	2029	2030	Amount Funded	Funding Needed	
CAP-Fed	0	0	0	0	0	0	0	**2,600,000**	*2025*
CAP-FRA	15,440,000	0	0	0	0	0	15,440,000	**0**	*2025*
CAP-LF	3,860,000	0	0	0	0	0	3,860,000	**0**	*2025*
Total	**19,300,000**	**0**	**0**	**0**	**0**	**0**	**19,300,000**	**2,600,000**	

01
2025-

Pedestrian Connectivity at FEC Crossings - FM# 4573741

Type of Work: Sidewalk

Proposed Study:

Funding Source: Federal and Local

Yes Yes Yes Yes

Program Direction: Allocate $2.6 million in SU funds in FY 2026 to support sidewalk improvements at SW 2nd STREET, SW 22ND STREET, and NW 1ST STREET @FEC.

LAP: No

Lead Agency: FDOT

Railroad Crossing Elimination Program FFY 2022, Volume 87 No. 40335 (July 6, 2022). Grant No. RCE2023000068. 20% local funding for match is proceeding through the local budgeting process. Additional sidewalk improvements at SW 2nd STREET, SW 22ND STREET, AND NW 1ST STREET@FEC.

Program: Safety

MTP ID:TI423

MTP Time Band

City: Pompano Beach, Fort Lauderdale, Dania Beach

Ownership: State, County, Local

Total Project Cost Estimate: 21,900,000

Scope of Work Resolution Cost Estimate Collaboration Among Partners

Metropolitan Planning Organization

Action Items 2.

Technical Advisory Committee (TAC)

Meeting Date: 08/27/2025

REQUESTED ACTION:

MOTION TO RECOMMEND BROWARD MPO APPROVE Amendments to the Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP):

A. Florida Department of Transportation (FDOT) - Roll Forward Report with Staff Recommendation

B. Remove Three Projects from the FY 2026 TIP

1. FM# 4496061 NORTH PERRY AIRPORT ATC TOWER REPLACEMENT (CONSTRUCTION)
2. FM# 4515731 FT. LA/HOLLYWOOD INT'L AIRPORT AIRFIELD ELECTRICAL VAULT (DESIGN)
3. FM# 4515741 FLL/HOLLYWOOD INT'L AIRPORT TAXILANE ADG III SERVING WESTSIDE PARCELS

C. Add Two Projects to the FY 2026 TIP

1. FM# 4515763 TSMA REPLACEMENT PROJECT BROWARD COUNTY
2. FM# 4573741 SW 2ND STREET, SW 22ND STREET, NW 1ST STREET @ FEC

WHAT THIS ACTION ACCOMPLISHES:

Approval of the proposed TIP Amendments will "roll forward" projects from the current FDOT Work Program into the newly approved FY 2026 - 2030 (FY 2026) TIP (approved by the MPO Board on July 10, 2025) as part of a routine, annual process; remove three projects from the existing FY 2026 TIP; and add two projects into the existing FY 2026 TIP. No other projects in the TIP will be affected by the proposed Amendments.

SUMMARY EXPLANATION/BACKGROUND:

A. Florida Department of Transportation (FDOT) - Roll Forward Report with Staff Recommendation The proposed Amendment, requested by FDOT, aims to incorporate the FY 2026 Roll Forward Report into the recently adopted FY 2026 TIP of the MPO. This addition is a regular, annual process that ensures internal consistency between the newly approved TIP by the MPO Board on July 10, 2025 and FDOT's Work Program, which was approved by the MPO Board on December 2, 2024.

Projects listed in the Roll Forward Report were not authorized and encumbered before June 30, 2025 and are therefore automatically carried forward into the next fiscal year's Work Program. However, this automatic rollover does not apply to the TIP, and projects are instead

incorporated through this amendment process. Prior to adoption, MPO staff recommends the removal of one project in the proposed Roll Forward Report TIP Amendment:

1. **FM# 4563341 JOSH LEE BLVD/NW 33RD ST FR SR-816/OAKLAND PARK BLVD TO NOB HILL RD:** Following internal review and coordination with our partner agencies, the Broward MPO has identified the project that is no longer required to be "rolled forward." To prevent this specific project from automatically being included in the TIP along with the other projects in the Work Program, MPO staff recommends its removal from the Roll Forward Report TIP Amendment. The project has been executed and obligated. The City of Sunrise is delivering the project and is fully funded. For details, please refer to Attachment 1 or Roll Forward Report page 61.

As the first amendment to the newly adopted TIP, the FY 2026 Roll Forward Report is included in Attachment 2. You can also access it through this link: **https://browardmpo.org/core-products/transportation-improvement-program-tip**.

B. Remove Three Projects from the FY 2026 TIP The proposed Amendment B, requested by FDOT on July 29, 2025, proposes to remove the following three projects from the FY 2026 TIP. This Amendment is required because the projects have been deleted from the Work Program and need to be reflected in the TIP.

1. **FM# 4496061 NORTH PERRY AIRPORT ATC TOWER REPLACEMENT (CONSTRUCTION)**
2. **FM# 4515731 FT. LA/HOLLYWOOD INT'L AIRPORT AIRFIELD ELECTRICAL VAULT (DESIGN)**
3. **FM# 4515741 FLL/HOLLYWOOD INT'L AIRPORT TAXILANE ADG III SERVING WESTSIDE PARCELS**

For further details, please refer to Attachment 3 or visit **https://browardmpo.org/core-products/transportation-improvement-program-tip**.

C. Add Two Projects The proposed Amendment C includes two projects:

1. **FM# 4515763 TSMA REPLACEMENT PROJECT BROWARD COUNTY** - The amendment was requested by FDOT on August 1, 2025. This is a new project that just received allocation of funds for the Right-of-Way phase at the start of this fiscal year. This is a maintenance project to replace structurally deficient Traffic Signal Mast Arms across Broward County. FDOT is the lead agency.
2. **FM# 4573741 SW 2ND STREET, SW 22ND STREET, NW 1ST STREET @ FEC** - The amendment, initiated by the Broward MPO staff, proposes allocating $2.6 million in STP Urban Areas >200K (SU) funds in FY 2026 to support sidewalk installations at Southwest 2nd Street, Southwest 22nd Street, and Northwest 1st Street along the Florida East Coast Railway corridor. To learn more about how the project was initiated, please consult Action Item 1.

For further details, please refer to Attachment 3 or visit **https://browardmpo.org/core-products/transportation-improvement-program-tip**. No other projects in the TIP will be affected by the proposed Amendments.

At the upcoming meeting, MPO staff will give a brief presentation on the proposed Amendments and address any questions or comments. For the PowerPoint presentation, please see Attachment 4.

MPO STAFF RECOMMENDATION(S):

MPO staff recommends ***approval*** of the proposed TIP Amendments. No other projects in the TIP will be affected by the proposed Amendments.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions about this item, please contact Jihong Chen at (954) 876-0066 or **chenj@browardmpo.org**.

Attachments

1. FM# 4563341 JOSH LEE BLVD/NW 33RD ST FR SR-816/OAKLAND PARK BLVD TO NOB HILL RD - Roll Forward Report Excerpt
2. Draft Roll Forward Report TIP Amendment FY 2026 with Staff Recommendation
3. Broward Metropolitan Planning Organization TIP Amendment Request FY 2025/26 - 2029/30 - FDOT Request Letters
4. First Amendment to FY 2026-2030 TIP - PowerPoint Presentation

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

TRANSIT

ITEM NUMBER:454601 1 PROJECT DESCRIPTION:SECTION 5337 FORMULA SO FL REGIONAL TRANS AUTH MIAMI UZA LARGE URBAN *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRANSIT IMPROVEMENT
EX DESC:CAPITAL FTA PROJECT ID#: D2023-RAIL-002 FTA RAIL VEHICLE REPLACEMENT GRANT: $71,700,000 5337 STATE OF GOOD REPAIR: $43,020,000 FR 433611-1-94-01 SFRTA LF: $28,680,000 FDOT TOLL CREDITS "SOFT MATCH" NOT SHOWN: $35,850,000
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY SOUTH FL REG TRANSPORT AUTH								
FTA	0	71,700,000	0	0	0	0	0	71,700,000
LF	0	28,680,000	0	0	0	0	0	28,680,000
TOTAL 454601 1	**0**	**100,380,000**	**0**	**0**	**0**	**0**	**0**	**100,380,000**
TOTAL PROJECT:	**0**	**100,380,000**	**0**	**0**	**0**	**0**	**0**	**100,380,000**

ITEM NUMBER:454706 1 PROJECT DESCRIPTION:CITY OF FORT LAUDERDALE TRANSIT NEEDS ASSESSMENT REPORT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY CITY OF FORT LAUDERDALE								
FTA	0	150,000	0	0	0	0	0	150,000
TOTAL 454706 1	**0**	**150,000**	**0**	**0**	**0**	**0**	**0**	**150,000**
TOTAL PROJECT:	**0**	**150,000**	**0**	**0**	**0**	**0**	**0**	**150,000**

ITEM NUMBER:456334 1 PROJECT DESCRIPTION:JOSH LEE BLVD/NW 33RD ST FR SR-816/OAKLAND PARK BLVD TO NOB HILL RD *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRANSIT IMPROVEMENT
EX DESC:LANE ELIMINATION, ADA ENHANCEMENTS, PEDESTRIAN LIGHTING, SIDEWALKS, PROTECTED/BUFFERED MULTIUSE PATH, TRANSIT SHELTERS AND AMENITIES, FUNCTIONAL LANDSCAPE OPPORTUNITY AREAS; FY 2023 COMMUNITY PROJECT FUNDING. MIAMI URBANIZED AREA (UZA).
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY BROWARD MPO								
FTA	0	2,500,000	0	0	0	0	0	2,500,000
LF	0	2,500,000	0	0	0	0	0	2,500,000
TOTAL 456334 1	**0**	**5,000,000**	**0**	**0**	**0**	**0**	**0**	**5,000,000**
TOTAL PROJECT:	**0**	**5,000,000**	**0**	**0**	**0**	**0**	**0**	**5,000,000**

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Recommend to be removed

Note: Revisions / amendments to this document can be found at the website below.!
BrowardMPO.org/index.php/core-products/transportation-improvement-program-tip

Core Product

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Roll Forward Report TIP Amendment FY 2026

Broward MPO
Metropolitan Planning Organization

Anticipated to be Approved:
09/04/2025

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1. Introduction

FDOT provides the Broward Metropolitan Planning Organization (MPO) with a database annually in April for developing the MPO's Transportation Improvement Program (TIP). The database is derived from the Florida Department of Transportation (FDOT) Tentative Work Program that is to be adopted on July 1. The TIP is also adopted in July. Year one of the TIP and the work program should always match. However, when the new TIP and Work Program are adopted in July, there are often projects that were supposed to get authorized and encumbered prior to June 30, for various reasons, but did not. These projects will automatically roll forward in the Work Program, but will not roll forward in the TIP. Hence, the TIP must be amended to include these projects and match the Work Program. This is accomplished by what is known as a Roll Forward TIP Amendment. The amendment occurred annually in September.

Broward MPO received the proposed Roll Forward TIP Amendment request from FDOT on July 9, 2025. This is the first amendment to the MPO's newly adopted FY 2026-2030 TIP. The MPO Board is required to make a decision on its approval.

Federal Fiscal Years (FFY) 2026 Roll Forward TIP Amendment Overview
The Roll Forward TIP Amendment includes 157 projects worth of $322 million rolling forward into the TIP. The amendment rolls $211 million transit funds making up 65% of total roll forward funding amount, $111 million highway funds representing about 35% of total roll forward funding amount, and $0.7 million rail funds accounting for 0.21% of total roll forward funding amount.

Broward MPO Attributable Funds
The amendment includes 15 projects worth of about $5 million MPO attributable funds rolling forward. These projects are presented in the following table.

FM#	Project name	Type of Work	Roll Forward Amount
4295763	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 2	BIKE LANE/SIDEWALK	3,033,627
4295766	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 6	BIKE LANE/SIDEWALK	55,336
4295767	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 7	BIKE LANE/SIDEWALK	87,474
4295768	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 8	BIKE LANE/SIDEWALK	90,133
4295769	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 9	BIKE LANE/SIDEWALK	72,301
4317561	UNIVERSITY DRIVE FROM NW 40TH ST TO SAWGRASS EXPRESSWAY	ADD LANES & RECONSTRUCT	25,367
4358085	SR-9/I-95 MOBILITY HUB AT CYPRESS CREEK	BIKE LANE/SIDEWALK	1,264,910
4369801	PEMBROKE ROAD FROM DOUGLAS ROAD (SW 89 AV) TO SR-817/UNIVERSITY DRIVE	ADD LANES & RECONSTRUCT	88,821
4439441	CITY OF HOLLYWOOD BEVERLY PARK VARIOUS LOCATIONS	SIDEWALK	39,831
4439481	DAVIE BLVD EXTENSION/PETERS ROAD FROM SW 51TH AVE TO SR-7/US-441	BIKE LANE/SIDEWALK	78,985
4455311	NORTHWEST 39TH STREET FROM CORAL RIDGE DRIVE TO NORTHWEST 110TH AVENUE	BIKE LANE/SIDEWALK	5,000
4462001	SR-820/PINES BLVD FROM I-75 NORTH ON-RAMP TO E OF NW 118TH AVE	RESURFACING	136
4485741	SR-A1A FROM SHERMAN STREET TO SR-822/SHERIDAN STREET	DRAINAGE IMPROVEMENTS	11,105
4485771	SR-A1A FROM CROCUS TERRACE TO VAN BUREN STREET	DRAINAGE IMPROVEMENTS	140,000
4496901	PEMBROKE RD FROM SW 145TH AVE TO FLAMINGO ROAD	BIKE LANE/SIDEWALK	13,256
Total	15		5,006,282

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Funding Legend

Fund Code	Fund Code Description
ACFP	AC FREIGHT PROG (NFP)
ACID	ADV CONSTRUCTION SAFETY (HSID)
ACNP	ADVANCE CONSTRUCTION NHPP
ACNR	AC NAT HWY PERFORM RESURFACING
ACPR	AC - PROTECT GRANT PGM
ACSA	ADVANCE CONSTRUCTION (SA)
ACSS	ADVANCE CONSTRUCTION (SS,HSP)
ACSU	ADVANCE CONSTRUCTION (SU)
ARPA	American Rescue Plan Act
ARPI	ARPA INTEREST
BNIR	INTRASTATE R/W & BRIDGE BONDS
BRRP	STATE BRIDGE REPAIR & REHAB
CARB	CARBON REDUCTION GRANT PGM
CARU	CARB FOR URB. AREA > THAN 200K
CD23	CONGRESS GF EARMARKS HIP 2023
CD24	CONGRESS GF EARMARKS HIP 2024
CM	CONGESTION MITIGATION - AQ
D	UNRESTRICTED STATE PRIMARY
DDR	DISTRICT DEDICATED REVENUE
DI	ST. - S/W INTER/INTRASTATE HWY
DIH	STATE IN-HOUSE PRODUCT SUPPORT
DIS	STRATEGIC INTERMODAL SYSTEM
DITS	STATEWIDE ITS - STATE 100%.
DPTO	STATE - PTO
DRA	REST AREAS - STATE 100%
DS	STATE PRIMARY HIGHWAYS & PTO
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY
DSBD	I-95 EXPRESS LANES
DU	STATE PRIMARY/FEDERAL REIMB
EB	EQUITY BONUS
FCO	PRIMARY/FIXED CAPITAL OUTLAY
FINC	FINANCING CORP
FTA	FEDERAL TRANSIT ADMINISTRATION

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Fund Code	Fund Code Description
GFSA	GF STPBG ANY AREA
GFSU	GF STPBG >200 (URBAN)
GMR	GROWTH MANAGEMENT FOR SIS
GR24	GAA EARMARKS FY2024
HSP	SAFETY (HIWAY SAFETY PROGRAM)
LF	LOCAL FUNDS
LFP	LOCAL FUNDS FOR PARTICIPATING
NFP	NATIONAL FREIGHT PROGRAM
NHPP	IM, BRDG REPL, NATNL HWY-MAP21
NHRE	NAT HWY PERFORM - RESURFACING
PKBD	TURNPIKE MASTER BOND FUND
PKED	2012 SB1998-TURNPIKE FEEDER RD
PKLF	LOCAL SUPPORT FOR TURNPIKE
PKYI	TURNPIKE IMPROVEMENT
PKYO	TURNPIKE TOLL COLLECTION/OPER.
PKYR	TURNPIKE RENEWAL & REPLACEMENT
PROT	PROTECT GRANT PROGRAM
RED	REDISTR. OF FA (SEC 1102F)
REPE	REPURPOSED FEDERAL EARMARKS
ROWR	ROW LEASE REVENUES
SA	STP, ANY AREA
SIB1	STATE INFRASTRUCTURE BANK
SIWR	2015 SB2514A-STRATEGIC INT SYS
STED	2012 SB1998-STRATEGIC ECON COR
SU	STP, URBAN AREAS > 200K
TALT	TRANSPORTATION ALTS- ANY AREA
TALU	TRANSPORTATION ALTS- >200K
TFRT	Toll Facilities Revolving Trust
TM02	EVERGLADES PARKWAY
TMBD	I-95 EXPRESS LANES
TMBG	I-75 ML TOLL MAINTENANCE
TO10	SAWGRASS EXPRESSWAY
TOBD	I-95 EXPRESS LANES

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Fund Code	Fund Code Description
TRIP	TRANS REGIONAL INCENTIVE PROGM
TRWR	2015 SB2514A-TRAN REG INCT PRG
TOBD	I-95 EXPRESS LANES
TRIP	TRANS REGIONAL INCENTIVE PROGM
TRWR	2015 SB2514A-TRAN REG INCT PRG

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

ITEM NUMBER:000162 1 PROJECT DESCRIPTION:TOLL OPERATIONS SAWGRASS *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TOLL COLLECTION
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYO	123,290,803	5,050,000	5,050,000	5,050,000	5,050,000	5,050,000	15,150,000	163,690,803
TO10	18,793,294	0	0	0	0	0	0	18,793,294
TOTAL 000162 1	**142,084,097**	**5,050,000**	**5,050,000**	**5,050,000**	**5,050,000**	**5,050,000**	**15,150,000**	**182,484,097**
TOTAL PROJECT:	**142,084,097**	**5,050,000**	**5,050,000**	**5,050,000**	**5,050,000**	**5,050,000**	**15,150,000**	**182,484,097**

ITEM NUMBER:433108 9 PROJECT DESCRIPTION:SR-9/I-95 FROM S. CYPRESS CREEK ROAD TO S. OF ATLANTIC BLVD. *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LANDSCAPING
EX DESC:STANDALONE DEPENDENT PROJECT WITHIN LIMITS OF I-95 EXPRESS LANES PHASE 3A-2

ROADWAY ID:86070000 PROJECT LENGTH: 1.500MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	284,141	0	0	0	0	0	0	284,141
DIH	4,491	0	0	0	0	0	0	4,491
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,522,092	0	0	0	0	0	0	1,522,092
DIH	1,966	71,593	0	0	0	0	0	73,559
TOTAL 433108 9	**1,812,690**	**71,593**	**0**	**0**	**0**	**0**	**0**	**1,884,283**
TOTAL PROJECT:	**1,812,690**	**71,593**	**0**	**0**	**0**	**0**	**0**	**1,884,283**

ITEM NUMBER:409354 2 PROJECT DESCRIPTION:I-95/I-595 EXPRESS LANES DIRECT CONNECT,I-95 FR STIRLING TO BROWARD BL *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE - ADD LANES
EX DESC:I-95/I-595 XPRESS LNS DIR CONNECT G/W 432222-1 I-95 LIMITS FR S OF STIRLING RD TO S OF BROWARD BLVD.(3C) SB/WB +NB/
WB RAMPS +5 LN WB CAUSEWAY;409354-1(PD&E);2014 MPO #19;409354-5 (REPAY);TRANS IMPROV FR S OF HOLLYWOOD BLVD TO STIR
LING & FR DAVIE BLVD TO S OF BROWARD BLVD STATE FUND ONLY PER M. CLASGENS 10/02/19
ROADWAY ID:86070000 PROJECT LENGTH: 8.485MI LANES EXIST/IMPROVED/ADDED: 5/ 5/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	22,098	0	0	0	0	0	0	22,098
DS	3,015	0	0	0	0	0	0	3,015
FINC	1,802,292	0	0	0	0	0	0	1,802,292
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BNIR	5,057,100	0	0	0	0	0	0	5,057,100
DDR	773,754	0	0	0	0	0	0	773,754
DIH	357,016	0	0	0	0	0	0	357,016
DS	279,592	0	0	0	0	0	0	279,592
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
FINC	2,869,725	0	0	0	0	0	0	2,869,725
SIWR	100,000	0	0	0	0	0	0	100,000
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	10,000	0	0	0	0	0	0	10,000
FINC	400,000	5,009,489	0	0	0	0	0	5,409,489

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
==========
HIGHWAYS
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PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	147,964	0	0	0	0	0	0	147,964
DI	1,459,871	0	0	0	0	0	0	1,459,871
DS	183,864	0	0	0	0	0	0	183,864
FINC	798,113	0	0	0	0	0	0	798,113
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	165,846	0	0	0	0	0	0	165,846
DI	116,253	36,824	0	0	0	0	0	153,077
DIH	1,287,301	3	0	0	0	0	0	1,287,304
DS	1,118,803	0	0	0	0	0	0	1,118,803
FINC	496,251,159	784,445	0	0	0	0	0	497,035,604
PKYI	1,440	0	0	0	0	0	0	1,440
SIWR	2,091,788	174,447	0	0	0	0	0	2,266,235
TOBD	58,656	0	0	0	0	0	0	58,656
TOTAL 409354 2	**515,355,650**	**6,005,208**	**0**	**0**	**0**	**0**	**0**	**521,360,858**
TOTAL PROJECT:	**515,355,650**	**6,005,208**	**0**	**0**	**0**	**0**	**0**	**521,360,858**

ITEM NUMBER:415152 1 PROJECT DESCRIPTION:SR-93/I-75 INTRCHG@SR-820/PINESBLVD F N OF MIRAMARPKWY T N OF PINESBLV *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE - ADD LANES
EX DESC:RECONSTRUCTION OF I-75 & PINES BLVD INTERCHANGE. PINES BLVD BRIDGE REPLACEMENT FOR BRIDGE OVER I-75 & M&R WIDENING AND RECONSTRUCTION ALONG PINES BLVD TO ACCOMMODATE NEW INTERCHANGE GEOMETRY. I-75 MAINLINE M&R AND WIDENING FOR AUX LANES. PROPOSED PARK & RIDE IN SOUTHEAST QUADRANT OF INTERCHANGE.
ROADWAY ID:86075000 PROJECT LENGTH: 3.072MI LANES EXIST/IMPROVED/ADDED: 8/ 4/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACFP	0	2,404	0	0	0	0	0	2,404
ACSA	622,735	0	0	0	0	0	0	622,735
NFP	4,260,728	104,265	0	0	0	0	0	4,364,993
SA	3,021,427	0	0	0	0	0	0	3,021,427
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	0	0	0	0	1,000,000	1,000,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	0	0	0	0	86,231,012	86,231,012
DI	0	0	0	0	0	0	150,071,596	150,071,596
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	87,347	0	0	0	0	0	0	87,347
DS	8,375	0	0	0	0	0	0	8,375
TOTAL 415152 1	**8,000,612**	**106,669**	**0**	**0**	**0**	**0**	**237,302,608**	**245,409,889**
TOTAL PROJECT:	**8,000,612**	**106,669**	**0**	**0**	**0**	**0**	**237,302,608**	**245,409,889**

ITEM NUMBER:437832 2 PROJECT DESCRIPTION:SR-93/I-75 FROM SHERIDAN STREET TO SOUTH OF I-595 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:SHSP EMPHASIS =7 AGGRESSIVE DRIVING; B/C RATIO & NPV =N/A APPROVED BY CO L. HOLLINGSWORTH 3/24/20

ROADWAY ID:86075000 PROJECT LENGTH: 5.374MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	30,682	0	0	0	0	0	0	30,682
NHPP	1,577,115	0	0	0	0	0	0	1,577,115
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	756	0	0	0	0	0	0	756

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DDR	219,607	0	0	0	0	0	0	219,607
DS	3,101	0	0	0	0	0	0	3,101
NHPP	9,288,807	250	0	0	0	0	0	9,289,057
NHRE	14,082	0	0	0	0	0	0	14,082
TOTAL 437832 2	**11,134,150**	**250**	**0**	**0**	**0**	**0**	**0**	**11,134,400**

ITEM NUMBER:437832 4 PROJECT DESCRIPTION:SR-93/I-75 FROM SHERIDAN STREET TO GRIFFIN RD. AUX LANES *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD AUXILIARY LANE(S)
EX DESC:FUNDED WITH FUNDS FROM DROP PROJECT 421548-3 NO R/W NEEDED

ROADWAY ID:86075000 PROJECT LENGTH: 1.612MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
NHPP	1,303,727	0	0	0	0	0	0	1,303,727
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	45,138	1,046	0	0	0	0	0	46,184
ACSA	1,385,287	0	0	0	0	0	0	1,385,287
DDR	3,533,716	0	0	0	0	0	0	3,533,716
NHPP	9,247,470	0	0	0	0	0	0	9,247,470
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
NHPP	4,201	0	0	0	0	0	0	4,201
TOTAL 437832 4	**15,519,539**	**1,046**	**0**	**0**	**0**	**0**	**0**	**15,520,585**
TOTAL PROJECT:	**26,653,689**	**1,296**	**0**	**0**	**0**	**0**	**0**	**26,654,985**

ITEM NUMBER:433108 4 PROJECT DESCRIPTION:SR-9/I-95 FR S. OF SR-842/BROWARD BLVD TO N. OF SR-870/COMMERCIAL BLVD *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD SPECIAL USE LANE
EX DESC:PHASE 3A MANAGED LANES (3A-1) 2014 MPO #19; G/W 428009-1

ROADWAY ID:86070000 PROJECT LENGTH: 10.079MI LANES EXIST/IMPROVED/ADDED: 5/ 5/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	12,882	0	0	0	0	0	0	12,882
DIH	37,427	0	0	0	0	0	0	37,427
DS	340,347	0	0	0	0	0	0	340,347
PKYI	310,331	0	0	0	0	0	0	310,331
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	5,709	0	0	0	0	0	0	5,709
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	250,349	0	0	0	0	0	0	250,349
DS	19,035	0	0	0	0	0	0	19,035
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	56,000	0	0	0	0	0	0	56,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	212,076	0	0	0	0	0	0	212,076
DS	1,400	0	0	0	0	0	0	1,400
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	1,334,006	2,923	0	0	0	0	0	1,336,929
ACSA	1,452,943	0	0	0	0	0	0	1,452,943
CM	1,909,687	0	0	0	0	0	0	1,909,687
DDR	34,419,549	0	0	0	0	0	0	34,419,549
DI	17,729,434	0	0	0	0	0	0	17,729,434

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DIS	10,285,788	0	0	0	0	0	0	10,285,788
DS	36,681,593	0	0	0	0	0	0	36,681,593
EB	929,652	0	0	0	0	0	0	929,652
GFSA	1,218,419	0	0	0	0	0	0	1,218,419
NHPP	52,889,484	1,638	0	0	0	0	0	52,891,122
PKED	1,860	0	0	0	0	0	0	1,860
PKYI	33,357	0	0	0	0	0	0	33,357
SA	352,211	268	0	0	0	0	0	352,479
SIWR	187,141	0	0	0	0	0	0	187,141
SU	21,635,772	0	0	0	0	0	0	21,635,772
TOBD	46,255	0	0	0	0	0	0	46,255
TRIP	13,531,058	0	0	0	0	0	0	13,531,058
TOTAL 433108 4	**195,883,765**	**4,829**	**0**	**0**	**0**	**0**	**0**	**195,888,594**
TOTAL PROJECT:	**195,883,765**	**4,829**	**0**	**0**	**0**	**0**	**0**	**195,888,594**

ITEM NUMBER:429576 6 PROJECT DESCRIPTION:SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 6 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2020 MPO CSMP PRIORITY #4 SR-7/US-441, TRANSIT CORRIDOR. OFF-SYSTEM ROADWAYS IMPROVEMENTS BASED ON SR-7 MULTIMODAL IMPROVEMENTS CORRIDOR STUDY UNDER 429576-1 AND BROWARD MOBILITY INITIATIVE 2015 KIMBERLY BLVD, SW 81ST AVE TO SR-7 BIKE LANES BY LANE ELIMINATION. ***SEE WP45**
ROADWAY ID:86000041 PROJECT LENGTH: 3.075MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	751,658	0	0	0	0	0	0	751,658
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	6,414	4,586	0	0	0	0	0	11,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	51,450	0	0	0	0	0	0	51,450
LF	21,579	1,101	0	0	0	0	0	22,680
SU	4,570,865	69,900	0	0	0	0	0	4,640,765
TALU	1,215,672	0	0	0	0	0	0	1,215,672
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	3,757	0	0	0	0	0	0	3,757
TOTAL 429576 6	**6,621,395**	**75,587**	**0**	**0**	**0**	**0**	**0**	**6,696,982**

ITEM NUMBER:429576 7 PROJECT DESCRIPTION:SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 7 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2022 MPO CSMP PRIORITY #2 SR-7/US-441, TRANSIT CORRIDOR. OFF-SYSTEM ROADWAYS IMPROVEMENTS BASED ON SR-7 MULTIMODAL IMPROVEMENTS CORRIDOR STUDY UNDER 429576-1. NW 26TH ST FROM NW 47TH AVE TO SR-7; NW 19TH ST FROM NW 49TH AVE TO SR-7;NW 16TH ST FROM NW 47TH AVE TO SR-7.
ROADWAY ID:86900176 PROJECT LENGTH: 2.424MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	849,505	0	0	0	0	0	0	849,505
SU	14,057	0	0	0	0	0	0	14,057
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	928,892	0	0	0	0	0	0	928,892
ARPI	3,580,182	0	0	0	0	0	0	3,580,182
CARU	559,399	0	0	0	0	0	0	559,399
LF	61,734	95,402	0	0	0	0	0	157,136
SU	897,877	87,474	0	0	0	0	0	985,351
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	7,750	0	0	0	0	0	0	7,750
TOTAL 429576 7	**6,899,396**	**182,876**	**0**	**0**	**0**	**0**	**0**	**7,082,272**

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ITEM NUMBER:429576 8 PROJECT DESCRIPTION:SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 8 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2022 MPO CSMP PRIORITY #3 SR-7/US-441, TRANSIT CORRIDOR. OFF-SYSTEM ROADWAYS IMPROVEMENTS BASED ON SR-7 MULTIMODAL IMPROVEMENTS CORRIDOR STUDY UNDER 429576-1. SW 25TH ST FROM SW 64TH TO SR-7; SW 33RD ST FROM 62ND TO SW 33RD ST,MP. 794 TO 1.046 CONSTRUCT SIDEWALK ON (SEE WP45)
ROADWAY ID:86000227 PROJECT LENGTH: 1.259MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	429,163	0	0	0	0	0	0	429,163
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	132,710	0	0	0	0	0	0	132,710
DS	52,618	0	0	0	0	0	0	52,618
LF	48,436	7,140	0	0	0	0	0	55,576
SU	2,424,846	90,133	0	0	0	0	0	2,514,979
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	462	0	0	0	0	0	0	462
TOTAL 429576 8	**3,088,235**	**97,273**	**0**	**0**	**0**	**0**	**0**	**3,185,508**

ITEM NUMBER:429576 9 PROJECT DESCRIPTION:SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 9 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2022 MPO CSMP PRIORITY #4 SR-7/US-441, TRANSIT CORRIDOR. OFF-SYSTEM ROADWAYS IMPROVEMENTS BASED ON SR-7 MULTIMODAL IMPROVEMENTS CORRIDOR STUDY UNDER 429576-1 TAFT ST. FROM SR-7 TO 40TH AVE. & SW 45TH ST. FROM TURNPIKE TO SR-7

ROADWAY ID:86021500 PROJECT LENGTH: 1.911MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	819,434	0	0	0	0	0	0	819,434
SU	106,145	0	0	0	0	0	0	106,145
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	1,848,295	0	0	0	0	0	0	1,848,295
DDR	49,767	0	0	0	0	0	0	49,767
LF	87,904	4,496	0	0	0	0	0	92,400
SU	1,852,951	72,301	0	0	0	0	0	1,925,252
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	4,500	0	0	0	0	0	0	4,500
TOTAL 429576 9	**4,768,996**	**76,797**	**0**	**0**	**0**	**0**	**0**	**4,845,793**
TOTAL PROJECT:	**21,378,022**	**432,533**	**0**	**0**	**0**	**0**	**0**	**21,810,555**

ITEM NUMBER:429576 2 PROJECT DESCRIPTION:SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 1 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2019 MPO PRIORITY #6 BASED ON MULTIMODAL IMPROVEMENT CORRIDOR STUDY ON 429576-1; CONSTRUCT SIDEWALK IMPROVEMENTS ON SR-7/US-441 FROM BROWARD M/D COUNTY LINE TO NORTH OF SAMPLE RD AND SR-858/HALLANDALE BEACH BLVD FROM EDMUND RD TO SW 58TH AVE; SEE WP45**
ROADWAY ID:86100000 PROJECT LENGTH: 21.753MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
CM	55,449	0	0	0	0	0	0	55,449
DDR	762,606	0	0	0	0	0	0	762,606
DIH	133,819	0	0	0	0	0	0	133,819
HSP	185,605	0	0	0	0	0	0	185,605

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SA	27,724	0	0	0	0	0	0	27,724
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	489,135	0	0	0	0	0	0	489,135
DIH	80,694	0	0	0	0	0	0	80,694
DS	107,989	0	0	0	0	0	0	107,989
GFSU	4,262,254	0	0	0	0	0	0	4,262,254
LF	35,885	4,412	0	0	0	0	0	40,297
SU	7,023	0	0	0	0	0	0	7,023
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	17,486	0	0	0	0	0	0	17,486
SA	797	0	0	0	0	0	0	797
TOTAL 429576 2	**6,166,466**	**4,412**	**0**	**0**	**0**	**0**	**0**	**6,170,878**
TOTAL PROJECT:	**6,166,466**	**4,412**	**0**	**0**	**0**	**0**	**0**	**6,170,878**

ITEM NUMBER:429576 3 PROJECT DESCRIPTION:SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 2 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2019 MPO PRIORITY #6 G/W WITH 445673-1 SR-7/US-441, TRANSIT CORRIDOR. ON-SYSTEM ROADWAYS IMPROVEMENTS BASED ON SR -7 MULTIMODAL IMPROVEMENTS CORRIDOR STUDY UNDER 429576-1,SR-7/US-441 FROM OAKES RD TO NEW RIVER GREENWAY,SR 7/US-44 1 FROM ORANGE/SW 45TH ST TO OAKES RD,SR- 838/SUNRISE BOULEVARD FROM SR/7US-441 TO NW 31ST AVE.
ROADWAY ID:86100000 PROJECT LENGTH: 2.683MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,154,717	0	0	0	0	0	0	1,154,717
DIH	87,392	421	0	0	0	0	0	87,813
DS	139,939	0	0	0	0	0	0	139,939
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	10,000	0	0	0	0	0	10,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
CARB	0	300,000	0	0	0	0	0	300,000
CARU	0	3,014,375	0	0	0	0	0	3,014,375
DDR	3,780,214	0	0	0	0	0	0	3,780,214
DIH	8,949	60,526	0	0	0	0	0	69,475
LF	614,834	217	0	0	0	0	0	615,051
SU	2,244,233	19,252	0	0	0	0	0	2,263,485
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	6,748	0	0	0	0	0	0	6,748
DS	2,250	0	0	0	0	0	0	2,250
TOTAL 429576 3	**8,039,276**	**3,404,791**	**0**	**0**	**0**	**0**	**0**	**11,444,067**

ITEM NUMBER:445673 1 PROJECT DESCRIPTION:I-595 EASTBOUND TO NORTHBOUND RAMP AT SR-7/US-441 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE - ADD LANES
EX DESC:IMPROVEMENTS ARE PROPOSED TO MAINTAIN THE EXISTING TWO LANE RAMP TYPICAL SECTION FOR I-595 EB TO NB SR-7 TO THE INT ERSEC TION WITH RIVERLAND RD. REDUCE NB TRAVEL LANES ON SR-7 FROM 3 TO 2 LANES N OF I-595 EB ENTRANCE RAMP TO I-595 EB TO NB SR-7 RAMP TERMINAL. INSIDE LANE OF I-595 EB TO SR-7 NB RAMP LANE BECOMES 3RD NB THROUGH LANE FOR SR-7.
ROADWAY ID:86100000 PROJECT LENGTH: 1.784MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	3,000	449	0	0	0	0	0	3,449
DDR	483,662	0	0	0	0	0	0	483,662
DIH	8,996	0	0	0	0	0	0	8,996
NHPP	137,512	0	0	0	0	0	0	137,512
SA	27,566	5,165	0	0	0	0	0	32,731
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	2,538,851	93,477	0	0	0	0	0	2,632,328

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DDR	904,003	0	0	0	0	0	0	904,003
LF	286,584	83,509	0	0	0	0	0	370,093
SA	125,434	40,185	0	0	0	0	0	165,619
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	150,000	0	0	0	0	150,000
TOTAL 445673 1	**4,515,608**	**222,785**	**150,000**	**0**	**0**	**0**	**0**	**4,888,393**
TOTAL PROJECT:	**12,554,884**	**3,627,576**	**150,000**	**0**	**0**	**0**	**0**	**16,332,460**

ITEM NUMBER:431698 1 PROJECT DESCRIPTION:PETERS ROAD FROM PINE ISLAND ROAD TO SR-817/UNIVERSITY DRIVE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2015 MPO PRIORITY #4 4 LANE URBAN SECTION, DIVIDED; RECONSTRUCT SIDEWALK AND ADD BIKE LANES B/C RATIO = 40 / SHSP = #2 & #3 52-03 FOR DEWATERING AND ASBESTOS REMOVAL (CONTAMINATION)

ROADWAY ID:86000067 PROJECT LENGTH: .779MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
EB	17,043	0	0	0	0	0	0	17,043
HSP	8,406	0	0	0	0	0	0	8,406
SA	14,191	0	0	0	0	0	0	14,191
SU	498,782	0	0	0	0	0	0	498,782
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	15,000	0	0	0	0	0	0	15,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
CM	807,528	0	0	0	0	0	0	807,528
DDR	7,784	0	0	0	0	0	0	7,784
HSP	14,914	0	0	0	0	0	0	14,914
SA	834,077	4,794	0	0	0	0	0	838,871
TOTAL 431698 1	**2,217,725**	**4,794**	**0**	**0**	**0**	**0**	**0**	**2,222,519**
TOTAL PROJECT:	**2,217,725**	**4,794**	**0**	**0**	**0**	**0**	**0**	**2,222,519**

ITEM NUMBER:431756 1 PROJECT DESCRIPTION:UNIVERSITY DRIVE FROM NW 40TH ST TO SAWGRASS EXPRESSWAY *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD LANES & RECONSTRUCT
EX DESC:2017 MPO PRIORITY #8; 2021 MPO SAFETY PRIORITY #6 WIDEN 4 LANES TO 6 LANES G/W: 431756-2 32-01: VE STUDY; 32-02: DESIGN 52-02 LFA WITH CITY OF CORAL SPRINGS C8: PERMIT FEE 56-03: REIMBURSEMENT OF UTILITY WORK

ROADWAY ID:86220000 PROJECT LENGTH: 1.503MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	13,490	0	0	0	0	0	0	13,490
EB	783	0	0	0	0	0	0	783
SA	197,712	0	0	0	0	0	0	197,712
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
EB	96,674	0	0	0	0	0	0	96,674
SA	2,250,799	0	0	0	0	0	0	2,250,799
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	40,254	334	0	0	0	0	0	40,588
TRWR	120,645	0	0	0	0	0	0	120,645
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	106,820	0	0	0	0	0	0	106,820
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	141,025	0	0	0	0	0	0	141,025

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CM	764,469	0	0	0	0	0	0	764,469
DS	288,493	0	0	0	0	0	0	288,493
GFSA	3,491,730	0	0	0	0	0	0	3,491,730
LF	47,179	1,664	0	0	0	0	0	48,843
SA	249,716	0	0	0	0	0	0	249,716
SU	6,234,327	25,033	0	0	0	0	0	6,259,360
TALT	339,800	0	0	0	0	0	0	339,800
TALU	203,153	0	0	0	0	0	0	203,153
TRIP	2,961,338	0	0	0	0	0	0	2,961,338
TRWR	481,309	0	0	0	0	0	0	481,309
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	52,004	0	0	0	0	0	0	52,004
TOTAL 431756 1	**18,081,720**	**27,031**	**0**	**0**	**0**	**0**	**0**	**18,108,751**
TOTAL PROJECT:	**18,081,720**	**27,031**	**0**	**0**	**0**	**0**	**0**	**18,108,751**

ITEM NUMBER:431770 3 PROJECT DESCRIPTION:WASHINGTON STREET & 72 AVENUE - MOBILITY IMPROVEMENTS *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2017 MPO PRIORITY #6 MOBILITY IMPROVEMENTS AT VARIOUS LOCATIONS PRIORITY 2 PROJECTS FROM FEASIBILITY STUDY ON 43177 0-1 AT VARIOUS LOCATIONS OFF SHS 52-03/04 STATE FUNDS TEMPORARILY PROGRAMMED UNTIL CHECKS ARE REC'D FROM CITY OF HOLLYWOOD AND PEMPBROKE PINES (SEE WP45)
ROADWAY ID:86000227 PROJECT LENGTH: 3.675MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	0	24,477	0	0	0	0	0	24,477
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	73,274	0	0	0	0	0	0	73,274
LF	30,700	0	0	0	0	0	0	30,700
SU	4,308,482	0	0	0	0	0	0	4,308,482
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	9,503	0	0	0	0	0	0	9,503
TOTAL 431770 3	**4,421,959**	**24,477**	**0**	**0**	**0**	**0**	**0**	**4,446,436**

ITEM NUMBER:431770 4 PROJECT DESCRIPTION:DYKES ROAD; 196 AVE; NW 10 STREET MOBILITY IMPROVEMENTS *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE PATH/TRAIL
EX DESC:2017 MPO PRIORITY #6 MOBILITY IMPROVEMENTS AT VARIOUS LOCATIONS PRIORITY 3 PROJECTS FROM FEASIBILITY STUDY ON 43177 0-1 AT VARIOUS LOCATIONS OFF SHS

ROADWAY ID:86000459 PROJECT LENGTH: 6.088MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	1,608,666	0	0	0	0	0	0	1,608,666
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	62,760	0	0	0	0	0	0	62,760
GFSU	91,920	0	0	0	0	0	0	91,920
LF	487,551	17,642	0	0	0	0	0	505,193
SA	12,943	0	0	0	0	0	0	12,943
SU	7,108,542	0	0	0	0	0	0	7,108,542
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	101	0	0	0	0	0	0	101
SU	6,644	0	0	0	0	0	0	6,644
TOTAL 431770 4	**9,379,127**	**17,642**	**0**	**0**	**0**	**0**	**0**	**9,396,769**
TOTAL PROJECT:	**13,801,086**	**42,119**	**0**	**0**	**0**	**0**	**0**	**13,843,205**

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ITEM NUMBER:432918 2 PROJECT DESCRIPTION:INTERSTATE ASSET MANAGEMENT BROWARD COUNTY *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ROUTINE MAINTENANCE
EX DESC:7YR CONTRACT 72-02: WASTE WATER TREATMENT ON ALLIGATOR ALLEY - AECOM 72-03: WASTE WATER TREATMENT ON ALLIGATOR ALLE
Y - CEI HANDEX

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	212,142	0	0	0	0	0	0	212,142
DIH	3,629	0	0	0	0	0	0	3,629
DS	786,362	0	0	0	0	0	0	786,362
TOTAL 432918 2	**1,002,133**	**0**	**0**	**0**	**0**	**0**	**0**	**1,002,133**
TOTAL PROJECT:	**1,002,133**	**0**	**0**	**0**	**0**	**0**	**0**	**1,002,133**

ITEM NUMBER:434477 2 PROJECT DESCRIPTION:SR-93/I-75 FROM N. OF PINES BOULEVARD TO S. OF GRIFFIN ROAD *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LANDSCAPING
EX DESC:BOLD LANDSCAPE FOR THE SHERIDAN STREET INTERCHANGE LIMITS OF I-75 EXPRESS LANES SEGMENT D

ROADWAY ID:86075000 PROJECT LENGTH: 2.526MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	269,278	0	0	0	0	0	0	269,278
DIH	1,336	0	0	0	0	0	0	1,336
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,534,024	0	0	0	0	0	0	1,534,024
DIH	24,008	4,674	0	0	0	0	0	28,682
DS	222,376	0	0	0	0	0	0	222,376
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	250	0	0	0	0	0	0	250
TOTAL 434477 2	**2,051,272**	**4,674**	**0**	**0**	**0**	**0**	**0**	**2,055,946**

ITEM NUMBER:434477 3 PROJECT DESCRIPTION:SR-93/I-75 FR S. OF MIRAMAR PARKWAY TO N. OF PINES BOULEVARD *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LANDSCAPING
EX DESC:BOLD LANDSCAPE FOR MIRAMAR PKWY & PINES BLV INTERCHANGES EXPRESS LANES PHASE C

ROADWAY ID:86075000 PROJECT LENGTH: 3.494MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	377,715	0	0	0	0	0	0	377,715
DIH	948	0	0	0	0	0	0	948
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,002,585	0	0	0	0	0	0	3,002,585
DIH	40,099	1,366	0	0	0	0	0	41,465
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	2,705	0	0	0	0	0	0	2,705
TOTAL 434477 3	**3,424,052**	**1,366**	**0**	**0**	**0**	**0**	**0**	**3,425,418**
TOTAL PROJECT:	**5,475,324**	**6,040**	**0**	**0**	**0**	**0**	**0**	**5,481,364**

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ITEM NUMBER:435514 1 PROJECT DESCRIPTION:SR-9/I-95 @ SUNRISE BLVD. INTERCHANGE IMPROVEMENT *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE - ADD LANES
ROADWAY ID:86070000 PROJECT LENGTH: 1.543MI LANES EXIST/IMPROVED/ADDED: 5/ 0/ 5

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	115,269	0	0	0	0	0	0	115,269
DIH	2,554	0	0	0	0	0	0	2,554
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	22,893	38,822	0	0	0	0	0	61,715
ACSA	360,186	0	0	0	0	0	0	360,186
DDR	79,894	0	0	0	0	0	0	79,894
DS	2,845,969	0	0	0	0	0	0	2,845,969
NHPP	289,593	108	0	0	0	0	0	289,701
SA	206,180	0	0	0	0	0	0	206,180
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	4,105,346	0	0	0	0	0	0	4,105,346
DIH	230,497	100,008	0	0	0	0	0	330,505
DS	2,271,320	0	0	0	0	0	0	2,271,320
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
STED	402,130	0	0	0	0	0	0	402,130
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	20,464,514	275,959	0	0	0	0	0	20,740,473
DI	31,097,299	0	0	0	0	0	0	31,097,299
STED	2,889,246	205,800	0	0	0	0	0	3,095,046
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	0	0	0	690,000	0	0	0	690,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	27,901	0	0	0	0	0	0	27,901
DS	4,500	0	0	0	0	0	0	4,500
NHPP	22,906	0	0	0	0	0	0	22,906
TOTAL 435514 1	**65,438,197**	**620,697**	**0**	**690,000**	**0**	**0**	**0**	**66,748,894**
TOTAL PROJECT:	**65,438,197**	**620,697**	**0**	**690,000**	**0**	**0**	**0**	**66,748,894**

ITEM NUMBER:435808 5 PROJECT DESCRIPTION:SR-9/I-95 MOBILITY HUB AT CYPRESS CREEK *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:WIDENING FOR ADDITIONAL TURN LANE AND BIKE LANES, SIDEWALK CONSTRUCTION, RESURFACING. WEST CYPRESS CREEK RD FROM PO
WER LINE RD TO W OF SFRC; NW 59TH CT; N ANDREWS WAY. NO RIGHT OF WAY REQUIRED 2022 MPO HUB PRIORITY #1

ROADWAY ID:86530500 PROJECT LENGTH: .856MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	149,933	0	0	0	0	0	0	149,933
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	0	150,000	0	0	0	0	0	150,000
ARPI	1,270,434	0	0	0	0	0	0	1,270,434
CARU	3,740,837	779,122	0	0	0	0	0	4,519,959
DDR	10,740	0	0	0	0	0	0	10,740
GFSU	178,943	0	0	0	0	0	0	178,943
LF	68,063	0	0	0	0	0	0	68,063
SU	4,718,704	335,788	0	0	0	0	0	5,054,492

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FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	250	0	0	0	0	0	0	250
TOTAL 435808 5	**10,137,904**	**1,264,910**	**0**	**0**	**0**	**0**	**0**	**11,402,814**
TOTAL PROJECT:	**10,137,904**	**1,264,910**	**0**	**0**	**0**	**0**	**0**	**11,402,814**

ITEM NUMBER:436319 1 PROJECT DESCRIPTION:LYONS ROAD FROM C-14 CANAL TO SAWGRASS EXPRESSWAY *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:CONSTRUCT BIKE LANE ON LYONS ROAD FROM C-14 CANAL TO SAWGRASS EXPRESSWAY/SR-869. WIDEN OUTSIDE AND RESTRIPE TO PROV IDE BIKELANES; SEE WP45 FOR MORE INFO PRIOR YEAR MPO PRIORITY-MOBILITY PROGRAM

ROADWAY ID:86000222 PROJECT LENGTH: 4.903MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	1,571,079	0	0	0	0	0	0	1,571,079
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
GFSU	183,706	0	0	0	0	0	0	183,706
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
CM	2,456,336	0	0	0	0	0	0	2,456,336
DDR	22,299	0	0	0	0	0	0	22,299
GFSA	2,919,003	0	0	0	0	0	0	2,919,003
GFSU	6,048,663	0	0	0	0	0	0	6,048,663
LF	493,924	265,297	0	0	0	0	0	759,221
LFP	600,000	0	0	0	0	0	0	600,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	12,051	0	0	0	0	0	0	12,051
TOTAL 436319 1	**14,307,061**	**265,297**	**0**	**0**	**0**	**0**	**0**	**14,572,358**
TOTAL PROJECT:	**14,307,061**	**265,297**	**0**	**0**	**0**	**0**	**0**	**14,572,358**

ITEM NUMBER:436564 1 PROJECT DESCRIPTION:LOXAHATCHEE RD. FROM ARTHUR MARSHALL LOXAHATCHEE REFUGE TO SR-7/US-441 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ROAD RECONSTRUCTION - 2 LANE
EX DESC:2015 MPO PRIORITY #6 MPO BIKE/PED PROGRAM PROJECT 52-01/02/03=LF WITH BROWARD COUNTY AND PARKLAND 52-04=EXCESS LF T O BE UTILIZED ON 52/01/02/03, 62-01 & 02 REALIGNING EXIST 2 LANE ROAD FOR ADDITION OF BIKE LANE

ROADWAY ID:86002000 PROJECT LENGTH: 6.191MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	965	0	0	0	0	0	0	965
RED	234,978	0	0	0	0	0	0	234,978
SA	162,078	993	0	0	0	0	0	163,071
SU	2,062,076	0	0	0	0	0	0	2,062,076
TALU	36,380	0	0	0	0	0	0	36,380
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	2,554,947	0	0	0	0	0	0	2,554,947
ACSU	3,315,613	0	0	0	0	0	0	3,315,613
CD24	1,116,279	0	0	0	0	0	0	1,116,279
CM	558,969	0	0	0	0	0	0	558,969
DDR	27,288	0	0	0	0	0	0	27,288
LF	10,756,839	1,868,000	0	0	0	0	0	12,624,839
SA	2,899,170	120,644	0	0	0	0	0	3,019,814
SU	14,925,689	0	0	0	0	0	0	14,925,689
TALT	722,368	0	0	0	0	0	0	722,368
TALU	1,869,140	0	0	0	0	0	0	1,869,140

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FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	46,969	0	0	0	0	0	0	46,969
TOTAL 436564 1	**41,289,748**	**1,989,637**	**0**	**0**	**0**	**0**	**0**	**43,279,385**
TOTAL PROJECT:	**41,289,748**	**1,989,637**	**0**	**0**	**0**	**0**	**0**	**43,279,385**

ITEM NUMBER:436685 1 PROJECT DESCRIPTION:NW 21ST AVE FROM OAKLAND PARK BLVD. TO COMMERCIAL BLVD. *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:COMPLETE STREETS PROJECT / 2015 MPO PRIORITY #5 INCLUDES WIDENING TO PROVIDE 5' BIKE LANE WITH 2' BUFFER ON BOTH SI DES OF THE ROAD & BRIDGE REPLACEMENT OF BRIDGE #84066 PREVIOUSLY PROGRAMMED AS 433433-1 LIGHTING RETROFIT REMOVE FR OM THIS PROJECT TO 440087-1 & 440088-1
ROADWAY ID:86000176 PROJECT LENGTH: 1.532MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
EB	23,657	0	0	0	0	0	0	23,657
SA	1,418,116	0	0	0	0	0	0	1,418,116
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	74,482	0	0	0	0	0	0	74,482
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	3,658	0	0	0	0	0	0	3,658
LF	26,680	4,598	0	0	0	0	0	31,278
SA	92,608	0	0	0	0	0	0	92,608
SU	7,719,940	0	0	0	0	0	0	7,719,940
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	40,691	0	0	0	0	0	0	40,691
TOTAL 436685 1	**9,399,832**	**4,598**	**0**	**0**	**0**	**0**	**0**	**9,404,430**
TOTAL PROJECT:	**9,399,832**	**4,598**	**0**	**0**	**0**	**0**	**0**	**9,404,430**

ITEM NUMBER:436964 1 PROJECT DESCRIPTION:SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE - ADD LANES
EX DESC:2021 MPO PRIORITY #1 SYSTEM INTERCHANGE IMPROVEMENT PLUS CROSS STREET IMPROVEMENT INCLUDES WORK ON HILLSBORO BLVD; SW 10TH ST. FROM W. OF MILITARY TRL TO E. OF SW NATURA BLVD HILLSBORO BLVD FROM GOOLSBY BLVD TO SW NATURA BLVD CONS TRUCTION ON 436964-2
ROADWAY ID:86070000 PROJECT LENGTH: 7.968MI LANES EXIST/IMPROVED/ADDED: 8/ 0/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,092,904	0	0	0	0	0	0	1,092,904
DI	1,705,932	0	0	0	0	0	0	1,705,932
DIH	151,799	0	0	0	0	0	0	151,799
DS	2,195,007	0	0	0	0	0	0	2,195,007
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	12,823	2,177	0	0	0	0	0	15,000
DI	42,407	0	0	0	0	0	0	42,407
DIH	72,063	0	0	0	0	0	0	72,063
DS	201	0	0	0	0	0	0	201
NHPP	23,114	0	0	0	0	0	0	23,114
SA	27,002	0	0	0	0	0	0	27,002
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	174,752	198,110	0	0	0	0	0	372,862
BNIR	41,993,147	0	0	0	0	0	0	41,993,147
DI	766,456	0	0	0	0	0	0	766,456
DIH	205,143	0	0	0	0	0	0	205,143
GMR	7,882,068	42,966	0	0	0	0	0	7,925,034

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NHPP	171,889	0	0	0	0	0	0	171,889
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	80,780	0	0	0	0	0	0	80,780
NHPP	419,220	0	0	0	0	0	0	419,220
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	4,687	0	0	0	0	0	0	4,687
DDR	1,989	0	0	0	0	0	0	1,989
NHPP	10,252	0	0	0	0	0	0	10,252
TOTAL 436964 1	**57,033,635**	**243,253**	**0**	**0**	**0**	**0**	**0**	**57,276,888**
TOTAL PROJECT:	**57,033,635**	**243,253**	**0**	**0**	**0**	**0**	**0**	**57,276,888**

ITEM NUMBER:436964 2 PROJECT DESCRIPTION:SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE - ADD LANES
EX DESC:2021 MPO HIGHWAY PRIORITY #1 SYSTEM INTERCHANGE IMPROVEMENT PLUS CROSS STREET IMPROVEMENT INCLUDES WORK ON HILLSBOR O BLVD; SW 10TH ST. FROM W. OF MILITARY TRL TO E. OF SW NATURA BLVD HILLSBORO BLVD FROM GOOLSBY BLVD TO SW NATURA B LVD DESIGN & R/W ON SEG 1;G/W 439891-1, 439891-5
ROADWAY ID:86070000 PROJECT LENGTH: 6.511MI LANES EXIST/IMPROVED/ADDED: 8/ 0/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	88	369	0	0	0	0	0	457
DI	38,895	0	0	0	0	0	0	38,895
NHPP	515,927	60,953	0	0	0	0	0	576,880
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	35,842,057	100,000	0	0	0	0	0	35,942,057
GMR	2,244,287	0	0	0	0	0	0	2,244,287
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	101	0	0	0	0	0	101
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	125,882,239	3,286,127	68,903,080	0	0	0	0	198,071,446
DDR	0	0	3,740,654	0	0	0	0	3,740,654
DI	358,995,068	0	240,635,138	0	0	0	0	599,630,206
DS	0	0	7,315,220	0	0	0	0	7,315,220
GMR	19,909,196	0	0	0	0	0	0	19,909,196
LF	3,869,327	0	0	0	0	0	0	3,869,327
SIB1	178,510,354	0	0	0	0	0	0	178,510,354
STED	133,472,915	0	0	0	0	0	0	133,472,915
PHASE: REPAYMENTS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	0	0	0	0	0	0	54,074,115	54,074,115
DIS	0	0	0	0	2,781,665	0	0	2,781,665
GMR	0	0	0	0	0	1,647,970	0	1,647,970
TOTAL 436964 2	**859,280,353**	**3,447,550**	**320,594,092**	**0**	**2,781,665**	**1,647,970**	**54,074,115**	**1,241,825,745**
TOTAL PROJECT:	**859,280,353**	**3,447,550**	**320,594,092**	**0**	**2,781,665**	**1,647,970**	**54,074,115**	**1,241,825,745**

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ITEM NUMBER:436980 1 PROJECT DESCRIPTION:PEMBROKE ROAD FROM DOUGLAS ROAD (SW 89 AV) TO SR-817/UNIVERSITY DRIVE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD LANES & RECONSTRUCT
EX DESC:2023 MPO ROADWAY PRIORITY #1 WIDEN 4 TO 6 LANES

ROADWAY ID:86508500 PROJECT LENGTH: 1.107MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 3

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	282,275	0	0	0	0	0	0	282,275
SU	15,577	0	0	0	0	0	0	15,577
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	67,576	0	0	0	0	0	0	67,576
GFSU	582,531	0	0	0	0	0	0	582,531
SU	1,221,138	7,041	0	0	0	0	0	1,228,179
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	192,085	76,030	0	0	0	0	0	268,115
SU	0	1,439,581	889,548	0	0	0	0	2,329,129
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	0	0	0	11,370,173	38,075	0	0	11,408,248
TRIP	0	0	0	4,299,171	0	0	0	4,299,171
TRWR	0	0	0	647,645	0	0	0	647,645
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	17,880	5,750	0	0	0	0	0	23,630
TOTAL 436980 1	**2,379,062**	**1,528,402**	**889,548**	**16,316,989**	**38,075**	**0**	**0**	**21,152,076**
TOTAL PROJECT:	**2,379,062**	**1,528,402**	**889,548**	**16,316,989**	**38,075**	**0**	**0**	**21,152,076**

ITEM NUMBER:437934 3 PROJECT DESCRIPTION:I-75 ALLIGATOR ALLEY ENVIRONMENTAL EDUCATION PROJECT *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LANDSCAPING
EX DESC:STAND ALONE LANDSCAPING PROJECT FOR I-75 ALLIGATOR ALLEY 52-02: SAFETY HANDRAILS

ROADWAY ID:86075000 PROJECT LENGTH: .710MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DSB2	95,507	211	0	0	0	0	0	95,718
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	269,831	39,679	0	0	0	0	0	309,510
DRA	65,557	64,000	0	0	0	0	0	129,557
DSB2	2,341,509	51,500	0	0	0	0	0	2,393,009
TOTAL 437934 3	**2,772,404**	**155,390**	**0**	**0**	**0**	**0**	**0**	**2,927,794**
TOTAL PROJECT:	**2,772,404**	**155,390**	**0**	**0**	**0**	**0**	**0**	**2,927,794**

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ITEM NUMBER:439171 1 PROJECT DESCRIPTION:SR-9/I-95 AT DAVIE BOULEVARD *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE - ADD LANES
EX DESC:BASED ON I-95 BROWARD INTERCHANGE MASTER PLAN CONCEPT.

ROADWAY ID:86070000 PROJECT LENGTH: 4.963MI LANES EXIST/IMPROVED/ADDED: 5/ 5/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	53,972	8,303	0	0	0	0	0	62,275
NHPP	276,427	0	0	0	0	0	0	276,427
TOTAL 439171 1	**330,399**	**8,303**	**0**	**0**	**0**	**0**	**0**	**338,702**
TOTAL PROJECT:	**330,399**	**8,303**	**0**	**0**	**0**	**0**	**0**	**338,702**

ITEM NUMBER:439714 1 PROJECT DESCRIPTION:SR-5/US-1 FR SR-862/I-595 TO N OF SR-842/BROWARD BLVD *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BRIDGE REHABILITATION
EX DESC:HENRY KINNEY TUNNEL REHABILITATION INCLUDING ITS PH3202/5202/6202/6204: LFA WITH CITY OF FORT LAUDERDALE 2019 MPO P
RIORITY #16/TSM&O 60-DAY ADVERTISEMENT

ROADWAY ID:86010000 PROJECT LENGTH: 3.140MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	3,089,637	0	0	0	0	0	0	3,089,637
DIH	187,936	0	0	0	0	0	0	187,936
LF	1,963,362	0	0	0	0	0	0	1,963,362
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	350,000	0	0	0	0	0	0	350,000
LF	0	415,092	0	0	0	0	0	415,092
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	22,832,287	0	0	0	0	0	0	22,832,287
DDR	6,420,371	0	0	0	0	0	0	6,420,371
DIH	286,381	137	0	0	0	0	0	286,518
DS	331,762	0	0	0	0	0	0	331,762
LF	8,149,783	2,290,866	0	0	0	0	0	10,440,649
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	210,000	0	0	0	0	0	0	210,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	28,038	0	0	0	0	0	0	28,038
TOTAL 439714 1	**43,849,557**	**2,706,095**	**0**	**0**	**0**	**0**	**0**	**46,555,652**
TOTAL PROJECT:	**43,849,557**	**2,706,095**	**0**	**0**	**0**	**0**	**0**	**46,555,652**

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ITEM NUMBER:439891 1 PROJECT DESCRIPTION:SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE IMPROVEMENT
EX DESC:2021 MPO HIGHWAY PRIORITY #1. NOTE 8/25/22: THE PROJECT INCLUDES CONSTRUCTING A DIRECT CONNECTION BETWEEN THE FLORI DA'S TURNPIKE/SAWGRASS EXPRESS AND I-95 TO BECOME A "COMPLETE STREETS" CORRIDOR WHICH WILL_ INCLUDE NOISE WALLS, IN TELLIGENT TRANSPORTATION SYSTEM (ITS) SIGNALS, FIBER OPTICS, SIGNAGE, SIGNALS, AND LIGHTING.
ROADWAY ID:86012000 PROJECT LENGTH: 2.995MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	428,123	0	0	0	0	0	0	428,123
DI	8,080,999	0	0	0	0	0	0	8,080,999
DIH	437,645	0	0	0	0	0	0	437,645
DS	347,558	0	0	0	0	0	0	347,558
PKYI	14,993	0	0	0	0	0	0	14,993
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	14,731	10,023	0	0	0	0	0	24,754
DDR	28,335	0	0	0	0	0	0	28,335
DIH	54,565	0	0	0	0	0	0	54,565
NHPP	320,426	922	0	0	0	0	0	321,348
PKYI	25,919	0	0	0	0	0	0	25,919
REPE	32,006	0	0	0	0	0	0	32,006
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	5,521	50,049	0	0	0	0	0	55,570
BNIR	853,630	10,911,627	0	0	0	0	0	11,765,257
DDR	100,000	0	0	0	0	0	0	100,000
DI	525,600	0	0	0	0	0	0	525,600
DIH	12,309	0	0	0	0	0	0	12,309
DS	71,748	0	0	0	0	0	0	71,748
NHPP	63,607	0	0	0	0	0	0	63,607
REPE	81,259	0	0	0	0	0	0	81,259
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	14,286,753	15,246,661	0	0	0	0	0	29,533,414
LF	208,411	0	0	0	0	0	0	208,411
NHPP	8,088,656	0	0	0	0	0	0	8,088,656
REPE	188,198	0	0	0	0	0	0	188,198
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	117,568	0	0	0	0	0	0	117,568
NHPP	23,118	0	0	0	0	0	0	23,118
REPE	2,909	0	0	0	0	0	0	2,909
SA	455	0	0	0	0	0	0	455
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	71,474,228	5,424,470	334,000	333,000	0	0	0	77,565,698
DI	19,184,923	0	0	0	0	0	0	19,184,923
GMR	9,280,798	0	0	0	0	0	0	9,280,798
LF	1,777,931	0	0	0	0	0	0	1,777,931
NHPP	13,360	0	0	0	0	0	0	13,360
PKYI	92,702,703	0	0	0	0	0	0	92,702,703
STED	14,435,721	0	0	0	0	0	0	14,435,721
TOTAL 439891 1	**243,284,706**	**31,643,752**	**334,000**	**333,000**	**0**	**0**	**0**	**275,595,458**

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ITEM NUMBER:439891 5 PROJECT DESCRIPTION:SR-869/SW 10TH STREET CONNECTOR TSM&O SMART WORK ZONE *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ITS COMMUNICATION SYSTEM
EX DESC:2021 MPO HIGHWAY PRIORITY #1 INCLUDES SIX (6) CORRIDORS: SR-5/US-1 FROM SR-810/HILLSBORO TO SR-834/SAMPLE RD; SR-81 1/ DIXIE HWY FROM SR-810/HILLSBORO BLVD TO SR-834/LE RD; SR-845/ POWERLINE RD FROM SR-810/HILLSBORO BLVD TO SR-834/ SAMPLE RD; SR-845/ POWERLINE RD FROM SR-810/HILLSBORO BLVD TO SR-834/SAMPLE RD;G/W 436964-2 (LEAD), 439891-1
ROADWAY ID:86120000 PROJECT LENGTH: 26.299MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	242,563	0	0	0	0	0	0	242,563
DIH	7,520	0	0	0	0	0	0	7,520
DITS	200,000	0	0	0	0	0	0	200,000
NHPP	471,712	0	0	0	0	0	0	471,712
SA	5,000	0	0	0	0	0	0	5,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	120,000	0	0	0	0	0	0	120,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
NHPP	61,058	0	0	0	0	0	0	61,058
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	29,660,753	513,500	0	0	0	0	0	30,174,253
CM	160,031	0	0	0	0	0	0	160,031
DIH	93	0	0	0	0	0	0	93
DITS	779,536	0	0	0	0	0	0	779,536
GFSU	2,626,868	0	0	0	0	0	0	2,626,868
LF	4,574,899	0	0	0	0	0	0	4,574,899
PROT	164,865	0	0	0	0	0	0	164,865
SA	19,042	958	0	0	0	0	0	20,000
TOTAL 439891 5	**39,093,940**	**514,458**	**0**	**0**	**0**	**0**	**0**	**39,608,398**
TOTAL PROJECT:	**282,378,646**	**32,158,210**	**334,000**	**333,000**	**0**	**0**	**0**	**315,203,856**

ITEM NUMBER:439991 1 PROJECT DESCRIPTION:SR-5/US-1/FEDERAL HWY FROM JOHNSON ST TO SR-822/SHERIDAN ST *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2016 MPO CSLIP PRIORITY #2 AND #17; FDOT IS DOING THE PROJECT ON BEHALF OF CITY OF HOLLYWOOD G/W 441582-1. INCLUDES LIGHTING RETROFIT AT THE INTERSECTIONS OF US-1 AND HARDING, SHENANDOAH, AND SHERIDAN STREET. INCLUDES LIGHTNING R ETROFIT AT THE INTERSECTIONS OF US-1 AND HARDING, SHENANDOAH, AND SHERIDAN STREET
ROADWAY ID:86010000 PROJECT LENGTH: 1.000MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	58,962	0	0	0	0	0	0	58,962
DIH	32,521	0	0	0	0	0	0	32,521
DS	545,814	0	0	0	0	0	0	545,814
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	283,470	0	0	0	0	0	0	283,470
DIH	19,235	0	0	0	0	0	0	19,235
DS	1,090	0	0	0	0	0	0	1,090
HSP	130,300	0	0	0	0	0	0	130,300
LF	41,885	32,017	0	0	0	0	0	73,902
SA	139,545	0	0	0	0	0	0	139,545
SU	2,120,658	0	0	0	0	0	0	2,120,658
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	14,748	0	0	0	0	0	0	14,748
TOTAL 439991 1	**3,388,228**	**32,017**	**0**	**0**	**0**	**0**	**0**	**3,420,245**
TOTAL PROJECT:	**3,388,228**	**32,017**	**0**	**0**	**0**	**0**	**0**	**3,420,245**

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ITEM NUMBER:439993 1 PROJECT DESCRIPTION:SW 148 AVE FROM SW 52ND DR TO SW 48TH CT/BASS CREEK RD *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:SIDEWALK
EX DESC:2016 MPO CSLIP PRIORITY #6 TRAFFIC CIRCLE AT SW 148TH AVE AND SW 48TH CT/BASS CREEK ROAD; MULTI-USE PATH FROM CORAL COVE ELEMENTARY SCHOOL ENTRANCE TO SW 48TH CT./BASS CREEK RD. FDOT IS DOING THE PROJECT ON BEHALF OF CITY OF MIRAMAR
ROADWAY ID:86900162 PROJECT LENGTH: .250MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	211,266	0	0	0	0	0	0	211,266
TALT	285,716	0	0	0	0	0	0	285,716
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	7,321	0	0	0	0	0	0	7,321
LF	99,492	2,000	0	0	0	0	0	101,492
SA	695,048	0	0	0	0	0	0	695,048
SU	1,078,937	0	0	0	0	0	0	1,078,937
TALU	276,864	0	0	0	0	0	0	276,864
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	3,125	0	0	0	0	0	0	3,125
TOTAL 439993 1	**2,657,769**	**2,000**	**0**	**0**	**0**	**0**	**0**	**2,659,769**
TOTAL PROJECT:	**2,657,769**	**2,000**	**0**	**0**	**0**	**0**	**0**	**2,659,769**

ITEM NUMBER:446181 1 PROJECT DESCRIPTION:SR-838/SUNRISE BLVD W OF MIDDLE RIVER DRIVE TO EAST OF NE 26TH AVENUE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:NPV=1,467,402; B/C= 8.5; SHSP EMPHASIS AREA- INTERSECTION CRASHES; PROVIDE AN ADDITIONAL 3-SECTION OVERHEAD SIGNAL ON MAST ARM FACING EASTBOUND AND WESTBOUND TRAFFIC. DESIGN OFFICE TO PERFORM A STRUCTURAL ANALYSIS DURING 3R PROJECT 446181-1 & DETERMINE IF THE EXISTING MAST ARMS NEED TO BE REPLACED. DESIGN OFFICE TO PERFORM A STRUCTURAL (SEE W
ROADWAY ID:86005000 PROJECT LENGTH: .466MI LANES EXIST/IMPROVED/ADDED: 6/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	174,513	0	0	0	0	0	0	174,513
DIH	44,739	103	0	0	0	0	0	44,842
DS	304,992	0	0	0	0	0	0	304,992
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	2,418,042	0	0	0	0	0	0	2,418,042
ACSS	1,451,997	23,871	0	0	0	0	0	1,475,868
DDR	102,825	27,691	0	0	0	0	0	130,516
SA	419,983	53,173	0	0	0	0	0	473,156
TOTAL 446181 1	**4,917,091**	**104,838**	**0**	**0**	**0**	**0**	**0**	**5,021,929**
TOTAL PROJECT:	**4,917,091**	**104,838**	**0**	**0**	**0**	**0**	**0**	**5,021,929**

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ITEM NUMBER:441723 1 PROJECT DESCRIPTION:SR-9/I-95 NORTHBOUND OFF-RAMP TO EASTBOUND I-595 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD LANES & REHABILITATE PVMNT
EX DESC:NPV=$3,425,707; B/C RATIO=3.5; NO R/W NEEDED

ROADWAY ID:86095059 PROJECT LENGTH: .371MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	35,788	28,620	0	0	0	0	0	64,408
HSP	787,963	0	0	0	0	0	0	787,963
SA	9,782	6,991	0	0	0	0	0	16,773
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACID	377,762	0	0	0	0	0	0	377,762
ACSS	5,597,122	55,566	0	0	0	0	0	5,652,688
DIH	0	94,014	0	0	0	0	0	94,014
DS	69,509	0	0	0	0	0	0	69,509
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	101	0	0	0	0	0	0	101
TOTAL 441723 1	**6,878,027**	**185,191**	**0**	**0**	**0**	**0**	**0**	**7,063,218**
TOTAL PROJECT:	**6,878,027**	**185,191**	**0**	**0**	**0**	**0**	**0**	**7,063,218**

ITEM NUMBER:441754 1 PROJECT DESCRIPTION:SR-A1A ATMS DEPLOYMENT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ATMS - ARTERIAL TRAFFIC MGMT
EX DESC:ATMS DEPLOYMENT ON SE 17TH STREET FROM SR-5/US-1 TO SEABREEZE BLVD; SEABREEZE BLVD FROM SE 17TH ST TO SR-838/ SUNRI SE BLVD (INCLUDING WIRELESS CONNECTIVITY TO THE LAS OLAS BRIDGE); SUNRISE BLVD FROM SR-5/US-1 TO SEABREEZE BLVD PRO JECT IS PART OF TSM&O MASTER PLAN, 2019 MPO PRIORITY #16/TSM&O (SEE WP45)
ROADWAY ID:86180000 PROJECT LENGTH: 7.712MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,196,849	0	0	0	0	0	0	1,196,849
DIH	58,000	0	0	0	0	0	0	58,000
LF	297,067	0	0	0	0	0	0	297,067
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	6,187,988	0	0	0	0	0	0	6,187,988
DIH	52,185	99,989	0	0	0	0	0	152,174
DS	3,361,025	0	0	0	0	0	0	3,361,025
LF	703,919	798,398	0	0	0	0	0	1,502,317
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	713	0	0	0	0	0	0	713
TOTAL 441754 1	**11,857,746**	**898,387**	**0**	**0**	**0**	**0**	**0**	**12,756,133**
TOTAL PROJECT:	**11,857,746**	**898,387**	**0**	**0**	**0**	**0**	**0**	**12,756,133**

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ITEM NUMBER:446094 1 PROJECT DESCRIPTION:SR-842/BROWARD BLVD FROM WEST OF NW 42ND AVE TO SW 22ND AVE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:G/W 441799-1; LFA W/ BROWARD COUNTY FOR ATMS/ATCS-SURTAX UWHCA LFA W/ CITY OF FORT LAUDERDALE FOR MINOR ADJUSTMENTS FR SR-7/US-441 TO SW 22ND AVE;NPV=1,575,892; B/C=17.3; SHSP EMPHASIS AREA-INTERSECTION CRASHES.SR842 @ NW 31ST AVE . BROWARD CO. REPLACE THE EXISTING 5-SECTION SIGNAL HEADS FACING EB WB LEFT TURN TRAFFIC W/4-SECTION SIGNAL (SEE WP
ROADWAY ID:86006000 PROJECT LENGTH: 2.008MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	661,687	0	0	0	0	0	0	661,687
DIH	57,503	0	0	0	0	0	0	57,503
DS	266,893	0	0	0	0	0	0	266,893
LF	131,637	0	0	0	0	0	0	131,637
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	1,409	0	0	0	0	0	0	1,409
DDR	746,758	0	0	0	0	0	0	746,758
DIH	42,422	77,198	0	0	0	0	0	119,620
DS	19,712	0	0	0	0	0	0	19,712
HSP	79,587	0	0	0	0	0	0	79,587
LF	582,805	134,406	0	0	0	0	0	717,211
NHRE	5,127,219	0	0	0	0	0	0	5,127,219
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	60,000	0	0	0	0	0	0	60,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	5,125	0	0	0	0	0	0	5,125
TOTAL 446094 1	**7,782,757**	**211,604**	**0**	**0**	**0**	**0**	**0**	**7,994,361**
TOTAL PROJECT:	**7,782,757**	**211,604**	**0**	**0**	**0**	**0**	**0**	**7,994,361**

ITEM NUMBER:441944 1 PROJECT DESCRIPTION:SR-870/COMMERCIAL BLVD FROM SR-817/UNIVERSITY DRIVE TO SR-5/US-1 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ATMS - ARTERIAL TRAFFIC MGMT
EX DESC:INSTALL ADAPTIVE TRAFFIC CONTROL SYSTEM AND ATMS G/W: 441944-2 & 446182-1(LEAD) 2019 MPO PRIORITY #16/TSM&O LFA W/B ROWARD COUNTY FOR BLUETOOTH DEVICES AND ATSPM (AUTOMATED TRAFFIC SIGNAL PERFORMANCE MEASURES) - SURTAX

ROADWAY ID:86014000 PROJECT LENGTH: 8.769MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DITS	611,509	0	0	0	0	0	0	611,509
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	40,000	0	0	0	0	0	0	40,000
DS	11,500	0	0	0	0	0	0	11,500
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,967,715	0	0	0	0	0	0	1,967,715
DIH	25,664	45,294	0	0	0	0	0	70,958
DS	1,799,773	0	0	0	0	0	0	1,799,773
LF	2,283,631	114,964	0	0	0	0	0	2,398,595
TOTAL 441944 1	**6,739,792**	**160,258**	**0**	**0**	**0**	**0**	**0**	**6,900,050**

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ITEM NUMBER:446182 1 PROJECT DESCRIPTION:SR-870/COMMERCIAL BLVD FR SR-845/POWERLINE RD TO E OF A1A/N OCEAN DR *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:G/W: 441944-1-52-01;441944-1-52-02;441944-2-52-01 52-02 = UWHCA WITH CITY OF OAKLAND PARK 52-03 = UWHCA WITH CITY O F FORT LAUDERDALE 52-02 = CHK RCV'D CHK#132642 ARI#12398 $31,169.46 3/6/2024 52-02 = CHK RCV'D CHK#132737 ARI#12398 $526.51 3/6/2024
ROADWAY ID:86014000 PROJECT LENGTH: 3.663MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,146,920	0	0	0	0	0	0	1,146,920
DIH	62,729	337	0	0	0	0	0	63,066
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	50,000	0	0	0	0	0	0	50,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	3,582,273	0	0	0	0	0	0	3,582,273
ACSA	7,981,870	4,008	0	0	0	0	0	7,985,878
DDR	4,281,238	0	0	0	0	0	0	4,281,238
DIH	0	533,656	0	0	0	0	0	533,656
LF	245,576	0	0	0	0	0	0	245,576
SA	799,614	0	0	0	0	0	0	799,614
TOTAL 446182 1	**18,150,220**	**538,001**	**0**	**0**	**0**	**0**	**0**	**18,688,221**
TOTAL PROJECT:	**24,890,012**	**698,259**	**0**	**0**	**0**	**0**	**0**	**25,588,271**

ITEM NUMBER:443528 1 PROJECT DESCRIPTION:SR-848/STIRLING ROAD @ NORTH PARK RD/33RD AVE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRAFFIC SIGNAL UPDATE
EX DESC:DESIGN AND RW ACQUISITION TO UPGRADE THE EXISTING SIGNAL TO MAST ARMS; CONSTRUCTION VIA PB R/W IS NOT NEEDED

ROADWAY ID:86016000 PROJECT LENGTH: .037MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	9,213	299	0	0	0	0	0	9,512
DS	164,274	0	0	0	0	0	0	164,274
TOTAL 443528 1	**173,487**	**299**	**0**	**0**	**0**	**0**	**0**	**173,786**
TOTAL PROJECT:	**173,487**	**299**	**0**	**0**	**0**	**0**	**0**	**173,786**

ITEM NUMBER:443597 1 PROJECT DESCRIPTION:SR-817/UNIVERSITY DR FR N. OF SR-824/PEMBROKE RD TO N. OF JOHNSON ST *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2024 MPO CSMP PRIORITY #1-A CITY OF PEMBROKE PINES BIKE LANE AND SIDEWALK PROJECT. SR-817/UNIVERSITY DRIVE; AT PEMB ROKE ROAD & PINES BLVD SAFETY LIGHTING PROJECTS

ROADWAY ID:86220000 PROJECT LENGTH: 1.747MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	852,783	0	0	0	0	0	0	852,783
DIH	74,994	0	0	0	0	0	0	74,994
DS	1,246,240	0	0	0	0	0	0	1,246,240
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	18,000	0	0	0	0	0	18,000

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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACPR	0	13,159,506	0	0	0	0	0	13,159,506
ACSS	0	969,100	0	0	0	0	0	969,100
CD23	0	5,000,000	0	0	0	0	0	5,000,000
DDR	0	16,533,977	0	0	0	0	0	16,533,977
DIH	0	90,136	0	0	0	0	0	90,136
DS	0	5,578,900	0	0	0	0	0	5,578,900
LF	0	375,936	0	0	0	0	0	375,936
SA	0	2,185,726	0	0	0	0	0	2,185,726
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	23,153	0	0	0	0	0	0	23,153
DS	17,375	0	0	0	0	0	0	17,375
TOTAL 443597 1	**2,214,545**	**43,911,281**	**0**	**0**	**0**	**0**	**0**	**46,125,826**
TOTAL PROJECT:	**2,214,545**	**43,911,281**	**0**	**0**	**0**	**0**	**0**	**46,125,826**

ITEM NUMBER:443845 1 PROJECT DESCRIPTION:SR-7/US-441 FROM SR-870/COMMERCIAL BLVD TO BAILEY RD/NW 62 ST *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:ANTICIPATED NPV=$833,563;B/C=3.8;INSTALL (23) NEW FDOT (THAT AVOID UTILITY CONFLICTS) WITH 130-WATT LED LUMINAIRES MOUNTED AT A HEIGHT OF 35 FEET; RETROFIT (19) EXISTING HPS COBRA HEAD LIGHT POLES WITH NEW LED 177-WATT LUMINAIRES ON THE WEST SIDE. PROJECT COMBINED WITH DROPPED 443993-1 (RRR)
ROADWAY ID:86100000 PROJECT LENGTH: 1.005MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	358,909	0	0	0	0	0	0	358,909
DS	189,882	0	0	0	0	0	0	189,882
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	27,000	0	0	0	0	0	27,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	5,000	0	0	0	0	0	0	5,000
DDR	1,672,972	0	0	0	0	0	0	1,672,972
DIH	26,001	5,876	0	0	0	0	0	31,877
HSP	342,550	0	0	0	0	0	0	342,550
LF	7,480	674	0	0	0	0	0	8,154
SA	502,477	0	0	0	0	0	0	502,477
TOTAL 443845 1	**3,105,271**	**33,550**	**0**	**0**	**0**	**0**	**0**	**3,138,821**
TOTAL PROJECT:	**3,105,271**	**33,550**	**0**	**0**	**0**	**0**	**0**	**3,138,821**

ITEM NUMBER:443944 1 PROJECT DESCRIPTION:CITY OF HOLLYWOOD BEVERLY PARK VARIOUS LOCATIONS *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:SIDEWALK
EX DESC:2020 MPO CSLIP PRIORITY #3 LAP WITH CITY OF HOLLYWOOD-DESIGN AND CONSTRUCTION PROVIDE NEW 5FT SIDEWALK WITH CURB RAMPS TO FILL-IN AND PROVIDE CONNECTIVITY THROUGHOUT THE NEIGHBORHOOD *SEE WP45*

ROADWAY ID:86900207 PROJECT LENGTH: 6.910MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF HOLLYWOOD								
DDR	120	0	0	0	0	0	0	120
SU	450,837	0	0	0	0	0	0	450,837
TALU	450,000	0	0	0	0	0	0	450,000
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	8,000	0	0	0	0	0	0	8,000
SU	17,220	3,049	0	0	0	0	0	20,269

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FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF HOLLYWOOD								
LF	184,523	0	0	0	0	0	0	184,523
SU	1,532,640	0	0	0	0	0	0	1,532,640
TALT	206,798	0	0	0	0	0	0	206,798
TALU	625,846	32,777	0	0	0	0	0	658,623
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	964	4,005	0	0	0	0	0	4,969
TALT	408,472	0	0	0	0	0	0	408,472
TOTAL 443944 1	**3,885,420**	**39,831**	**0**	**0**	**0**	**0**	**0**	**3,925,251**
TOTAL PROJECT:	**3,885,420**	**39,831**	**0**	**0**	**0**	**0**	**0**	**3,925,251**

ITEM NUMBER:443948 1 PROJECT DESCRIPTION:DAVIE BLVD EXTENSION/PETERS ROAD FROM SW 51TH AVE TO SR-7/US-441 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2020 MPO CSLIP PRIORITY #5 ADMINISTERED BY FDOT ON BEHALF OF BROWARD COUNTY REPLACE TWO-WAY LEFT TURN LANE WITH RAISED MEDIANS FROM SW 46TH ST TO WEST OF SR-7,CONVERT PAINTED MEDIANS TO RAISED MEDIANS, AND CONSTRUCT REFUGE ISLANDS WHERE FEASIBLE
ROADWAY ID:86000066 PROJECT LENGTH: .939MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	305,825	0	0	0	0	0	0	305,825
SU	202,193	0	0	0	0	0	0	202,193
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	2,724,244	78,985	0	0	0	0	0	2,803,229
DDR	50,530	0	0	0	0	0	0	50,530
LF	28,250	1,990	0	0	0	0	0	30,240
TOTAL 443948 1	**3,311,042**	**80,975**	**0**	**0**	**0**	**0**	**0**	**3,392,017**
TOTAL PROJECT:	**3,311,042**	**80,975**	**0**	**0**	**0**	**0**	**0**	**3,392,017**

ITEM NUMBER:444122 4 PROJECT DESCRIPTION:SR-93/I-75/ALLIGATOR ALLEY FR MP 31.261 TO BROWARD/COLLIER COUNTY LINE *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:INCLUDES DESIGN ON 444122-1

ROADWAY ID:86075000 PROJECT LENGTH: 14.080MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	23,533	3,689	0	0	0	0	0	27,222
DDR	250,000	500,000	0	0	0	0	0	750,000
DIH	5,486	0	0	0	0	0	0	5,486
DSB2	24,643,914	0	0	0	0	0	0	24,643,914
SA	5,106,645	154,900	0	0	0	0	0	5,261,545
TOTAL 444122 4	**30,029,578**	**658,589**	**0**	**0**	**0**	**0**	**0**	**30,688,167**
TOTAL PROJECT:	**30,029,578**	**658,589**	**0**	**0**	**0**	**0**	**0**	**30,688,167**

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ITEM NUMBER:444786 1 PROJECT DESCRIPTION:SR-9/I-95 FROM NORTH OF SR-870/COMMERCIAL BLVD TO SR-869/SW 10TH ST *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:SIGNING/PAVEMENT MARKINGS
EX DESC:DELINEATORS/THERMO FOR PHASE 3A MANAGED LANES (3A-2)

ROADWAY ID:86070000 PROJECT LENGTH: 8.173MI LANES EXIST/IMPROVED/ADDED: 5/ 5/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	19	0	0	0	0	0	0	19
DS	87,108	0	0	0	0	0	0	87,108
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,955,458	0	0	0	0	0	0	3,955,458
DIH	4,262	35,738	0	0	0	0	0	40,000
DS	211,022	0	0	0	0	0	0	211,022
TOTAL 444786 1	**4,257,869**	**35,738**	**0**	**0**	**0**	**0**	**0**	**4,293,607**
TOTAL PROJECT:	**4,257,869**	**35,738**	**0**	**0**	**0**	**0**	**0**	**4,293,607**

ITEM NUMBER:445531 1 PROJECT DESCRIPTION:NORTHWEST 39TH STREET FROM CORAL RIDGE DRIVE TO NORTHWEST 110TH AVENUE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2021 MPO CSLIP PRIORITY #18 LAP WITH CITY OF CORAL SPRINGS DESIGN TO BE ADMINISTERED BY FDOT CSC

ROADWAY ID:86000015 PROJECT LENGTH: .600MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	0	5,000	0	0	0	0	0	5,000
TALU	403,452	0	0	0	0	0	0	403,452
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF CORAL SPRINGS								
SU	0	0	1,930,634	0	0	0	0	1,930,634
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	0	0	59,120	0	0	0	0	59,120
TOTAL 445531 1	**403,452**	**5,000**	**1,989,754**	**0**	**0**	**0**	**0**	**2,398,206**
TOTAL PROJECT:	**403,452**	**5,000**	**1,989,754**	**0**	**0**	**0**	**0**	**2,398,206**

ITEM NUMBER:445719 1 PROJECT DESCRIPTION:SR-849/31ST AVE FR SR-814/ATLANTIC BLVD TO MLK BLVD/COCONUT CREEK PKWY *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LIGHTING
EX DESC:NPV=479,546; B/C=2.2; SHSP EMPHASIS 3=VULNERABLE ROAD USERS SR-814/ATLANTIC BLVD. & MLK BLVD./COCONUT CREEK PARKWAY
; COORDINATE WITH FPL TO RETRO EXISTING LIGHTING ON WEST SIDE WITH LED LUMINAIRES; RETRO LIGHTING OF INTERSECTION S
R-849/NW 31ST AVE. & SR-814/ATLANTIC BLVD; NO PHASE 52 NEEDED
ROADWAY ID:86130000 PROJECT LENGTH: .857MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	189,434	0	0	0	0	0	0	189,434
SA	6,732	3,923	0	0	0	0	0	10,655
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	25,000	0	0	0	0	0	25,000

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FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	11,378	0	0	0	0	0	0	11,378
TOTAL 445719 1	**207,544**	**28,923**	**0**	**0**	**0**	**0**	**0**	**236,467**
TOTAL PROJECT:	**207,544**	**28,923**	**0**	**0**	**0**	**0**	**0**	**236,467**

ITEM NUMBER:446188 1 PROJECT DESCRIPTION:SR-5/US-1 FROM SR-870/COMMERCIAL BLVD TO SOUTHEAST 7TH STREET *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
ROADWAY ID:86020000 PROJECT LENGTH: 2.514MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	850,746	0	0	0	0	0	0	850,746
DIH	43,346	0	0	0	0	0	0	43,346
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ARPA	5,312,208	0	0	0	0	0	0	5,312,208
DDR	1,440,395	0	0	0	0	0	0	1,440,395
DIH	46,549	31,787	0	0	0	0	0	78,336
LF	49,560	19,432	0	0	0	0	0	68,992
TOTAL 446188 1	**7,742,804**	**51,219**	**0**	**0**	**0**	**0**	**0**	**7,794,023**
TOTAL PROJECT:	**7,742,804**	**51,219**	**0**	**0**	**0**	**0**	**0**	**7,794,023**

ITEM NUMBER:446195 1 PROJECT DESCRIPTION:SR-834/SAMPLE RD FROM SR-845/POWERLINE RD TO MILITARY TRAIL *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:G/W 446194-1 (LEAD) 52-01: LFA WITH BROWARD COUNTY

ROADWAY ID:86028000 PROJECT LENGTH: 1.061MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	420,486	0	0	0	0	0	0	420,486
DIH	19,675	0	0	0	0	0	0	19,675
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	2,228,553	0	0	0	0	0	0	2,228,553
ACSA	6,589	98,147	0	0	0	0	0	104,736
DDR	345,050	0	0	0	0	0	0	345,050
LF	7,313	550	0	0	0	0	0	7,863
TOTAL 446195 1	**3,027,666**	**98,697**	**0**	**0**	**0**	**0**	**0**	**3,126,363**
TOTAL PROJECT:	**3,027,666**	**98,697**	**0**	**0**	**0**	**0**	**0**	**3,126,363**

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ITEM NUMBER:446196 1 PROJECT DESCRIPTION:SR-845/POWERLINE RD FR S SR-870/COMMERCIAL BLVD TO N OF S PALM AIRE DR *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:NPV=8,054,486; B/C=10.4 SHSP EMPHASIS AREA- INTERSECTION CRASHES; SR-845 POWERLINE RD FR NW 63RD ST TO NW 65TH STRE ET BROWARD COUNTY: UPGRADE THE EXISTING LIGHTNING BY RE-LAMPING WITH LED FIXTURES. STATE ROAD 845 (POWERLINE ROAD) AT ATLANTIC BLVD UPGRADE THE EXISTING LIGHTING ALONG THE (SEE WP45)
ROADWAY ID:86065000 PROJECT LENGTH: 2.069MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	8,316	0	0	0	0	0	0	8,316
DDR	1,127,907	0	0	0	0	0	0	1,127,907
DIH	48,684	0	0	0	0	0	0	48,684
HSP	145,523	0	0	0	0	0	0	145,523
SA	3,125	3,875	0	0	0	0	0	7,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	4,821,081	0	0	0	0	0	0	4,821,081
ACSA	10,259	11,741	0	0	0	0	0	22,000
ACSS	100,137	0	0	0	0	0	0	100,137
DDR	929,347	0	0	0	0	0	0	929,347
DIH	1,632	0	0	0	0	0	0	1,632
GFSA	6,000	0	0	0	0	0	0	6,000
HSP	656,756	0	0	0	0	0	0	656,756
LF	32,575	0	0	0	0	0	0	32,575
TOTAL 446196 1	**7,891,342**	**15,616**	**0**	**0**	**0**	**0**	**0**	**7,906,958**
TOTAL PROJECT:	**7,891,342**	**15,616**	**0**	**0**	**0**	**0**	**0**	**7,906,958**

ITEM NUMBER:446200 1 PROJECT DESCRIPTION:SR-820/PINES BLVD FROM I-75 NORTH ON-RAMP TO E OF NW 118TH AVE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:MPO ADDED SCOPE: SHARED USE PATH, PEDESTRIAN LIGHTING, AND TRANSIT FEATURES AT BUS STOPS. SAFETY FEATURES TO INCLUD E INTERSECTION WIDENING, SIGNALS, AND PED LIGHTING AT NW 142 AVE/SW 145 AVE: PH52-01: RESURFACING. PH52-02: MPO PRI ORITY SCOPE; B/C=39.6; NPV =$49,562,773 SFA2 (SHSP FOCUS AREA =2) - INTERSECTION CRASHES
ROADWAY ID:86040000 PROJECT LENGTH: 2.009MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	512,868	0	0	0	0	0	0	512,868
DDR	253,409	0	0	0	0	0	0	253,409
DIH	322,131	0	0	0	0	0	0	322,131
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	7,602,553	0	0	0	0	0	0	7,602,553
ACSA	12,000	204	0	0	0	0	0	12,204
ACSU	1,233,253	0	0	0	0	0	0	1,233,253
DDR	1,203,391	114,480	0	0	0	0	0	1,317,871
DIH	3,340	0	0	0	0	0	0	3,340
LF	33,712	0	0	0	0	0	0	33,712
PROT	422,407	0	0	0	0	0	0	422,407
SA	48,452	488	0	0	0	0	0	48,940
SU	560,949	136	0	0	0	0	0	561,085
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	2,257	0	0	0	0	0	0	2,257
TOTAL 446200 1	**12,210,722**	**115,308**	**0**	**0**	**0**	**0**	**0**	**12,326,030**
TOTAL PROJECT:	**12,210,722**	**115,308**	**0**	**0**	**0**	**0**	**0**	**12,326,030**

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ITEM NUMBER:446370 1 PROJECT DESCRIPTION:SR-848/STIRLING ROAD FROM WEST OF NORTH 58TH AVENUE TO SR-5/US-1 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:52-02 = UWHCA WITH THE CITY OF DANIA BEACH 52-03 = UWHCA WITH BROWARD COUNTY WASTE WATER

ROADWAY ID:86016000 PROJECT LENGTH: 3.959MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,028,346	0	0	0	0	0	0	1,028,346
DIH	15,234	381	0	0	0	0	0	15,615
DS	108,202	0	0	0	0	0	0	108,202
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	50,000	0	0	0	0	0	0	50,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	8,497,018	0	0	0	0	0	0	8,497,018
ACSA	5,000	0	0	0	0	0	0	5,000
DDR	1,231,974	0	0	0	0	0	0	1,231,974
DIH	34,703	51,535	0	0	0	0	0	86,238
DS	637,915	0	0	0	0	0	0	637,915
LF	122,005	6,628	0	0	0	0	0	128,633
TOTAL 446370 1	**11,730,397**	**58,544**	**0**	**0**	**0**	**0**	**0**	**11,788,941**
TOTAL PROJECT:	**11,730,397**	**58,544**	**0**	**0**	**0**	**0**	**0**	**11,788,941**

ITEM NUMBER:446996 1 PROJECT DESCRIPTION:INTERSECTION LIGHTING RETROFIT IMPROVEMENT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LIGHTING
EX DESC:B/C=40 VARIOUS LOCATIONS WITHIN SOUTHEAST BROWARD COUNTY G/W 446997-1 (LEAD)

ROADWAY ID:86200000 PROJECT LENGTH: 6.837MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	497,582	0	0	0	0	0	0	497,582
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	53,385	0	0	0	0	0	0	53,385
HSP	2,615	11,945	0	0	0	0	0	14,560
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	16,293	0	0	0	0	0	0	16,293
DS	10,701	0	0	0	0	0	0	10,701
HSP	528,341	30,864	0	0	0	0	0	559,205
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	2,652	0	0	0	0	0	0	2,652
HSP	4,192	0	0	0	0	0	0	4,192
TOTAL 446996 1	**1,115,761**	**42,809**	**0**	**0**	**0**	**0**	**0**	**1,158,570**
TOTAL PROJECT:	**1,115,761**	**42,809**	**0**	**0**	**0**	**0**	**0**	**1,158,570**

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ITEM NUMBER:446998 1 PROJECT DESCRIPTION:INTERSECTION LIGHTING RETROFIT IMPROVEMENT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LIGHTING
EX DESC:VARIOUS LOCATIONS WITHIN CENTRAL BROWARD COUNTY

ROADWAY ID:86220000 PROJECT LENGTH: 15.720MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	499,944	0	0	0	0	0	0	499,944
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	59,200	0	0	0	0	0	59,200
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	111,662	45,620	0	0	0	0	0	157,282
DS	2,496	0	0	0	0	0	0	2,496
HSP	527,773	0	0	0	0	0	0	527,773
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	9,789	0	0	0	0	0	0	9,789
TOTAL 446998 1	**1,151,664**	**104,820**	**0**	**0**	**0**	**0**	**0**	**1,256,484**
TOTAL PROJECT:	**1,151,664**	**104,820**	**0**	**0**	**0**	**0**	**0**	**1,256,484**

ITEM NUMBER:446999 1 PROJECT DESCRIPTION:INTERSECTION LIGHTING RETROFIT IMPROVEMENT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LIGHTING
EX DESC:VARIOUS LOCATIONS WITHIN EAST-CENTRAL BROWARD COUNTY AND FTL AREAS; PH32-42= GEOTECHNICAL FOR MATERIAL TESTING

ROADWAY ID:86065000 PROJECT LENGTH: 11.070MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	52,551	0	0	0	0	0	0	52,551
DS	805	0	0	0	0	0	0	805
HSP	337,989	0	0	0	0	0	0	337,989
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	23,000	2,300	0	0	0	0	0	25,300
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	126,361	62,434	0	0	0	0	0	188,795
DS	78,417	0	0	0	0	0	0	78,417
HSP	459,213	0	0	0	0	0	0	459,213
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	3,448	0	0	0	0	0	0	3,448
HSP	950	0	0	0	0	0	0	950
TOTAL 446999 1	**1,082,734**	**64,734**	**0**	**0**	**0**	**0**	**0**	**1,147,468**

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ITEM NUMBER:447000 1 PROJECT DESCRIPTION:INTERSECTION LIGHTING RETROFIT IMPROVEMENT *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LIGHTING
EX DESC:VARIOUS LOCATIONS WITHIN NORTHEAST BROWARD: HILLSBORO BLVD @ POWERLINE RD/COUNTRY CLUB BLVD/DEERCREEK BLVD/CENTURY BLVD /MILITARY TR/GOOLSBY BLVD/JIM MORAN BLVD/NATURA BLVD/DIXIE HWY/LANE TULLIS WAY G/W 446999.1 (LEAD)
ROADWAY ID:86120000 PROJECT LENGTH: 3.660MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	345,383	0	0	0	0	0	0	345,383
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	20,000	20,757	0	0	0	0	0	40,757
HSP	2,762	0	0	0	0	0	0	2,762
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	56,223	56,023	0	0	0	0	0	112,246
DS	4,295	0	0	0	0	0	0	4,295
HSP	280,786	0	0	0	0	0	0	280,786
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	6,148	0	0	0	0	0	0	6,148
TOTAL 447000 1	**715,597**	**76,780**	**0**	**0**	**0**	**0**	**0**	**792,377**
TOTAL PROJECT:	**1,798,331**	**141,514**	**0**	**0**	**0**	**0**	**0**	**1,939,845**

ITEM NUMBER:447546 1 PROJECT DESCRIPTION:SR-816/OAKLAND PARK BLVD AT NW 31ST AVENUE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRAFFIC SIGNALS
EX DESC:B/C RATIO = 7.3 NPV 14,945,053 SHSP EMPHASIS AREA (S) INTERSECTION CRASHES. UPGRADE EXISTING LIGHTING ALONG INTERSECTION APPROACHES. ADD A RIGHT-TURN OVERLAP PHASE FOR EASTBOUND AND WESTBOUND RIGHT-TURN MOVEMENTS. INSTALL ADDITIONAL SIGNAL HEADS FACING EASTBOUND/WESTBOUND TRAFFIC, SO THAT EACH THROUGH LANE HAS A SIGNAL HEAD. (SEE WP45)
ROADWAY ID:86090000 PROJECT LENGTH: .110MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	299,550	17,640	0	0	0	0	0	317,190
SA	0	22,264	0	0	0	0	0	22,264
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	0	1,631,702	0	0	0	0	1,631,702
SA	0	0	65,245	0	0	0	0	65,245
TOTAL 447546 1	**299,550**	**39,904**	**1,696,947**	**0**	**0**	**0**	**0**	**2,036,401**
TOTAL PROJECT:	**299,550**	**39,904**	**1,696,947**	**0**	**0**	**0**	**0**	**2,036,401**

ITEM NUMBER:447552 1 PROJECT DESCRIPTION:SR-84/SE 24TH STREET FROM SW 4TH AVENUE TO SR-5/US-1 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRAFFIC SIGNALS
EX DESC:B/C RATIO = 12.3 NPV 6,658,302 SHSP EMPHASIS AREA (S) INTERSECTION CRASHES SR-84 AT US-1: MODIFY THE LANE CONFIGURATION OF EB APPROACH TO ELIMINATE THE SPLIT PHASE OPERATION. PROVIDE AN ADDITIONAL SIGNAL HEAD FACING NB AND SB TRAFFIC. OVERLAP EASTBOUND RIGHT TURNS WITH NORTHBOUND LEFT TURNS. SR-84 AT S ANDREWS AVENUE: (SEE WP45)
ROADWAY ID:86080000 PROJECT LENGTH: .886MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	203,506	20,470	0	0	0	0	0	223,976
HSP	173,333	0	0	0	0	0	0	173,333

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PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	15,000	50,000	0	0	0	0	0	65,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	0	1,170,874	0	0	0	0	1,170,874
BRRP	526	0	0	0	0	0	0	526
DS	169	0	0	0	0	0	0	169
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	4,860	0	0	0	0	0	0	4,860
TOTAL 447552 1	**397,394**	**70,470**	**1,170,874**	**0**	**0**	**0**	**0**	**1,638,738**
TOTAL PROJECT:	**397,394**	**70,470**	**1,170,874**	**0**	**0**	**0**	**0**	**1,638,738**

ITEM NUMBER:447655 1 PROJECT DESCRIPTION:A1A FROM NE 5TH STREET TO SOUTH END OF HILLSBORO INLET BRIDGE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:RESURFACING TO BE DELIVERED CITY OF POMPANO

ROADWAY ID:86050000 PROJECT LENGTH: 1.617MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	95,119	0	0	0	0	0	0	95,119
DIH	159,066	2,000	0	0	0	0	0	161,066
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF POMPANO BEACH								
DDR	1,170,851	0	0	0	0	0	0	1,170,851
DIH	995	0	0	0	0	0	0	995
DS	1,063,800	0	0	0	0	0	0	1,063,800
TOTAL 447655 1	**2,489,831**	**2,000**	**0**	**0**	**0**	**0**	**0**	**2,491,831**
TOTAL PROJECT:	**2,489,831**	**2,000**	**0**	**0**	**0**	**0**	**0**	**2,491,831**

ITEM NUMBER:447676 1 PROJECT DESCRIPTION:SR-7/US-441 FROM SOUTH OF STIRLING RD TO NORTH OF ORANGE DRIVE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:G/W 447677.1 52-02 = UWHCA FOR BROWARD COUNTY WATER & WASTEWATER

ROADWAY ID:86100000 PROJECT LENGTH: 1.707MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	683,989	0	0	0	0	0	0	683,989
DIH	29,246	29,237	0	0	0	0	0	58,483
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	3,748,076	0	0	0	0	0	0	3,748,076
DIH	29,859	86,856	0	0	0	0	0	116,715
DS	712,599	0	0	0	0	0	0	712,599
LF	21,595	1,253	0	0	0	0	0	22,848
SA	129,757	0	0	0	0	0	0	129,757
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	600	0	0	0	0	0	0	600
TOTAL 447676 1	**5,355,721**	**117,346**	**0**	**0**	**0**	**0**	**0**	**5,473,067**
TOTAL PROJECT:	**5,355,721**	**117,346**	**0**	**0**	**0**	**0**	**0**	**5,473,067**

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ITEM NUMBER:447679 1 PROJECT DESCRIPTION:SR-810/HILLSBORO BLVD FROM SR-7/US-441 TO SR-845/POWERLINE ROAD *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
EX DESC:52-02-UWHCA WITH CITY OF COCONUT CREEK 52-03-UWHCA CITY OF DEERFIELD BEACH

ROADWAY ID:86120000 PROJECT LENGTH: 3.038MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	720,360	0	0	0	0	0	0	720,360
DIH	15,263	500	0	0	0	0	0	15,763
DS	626,012	0	0	0	0	0	0	626,012
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	7,039,224	0	0	0	0	0	0	7,039,224
DIH	23,605	63,968	0	0	0	0	0	87,573
DS	1,571,254	0	0	0	0	0	0	1,571,254
LF	26,815	1,667	0	0	0	0	0	28,482
TOTAL 447679 1	**10,022,533**	**66,135**	**0**	**0**	**0**	**0**	**0**	**10,088,668**
TOTAL PROJECT:	**10,022,533**	**66,135**	**0**	**0**	**0**	**0**	**0**	**10,088,668**

ITEM NUMBER:448574 1 PROJECT DESCRIPTION:SR-A1A FROM SHERMAN STREET TO SR-822/SHERIDAN STREET *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:DRAINAGE IMPROVEMENTS
EX DESC:SEAWALLS & PUMP; LFA WITH CITY OF HOLLYWOOD & BROWARD CO 2023 MPO PRIORITY #11 FDOT/SU CONTRIBUTIONS EQUAL G/W 4485 76-1, 448577-1

ROADWAY ID:86030000 PROJECT LENGTH: .126MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	201,054	0	0	0	0	0	0	201,054
DIH	48,833	339	0	0	0	0	0	49,172
LF	108,824	0	0	0	0	0	0	108,824
LFP	64,836	2,000	0	0	0	0	0	66,836
SA	84,417	0	0	0	0	0	0	84,417
SU	216,714	0	0	0	0	0	0	216,714
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	10,500	0	0	0	0	0	0	10,500
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	2,282,779	0	0	0	0	0	0	2,282,779
DIH	602	38,672	0	0	0	0	0	39,274
DS	817,711	0	0	0	0	0	0	817,711
LF	699,300	0	0	0	0	0	0	699,300
LFP	416,250	0	0	0	0	0	0	416,250
PROT	4,673,472	0	0	0	0	0	0	4,673,472
SU	2,119,544	11,105	0	0	0	0	0	2,130,649
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACPR	0	48,000	0	0	0	0	0	48,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	35,169	0	0	0	0	0	0	35,169
TOTAL 448574 1	**11,780,005**	**100,116**	**0**	**0**	**0**	**0**	**0**	**11,880,121**

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ITEM NUMBER:448576 1 PROJECT DESCRIPTION:SR-A1A FROM FRANKLIN STREET TO WALNUT STREET *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:DRAINAGE IMPROVEMENTS
EX DESC:SEAWALL & PUMP; LFA WITH CITY OF HOLLYWOOD & BROWARD CO 2023 MPO PRIORITY #11 FDOT/SU CONTRIBUTIONS EQUAL G/W 44857 4-1 (LEAD), 448577-1

ROADWAY ID:86030000 PROJECT LENGTH: .212MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	132,934	0	0	0	0	0	0	132,934
DIH	26,264	2,302	0	0	0	0	0	28,566
LF	191,705	0	0	0	0	0	0	191,705
LFP	15,976	13,918	0	0	0	0	0	29,894
SA	84,342	0	0	0	0	0	0	84,342
SU	174,724	0	0	0	0	0	0	174,724
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	2,246,908	0	0	0	0	0	0	2,246,908
DIH	989	69,254	0	0	0	0	0	70,243
DS	955,650	0	0	0	0	0	0	955,650
LF	1,885,464	0	0	0	0	0	0	1,885,464
LFP	157,122	0	0	0	0	0	0	157,122
PROT	4,211,844	67,473	0	0	0	0	0	4,279,317
SU	1,823,045	0	0	0	0	0	0	1,823,045
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACPR	0	240,000	0	0	0	0	0	240,000
TOTAL 448576 1	**11,906,967**	**392,947**	**0**	**0**	**0**	**0**	**0**	**12,299,914**

ITEM NUMBER:448577 1 PROJECT DESCRIPTION:SR-A1A FROM CROCUS TERRACE TO VAN BUREN STREET *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:DRAINAGE IMPROVEMENTS
EX DESC:PUMP STATIONS AT AZALEA TERRACE AND VAN BUREN STREET 2023 MPO ROADWAY PRIORITY #11 FDOT/SU CONTRIBUTIONS EQUAL 32/5 2/62-01: PUMP STATIONS 19% @ 50/50 PROT/SUX05 32/52/62-01: PUMP STATIONS 81% CITY OF HOLLYWOOD LF + 20% C CHK 30388 73 REC 6/2/2022 $469,839.00 FOR PH32-01 LF
ROADWAY ID:86030000 PROJECT LENGTH: .511MI LANES EXIST/IMPROVED/ADDED: 6/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	91,254	0	0	0	0	0	0	91,254
DIH	19,985	0	0	0	0	0	0	19,985
LF	458,095	11,744	0	0	0	0	0	469,839
SU	87,297	0	0	0	0	0	0	87,297
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	2,340,574	0	0	0	0	0	0	2,340,574
DDR	680,973	0	0	0	0	0	0	680,973
DIH	2,464	67,778	0	0	0	0	0	70,242
DS	2,020,647	0	0	0	0	0	0	2,020,647
LF	2,742,145	0	0	0	0	0	0	2,742,145
PROT	4,900,221	194	0	0	0	0	0	4,900,415
SU	1,729,830	0	0	0	0	0	0	1,729,830
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	0	140,000	0	0	0	0	0	140,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	5,500	0	0	0	0	0	0	5,500
TOTAL 448577 1	**15,078,985**	**219,716**	**0**	**0**	**0**	**0**	**0**	**15,298,701**
TOTAL PROJECT:	**38,765,957**	**712,779**	**0**	**0**	**0**	**0**	**0**	**39,478,736**

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ITEM NUMBER:449278 1 PROJECT DESCRIPTION:SR-811/DIXIE HWY FR N OF SR-816/OAKLAND PARK BLVD TO NE 44ST/PROSPECT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LIGHTING
EX DESC:NPV=1,847,617; B/C=6.4; SHSP EMPHASIS AREA-INTERSECTION CRASHES;IMPROVE CORRIDOR LIGHTING PER CURRENT FDOT STANDARD
S IMPROVE INTERSECTION LIGHTING AT NE 34 COURT AND NE 44 ST IMPROVE LIGHTING AT THE MIDBLOCK CROSSING SOUTH OF NE 3
3 ST COORDINATE WITH CITY OF OAKLAND PARK, BROWARD COUNTY, & FPL DURING THE DESIGN PHASE. 52-02 = CITY OF OAKLAND P
ROADWAY ID:86170000 PROJECT LENGTH: 1.091MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	243,970	0	0	0	0	0	0	243,970
HSP	74,300	0	0	0	0	0	0	74,300
SA	12,577	23,775	0	0	0	0	0	36,352
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	6,977	0	0	0	0	0	6,977
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	1,121,672	0	0	0	0	0	1,121,672
LF	0	43,200	0	0	0	0	0	43,200
SA	0	27,087	0	0	0	0	0	27,087
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	7,054	0	0	0	0	0	0	7,054
TOTAL 449278 1	**337,901**	**1,222,711**	**0**	**0**	**0**	**0**	**0**	**1,560,612**
TOTAL PROJECT:	**337,901**	**1,222,711**	**0**	**0**	**0**	**0**	**0**	**1,560,612**

ITEM NUMBER:449523 1 PROJECT DESCRIPTION:ADVANCED WWD DETECTION SYSTEMS BROWARD COUNTY *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ITS COMMUNICATION SYSTEM
EX DESC:ADVANCED WRONG WAY DETECTION ON SYSTEM AT 11 HIGH PRIORITY LOCATIONS THROUGHOUT BROWARD COUNTY. I-95 NB & SB @ PEMB
ROKE RD, I-95 SB @ OAKLAND PARK BLVD, I-95 SB @ BROWARD BLVD / ACCESS RD; I-75 SB @ MIRAMAR PKWY EB, I-595 WB @ UNI
VERSITY DR, I-595 WB @ SR-84 EXIT #3, I-595 WB @ SR-84 EXIT#5, I-595 WB @ DAVIE BLVD/SR-84 (WP45+)
ROADWAY ID:86075007 PROJECT LENGTH: 2.913MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	47,711	0	0	0	0	0	0	47,711
GFSA	3,467	3,533	0	0	0	0	0	7,000
HSP	355,254	0	0	0	0	0	0	355,254
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	26,673	0	0	0	0	0	0	26,673
HSP	2,807,015	0	0	0	0	0	0	2,807,015
TOTAL 449523 1	**3,240,120**	**3,533**	**0**	**0**	**0**	**0**	**0**	**3,243,653**
TOTAL PROJECT:	**3,240,120**	**3,533**	**0**	**0**	**0**	**0**	**0**	**3,243,653**

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ITEM NUMBER:449690 1 PROJECT DESCRIPTION:PEMBROKE RD FROM SW 145TH AVE TO FLAMINGO ROAD *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:BIKE LANE/SIDEWALK
EX DESC:2023 MPO CSMP PRIORITY #7 PROTECTED BICYCLE LANES AND WIDER SIDEWALKS LAP PROJECT WITH PEMBROKE PINES

ROADWAY ID:86000096 PROJECT LENGTH: 1.532MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	246,808	7,140	0	0	0	0	0	253,948
TALU	705,221	6,116	0	0	0	0	0	711,337
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PEMBROKE PINES								
SU	0	0	0	7,495,223	0	0	0	7,495,223
TOTAL 449690 1	**952,029**	**13,256**	**0**	**7,495,223**	**0**	**0**	**0**	**8,460,508**
TOTAL PROJECT:	**952,029**	**13,256**	**0**	**7,495,223**	**0**	**0**	**0**	**8,460,508**

ITEM NUMBER:449718 1 PROJECT DESCRIPTION:NE 12TH TERR ROADWAY IMPROVEMENTS *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:SIDEWALK
EX DESC:2024 MPO CSLIP PRIORITY #5 CYCLE 5. CONSTRUCT PEDESTRIAN FACILITIES AS WELL AS WIDENING FOR THE INSTALLATION OF BIC YCLE FACILITIES ALONG NE 12TH TERRACE FROM FLORANADA ROAD TO NE 40TH PLACE AND OAKLAND PARK BOULEVARD TO CITY LIMIT S/ MIDDLE RIVER.
ROADWAY ID:86900354 PROJECT LENGTH: .627MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	494,929	0	0	0	0	0	494,929
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OAKLAND PARK								
SU	0	0	0	0	367,928	0	0	367,928
TALU	0	0	0	0	900,000	0	0	900,000
TOTAL 449718 1	**0**	**494,929**	**0**	**0**	**1,267,928**	**0**	**0**	**1,762,857**
TOTAL PROJECT:	**0**	**494,929**	**0**	**0**	**1,267,928**	**0**	**0**	**1,762,857**

ITEM NUMBER:451043 1 PROJECT DESCRIPTION:I-95/SR-9 AND COPANS ROAD INTERCHANGE *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LANDSCAPING
EX DESC:STANDALONE LANDSCAPE PROJECT - 436962.1 IS THE CONSTRUCTION

ROADWAY ID:86070903 PROJECT LENGTH: 1.554MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	20,000	0	0	0	0	0	20,000
DS	221,713	0	0	0	0	0	0	221,713
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	1,445,961	0	0	0	0	1,445,961
DIH	0	0	63,720	0	0	0	0	63,720
TOTAL 451043 1	**221,713**	**20,000**	**1,509,681**	**0**	**0**	**0**	**0**	**1,751,394**
TOTAL PROJECT:	**221,713**	**20,000**	**1,509,681**	**0**	**0**	**0**	**0**	**1,751,394**

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ITEM NUMBER:451082 1 PROJECT DESCRIPTION:SR-814/W ATLANTIC BOULEVARD AT BANKS ROAD *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LIGHTING
EX DESC:B/C RATIO = 10.9 NPV $2,407,566 SHSP EMPHASIS AREA(S): INTERSECTION & VULNERABLE ROAD USER CRASHES ENHANCE LIGHTIN G AT INTERSECTION, INCLUDING THE EAST-WEST APPROACH AND DEPARTURE SIDES ALONG SR 814 AT BANKS ROAD PERFORM A STRUCT URAL ANALYSIS EVALUATE THE FEASIBILITY OF INSTALLING A LEFT TURN YIELD ON GREEN (R10-12)...SEE WP45
ROADWAY ID:86039000 PROJECT LENGTH: .549MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	48,323	0	0	0	0	0	0	48,323
HSP	288,255	0	0	0	0	0	0	288,255
SA	10,324	12,000	0	0	0	0	0	22,324
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	21,190	0	0	0	0	0	21,190
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	484,285	0	0	0	0	0	484,285
SA	0	43,988	0	0	0	0	0	43,988
TOTAL 451082 1	**346,902**	**561,463**	**0**	**0**	**0**	**0**	**0**	**908,365**
TOTAL PROJECT:	**346,902**	**561,463**	**0**	**0**	**0**	**0**	**0**	**908,365**

ITEM NUMBER:451083 1 PROJECT DESCRIPTION:SR-824/PEMBROKE RD FR S 26 AVE/NW 8 AVE & S 22 AVE/NW 2 AVE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LIGHTING
EX DESC:B/C RATIO = 34.5 NPV $1,488,746 SHSP EMPHASIS AREA(S): INTERSECTION & VULNERABLE ROAD USER CRASHES SR-824 AT S 22 A VENUE/NW 2 AVENUE: ENHANCE INTERSECTION AND EB/WB APPROACH LIGHTING. SR-824 AT S 26 AVENUE/NW 8 AVENUE: ENHANCE INT ERSECTION AND EB/WB APPROACH LIGHTING.
ROADWAY ID:86018000 PROJECT LENGTH: .505MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	82,942	0	0	0	0	0	0	82,942
SA	1,963	3,037	0	0	0	0	0	5,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	61,062	0	0	0	0	0	61,062
TOTAL 451083 1	**84,905**	**64,099**	**0**	**0**	**0**	**0**	**0**	**149,004**
TOTAL PROJECT:	**84,905**	**64,099**	**0**	**0**	**0**	**0**	**0**	**149,004**

ITEM NUMBER:451597 1 PROJECT DESCRIPTION:ADVANCED WRONG WAY DETECTION SYSTEM - BROWARD *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:86070146 PROJECT LENGTH: 1.840MI LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	82,757	2,243	0	0	0	0	0	85,000
DDR	187,973	0	0	0	0	0	0	187,973
DIH	486	4,514	0	0	0	0	0	5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	0	3,494,043	0	0	0	0	3,494,043
TOTAL 451597 1	**271,216**	**6,757**	**3,494,043**	**0**	**0**	**0**	**0**	**3,772,016**
TOTAL PROJECT:	**271,216**	**6,757**	**3,494,043**	**0**	**0**	**0**	**0**	**3,772,016**

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ITEM NUMBER:452467 1 PROJECT DESCRIPTION:SR-A1A/N. FT. LAUDERDALE BEACH BLVD SOUTH OF NE 14TH CRT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRAFFIC SIGNALS
EX DESC:ADD A MIDBLOCK PEDESTRIAN CROSSING 300-LF SOUTH OF INTERSECTION OF A1A AND NE 14TH CT GOES-WITH 452518-1 52.02=LFA
W/ CITY OF FORT LAUDERDALE -- $11,319 FDOT PORTION

ROADWAY ID:86050000 PROJECT LENGTH: .097MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	102,732	0	0	0	0	0	0	102,732
DIH	27,069	990	0	0	0	0	0	28,059
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	11,319	0	0	0	0	0	0	11,319
DIH	0	40,266	0	0	0	0	0	40,266
LF	74,114	8,803	0	0	0	0	0	82,917
SA	609,172	0	0	0	0	0	0	609,172
TOTAL 452467 1	**824,406**	**50,059**	**0**	**0**	**0**	**0**	**0**	**874,465**

ITEM NUMBER:452518 1 PROJECT DESCRIPTION:A1A/N OCEAN BLVD & NE 27TH ST *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRAFFIC SIGNALS
EX DESC:TO CONVERT UNSIGNALIZED INTERSECTION OF A1A & NE 27TH STREET TO SIGNALIZED INTERSECTION GOES-WITH 452467-1 (LEAD)

ROADWAY ID:86050000 PROJECT LENGTH: .270MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	95,825	0	0	0	0	0	0	95,825
DIH	59,886	946	0	0	0	0	0	60,832
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,561,659	0	0	0	0	0	0	1,561,659
DIH	93	40,543	0	0	0	0	0	40,636
LF	14,663	2,399	0	0	0	0	0	17,062
TOTAL 452518 1	**1,732,126**	**43,888**	**0**	**0**	**0**	**0**	**0**	**1,776,014**
TOTAL PROJECT:	**2,556,532**	**93,947**	**0**	**0**	**0**	**0**	**0**	**2,650,479**

ITEM NUMBER:453166 1 PROJECT DESCRIPTION:HOLLYWOOD BLVD BIFURCATION AND EXTENSION *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:NEW ROAD CONSTRUCTION
EX DESC:2024 GAA SB2500 APPLICATION CITY OF HOLLYWOOD BARRIER ISLAND HURRICANE EVACUATION ROUTE

ROADWAY ID:86900419 PROJECT LENGTH: .068MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
GR24	0	4,399,573	0	0	0	0	0	4,399,573
LF	0	21,588,976	0	0	0	0	0	21,588,976
TOTAL 453166 1	**0**	**25,988,549**	**0**	**0**	**0**	**0**	**0**	**25,988,549**
TOTAL PROJECT:	**0**	**25,988,549**	**0**	**0**	**0**	**0**	**0**	**25,988,549**

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ITEM NUMBER:454379 1 PROJECT DESCRIPTION:CYPRESS CREEK PARK & RIDE LOT POND CONSTRUCTION *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:CONSTRUCT SPECIAL STRUCTURE
EX DESC:CEI SERVICES FOR CYPRESS CREEK PARK & RIDE LOT POND CONSTRUCTION

ROADWAY ID:86070061 PROJECT LENGTH: .314MI LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	0	81,715	0	0	0	0	0	81,715
TOTAL 454379 1	**0**	**81,715**	**0**	**0**	**0**	**0**	**0**	**81,715**
TOTAL PROJECT:	**0**	**81,715**	**0**	**0**	**0**	**0**	**0**	**81,715**
TOTAL DIST: 04	**2,581,035,490**	**136,891,044**	**336,878,939**	**29,885,212**	**9,137,668**	**6,697,970**	**306,526,723**	**3,407,053,046**
TOTAL HIGHWAYS	**2,581,035,490**	**136,891,044**	**336,878,939**	**29,885,212**	**9,137,668**	**6,697,970**	**306,526,723**	**3,407,053,046**

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TURNPIKE
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ITEM NUMBER:406099 1 PROJECT DESCRIPTION:HOLLYWOOD BLVD / TPK (SR820 / SR91) INTCHG MODIFICATION (MP 49) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE IMPROVEMENT
ROADWAY ID:86470000 PROJECT LENGTH: 1.000MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	795,063	0	0	0	0	0	0	795,063
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	19,322,119	0	0	0	0	0	0	19,322,119
TFRT	4,500,000	0	0	0	0	0	0	4,500,000
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	10,820,057	0	0	0	0	0	0	10,820,057
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	4,055	0	0	0	0	0	0	4,055
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	10,280	0	0	0	0	0	10,280
TOTAL 406099 1	**35,441,294**	**10,280**	**0**	**0**	**0**	**0**	**0**	**35,451,574**
TOTAL PROJECT:	**35,441,294**	**10,280**	**0**	**0**	**0**	**0**	**0**	**35,451,574**

ITEM NUMBER:406156 2 PROJECT DESCRIPTION:SW10TH ST TRAFFIC AND REVENUE STUDY *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE JUSTIFICA/MODIFICA
ROADWAY ID:86470000 PROJECT LENGTH: .400MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	2,187,532	1,000	0	0	0	0	0	2,188,532
TOTAL 406156 2	**2,187,532**	**1,000**	**0**	**0**	**0**	**0**	**0**	**2,188,532**
TOTAL PROJECT:	**2,187,532**	**1,000**	**0**	**0**	**0**	**0**	**0**	**2,188,532**

ITEM NUMBER:415927 1 PROJECT DESCRIPTION:WIDEN TPK(SR91) N OF SAWGRASS TO PALM BEACH C/L(MP71.8-73.1)W/MNGD LNS *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:86470000 PROJECT LENGTH: 1.577MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 2

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	2,100,223	2,188	0	0	0	0	0	2,102,411
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	3,638,904	0	0	0	0	0	0	3,638,904
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,931	0	0	0	0	0	0	1,931
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	53,462	903	0	0	0	0	0	54,365
TOTAL 415927 1	**5,794,520**	**3,091**	**0**	**0**	**0**	**0**	**0**	**5,797,611**
TOTAL PROJECT:	**5,794,520**	**3,091**	**0**	**0**	**0**	**0**	**0**	**5,797,611**

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ITEM NUMBER:415927 4 PROJECT DESCRIPTION:TPK (SR91) TSM&O ADD LANES N OF SAWGRASS TO PALM BEACH C/L (MP 71-73) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD AUXILIARY LANE(S)
ROADWAY ID:86470000 PROJECT LENGTH: 1.577MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	2,186,966	4,203	0	0	0	0	0	2,191,169
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	0	0	0	1,096,000	0	0	0	1,096,000
PKYI	39,084,127	706,287	0	0	0	0	0	39,790,414
TOTAL 415927 4	**41,271,093**	**710,490**	**0**	**1,096,000**	**0**	**0**	**0**	**43,077,583**
TOTAL PROJECT:	**41,271,093**	**710,490**	**0**	**1,096,000**	**0**	**0**	**0**	**43,077,583**

ITEM NUMBER:417218 3 PROJECT DESCRIPTION:TPK (SR 91) / STIRLING RD (SR 848) NEW INTERCHANGE (MP 52) *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE (NEW)
ROADWAY ID:86470000 PROJECT LENGTH: 1.946MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 417218 3	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**
TOTAL PROJECT:	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**

ITEM NUMBER:428154 4 PROJECT DESCRIPTION:SAWGRASS CANAL REVETMENT PHASE 4 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:DRAINAGE IMPROVEMENTS
ROADWAY ID:86472000 PROJECT LENGTH: 1.571MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	89,146	1,000	0	0	0	0	0	90,146
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	103,413	0	0	0	0	0	0	103,413
PKYR	9,594,743	0	0	0	0	0	0	9,594,743
TOTAL 428154 4	**9,787,302**	**1,000**	**0**	**0**	**0**	**0**	**0**	**9,788,302**
TOTAL PROJECT:	**9,787,302**	**1,000**	**0**	**0**	**0**	**0**	**0**	**9,788,302**

ITEM NUMBER:435461 4 PROJECT DESCRIPTION:WIDEN SAWGRASS (SR869) SAMPLE TO UNIVERSITY DR (MP 12-14.8)(6TO8 LNS) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:86472000 PROJECT LENGTH: 5.128MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 4

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,283,131	1,283	0	0	0	0	0	1,284,414
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	300,000	0	0	0	0	300,000

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FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	0	133,906,766	0	0	0	0	0	133,906,766
PKYI	23,820	2,530	0	0	20,000	0	0	46,350
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	0	0	2,400,000	0	2,400,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	11,484	25,000	200,000	0	0	0	0	236,484
TOTAL 435461 4	**1,318,435**	**133,935,579**	**500,000**	**0**	**20,000**	**2,400,000**	**0**	**138,174,014**

ITEM NUMBER:435461 7 PROJECT DESCRIPTION:SAWGRASS (SR 869) 10 LANE IMPLEMENTATION (MP 14.8-18.4) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:SIGNING/PAVEMENT MARKINGS
ROADWAY ID:86472000 PROJECT LENGTH: 3.600MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 435461 7	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**
TOTAL PROJECT:	**1,318,435**	**133,937,079**	**500,000**	**0**	**20,000**	**2,400,000**	**0**	**138,175,514**

ITEM NUMBER:437155 1 PROJECT DESCRIPTION:WIDEN SAWGRASS(SR869) SUNRISE BLVD TO OAKLAND PARK(MP0.5-4.1)(6TO10LN) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:86472000 PROJECT LENGTH: 9.381MI LANES EXIST/IMPROVED/ADDED: 8/ 8/ 4

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKLF	7,449,811	0	0	0	0	0	0	7,449,811
PKYI	25,035,552	13,752	0	0	0	0	0	25,049,304
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	97,480	0	0	0	0	0	0	97,480
PKED	29,552	0	0	0	0	0	0	29,552
PKLF	2,000,000	0	0	0	0	0	0	2,000,000
PKYI	39,341,776	1,689,160	0	0	0	0	0	41,030,936
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	606,514	296,566	1,203,434	0	0	0	0	2,106,514
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	2,123,138	0	345,014,078	0	0	7,365,000	0	354,502,216
PKLF	0	0	20,000,000	0	0	0	0	20,000,000
PKYI	317,414	1,889	0	0	0	0	0	319,303
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	0	0	0	0	0	0	6,200,000	6,200,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	300,000	0	0	0	0	0	300,000
PKYR	4,918	0	0	0	0	0	0	4,918
TOTAL 437155 1	**77,006,155**	**2,301,367**	**366,217,512**	**0**	**0**	**7,365,000**	**6,200,000**	**459,090,034**

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ITEM NUMBER:437155 5 PROJECT DESCRIPTION:WIDEN SAWGRASS(SR869) S OF NW8TH TO SUNRISE BLVD (MP0-0.5) (6TO10LNS) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:86075041 PROJECT LENGTH: 5.307MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,835,642	750	0	0	0	0	0	1,836,392
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	35,680	84,432	0	0	0	0	0	120,112
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	300,000	0	0	0	0	0	300,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	0	126,398,148	0	0	1,750,000	0	0	128,148,148
PKYI	15,991	9,463	0	0	0	0	0	25,454
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	0	0	0	2,400,000	0	0	0	2,400,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	50,000	0	0	0	0	0	50,000
TOTAL 437155 5	**1,887,313**	**126,842,793**	**0**	**2,400,000**	**1,750,000**	**0**	**0**	**132,880,106**

ITEM NUMBER:437155 6 PROJECT DESCRIPTION:WIDEN SAWGRASS (SR869) OAKLAND PARK BLVD TO ATLANTIC BLVD (MP 4.1-7.5) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:86472000 PROJECT LENGTH: 5.412MI LANES EXIST/IMPROVED/ADDED: 6/ 3/ 2

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,086,023	1,598	0	0	0	0	0	1,087,621
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,435,267	1,331,178	0	0	0	0	0	2,766,445
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	0	750,000	0	0	0	0	0	750,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	0	162,559,293	0	0	0	0	0	162,559,293
PKYI	26,051	10,290	0	0	20,000	0	0	56,341
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	0	0	0	0	2,200,000	0	0	2,200,000
TOTAL 437155 6	**2,547,341**	**164,652,359**	**0**	**0**	**2,220,000**	**0**	**0**	**169,419,700**

ITEM NUMBER:437155 9 PROJECT DESCRIPTION:SAWGRASS XWAY (SR 869) CONSERVATION EASEMENT REPLACEMENT (MP 2.5) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:WETLAND MITIGATION/RESTORATION
ROADWAY ID:86012777 PROJECT LENGTH: 1.000MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
PKYR	0	300,000	0	0	0	0	0	300,000

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PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT

PKYR	0	14,000	0	0	0	0	0	14,000
TOTAL 437155 9	**0**	**315,500**	**0**	**0**	**0**	**0**	**0**	**315,500**
TOTAL PROJECT:	**81,440,809**	**294,112,019**	**366,217,512**	**2,400,000**	**3,970,000**	**7,365,000**	**6,200,000**	**761,705,340**

ITEM NUMBER:437224 1 PROJECT DESCRIPTION:WIDEN SAWGRASS(SR869) FROM SR7 TO E OF TPK(SR91)(MP18-21.3)(6TO10 LNS) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:86472000 PROJECT LENGTH: 3.000MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 3

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	16,953,787	1,207,095	0	0	0	0	0	18,160,882
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	0	0	0	0	0	0	25,200,000	25,200,000
PKYI	0	451,000	0	0	0	0	0	451,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	0	0	0	0	0	0	157,040,000	157,040,000
PKLF	0	0	0	0	0	0	194,242,511	194,242,511
PKYI	67,199	0	0	0	0	0	169,732,408	169,799,607
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	250,000	0	0	0	0	250,000
TOTAL 437224 1	**17,020,986**	**1,658,095**	**250,000**	**0**	**0**	**0**	**546,214,919**	**565,144,000**

ITEM NUMBER:437224 2 PROJECT DESCRIPTION:EXTEND AUX LANE ALONG TPK NB ENTRANCE RAMP FROM SAWGRASS(MP 71.6-71.9) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD AUXILIARY LANE(S)
ROADWAY ID:86470000 PROJECT LENGTH: .144MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	33,934	1,753	0	0	0	0	0	35,687
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	2,587	970	0	0	0	0	0	3,557
TOTAL 437224 2	**36,521**	**2,723**	**0**	**0**	**0**	**0**	**0**	**39,244**

ITEM NUMBER:437224 3 PROJECT DESCRIPTION:EXTEND AUX LANE ALONG TPK SB ENTRANCE RAMP FROM SAWGRASS(MP 70.7-71.2) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD AUXILIARY LANE(S)
ROADWAY ID:86470000 PROJECT LENGTH: .500MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	101,127	395	0	0	0	0	0	101,522
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	5,777	0	0	0	0	0	0	5,777
TOTAL 437224 3	**106,904**	**395**	**0**	**0**	**0**	**0**	**0**	**107,299**
TOTAL PROJECT:	**17,164,411**	**1,661,213**	**250,000**	**0**	**0**	**0**	**546,214,919**	**565,290,543**

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ITEM NUMBER:437990 1 PROJECT DESCRIPTION:RESURFACE SR91 AND SR821/SR91 RAMPS IN BROWARD CNTY, MP 47.2 - 47.9 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
ROADWAY ID:86470000 PROJECT LENGTH: .632MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	470,571	0	0	0	0	0	0	470,571
PKYR	2,070,305	0	0	0	0	0	0	2,070,305
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	283,924	0	0	0	0	0	0	283,924
PKYR	3,982,818	3,804	0	0	0	0	0	3,986,622
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYR	156,735	0	0	0	0	0	0	156,735
TOTAL 437990 1	**6,964,353**	**3,804**	**0**	**0**	**0**	**0**	**0**	**6,968,157**

ITEM NUMBER:437990 3 PROJECT DESCRIPTION:ROADSIDE IMPROVEMENTS IN BROWARD CNTY, MP 47.2 - 47.9 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:GUARDRAIL
ROADWAY ID:86470000 PROJECT LENGTH: .632MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	32,214	0	0	0	0	0	0	32,214
PKYR	308,505	2,822	0	0	0	0	0	311,327
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	3,910	0	0	0	0	0	0	3,910
PKYR	1,545,706	0	0	0	0	0	0	1,545,706
TOTAL 437990 3	**1,890,335**	**2,822**	**0**	**0**	**0**	**0**	**0**	**1,893,157**
TOTAL PROJECT:	**8,854,688**	**6,626**	**0**	**0**	**0**	**0**	**0**	**8,861,314**

ITEM NUMBER:442061 1 PROJECT DESCRIPTION:RESURFACE TPK MAINLINE IN BROWARD CNTY (MP 57.3 - 65.2) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
ROADWAY ID:86470000 PROJECT LENGTH: 9.753MI LANES EXIST/IMPROVED/ADDED: 5/ 5/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	274,861	0	0	0	0	0	0	274,861
PKYR	1,674,509	3,675	0	0	0	0	0	1,678,184
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	340,032	0	0	0	0	0	0	340,032
PKYR	14,401,044	3,181	0	0	0	0	0	14,404,225
TOTAL 442061 1	**16,690,446**	**6,856**	**0**	**0**	**0**	**0**	**0**	**16,697,302**

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ITEM NUMBER:442061 2 PROJECT DESCRIPTION:SAFETY IMPROVEMENTS FOR TPK MAINLINE IN BROWARD CNTY (MP 57.3 - 65.2) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:86470000 PROJECT LENGTH: 8.031MI LANES EXIST/IMPROVED/ADDED: 5/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	158,595	8	0	0	0	0	0	158,603
PKYR	261,938	0	0	0	0	0	0	261,938
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	85,519	0	0	0	0	0	0	85,519
PKYR	2,624,742	1,100	0	0	0	0	0	2,625,842
TOTAL 442061 2	**3,130,794**	**1,108**	**0**	**0**	**0**	**0**	**0**	**3,131,902**
TOTAL PROJECT:	**19,821,240**	**7,964**	**0**	**0**	**0**	**0**	**0**	**19,829,204**

ITEM NUMBER:442062 2 PROJECT DESCRIPTION:SAFETY IMPROVEMENTS FOR SAWGRASS XWAY IN BROWARD CNTY (MP 18.0 - 20.8) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:GUARDRAIL
ROADWAY ID:86472000 PROJECT LENGTH: 2.894MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	105,592	750	0	0	0	0	0	106,342
PKYR	296,051	0	0	0	0	0	0	296,051
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	2,907	0	0	0	0	0	0	2,907
PKYR	3,244,570	1,000	0	0	0	0	0	3,245,570
TOTAL 442062 2	**3,649,120**	**1,750**	**0**	**0**	**0**	**0**	**0**	**3,650,870**
TOTAL PROJECT:	**3,649,120**	**1,750**	**0**	**0**	**0**	**0**	**0**	**3,650,870**

ITEM NUMBER:442898 1 PROJECT DESCRIPTION:STUDY OF POTENTIAL NEW INTCHNG W/IN SHERIDAN TO GRIFFIN (TPK MP51-53) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:FEASIBILITY STUDY
ROADWAY ID:86470000 PROJECT LENGTH: 2.513MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	119,455	15	0	0	0	0	0	119,470
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	2,000	0	0	0	0	0	0	2,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	91	0	0	0	0	0	0	91
TOTAL 442898 1	**121,546**	**15**	**0**	**0**	**0**	**0**	**0**	**121,561**
TOTAL PROJECT:	**121,546**	**15**	**0**	**0**	**0**	**0**	**0**	**121,561**

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ITEM NUMBER:442922 7 PROJECT DESCRIPTION:OVERSIGHT OF REPAIR WORK TO POMPANO BEACH SERVICE PLAZA (MP 65) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:REST AREA
ROADWAY ID:86470000 PROJECT LENGTH: .465MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	377,429	1,690	0	0	0	0	0	379,119
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	2,847	2,000	0	0	0	0	0	4,847
TOTAL 442922 7	**380,276**	**3,690**	**0**	**0**	**0**	**0**	**0**	**383,966**
TOTAL PROJECT:	**380,276**	**3,690**	**0**	**0**	**0**	**0**	**0**	**383,966**

ITEM NUMBER:443612 1 PROJECT DESCRIPTION:DIRECTIONAL SIGN ASSESSMENT ON CONNECTING HIGHWAYS W/ SAWGRASS XWAY *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:OVERHEAD SIGNING
ROADWAY ID:86472000 PROJECT LENGTH: 21.835MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	133,979	0	0	0	0	0	0	133,979
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	209,477	669	0	0	0	0	0	210,146
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	166,858	0	0	0	0	0	0	166,858
TOTAL 443612 1	**510,314**	**669**	**0**	**0**	**0**	**0**	**0**	**510,983**
TOTAL PROJECT:	**510,314**	**669**	**0**	**0**	**0**	**0**	**0**	**510,983**

ITEM NUMBER:443901 1 PROJECT DESCRIPTION:DRAINAGE IMPROVEMENTS TO NB TPK ML (SR91), BROWARD CNTY MP 67.7-68.4 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:DRAINAGE IMPROVEMENTS
ROADWAY ID:86470000 PROJECT LENGTH: .700MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	186,954	2,875	0	0	0	0	0	189,829
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	235,669	27,663	0	0	0	0	0	263,332
TOTAL 443901 1	**422,623**	**30,538**	**0**	**0**	**0**	**0**	**0**	**453,161**
TOTAL PROJECT:	**422,623**	**30,538**	**0**	**0**	**0**	**0**	**0**	**453,161**

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ITEM NUMBER:443955 1 PROJECT DESCRIPTION:OAKLAND PARK BLVD INTCHNG IMPROVEMENTS (SAWGRASS XWAY MP 3) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE IMPROVEMENT
ROADWAY ID:86472000 PROJECT LENGTH: .700MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	559	1,000	0	0	0	0	0	1,559
TOTAL 443955 1	**559**	**1,000**	**0**	**0**	**0**	**0**	**0**	**1,559**
TOTAL PROJECT:	**559**	**1,000**	**0**	**0**	**0**	**0**	**0**	**1,559**

ITEM NUMBER:443956 1 PROJECT DESCRIPTION:ATLANTIC BLVD INTCHNG IMPROVEMENTS (SAWGRASS XWAY MP 8) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE IMPROVEMENT
ROADWAY ID:86472000 PROJECT LENGTH: 3.125MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	2,862,094	1,096	0	0	0	0	0	2,863,190
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	202	0	0	0	0	0	202
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	225,752	0	0	0	0	0	0	225,752
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	1,479,998	0	0	0	0	0	0	1,479,998
PKYI	85,674,176	25,395	0	0	0	0	0	85,699,571
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	2,494,387	0	0	0	0	0	2,494,387
TOTAL 443956 1	**90,242,020**	**2,521,080**	**0**	**0**	**0**	**0**	**0**	**92,763,100**
TOTAL PROJECT:	**90,242,020**	**2,521,080**	**0**	**0**	**0**	**0**	**0**	**92,763,100**

ITEM NUMBER:446024 1 PROJECT DESCRIPTION:RESURFACE TPK(SR91) IN BROWARD COUNTY, MP 65.2-71.0 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RESURFACING
ROADWAY ID:86470000 PROJECT LENGTH: 5.686MI LANES EXIST/IMPROVED/ADDED: 5/ 5/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	398,302	0	0	0	0	0	0	398,302
PKYR	1,383,381	2,445	0	0	0	0	0	1,385,826
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	438,459	0	0	0	0	0	0	438,459
PKYR	14,115,081	3,851	0	0	0	0	0	14,118,932
TOTAL 446024 1	**16,335,223**	**6,296**	**0**	**0**	**0**	**0**	**0**	**16,341,519**

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ITEM NUMBER:446024 2 PROJECT DESCRIPTION:SAFETY IMPROVEMENTS TO TPK(SR91) IN BROWARD COUNTY, MP 65.2-71.0 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:86470000 PROJECT LENGTH: 5.686MI LANES EXIST/IMPROVED/ADDED: 5/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYR	390,283	0	0	0	0	0	0	390,283
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	59,997	0	0	0	0	0	0	59,997
PKYR	9,129	2,630	0	0	0	0	0	11,759
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	5,033,804	0	0	0	0	0	0	5,033,804
PKYR	47,351	450	0	0	0	0	0	47,801
TOTAL 446024 2	**5,540,564**	**3,080**	**0**	**0**	**0**	**0**	**0**	**5,543,644**
TOTAL PROJECT:	**21,875,787**	**9,376**	**0**	**0**	**0**	**0**	**0**	**21,885,163**

ITEM NUMBER:446224 2 PROJECT DESCRIPTION:TSM&O TPK (SR91) GRIFFIN ROAD INTERCHANGE IMPROVEMENTS (MP 54) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE IMPROVEMENT
ROADWAY ID:86470000 PROJECT LENGTH: .284MI LANES EXIST/IMPROVED/ADDED: 8/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	2,653,519	486	0	0	0	0	0	2,654,005
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	2,695,010	0	0	0	0	0	2,695,010
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	33,847	11,908,746	0	0	0	0	0	11,942,593
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	10,000	0	0	0	0	0	10,000
TOTAL 446224 2	**2,687,366**	**14,614,242**	**0**	**0**	**0**	**0**	**0**	**17,301,608**

ITEM NUMBER:446224 3 PROJECT DESCRIPTION:DRAINAGE IMPROVEMENTS, SR 91 IN BROWARD COUNTY (MP 51 - 54) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:DRAINAGE IMPROVEMENTS
ROADWAY ID:86470000 PROJECT LENGTH: 3.000MI LANES EXIST/IMPROVED/ADDED: 5/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYR	1,557	51	0	0	0	0	0	1,608
TOTAL 446224 3	**1,557**	**51**	**0**	**0**	**0**	**0**	**0**	**1,608**

ITEM NUMBER:446224 4 PROJECT DESCRIPTION:GRIFFIN RD NB ON-RAMP INTERCHANGE IMPROVEMENT *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE IMPROVEMENT
ROADWAY ID:86470137 PROJECT LENGTH: .247MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	43,306	1,000	0	0	0	0	0	44,306
PKYR	2,137	2,363	0	0	0	0	0	4,500

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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	0	0	0	3,082,976	3,082,976
TOTAL 446224 4	**45,443**	**3,363**	**0**	**0**	**0**	**0**	**3,082,976**	**3,131,782**
TOTAL PROJECT:	**2,734,366**	**14,617,656**	**0**	**0**	**0**	**0**	**3,082,976**	**20,434,998**

ITEM NUMBER:448535 2 PROJECT DESCRIPTION:MCARTHUR/SUNRISE TOWER SITE ITS RELOCATION (SR91 MP59) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:86470129 PROJECT LENGTH: .157MI LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	31,973	0	0	0	0	0	0	31,973
PKYR	94,923	901	0	0	0	0	0	95,824
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYR	0	241,778	0	0	0	0	0	241,778
TOTAL 448535 2	**126,896**	**242,679**	**0**	**0**	**0**	**0**	**0**	**369,575**
TOTAL PROJECT:	**126,896**	**242,679**	**0**	**0**	**0**	**0**	**0**	**369,575**

ITEM NUMBER:449026 1 PROJECT DESCRIPTION:LIGHTING IMPROVEMENTS TO TPK(SR91) IN BROWARD COUNTY, MP 65.2-71.0 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LIGHTING
ROADWAY ID:86470000 PROJECT LENGTH: 5.686MI LANES EXIST/IMPROVED/ADDED: 5/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	518	0	0	0	0	0	0	518
PKYR	109	1,391	0	0	0	0	0	1,500
TOTAL 449026 1	**627**	**1,391**	**0**	**0**	**0**	**0**	**0**	**2,018**
TOTAL PROJECT:	**627**	**1,391**	**0**	**0**	**0**	**0**	**0**	**2,018**

ITEM NUMBER:449692 1 PROJECT DESCRIPTION:TPK (SR 91) COCONUT CREEK INTERCHANGE IMPROVEMENTS (MP67) BROWARD CNTY *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERSECTION IMPROVEMENT
ROADWAY ID:86470128 PROJECT LENGTH: .830MI LANES EXIST/IMPROVED/ADDED: 3/ 1/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,041,612	2,307	0	0	0	0	0	1,043,919
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	4,391,341	213	0	0	0	0	0	4,391,554
TOTAL 449692 1	**5,432,953**	**2,520**	**0**	**0**	**0**	**0**	**0**	**5,435,473**
TOTAL PROJECT:	**5,432,953**	**2,520**	**0**	**0**	**0**	**0**	**0**	**5,435,473**

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ITEM NUMBER:449709 1 PROJECT DESCRIPTION:PD&E WIDEN TPK (SR 91) FROM TPK EXT TO I-595 (MP 47.5-54.5) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:86470000 PROJECT LENGTH: 7.254MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	38	501,462	0	4,500,000	0	0	0	5,001,500
TOTAL 449709 1	**38**	**501,462**	**0**	**4,500,000**	**0**	**0**	**0**	**5,001,500**
TOTAL PROJECT:	**38**	**501,462**	**0**	**4,500,000**	**0**	**0**	**0**	**5,001,500**

ITEM NUMBER:449713 1 PROJECT DESCRIPTION:POMPANO SERVICE PLAZA PARKING IMPROVEMENTS (MP 65) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:REST AREA
ROADWAY ID:86470000 PROJECT LENGTH: .660MI LANES EXIST/IMPROVED/ADDED: 5/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,000	0	0	0	0	0	1,000
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	2,775,000	0	0	0	0	2,776,500
TOTAL 449713 1	**0**	**2,500**	**2,775,000**	**0**	**0**	**0**	**0**	**2,777,500**
TOTAL PROJECT:	**0**	**2,500**	**2,775,000**	**0**	**0**	**0**	**0**	**2,777,500**

ITEM NUMBER:452073 1 PROJECT DESCRIPTION:WIDEN TPK (SR91) S OF I-595 TO S OF OAKLAND PARK (MP 55-60) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:86470000 PROJECT LENGTH: 5.035MI LANES EXIST/IMPROVED/ADDED: 7/ 7/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,758	1,241	0	0	11,550,000	0	0	11,552,999
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	62,346,777	62,348,277
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKBD	0	0	0	0	0	0	18,914,400	18,914,400
PKYI	0	0	0	0	0	0	294,931,795	294,931,795
TOTAL 452073 1	**1,758**	**2,741**	**0**	**0**	**11,550,000**	**0**	**376,192,972**	**387,747,471**
TOTAL PROJECT:	**1,758**	**2,741**	**0**	**0**	**11,550,000**	**0**	**376,192,972**	**387,747,471**

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ITEM NUMBER:452075 2 PROJECT DESCRIPTION:NEW OAKLAND PARK BLVD INTERCHANGE (MP 61) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:86470000 PROJECT LENGTH: 1.482MI LANES EXIST/IMPROVED/ADDED: 8/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	49	1,451	0	0	0	0	0	1,500
TOTAL 452075 2	**49**	**1,451**	**0**	**0**	**0**	**0**	**0**	**1,500**
TOTAL PROJECT:	**49**	**1,451**	**0**	**0**	**0**	**0**	**0**	**1,500**

ITEM NUMBER:452076 2 PROJECT DESCRIPTION:NEW CYPRESS CREEK INTERCHANGE (MP 64) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE (NEW)
ROADWAY ID:86470000 PROJECT LENGTH: 1.496MI LANES EXIST/IMPROVED/ADDED: 5/ 5/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	383	1,500	0	0	0	0	9,000,000	9,001,883
TOTAL 452076 2	**383**	**1,500**	**0**	**0**	**0**	**0**	**9,000,000**	**9,001,883**
TOTAL PROJECT:	**383**	**1,500**	**0**	**0**	**0**	**0**	**9,000,000**	**9,001,883**

ITEM NUMBER:452114 1 PROJECT DESCRIPTION:WIDEN TPK (SR91) WILES RD TO PALM BEACH C/L (MP 70-73) *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:86470000 PROJECT LENGTH: 3.094MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	4,043	1,500	7,300,000	0	0	0	0	7,305,543
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	0	0	0	40,000,000	40,000,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	0	0	0	0	0	44,000,000	44,000,000
TOTAL 452114 1	**4,043**	**1,500**	**7,300,000**	**0**	**0**	**0**	**84,000,000**	**91,305,543**

ITEM NUMBER:452114 2 PROJECT DESCRIPTION:NEW RAMPS FROM TPK (SR 91) SB LANES TO SAWGRASS (SR 869) EB *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE RAMP (NEW)
ROADWAY ID:86472000 PROJECT LENGTH: .319MI LANES EXIST/IMPROVED/ADDED: 5/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 452114 2	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**

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ITEM NUMBER:452114 3 PROJECT DESCRIPTION:NEW RAMPS FROM TPK (SR 91) NB LANES TO SAWGRASS (SR 869) EB *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE RAMP (NEW)
ROADWAY ID:86470000 PROJECT LENGTH: .669MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 452114 3	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**
TOTAL PROJECT:	**4,043**	**4,500**	**7,300,000**	**0**	**0**	**0**	**84,000,000**	**91,308,543**

ITEM NUMBER:453759 1 PROJECT DESCRIPTION:POMPANO TRAFFIC MANAGEMENT CENTER RENOVATIONS, MP 65 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRAFFIC MANAGEMENT CENTERS
ROADWAY ID:86470000 PROJECT LENGTH: .405MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 453759 1	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**
TOTAL PROJECT:	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**

ITEM NUMBER:453803 7 PROJECT DESCRIPTION:POMPANO BEACH SERVICE PLAZA CIRCULATION STUDY *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:REST AREA
ROADWAY ID:86470000 PROJECT LENGTH: .465MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 453803 7	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**
TOTAL PROJECT:	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**
TOTAL DIST: 04	**348,584,682**	**448,401,780**	**377,042,512**	**7,996,000**	**15,540,000**	**9,765,000**	**1,024,690,867**	**2,232,020,841**
TOTAL TURNPIKE	**348,584,682**	**448,401,780**	**377,042,512**	**7,996,000**	**15,540,000**	**9,765,000**	**1,024,690,867**	**2,232,020,841**

DRAFT

ITEM NUMBER:448137 2 PROJECT DESCRIPTION:TURNPIKE POMPANO OPS CENTER-ADA ENTRY DOOR OPENER/CLOSER REPLACEMENT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:FIXED CAPITAL OUTLAY
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	23,687	7,135	0	0	0	0	0	30,822
TOTAL 448137 2	**23,687**	**7,135**	**0**	**0**	**0**	**0**	**0**	**30,822**

ITEM NUMBER:448137 3 PROJECT DESCRIPTION:TURNPIKE POMPANO OPS CENTER-HVAC CHILLER REPLACEMENT - CHILLER #1 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:FIXED CAPITAL OUTLAY
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	126,450	22,163	0	0	0	0	0	148,613
TOTAL 448137 3	**126,450**	**22,163**	**0**	**0**	**0**	**0**	**0**	**148,613**

ITEM NUMBER:448137 4 PROJECT DESCRIPTION:TURNPIKE POMPANO OPS CENTER-LIFT STATION GRINDER PUMP REPLACEMENT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:FIXED CAPITAL OUTLAY
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	32,200	5,475	0	0	0	0	0	37,675
TOTAL 448137 4	**32,200**	**5,475**	**0**	**0**	**0**	**0**	**0**	**37,675**
TOTAL PROJECT:	**182,337**	**34,773**	**0**	**0**	**0**	**0**	**0**	**217,110**

ITEM NUMBER:454090 1 PROJECT DESCRIPTION:TURNPIKE POMPANO OPERATIONS - VARIABLE AIR VOLUME BOX REPLACEMENT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:FIXED CAPITAL OUTLAY
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	0	10,567	0	0	0	0	0	10,567
FCO	48,250	0	0	0	0	0	0	48,250
TOTAL 454090 1	**48,250**	**10,567**	**0**	**0**	**0**	**0**	**0**	**58,817**

ITEM NUMBER:454090 2 PROJECT DESCRIPTION:TURNPIKE POMPANO OPERATIONS -SECURITY LED LIGHTING UPGRADE PARKING LOT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:FIXED CAPITAL OUTLAY
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
FCO	90,000	0	0	0	0	0	0	90,000
PKYR	0	19,710	0	0	0	0	0	19,710
TOTAL 454090 2	**90,000**	**19,710**	**0**	**0**	**0**	**0**	**0**	**109,710**

DRAFT

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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F.C.O.
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ITEM NUMBER:454090 3 PROJECT DESCRIPTION:TURNPIKE POMPANO OPERATIONS-UNINTERRUPTIBLE POWER SUPPLY REPLACEMENT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:FIXED CAPITAL OUTLAY
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
FCO	57,000	0	0	0	0	0	0	57,000
PKYR	0	39,893	0	0	0	0	0	39,893
TOTAL 454090 3	**57,000**	**39,893**	**0**	**0**	**0**	**0**	**0**	**96,893**
TOTAL PROJECT:	**195,250**	**70,170**	**0**	**0**	**0**	**0**	**0**	**265,420**
TOTAL DIST: 04	**377,587**	**104,943**	**0**	**0**	**0**	**0**	**0**	**482,530**
TOTAL F.C.O.	**377,587**	**104,943**	**0**	**0**	**0**	**0**	**0**	**482,530**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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MAINTENANCE
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ITEM NUMBER:432918 2 PROJECT DESCRIPTION:INTERSTATE ASSET MANAGEMENT BROWARD COUNTY *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:ROUTINE MAINTENANCE
EX DESC:7YR CONTRACT 72-02: WASTE WATER TREATMENT ON ALLIGATOR ALLEY - AECOM 72-03: WASTE WATER TREATMENT ON ALLIGATOR ALLE
Y - CEI HANDEX
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	21,387,238	10,657,777	10,157,777	9,334,385	2,395,656	0	0	53,932,833
DRA	1,624,333	0	0	0	0	0	0	1,624,333
TMBD	3,113,584	0	0	0	0	0	0	3,113,584
TMBG	1,048,293	0	0	0	0	0	0	1,048,293
TM02	4,879,296	0	0	0	0	0	0	4,879,296
TOTAL 432918 2	**32,052,744**	**10,657,777**	**10,157,777**	**9,334,385**	**2,395,656**	**0**	**0**	**64,598,339**
TOTAL PROJECT:	**32,052,744**	**10,657,777**	**10,157,777**	**9,334,385**	**2,395,656**	**0**	**0**	**64,598,339**

ITEM NUMBER:451067 1 PROJECT DESCRIPTION:CITY OF DANIA BEACH - HIGHWAY BEAUTIFICATION GRANT WEST - SR-A1A *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LANDSCAPING
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
D	0	112,000	0	0	0	0	0	112,000
LF	0	107,075	0	0	0	0	0	107,075
TOTAL 451067 1	**0**	**219,075**	**0**	**0**	**0**	**0**	**0**	**219,075**
TOTAL PROJECT:	**0**	**219,075**	**0**	**0**	**0**	**0**	**0**	**219,075**

ITEM NUMBER:451068 1 PROJECT DESCRIPTION:CITY OF DANIA BEACH - HIGHWAY BEAUTIFICATION GRANT EAST - SR-A1A *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LANDSCAPING
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
D	0	112,000	0	0	0	0	0	112,000
LF	0	149,190	0	0	0	0	0	149,190
TOTAL 451068 1	**0**	**261,190**	**0**	**0**	**0**	**0**	**0**	**261,190**
TOTAL PROJECT:	**0**	**261,190**	**0**	**0**	**0**	**0**	**0**	**261,190**

ITEM NUMBER:454232 1 PROJECT DESCRIPTION:CITY OF HOLLYWOOD - US HIGHWAY 1 BEAUTIFICATION - PHASE I *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LANDSCAPING
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
D	0	210,842	0	0	0	0	0	210,842
LF	0	2,997,543	0	0	0	0	0	2,997,543
TOTAL 454232 1	**0**	**3,208,385**	**0**	**0**	**0**	**0**	**0**	**3,208,385**
TOTAL PROJECT:	**0**	**3,208,385**	**0**	**0**	**0**	**0**	**0**	**3,208,385**

DRAFT

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

MAINTENANCE

ITEM NUMBER:454233 1 PROJECT DESCRIPTION:CITY OF HOLLYWOOD - US HIGHWAY 1 BEAUTIFICATION - PHASE II SR-5/US-1 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LANDSCAPING
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
D	0	210,842	0	0	0	0	0	210,842
LF	0	3,726,919	0	0	0	0	0	3,726,919
TOTAL 454233 1	**0**	**3,937,761**	**0**	**0**	**0**	**0**	**0**	**3,937,761**
TOTAL PROJECT:	**0**	**3,937,761**	**0**	**0**	**0**	**0**	**0**	**3,937,761**
TOTAL DIST: 04	**32,052,744**	**18,284,188**	**10,157,777**	**9,334,385**	**2,395,656**	**0**	**0**	**72,224,750**
TOTAL MAINTENANCE	**32,052,744**	**18,284,188**	**10,157,777**	**9,334,385**	**2,395,656**	**0**	**0**	**72,224,750**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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RAIL
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ITEM NUMBER:455222 1 PROJECT DESCRIPTION:SR-810/HILSBORO BLVD-XING REHAB SFRTA SX998.23 628167 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:93220000 PROJECT LENGTH: 1.194MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DPTO	0	56,404	0	0	0	0	0	56,404
TOTAL 455222 1	**0**	**56,404**	**0**	**0**	**0**	**0**	**0**	**56,404**
TOTAL PROJECT:	**0**	**56,404**	**0**	**0**	**0**	**0**	**0**	**56,404**
TOTAL DIST: 04	**0**	**56,404**	**0**	**0**	**0**	**0**	**0**	**56,404**
TOTAL RAIL	**0**	**56,404**	**0**	**0**	**0**	**0**	**0**	**56,404**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

TRANSIT

ITEM NUMBER:235020 1 PROJECT DESCRIPTION:SECTION 5307 FORMULA BROWARD COUNTY MIAMI UZA LARGE URBAN CAPITAL *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:CAPITAL FEDERAL CAPITAL ASSISTANCE FY06=22,669,509 FTA/62M LF EXECUTED GRANT 5/13/08 FL90X628 FY07=23,304,192 FTA/64M LF EXECUTED GRANT 8/11/08 FL90X660 FY08=13,910,000 FTA/64M LF FY10=24,155,304 FTA GRANT EXECUTED 7/20/10 FL90X706-00 NON-BUDGET REVENUE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY BROWARD COUNTY								
FTA	74,596,005	0	0	0	0	0	0	74,596,005
LF	195,428,000	0	0	0	0	0	0	195,428,000
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY BROWARD COUNTY								
FTA	129,280,970	81,371,100	36,000,000	36,000,000	36,000,000	3,600,000	0	322,252,070
LF	206,000,000	0	0	0	0	0	0	206,000,000
TOTAL 235020 1	**605,304,975**	**81,371,100**	**36,000,000**	**36,000,000**	**36,000,000**	**3,600,000**	**0**	**798,276,075**
TOTAL PROJECT:	**605,304,975**	**81,371,100**	**36,000,000**	**36,000,000**	**36,000,000**	**3,600,000**	**0**	**798,276,075**

ITEM NUMBER:428024 2 PROJECT DESCRIPTION:SECTION 5309 FORMULA BROWARD COUNTY MIAMI UZA LARGE URBAN CAPITAL *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
EX DESC:CAPITAL LIVEABILITY GRANT; 2015 MPO PRIORITY #4 SECTION 5309--BROWARD CO. TRANSIT

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY BROWARD COUNTY								
FTA	0	8,034,017	0	0	0	0	0	8,034,017
TOTAL 428024 2	**0**	**8,034,017**	**0**	**0**	**0**	**0**	**0**	**8,034,017**
TOTAL PROJECT:	**0**	**8,034,017**	**0**	**0**	**0**	**0**	**0**	**8,034,017**

ITEM NUMBER:428437 1 PROJECT DESCRIPTION:SECTION 5309 FORMULA BROWARD COUNTY MIAMI UZA LARGE URBAN CAPITAL *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRANSIT IMPROVEMENT
EX DESC:CAPITAL FTA EARMARKS FY 2010-SECTION 5309

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY BROWARD COUNTY								
FTA	0	500,000	0	0	0	0	0	500,000
TOTAL 428437 1	**0**	**500,000**	**0**	**0**	**0**	**0**	**0**	**500,000**
TOTAL PROJECT:	**0**	**500,000**	**0**	**0**	**0**	**0**	**0**	**500,000**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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TRANSIT
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ITEM NUMBER:430333 1 PROJECT DESCRIPTION:SECTION 5339 FORMULA BROWARD COUNTY MIAMI UZA LARGE URBAN CAPITAL *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:CAPITAL DEVELOP AN ASSET MGMT SYSTEM TO TRACK CONDITION OF AGENCY'S FLEET, FACILITIES, & EQUIPMENT /STATE OF GOOD R
EPAIR DRAFT GRANT #FL-04-0131 NON-BUDGET REVENUE

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY BROWARD COUNTY								
FTA	0	7,199,500	3,400,000	3,400,000	3,400,000	3,400,000	0	20,799,500
TOTAL 430333 1	**0**	**7,199,500**	**3,400,000**	**3,400,000**	**3,400,000**	**3,400,000**	**0**	**20,799,500**
TOTAL PROJECT:	**0**	**7,199,500**	**3,400,000**	**3,400,000**	**3,400,000**	**3,400,000**	**0**	**20,799,500**

ITEM NUMBER:433038 1 PROJECT DESCRIPTION:SECTION 5309 FORMULA BROWARD COUNTY MIAMI UZA LARGE URBAN CAPITAL *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:CAPITAL SECTION 5309 BUS LIVABILITY BROWARD COUNTY TRANSIT (NON-BUDGETED)

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY BROWARD COUNTY								
FTA	0	401,440	0	0	0	0	0	401,440
TOTAL 433038 1	**0**	**401,440**	**0**	**0**	**0**	**0**	**0**	**401,440**
TOTAL PROJECT:	**0**	**401,440**	**0**	**0**	**0**	**0**	**0**	**401,440**

ITEM NUMBER:435688 1 PROJECT DESCRIPTION:SECTION 5339 FORMULA SO FL REGIONAL TRANS AUTH MIAMI UZA LARGE URBAN *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RAIL REVENUE/OPERATIONA IMPR
EX DESC:CAPITAL FTA FORMULA CAPITAL FUNDING FOR CAPITAL PROJECTS SFTRA- SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY NON
-BUDGET REVENUE

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY SOUTH FL REG TRANSPORT AUTH								
FTA	0	545,000	545,000	545,000	545,000	546,000	0	2,726,000
TOTAL 435688 1	**0**	**545,000**	**545,000**	**545,000**	**545,000**	**546,000**	**0**	**2,726,000**
TOTAL PROJECT:	**0**	**545,000**	**545,000**	**545,000**	**545,000**	**546,000**	**0**	**2,726,000**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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TRANSIT
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ITEM NUMBER:435855 1 PROJECT DESCRIPTION:MIRAMAR BLVD AND HIATUS RD *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:PARK AND RIDE LOTS
EX DESC:NEW PARK AND RIDE FACILITY AT MIRAMAR BLVD AND HIATUS ROAD LFA WITH BROWARD COUNTY= 52/6X PHASE 56-01 RELOCATE FPL TRANSMISSION LINE DISTRICT CONTRIBUTION CAP AT 1.5M PHASE 56-02 FPL DISTRIBUTION ESTIMATE MANDATORY PRE-BID ADDED; 60DA AD - EMAIL FR YUANET 1/31/20
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	124,053	0	0	0	0	0	0	124,053
DIH	374,700	0	0	0	0	0	0	374,700
DPTO	177,055	0	0	0	0	0	0	177,055
DS	102,221	0	0	0	0	0	0	102,221
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	594,574	0	0	0	0	0	0	594,574
DS	181,379	0	0	0	0	0	0	181,379
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	2,224,675	0	0	0	0	0	0	2,224,675
DIH	100,613	0	0	0	0	0	0	100,613
LF	5,782,004	925,200	0	0	0	0	0	6,707,204
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	45,768	0	0	0	0	0	0	45,768
DPTO	100	0	0	0	0	0	0	100
DS	8,872	0	0	0	0	0	0	8,872
TOTAL 435855 1	**9,716,014**	**925,200**	**0**	**0**	**0**	**0**	**0**	**10,641,214**
TOTAL PROJECT:	**9,716,014**	**925,200**	**0**	**0**	**0**	**0**	**0**	**10,641,214**

ITEM NUMBER:443342 1 PROJECT DESCRIPTION:SECTION 5339 (C) DISCRETIONARY BROWARD COUNTY MIAMI UZA LARGE URBAN *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:CAPITAL LOW NO OR NO EMISSION PROGRAM/DISCRETIONARY

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY BROWARD COUNTY								
FTA	0	3,225,000	0	0	0	0	0	3,225,000
LF	0	1,713,269	0	0	0	0	0	1,713,269
TOTAL 443342 1	**0**	**4,938,269**	**0**	**0**	**0**	**0**	**0**	**4,938,269**
TOTAL PROJECT:	**0**	**4,938,269**	**0**	**0**	**0**	**0**	**0**	**4,938,269**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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TRANSIT
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ITEM NUMBER:451128 1 PROJECT DESCRIPTION:SECTION 5310 DISCRETIONARY CITY OF PEMBROKE PINES MIAMI UZA LARGE *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:CAPITAL MIAMI - BROWARD/WEST PALM SEGMENT 1 = BUS - REPLACEMENT UNDER 30'

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY PEMBROKE PINES SW FOC PNT CNTR								
DPTO	21,315	1,232	0	0	0	0	0	22,547
DU	170,521	9,856	0	0	0	0	0	180,377
LF	22,548	0	0	0	0	0	0	22,548
TOTAL 451128 1	**214,384**	**11,088**	**0**	**0**	**0**	**0**	**0**	**225,472**
TOTAL PROJECT:	**214,384**	**11,088**	**0**	**0**	**0**	**0**	**0**	**225,472**

ITEM NUMBER:451138 1 PROJECT DESCRIPTION:SECTION 5310 DISCRETIONARY WOODHOUSE MIAMI UZA LARGE URBAN CAPITAL *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:CAPITAL

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY WOODHOUSE BROWARD COUNTY								
DPTO	47,990	1,591	0	0	0	0	0	49,581
DU	383,936	12,729	0	0	0	0	0	396,665
LF	49,587	0	0	0	0	0	0	49,587
TOTAL 451138 1	**481,513**	**14,320**	**0**	**0**	**0**	**0**	**0**	**495,833**
TOTAL PROJECT:	**481,513**	**14,320**	**0**	**0**	**0**	**0**	**0**	**495,833**

ITEM NUMBER:451159 1 PROJECT DESCRIPTION:SECTION 5310 DISCRETIONARY CHRISTINA G SMITH MHF MIAMI UZA LARGE URBAN *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
EX DESC:CAPITAL MIAMI - BROWARD/WEST PALM CHRISTINA G SMITH COMMUNITY MENTAL HEALTH FOUNDATION SEGMENT 1 = VANS - REPLACEME
NT

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY C G SMITH COM MENTAL HLTH FNDN								
DPTO	48,819	10,103	0	0	0	0	0	58,922
DU	381,076	77,718	0	0	0	0	0	458,794
LF	61,235	0	0	0	0	0	0	61,235
TOTAL 451159 1	**491,130**	**87,821**	**0**	**0**	**0**	**0**	**0**	**578,951**
TOTAL PROJECT:	**491,130**	**87,821**	**0**	**0**	**0**	**0**	**0**	**578,951**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

TRANSIT

ITEM NUMBER:454601 1 PROJECT DESCRIPTION:SECTION 5337 FORMULA SO FL REGIONAL TRANS AUTH MIAMI UZA LARGE URBAN *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRANSIT IMPROVEMENT
EX DESC:CAPITAL FTA PROJECT ID#: D2023-RAIL-002 FTA RAIL VEHICLE REPLACEMENT GRANT: $71,700,000 5337 STATE OF GOOD REPAIR: $43,020,000 FR 433611-1-94-01 SFRTA LF: $28,680,000 FDOT TOLL CREDITS "SOFT MATCH" NOT SHOWN: $35,850,000
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY SOUTH FL REG TRANSPORT AUTH								
FTA	0	71,700,000	0	0	0	0	0	71,700,000
LF	0	28,680,000	0	0	0	0	0	28,680,000
TOTAL 454601 1	**0**	**100,380,000**	**0**	**0**	**0**	**0**	**0**	**100,380,000**
TOTAL PROJECT:	**0**	**100,380,000**	**0**	**0**	**0**	**0**	**0**	**100,380,000**

ITEM NUMBER:454706 1 PROJECT DESCRIPTION:CITY OF FORT LAUDERDALE TRANSIT NEEDS ASSESSMENT REPORT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY CITY OF FORT LAUDERDALE								
FTA	0	150,000	0	0	0	0	0	150,000
TOTAL 454706 1	**0**	**150,000**	**0**	**0**	**0**	**0**	**0**	**150,000**
TOTAL PROJECT:	**0**	**150,000**	**0**	**0**	**0**	**0**	**0**	**150,000**

ITEM NUMBER:456334 1 PROJECT DESCRIPTION:JOSH LEE BLVD/NW 33RD ST FR SR-816/OAKLAND PARK BLVD TO NOB HILL RD *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRANSIT IMPROVEMENT
EX DESC:LANE ELIMINATION, ADA ENHANCEMENTS, PEDESTRIAN LIGHTING, SIDEWALKS, PROTECTED/BUFFERED MULTIUSE PATH, TRANSIT SHELTERS AND AMENITIES, FUNCTIONAL LANDSCAPE OPPORTUNITY AREAS; FY 2023 COMMUNITY PROJECT FUNDING. MIAMI URBANIZED AREA (UZA).
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY BROWARD MPO								
FTA	0	2,500,000	0	0	0	0	0	2,500,000
LF	0	2,500,000	0	0	0	0	0	2,500,000
TOTAL 456334 1	**0**	**5,000,000**	**0**	**0**	**0**	**0**	**0**	**5,000,000**
TOTAL PROJECT:	**0**	**5,000,000**	**0**	**0**	**0**	**0**	**0**	**5,000,000**

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Recommend to be removed

ITEM NUMBER:456400 1 PROJECT DESCRIPTION:MIAMI URBANIZED AREA (UZA) BROWARD COUNTY TRANSIT SECTION 5339(C) *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:SECTION 5339(C) - LOW OR NO EMISSION GRANT PROGRAM 2024 BROWARD COUNTY TRANSIT (BCT); CAPITOL GRANT-CONSTRUCTION PHASE; FTA CAPITOL GRANT TOWARDS THE PURCHASE OF BATTERY ELECTRIC BUSES; BUDGET RESOLUTION 2024-657. MIAMI URBANIZED AREA (UZA) SEE WP45 SCREEN
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY BROWARD COUNTY								
FTA	0	25,000,000	0	0	0	0	0	25,000,000
LF	0	16,666,667	0	0	0	0	0	16,666,667
TOTAL 456400 1	**0**	**41,666,667**	**0**	**0**	**0**	**0**	**0**	**41,666,667**
TOTAL PROJECT:	**0**	**41,666,667**	**0**	**0**	**0**	**0**	**0**	**41,666,667**
TOTAL DIST: 04	**616,208,016**	**251,224,422**	**39,945,000**	**39,945,000**	**39,945,000**	**7,546,000**	**0**	**994,813,438**
TOTAL TRANSIT	**616,208,016**	**251,224,422**	**39,945,000**	**39,945,000**	**39,945,000**	**7,546,000**	**0**	**994,813,438**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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FLA. RAIL ENT.
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ITEM NUMBER:435688 1 PROJECT DESCRIPTION:SECTION 5339 FORMULA SO FL REGIONAL TRANS AUTH MIAMI UZA LARGE URBAN *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RAIL REVENUE/OPERATIONA IMPR
EX DESC:CAPITAL FTA FORMULA CAPITAL FUNDING FOR CAPITAL PROJECTS SFTRA- SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY NON -BUDGET REVENUE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY SOUTH FL REG TRANSPORT AUTH								
FTA	0	558,900	0	0	0	0	0	558,900
TOTAL 435688 1	**0**	**558,900**	**0**	**0**	**0**	**0**	**0**	**558,900**
TOTAL PROJECT:	**0**	**558,900**	**0**	**0**	**0**	**0**	**0**	**558,900**

ITEM NUMBER:453773 1 PROJECT DESCRIPTION:SFRC CORRIDOR FROM MANGONIA PARK TO MIC *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RAIL REVENUE/OPERATIONA IMPR
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
DPTO	0	600,000	0	0	0	0	0	600,000
TOTAL 453773 1	**0**	**600,000**	**0**	**0**	**0**	**0**	**0**	**600,000**
TOTAL PROJECT:	**0**	**600,000**	**0**	**0**	**0**	**0**	**0**	**600,000**

ITEM NUMBER:455222 1 PROJECT DESCRIPTION:SR-810/HILSBORO BLVD-XING REHAB SFRTA SX998.23 628167 *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:93220000 PROJECT LENGTH: 1.194MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DPTO	0	987,000	0	0	0	0	0	987,000
TOTAL 455222 1	**0**	**987,000**	**0**	**0**	**0**	**0**	**0**	**987,000**
TOTAL PROJECT:	**0**	**987,000**	**0**	**0**	**0**	**0**	**0**	**987,000**

ITEM NUMBER:455223 1 PROJECT DESCRIPTION:SR-845/POWERLINE RD - XING REHAB - SFRTA SX1007.82 628187L *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:93220000 PROJECT LENGTH: 1.000MI LANES EXIST/IMPROVED/ADDED: 5/ 5/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DPTO	0	36,000	1,530,000	0	0	0	0	1,566,000
TOTAL 455223 1	**0**	**36,000**	**1,530,000**	**0**	**0**	**0**	**0**	**1,566,000**
TOTAL PROJECT:	**0**	**36,000**	**1,530,000**	**0**	**0**	**0**	**0**	**1,566,000**
TOTAL DIST: 04	**0**	**2,181,900**	**1,530,000**	**0**	**0**	**0**	**0**	**3,711,900**
TOTAL FLA. RAIL ENT.	**0**	**2,181,900**	**1,530,000**	**0**	**0**	**0**	**0**	**3,711,900**

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MISCELLANEOUS
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ITEM NUMBER:230337 1 PROJECT DESCRIPTION:R/W REVENUE FROM LEASES BROWARD CO *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:RIGHT OF WAY ACTIVITIES
EX DESC:ITEM TO RECORD REVENUE FROM R/W LEASES/SEE WP33 SEQ#9=NEW RIVER BOATING/SEQ#20=BROW CO GIACIN,MICHAEL,LEIGHN SEQ#12 =WYNNE BUILDING COR/SEQ21=BLUE WATER VIII. LLC SEQ#17=SHERIDAN BY THE BCH ASSOC; 23 GRADY MARINE CONST SEQ#18=USA P ARKING SYSTEMS/CENTRAL PARKING CORP. ** SEE WP33 & WP45 FOR ADDITIONAL PROJECT COMMENTS**
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	23	251	0	0	0	0	0	274
ROWR	0	1,717	0	0	0	0	0	1,717
TOTAL 230337 1	**23**	**1,968**	**0**	**0**	**0**	**0**	**0**	**1,991**
TOTAL PROJECT:	**23**	**1,968**	**0**	**0**	**0**	**0**	**0**	**1,991**

ITEM NUMBER:429253 6 PROJECT DESCRIPTION:BROWARD OPS GENERAL CEI CONSULTANT CONSTRUCTION SUPPORT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INSPECT CONSTRUCTION PROJS.
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	200,000	0	0	0	0	0	200,000
DIH	0	5,000	0	0	0	0	0	5,000
DS	200,000	0	200,000	200,000	0	0	0	600,000
TOTAL 429253 6	**200,000**	**205,000**	**200,000**	**200,000**	**0**	**0**	**0**	**805,000**

ITEM NUMBER:429253 7 PROJECT DESCRIPTION:BROWARD OPS GENERAL CEI CONSULTANT CONSTRUCTION SUPPORT *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INSPECT CONSTRUCTION PROJS.
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	200,000	0	0	0	0	0	200,000
DIH	0	5,000	0	0	0	0	0	5,000
DS	200,000	0	200,000	200,000	0	0	0	600,000
TOTAL 429253 7	**200,000**	**205,000**	**200,000**	**200,000**	**0**	**0**	**0**	**805,000**
TOTAL PROJECT:	**400,000**	**410,000**	**400,000**	**400,000**	**0**	**0**	**0**	**1,610,000**

ITEM NUMBER:447997 1 PROJECT DESCRIPTION:I-75/SR ALLIGATOR ALLEY 4 RECREATIONAL/REST AREAS BET 35.407 & 25.789 *SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:LANDSCAPING
EX DESC:LANDSCAPE ENHANCEMENTS AT FOUR REST / RECREATIONAL AREAS ON (SR-93) I-75/ALLIGATOR ALLEY TO INCLUDE TREES, PALMS AN D SHRUBS. A STANDALONE LANDSCAPE PROJECT THAT WILL UTILIZE D/W LANDSCAPE PUSHBUTTON CONTRACT FOR CONSTRUCTION/ IN STALLATION/ONE YEAR ESTABLISHMENT PERIOD. "TO BE CONSTRUCTED VIA PUSH BUTTON".
ROADWAY ID:86075800 PROJECT LENGTH: 16.582MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	46	4,954	0	0	0	0	0	5,000
DS	80,918	0	0	0	0	0	0	80,918
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	110	28,229	0	0	0	0	0	28,339

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FLORIDA DEPARTMENT OF TRANSPORTATION
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DS	271,865	0	0	0	0	0	0	271,865
TOTAL 447997 1	**352,939**	**33,183**	**0**	**0**	**0**	**0**	**0**	**386,122**
TOTAL PROJECT:	**352,939**	**33,183**	**0**	**0**	**0**	**0**	**0**	**386,122**

ITEM NUMBER:453882 1 PROJECT DESCRIPTION:REGIONAL TRANSPORTATION MANAGEMENT CENTER *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:TRAFFIC MANAGEMENT CENTERS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	10,000	0	0	0	0	0	10,000
DSBD	0	500,000	0	0	0	0	0	500,000
TOTAL 453882 1	**0**	**510,000**	**0**	**0**	**0**	**0**	**0**	**510,000**
TOTAL PROJECT:	**0**	**510,000**	**0**	**0**	**0**	**0**	**0**	**510,000**

ITEM NUMBER:456378 1 PROJECT DESCRIPTION:CONTINUING SERVICES CONSTRUCTION SUPPORT - BROWARD *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INSPECT CONSTRUCTION PROJS.
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	0	10,000	0	0	0	0	0	10,000
TOTAL 456378 1	**0**	**10,000**	**0**	**0**	**0**	**0**	**0**	**10,000**

ITEM NUMBER:456378 2 PROJECT DESCRIPTION:CONTINUING SERVICES CONSTRUCTION SUPPORT - BROWARD *NON-SIS*
DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INSPECT CONSTRUCTION PROJS.
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	0	10,000	0	0	0	0	0	10,000
TOTAL 456378 2	**0**	**10,000**	**0**	**0**	**0**	**0**	**0**	**10,000**
TOTAL PROJECT:	**0**	**20,000**	**0**	**0**	**0**	**0**	**0**	**20,000**
TOTAL DIST: 04	**752,962**	**975,151**	**400,000**	**400,000**	**0**	**0**	**0**	**2,528,113**
TOTAL MISCELLANEOUS	**752,962**	**975,151**	**400,000**	**400,000**	**0**	**0**	**0**	**2,528,113**

GRAND TOTAL	3,579,011,481	858,119,832	765,954,228	87,560,597	67,018,324	24,008,970	1,331,217,590	6,712,891,022

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

August 1, 2025

Mr. Gregory Stuart, Executive Director
Broward Metropolitan Planning Organization
100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, Florida 33309

SUBJECT: **Broward Metropolitan Planning Organization**
TIP Amendment Request FY 2025/26 – 2029/30
FM# 449606-1: NORTH PERRY AIRPORT ATC TOWER REPLACEMENT (CONSTRUCTION)
FM# 451573-1: FT. LA/HOLLYWOOD INT'L AIRPORT AIRFIELD ELECTRICAL VAULT (DESIGN)
FM# 451574-1: FLL/HOLLYWOOD INT'L AIRPORT TAXILANE ADG III SERVING WESTSIDE PARCELS

Dear Mr. Stuart:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2025/26 – 2029/30 Transportation Improvement Program.

This amendment is required because a project has been deleted from the work program and needs to be reflected in the TIP.

These projects are consistent with the goals of the Broward Metropolitan Planning Organization's Long-Range Transportation Plan. The TIP amendment remains financially constrained. A State Transportation Improvement Program (STIP) amendment is required.

The TIP amendments are as follows:

	FM#	Project Name	Project Description
EXISTING	449606-1	NORTH PERRY AIRPORT ATC TOWER REPLACEMENT (CONSTRUCTION)	
	Project Length:	**0.00**	

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	Phase	Fund	FY 2026	
	CAP	DPTO	$311,475	
	CAP	FAA	$5,606,550	
	CAP	LF	$311,475	
		TOTAL	**$6,229,500**	
	Justification for changes: The project is being deleted based on aviation WP updated estimates.			

EXISTING	FM#	Project Name	Project Description
	451573-1	FT. LA/HOLLYWOOD INT'L AIRPORT AIRFIELD ELECTRICAL VAULT (DESIGN)	
	Project Length:	**0.00**	
	Phase	**Fund**	**FY 2026**
	CAP	DPTO	$275,000
	CAP	LF	$275,000
		TOTAL	**$550,000**
	Justification for changes: This project is being deleted based on aviation WP updated estimates.		

EXISTING	FM#	Project Name	Project Description
	451574-1	FLL/HOLLYWOOD INT'L AIRPORT TAXILANE ADG III SERVING WESTSIDE PARCELS	
	Project Length:	**0.00**	
	Phase	**Fund**	**FY 2026**
	CAP	DPTO	$3,428,500
	CAP	LF	$3,428,500
		TOTAL	**$6,857,000**
	Justification for changes: This project is being deleted based on aviation WP updated estimates.		

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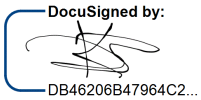
If you have any questions or need additional information, please contact me at (954) 777-4365.

Sincerely,



Kelly Budhu
MPO Liaison
FDOT – District 4 PLEMO

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

August 1, 2025

Mr. Gregory Stuart, Executive Director
Broward Metropolitan Planning Organization
100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, Florida 33309

SUBJECT: Broward Metropolitan Planning Organization
TIP Amendment Request FY 2025/26– 2029/30
FM# 451576-3: TSMA Replacement Project Broward County

Dear Mr. Stuart:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2025/26 – 2029/30 Transportation Improvement Program.

This amendment is required because a new project has been added to the work program and needs to be reflected in the TIP.

These projects are consistent with the goals of the Broward Metropolitan Planning Organization's Long-Range Transportation Plan. The TIP amendment remains financially constrained. A State Transportation Improvement Program (STIP) amendment is required.

The TIP amendments are as follows:

	FM#	Project Name		Project Description
PROPOSED	451576-3	TSMA REPLACEMENT PROJECT BROWARD COUNTY		
	Project Length:		**15.70 mi**	
	Phase	**Fund**	**FY 2026**	
	ROW	ACSA	$611,382	

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		TOTAL	**$611,382**	
	Justification for changes: This is a new project that just received allocation of funds for the RW phases at the start of this fiscal year. This is a maintenance project to replace structurally deficient traffic signal mast arms across Broward County. FDOT is the Lead Agency.			

If you have any questions or need additional information, please contact me at (954) 777-4365.

Sincerely,

DocuSigned by:
DB46206B47964C2...

Kelly Budhu
MPO Liaison
FDOT – District 4 PLEMO

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Funding Code Legend

Fund Code	Fund Code Description
DPTO	STATE - PUBLIC TRANSPORTATION OFFICE
FAA	FEDERAL AVIATION ADMINISTRATION
LF	LOCAL FUND
ACSA	ADVANCED CONSTRUCTION STP, ANY AREA
SU	STP, URBAN AREAS > 200K

DRAFT

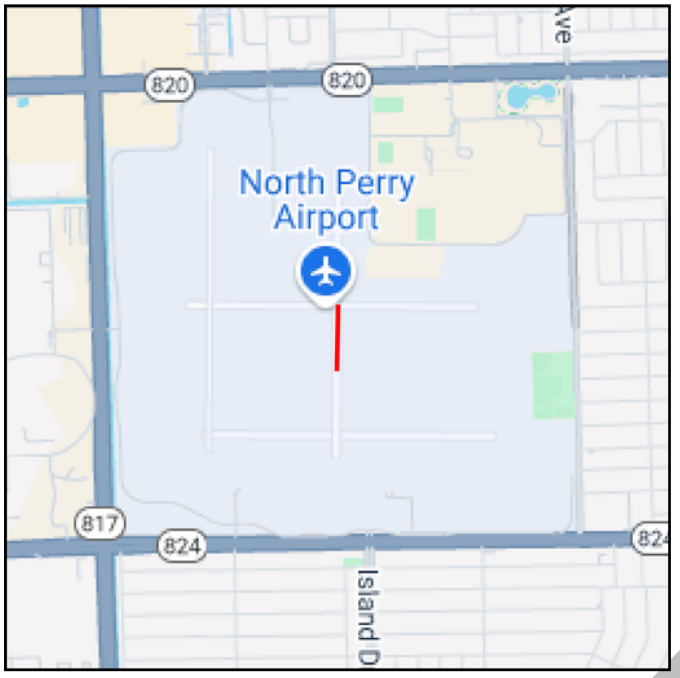
Phase Legend

Phase Abbreviation	PHASE
CAP	CAPITAL
ROW	RIGHT OF WAY

DRAFT

4496061 - NORTH PERRY AIRPORT ATC TOWER REPLACEMENT (CONSTRUCTION)

Non-SIS



Type of Work: AVIATION SAFETY PROJECT **Length:** 0.0

Lead Agency: Responsible Agency Not Available **MTP ID/Pg.:** PG114

Phase	Fund Source	2026	2027	2028	2029	2030	Total
CAP	DPTO	311,475	0	0	0	0	311,475
CAP	FAA	5,606,550	0	0	0	0	5,606,550
CAP	LF	311,475	0	0	0	0	311,475
Total		**6,229,500**	**0**	**0**	**0**	**0**	**6,229,500**

Prior Cost <2026: 0

Future Cost >2030: 0

Total Project Cost: 6,229,500

Project Description:

Propose to be removed

DRAFT

4515731 - FT. LA/HOLLYWOOD INT'L AIRPORT AIRFIELD ELECTRICAL VAULT (DESIGN)

SIS

Type of Work: AVIATION REVENUE/OPERATIONAL **Length:** 0.0

Lead Agency: Responsible Agency Not Available **MTP ID/Pg.:** PG114

Phase	Fund Source	2026	2027	2028	2029	2030	Total
CAP	DPTO	275,000	0	0	0	0	275,000
CAP	LF	275,000	0	0	0	0	275,000
Total		**550,000**	**0**	**0**	**0**	**0**	**550,000**

Prior Cost <2026: 0

Future Cost >2030: 0

Total Project Cost: 550,000

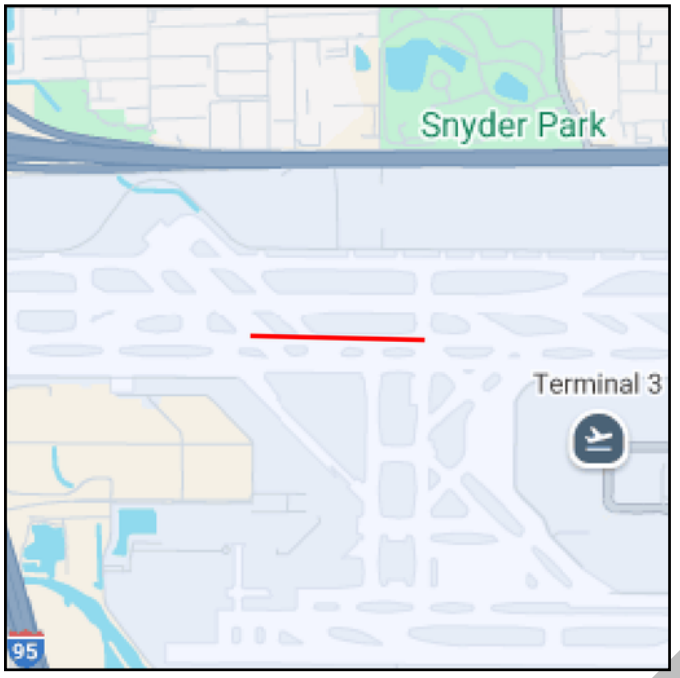
Project Description: AIRFIELD ELECTRICAL VAULT (DESIGN)

Propose to be removed

DRAFT

4515741 - FLL/HOLLYWOOD INT'L AIRPORT TAXILANE ADG III SERVING WESTSIDE PARCELS

SIS



Type of Work: AVIATION CAPACITY PROJECT **Length:** 0.0

Lead Agency: Responsible Agency Not Available **MTP ID/Pg.:** PG114

Phase	Fund Source	2026	2027	2028	2029	2030	Total
CAP	DPTO	3,428,500	0	0	0	0	3,428,500
CAP	LF	3,428,500	0	0	0	0	3,428,500
Total		**6,857,000**	**0**	**0**	**0**	**0**	**6,857,000**

Prior Cost <2026: 0

Future Cost >2030: 0

Total Project Cost: 6,857,000

Project Description: TAXILANE ADG III SERVING WESTSIDE PARCELS (PHASE II)

Propose to be removed

DRAFT

Anticipated to be approved September 4, 2025

4515763 - TSMA REPLACEMENT PROJECT BROWARD COUNTY

Non-SIS

Type of Work: MAST ARM

Length: 15.70

Lead Agency: MANAGED BY FDOT

MTP ID/Pg.: PG268

Phase	Fund Source	2026	2027	2028	2029	2030	Total
ROW	ACSA	611,382	0	0	0	0	611,382
Total		**611,382**	**0**	**0**	**0**	**0**	**611,382**

Prior Cost <2026: 0

Future Cost >2030: 0

Total Project Cost: 611,382

Project Description: This is a new project that just received allocation of funds for the RW phases at the start of this fiscal year. This is a maintenance project to replace structurally deficient traffic signal mast arms across Broward County. FDOT is the Lead Agency.

DRAFT

Anticipated to be approved September 4, 2025

4573741 - SW 2ND Street, SW 22ND Street, NW 1ST Street @ FEC

Non-SIS

Type of Work: SIDEWALK

Length:

Lead Agency: MANAGED BY FDOT

MTP ID/Pg.: TI423

Phase	Fund Source	2026	2027	2028	2029	2030	Total
CAP	SU	2,600,000	0	0	0	0	2,600,000
Total		**2,600,000**	**0**	**0**	**0**	**0**	**2,600,000**

Prior Cost <2026: 0

Future Cost >2030: 0

Total Project Cost: 2,600,000

Project Description: Design & Construction of Sidewalk at three FEC crossings: U.S. DOT Grade Crossing ID No. 272534S, FEC ROW at SW 2nd Street, City of Pompano Beach. U.S. DOT Grade Crossing ID No. 272566X, FEC ROW at SW 22nd Street, City of Fort Lauderdale. U.S. DOT Grade Crossing ID No. 272573H, FEC ROW at NW 1st Street, City of Dania Beach

DRAFT

A Broward MPO Core Product

First Amendment to FY 2026-2030 TIP

A. FY 2026 Roll Forward Report
B. Remove Three projects FM# 4496061, 4515731, and 4515741
C. Add two projects FM# 4515763, and 4573741

TAC/CAC: August 27, 2025
Board: September 4, 2025

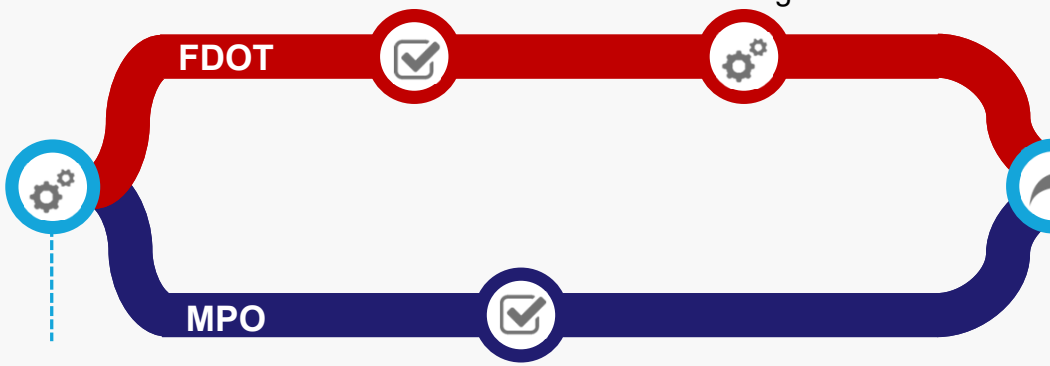
Core Products

Core Products

Internal Operations	Project Programming
UPWP Unified Planning Work Program (Agency Budget Guide)	**MTP** Metropolitan Transportation Plan (Project Identification)
SBP Strategic Business Plan (Agency Operations Guide)	**LOPP** List of Priority Projects (Project Prioritization)
PPP Public Participation Plan (Agency Outreach Guide)	**TIP** Transportation Improvement Program (Project Funding)

A. FY 2026 Roll Forward Report

Roll Forward Report Development Process



July 1

The Work Program is adopted

After July 1

Projects that are not authorized/encumbered prior to June 30 will automatically **roll forward** in the FDOT Work Program

March

The **Tentative Work Program** is provided by the FDOT Work Program Office

July

The MPO's **TIP** incorporates the Tentative Work Program and is adopted

September

The MPO process the **Roll Forward TIP Amendments**

Broward MPO's TIP

Federal Fiscal Year
2026 – 2030

FHWA recognizes the approval of the **Roll Forward TIP Amendments** after October 1

The MPO's **new TIP** comes into effect

October 1, 2025

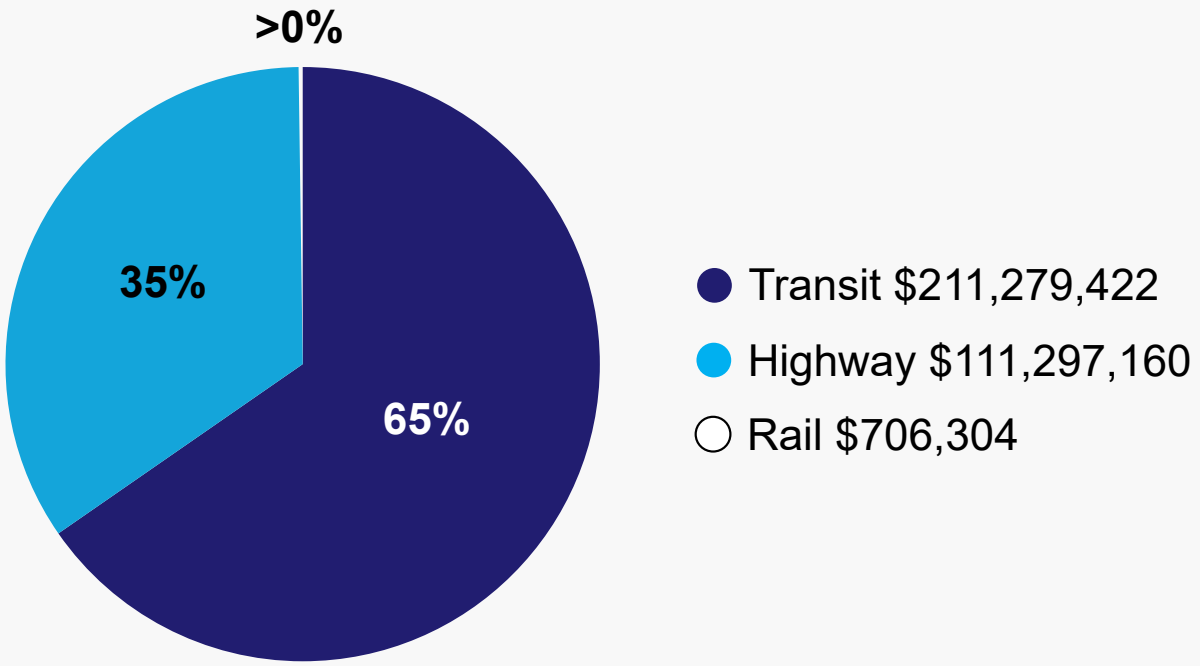
FY 2026 Roll Forward Report Highlights

Draft FY 2026-2030 TIP

Number of Projects: **157**

Total Funding Rolled Forward: **$322 Million**

Rollover Funds Distribution



MPO Attributable Funds Rolling Forward

FM#	Project name	Type of Work	Roll Forward Amount
4295763	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 2	BIKE LANE/SIDEWALK	3,033,627
4295766	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 6	BIKE LANE/SIDEWALK	55,336
4295767	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 7	BIKE LANE/SIDEWALK	87,474
4295768	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 8	BIKE LANE/SIDEWALK	90,133
4295769	SR-7/US-441 TRANSIT CORRIDOR IMPROVEMENTS GROUP/PRIORITY 9	BIKE LANE/SIDEWALK	72,301
4317561	UNIVERSITY DRIVE FROM NW 40TH ST TO SAWGRASS EXPRESSWAY	ADD LANES & RECONSTRUCT	25,367
4358085	SR-9/I-95 MOBILITY HUB AT CYPRESS CREEK	BIKE LANE/SIDEWALK	1,264,910
4369801	PEMBROKE ROAD FROM DOUGLAS ROAD (SW 89 AV) TO SR-817/UNIVERSITY DRIVE	ADD LANES & RECONSTRUCT	88,821
4439441	CITY OF HOLLYWOOD BEVERLY PARK VARIOUS LOCATIONS	SIDEWALK	39,831
4439481	DAVIE BLVD EXTENSION/PETERS ROAD FROM SW 51TH AVE TO SR-7/US-441	BIKE LANE/SIDEWALK	78,985
4455311	NORTHWEST 39TH STREET FROM CORAL RIDGE DRIVE TO NORTHWEST 110TH AVENUE	BIKE LANE/SIDEWALK	5,000
4462001	SR-820/PINES BLVD FROM I-75 NORTH ON-RAMP TO E OF NW 118TH AVE	RESURFACING	136
4485741	SR-A1A FROM SHERMAN STREET TO SR-822/SHERIDAN STREET	DRAINAGE IMPROVEMENTS	11,105
4485771	SR-A1A FROM CROCUS TERRACE TO VAN BUREN STREET	DRAINAGE IMPROVEMENTS	140,000
4496901	PEMBROKE RD FROM SW 145TH AVE TO FLAMINGO ROAD	BIKE LANE/SIDEWALK	13,256
Total	15		5,006,282

Recommend Removal of Project

FM#	Project Description	Reason for Removal
4563341	JOSH LEE BLVD/NW 33RD ST FR SR-816/OAKLAND PARK BLVD TO NOB HILL RD	Executed and obligated

B. Remove projects FM# 4496061, 4515731, and 4515741

Proposed Removal

FM#	Project Description	Reason for Removal
449606-1	NORTH PERRY AIRPORT ATC TOWER REPLACEMENT (CONSTRUCTION)	At FDOT's request
451573-1	FT. LA/HOLLYWOOD INT'L AIRPORT AIRFIELD ELECTRICAL VAULT (DESIGN)	At FDOT's request
451574-1	FLL/HOLLYWOOD INT'L AIRPORT TAXILANE ADG III SERVING WESTSIDE PARCELS	At FDOT's request

C. Add two projects FM# 4515763, and 4573741

Proposed Addition

FM#	Project Description	Reason for Addition
4515763	TSMA REPLACEMENT PROJECT BROWARD COUNTY	At FDOT's request
4573741	SW 2ND STREET, SW 22ND STREET, NW 1ST STREET @ FEC	At BMPO's request

Contact

Jihong Chen
Project Programing Manager
chenj@browardmpo.org

Non-Action Items 1.

Technical Advisory Committee (TAC)

Meeting Date: 08/27/2025

2050 Metropolitan Transportation Plan (MTP) Amendment Requests

A. FDOT Strategic Intermodal System (SIS)

B. Broward Safety Action Plan (BSAP)

C. Broward County Transit (BCT)

SUMMARY EXPLANATION/BACKGROUND:

On June 11, 2020, the Broward MPO Board established an annual Metropolitan Transportation Plan (MTP) amendment cycle including an annual deadline for written amendment requests from partner agencies (November 10). As part of the annual MTP amendment cycle, MPO staff developed a four-step process to facilitate the review and processing of amendment requests:

Annual MTP Amendment Process

Action	Timeframe
Step 1: Meet with MPO staff to review proposed MTP amendment(s) request	May-July 2025
Step 2: Present proposed MTP amendment(s) to Technical Advisory Committee/Citizens' Advisory Committee and MPO Board	August-October 2025
Step 3: Submit formal MTP amendment request letter	November 10, 2025
Step 4: MPO staff review and final MPO Board approval	November 10, 2025 - February 2026

Per the Annual MTP Amendment Process shown above, four agencies met with MPO staff and discussed proposed MTP Amendments (**Step 1**). Ultimately, two agencies were able to continue to **Step 2** of the process where the Amendment requests will be presented to the MPO's advisory committees and Board: the Florida Department of Transportation (FDOT) District Four and Broward County Transit (BCT). FDOT District Four requested five Amendments to the 2050 MTP, BCT requested four Amendments to the 2050 MTP, and the Broward Safety Action Plan (BSAP) study led by the MPO through a Safe Streets and Roads for All (SS4A) Grant, after undergoing a rigorous safety analysis process, selected 11 priority corridors for consideration as Amendments to the 2050 MTP, subject to obtaining resolutions of support and financial feasibility. Below is a listing of the requested Amendments by agency:

FDOT Amendment Requests

FM#	Project Description	Reason for Amendment	Amendment Sponsor
4358082	I-95 FROM S. OF COMMERCIAL BLVD TO CYPRESS CREEK RD (CONSTRUCTION)	Construction (CST) phase removed from Strategic Intermodal System (SIS) and Transportation Improvement Program (TIP)	FDOT
4151521	I-75 AT SR 820/PINES BLVD FROM N. OF MIRAMAR PARKWAY TO N. OF PINES BLVD (CONSTRUCTION)	CST phase removed from SIS and TIP	FDOT
4542791	BROWARD BLVD TRUCK PARKING EXPANSION BROWARD BLVD AT I-95 (DESIGN & CONSTRUCTION)	Project moving from Illustrative to Cost Feasible Plan	FDOT
4547541	SR-84 AT FLORIDA EAST COASTCORRIDOR CROSSING (PD&E)	Project Development & Environment phase moved from fiscal year (FY) 41-50 to FY29	FDOT
N/A	PINES BLVD AT I-75 PARK AND RIDE LOTS	Remove from Cost Feasible Plan	FDOT

BSAP/SS4A Amendment Requests

BSAP Corridor	Limits	Municipality
Northwest 31st Avenue	from Northwest 8th Place to McNab Road	BMSD/Fort Lauderdale/ Lauderhill/Lauderdale Lakes/Tamarac/Oakland Park
Northwest 19th Street	from Northwest 43rd Terrace to Northwest 31st Avenue	Lauderdale Lakes/Lauderhill
West Broward Boulevard	from Central Park Drive to University Drive	Plantation
US 441/State Road (SR) 7	from Sunrise Boulevard to Davie Boulevard	Plantation
East Broward Boulevard	from I-95 to Florida East Coast Railway tracks	Fort Lauderdale

Stirling Road	From I-95 to US-1	Dania Beach
Sistrunk Boulevard	from Northwest 27th Avenue to North Andrews Avenue	Fort Lauderdale/BMSD
Royal Palm Boulevard	from Riverside Drive to US 441/SR 7	Margate
Rock Island Road	from Royal Palm Boulevard to Southgate Boulevard	Margate/Coral Springs
Taft Street	from Northwest 70th Terrace to US 441/SR 7	Hollywood
Southwest 10th Street	from I-95 to Dixie Highway	Deerfield Beach

BCT Amendment Requests

Project	Limits	Reason for Amendment	Amendment Sponsor
Oakland Park Boulevard Bus Rapid Transit (BRT)	A1A to Sawgrass Mills (15 miles)	Move from Illustrative to Cost Feasible Plan (100% local funds)	BCT
Broward Commuter Rail-North	Downtown Fort Lauderdale to Deerfield Beach (15.5 miles)	Amend into Illustrative Plan (partial funding in Broward County budget)	BCT
Powerline Road BRT	Broward Boulevard to Sample Road (10.5 miles)	Amend into Illustrative Plan (partial funding in Broward County budget)	BCT
University Drive BRT	Commercial Boulevard to County Line Road (16 miles)	Amend into Illustrative Plan (partial funding in Broward County budget)	BCT

A presentation (provided in the Attachment) listing all the requested Amendments will be provided at the meeting to ensure that the MPO's advisory committees and MPO Board are given the opportunity to comment and provide feedback on the requested Amendments. Following this presentation, partner agencies can formally submit their request for Amendments to the MPO by November 10, 2025 (Step 3) and MPO staff will review and process these Amendments for final MPO Board adoption in February 2026 (Step 4).

MPO staff as well as staff from FDOT and BCT will be available at the upcoming meeting to answer any additional questions related to the MTP Amendment requests.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions about this item, please contact Paul Flavien at (954) 876-0045 or **flavienp@browardmpo.org**.

Attachments

2050 MTP Amendment Requests - PowerPoint Presentation

A Broward MPO Core Product

2050 MTP Amendment Requests

A. FDOT Strategic Intermodal System (SIS) Amendment Requests
B. Broward Safety Action Plan (BSAP) Amendment Requests
C. Broward County Transit (BCT) Amendment Requests

TAC/CAC: August 27, 2025

Board: September 4, 2025

Core Products

Core Products

Internal Operations	Project Programming
UPWP Unified Planning Work Program (Agency Budget Guide)	**MTP** Metropolitan Transportation Plan (Project Identification)
SBP Strategic Business Plan (Agency Operations Guide)	**LOPP** List of Priority Projects (Project Prioritization)
PPP Public Participation Plan (Agency Outreach Guide)	**TIP** Transportation Improvement Program (Project Funding)

A. FDOT SIS Amendment Requests

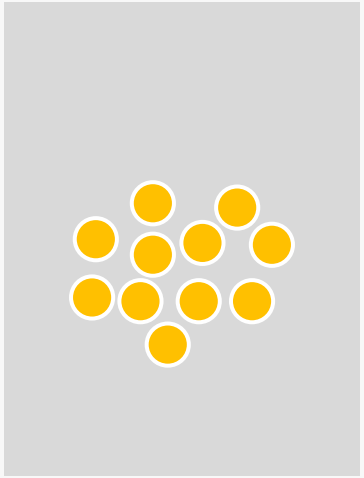
FDOT SIS Amendment Requests

FM#	Project Description	Reason for Amendment	Sponsor for Amendment
4358082	I-95 from S. OF COMMERCIAL BLVD TO CYPRESS CREEK RD (CONSTRUCTION)	CST Phase removed from SIS and TIP	FDOT
4151521	I-75 AT SR 820/PINES BLVD FROM N. OF MIRAMAR PARKWAY TO N. OF PINES BLVD (CONSTRUCTION)	CST Phase removed from SIS and TIP	FDOT
4542791	BROWARD BLVD TRUCK PARKING EXPANSION BROWARD BLVD AT I-95 (DESIGN & CONSTRUCTION)	Project moving from Illustrative to Cost Feasible Plan	FDOT
4547541	SR-84 AT FLORIDA EAST COASTCORRIDOR CROSSING (PD&E)	PD&E phase moved from FY41-50 to FY29.	FDOT
N/A	PINES BLVD AT I-75 PARK AND RIDE LOTS	Remove from Cost Feasible Plan	FDOT

B. BSAP Amendment Requests

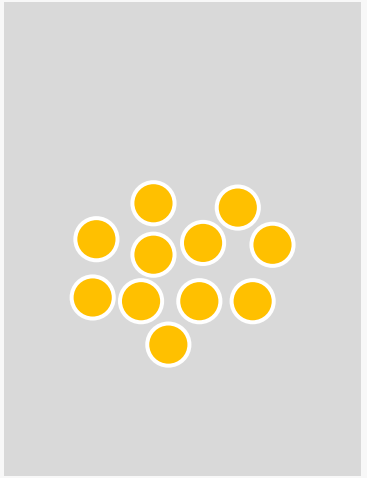
Proposed BSAP Amendments Process

Broward Safety Action Plan (BSAP)



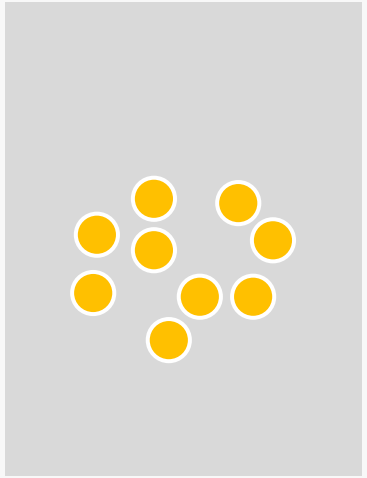
The BSAP provides conceptual plans (including scopes of work, cost estimates, partner collaboration, public outreach) for 11 priority corridors..

TAC/CAC/MPO Board Presentation



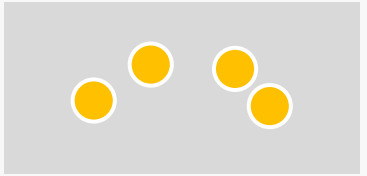
The BSAP team will present the 11 priority corridors to the TAC, CAC, and MPO Board for consideration as amendments to the 2050 MTP Cost Feasible Plan.

Resolution of Support

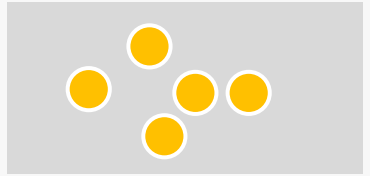


The BSAP team will work with local partners to obtain resolutions of support from their elected board by **November 10, 2025**.

SS4A Off-System



SS4A On-System



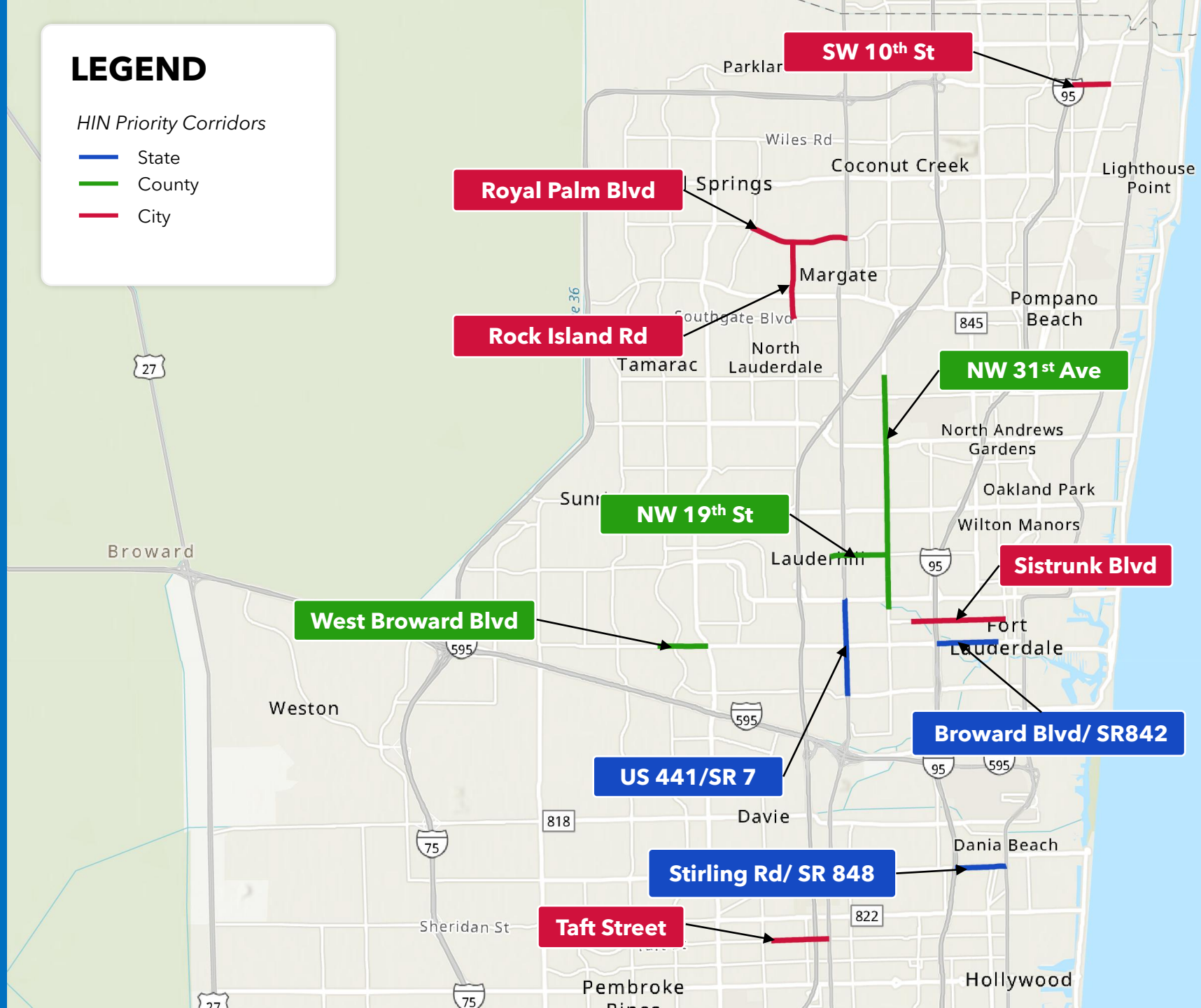
Projects that have a resolution of support will be sorted in priority order into two funding buckets within the 2050 MTP Safety program (On-System and Off-System).

11
CORRIDORS

OVER 20
TOTAL MILES

10%
TOTAL KSIs

SAFE STREETS 4 BROWARD
Powered by The Broward MPO & Broward County



SAFE STREETS 4 BROWARD
Powered by The Broward MPO & Broward County

BSAP Amendment Requests

BSAP Corridor	Limits	Municipality
NW 31st Avenue	from NW 8th Place to McNab Road	BMSD/Fort Lauderdale/ Lauderhill/Lauderdale Lakes/Tamarac/Oakland Park
NW 19th Street	from NW 43rd Terrace to NW 31st Avenue	Lauderdale Lakes/Lauderhill
West Broward Boulevard	from Central Park Drive to University Drive	Plantation
US 441/SR 7	from Sunrise Boulevard to Davie Boulevard	Plantation
East Broward Boulevard	from I-95 to FEC Tracks	Fort Lauderdale
Stirling Road	From I-95 to US-1	Dania Beach
Sistrunk Boulevard	from NW 27th Avenue to N Andrews Avenue	Fort Lauderdale/BMSD
Royal Palm Boulevard	from Riverside Drive to US 441/SR-7	Margate
Rock Island Road	from Royal Palm Boulevard to Southgate Boulevard	Margate/ Coral Springs
Taft Street	from NW 70th Terrace to US441/SR7	Hollywood
SW 10th Street	from I-95 to Dixie Highway	Deerfield Beach

Link to Corridor videos

C. BCT Amendment Requests

2050 MTP Amendment

Broward County Transportation Department requests the Broward MPO to amend the 2050 MTP to:

1. Add Broward Commuter Rail (BCR) North project into the Illustrative Project List

2. Move the Oakland Park Blvd BRT project into the Cost Feasible Plan

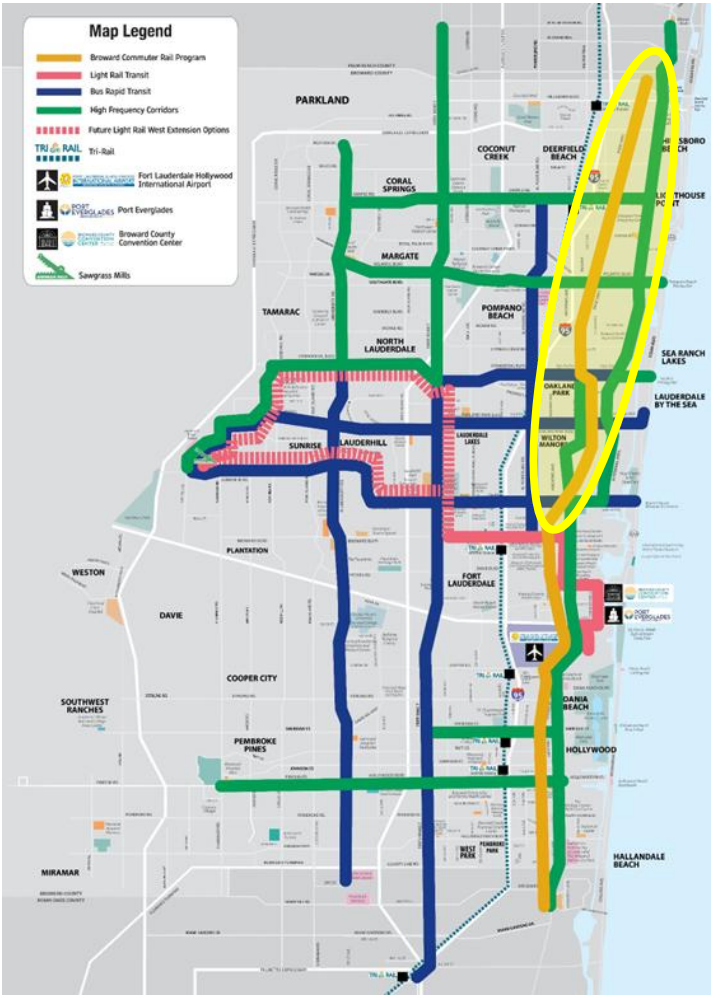
3. Move the following Premium Mobility (PREMO) corridors from the Unfunded Needs Plan into the Illustrative Project List of the 2050 MTP:

- Powerline Rd Bus Rapid Transit (BRT) project
- University Dr BRT project

Broward Commuter Rail (BCR) North – MTP Amendment

- BCR North Project Description:
  - Approximately 15.5-mile extension of initial BCR South
  - Project Limit: between BCR South northern terminus station at Broward Health in south Fort Lauderdale and Deerfield Beach near SW 2nd St./Hillsboro Blvd
  - Four proposed stations:
    - Downtown Fort Lauderdale just north of Broward Blvd.
    - City of Oakland Park near NE 36th St.
    - City of Pompano Beach near MLK-Hammondville Rd/NE 6th St.
    - City of Deerfield Beach near SW 2nd St./Hillsboro Blvd.
- Total estimated project cost: approximately $1.2 billion

  Proposed funding structure: 50% FTA, 25% State, 25% local
- $20M surtax funding committed to conduct PD&E study
- LPA adopted on April 22, 2025
- PD&E phase is expected to begin in 2026

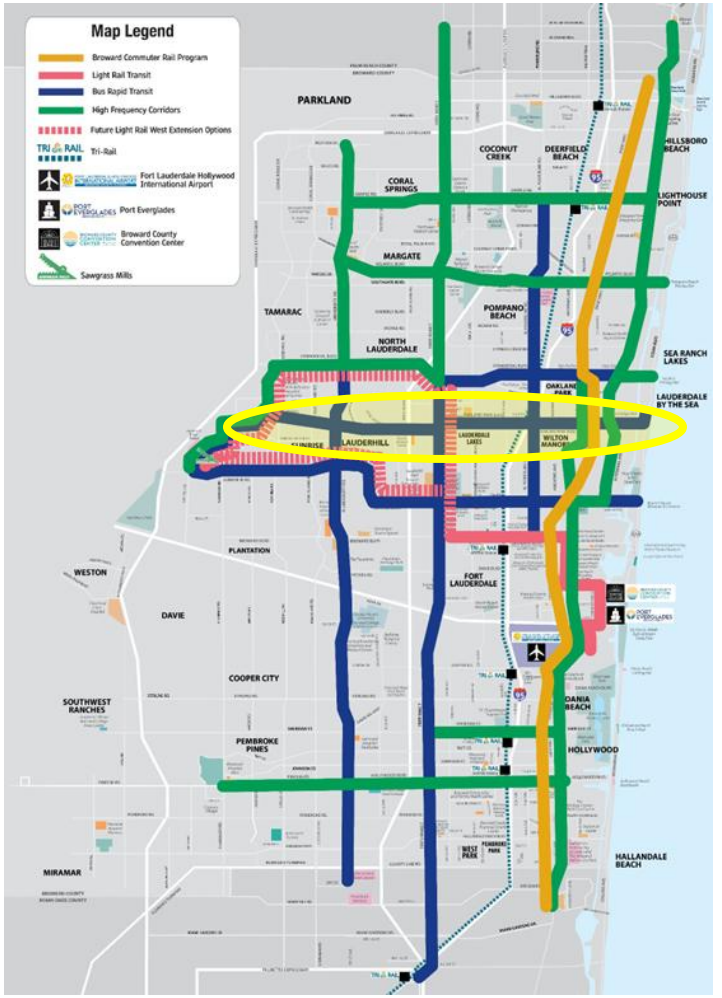


Oakland Park Blvd BRT – MTP Amendment

- Oakland Park Blvd BRT Project Description:
  - Approximately 15-mile BRT service along Oakland Park Blvd
  - Project Limit: BRT improvements between Sawgrass Mills Mall and A1A
  - Ten proposed stations:

Sawgrass Mills Mall	SR 7/US 441	Dixie Hwy
Nob Hill Road	NW 31 Ave	US-1
University Drive	Powerline Rd	Ocean Blvd
Inverrary Blvd/NW 56 Ave		

  - Transit lanes Flamingo Rd to Inverrary Blvd
  - Supplemental fixed route local service



- Total estimated project cost: approximately $284M (100% funded using transportation surtax funding)
- $10.09M surtax funding committed for PD&E phase
- PD&E study began in 2023
- Revenue service expected in 2030

Powerline Road BRT – MTP Amendment

- Powerline Rd BRT Project Description:
  - 10.5 miles of Bus Rapid Transit (BRT) along Powerline Road
  - Project Limit: BRT improvements between Broward Boulevard and Sample Road
  - Seven proposed stations
  - Transit lanes where feasible
  - Supplemental fixed route local service

- Total Estimated project cost: approximately $198M

  Proposed funding structure: 50% FTA, 25% State, 25% local

- $7.5M to be committed in FY 2026 for PD&E phase
- PD&E phase is expected to begin in 2026

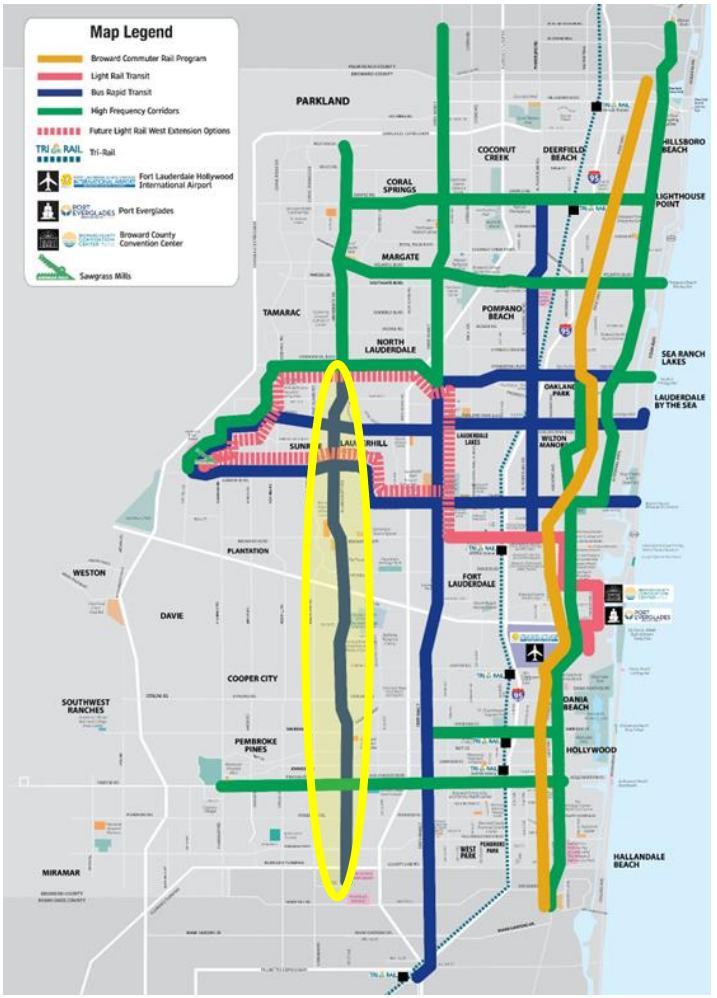
University Drive BRT – MTP Amendment

- University Drive BRT Project Description:
  - 16 miles of Bus Rapid Transit (BRT) along University Drive
  - Project Limit: BRT improvements between Commercial Blvd and County Line Road
  - Ten proposed stations
  - Transit lanes where feasible
  - Supplemental fixed route local service

- Total Estimated project cost: approximately $334M

  Proposed funding structure: 50% FTA, 25% State, 25% local

- $8.8M to be committed in FY 2026 for PD&E phase
- PD&E phase is expected to begin in 2026



Questions?
Broward County Connects
Live, Learn, Work, and Play
PREMO
Premium Mobility Plan
Broward County Transit
BROWARD COUNTY
FLORIDA

Next Steps

- **Submit formal MTP amendment request letter to MPO by Nov. 10, 2025**
- **MPO staff review and process MTP amendments for final Board approval in February 2026**

Contact

Paul Flavien

Data Manager

flavienp@browardmpo.org

Metropolitan Planning Organization

Non-Action Items 2.

Technical Advisory Committee (TAC)
Meeting Date: 08/27/2025

Connected Communities Vision Kit

SUMMARY EXPLANATION/BACKGROUND:

In 2023, the Broward MPO was selected for the United States Department of Transportation's Thriving Communities Program—a technical assistance initiative aimed at advancing community-driven transportation and land-use planning. Through this Program, the Broward MPO received expert support from a Capacity Building Team that included WSP, Accelerator for America, and MCHP COLAB.

The Broward MPO and the Capacity Building Team focused on a study area spanning a key north-south corridor in central Broward County—stretching from ½ mile east of I-95 to ½ mile west of the Florida Turnpike (SR 91). This area includes many of the County's densest, most transit-reliant neighborhoods. As part of this effort, the Connected Communities Vision Kit was developed to help municipalities use planning, zoning, and land-use strategies to guide growth and create vibrant communities that link people with their needs. For the Vision Kit, please see Attachment 1.

A presentation on the Connected Communities Vision Kit will be provided at the upcoming meeting. For the PowerPoint presentation, please see Attachment 2. MPO staff will be available at the upcoming meeting to address any questions or comments.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions about this item, please contact Paul Calvaresi at (954) 876-0037 or **calvaresip@browardmpo.org**.

Attachments

1. Connected Communities Vision Kit
2. Connected Communities Vision Kit - PowerPoint Presentation

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CONNECTED COMMUNITIES VISION KIT

FOR CENTRAL BROWARD COUNTY

US DEPARTMENT OF TRANSPORTATION
THRIVING COMMUNITIES PROGRAM - MAY 2025

Broward MPO | THRIVING COMMUNITIES PROGRAM | WSP | MHCP COLAB | ACCELERATOR FOR AMERICA

ACKNOWLEDGEMENTS

THE ELECTED OFFICIALS, MUNICIPAL STAFF, AGENCY REPRESENTATIVES, AND ALL OTHER STAKEHOLDERS AND BROWARD COUNTY COMMUNITY MEMBERS WHO HELPED SHAPE THIS VISION KIT

BROWARD METROPOLITAN PLANNING ORGANIZATION

SPECIAL THANKS TO:

MARIIA ZIMMERMAN, PRINCIPAL DEPUTY ASSISTANT SECRETARY OF POLICY, USDOT
LAWRENCE "JABBOW" MARTIN, FORMER VICE MAYOR OF CITY OF LAUDERHILL
MAYOR TIM LONERGAN, CITY OF OAKLAND PARK

CONSULTANT TEAM

WSP USA

MHCP COLAB

ACCELERATOR FOR AMERICA

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SR 7 AND HOLLYWOOD BLVD | EXISTING CONDITION

CHAPTER 1: INTRODUCTION

THRIVING COMMUNITIES PROGRAM

THRIVING COMMUNITIES PROGRAM

The US Department of Transportation (USDOT) awarded Broward MPO with technical support through the Thriving Communities Program (TCP). TCP funds organizations ("Capacity Builders") to provide technical assistance, planning, and capacity building support to communities, enabling them to advance transportation projects that support community-driven economic development, health, environment, mobility, and access goals.

Broward MPO successfully applied to receive technical assistance and capacity building support for the 2023-2025 Grant Period and was matched with the WSP Capacity Building Team as part of the Complete Transit-Oriented Neighborhoods cohort. The TCP Complete Transit-Oriented Neighborhoods cohort is focused on urban and suburban communities located within metropolitan regions working to advance Transit-Oriented Development (TOD) and improve safe, reliable and accessible transit service.

Recognizing the housing and transportation challenges the Central Broward region faces, Broward MPO has used the grant to provide municipalities with information and resources to foster Connected Communities and TOD in the form a Connected Communities Vision Kit.

THE CENTRAL BROWARD STUDY AREA

STUDY AREA

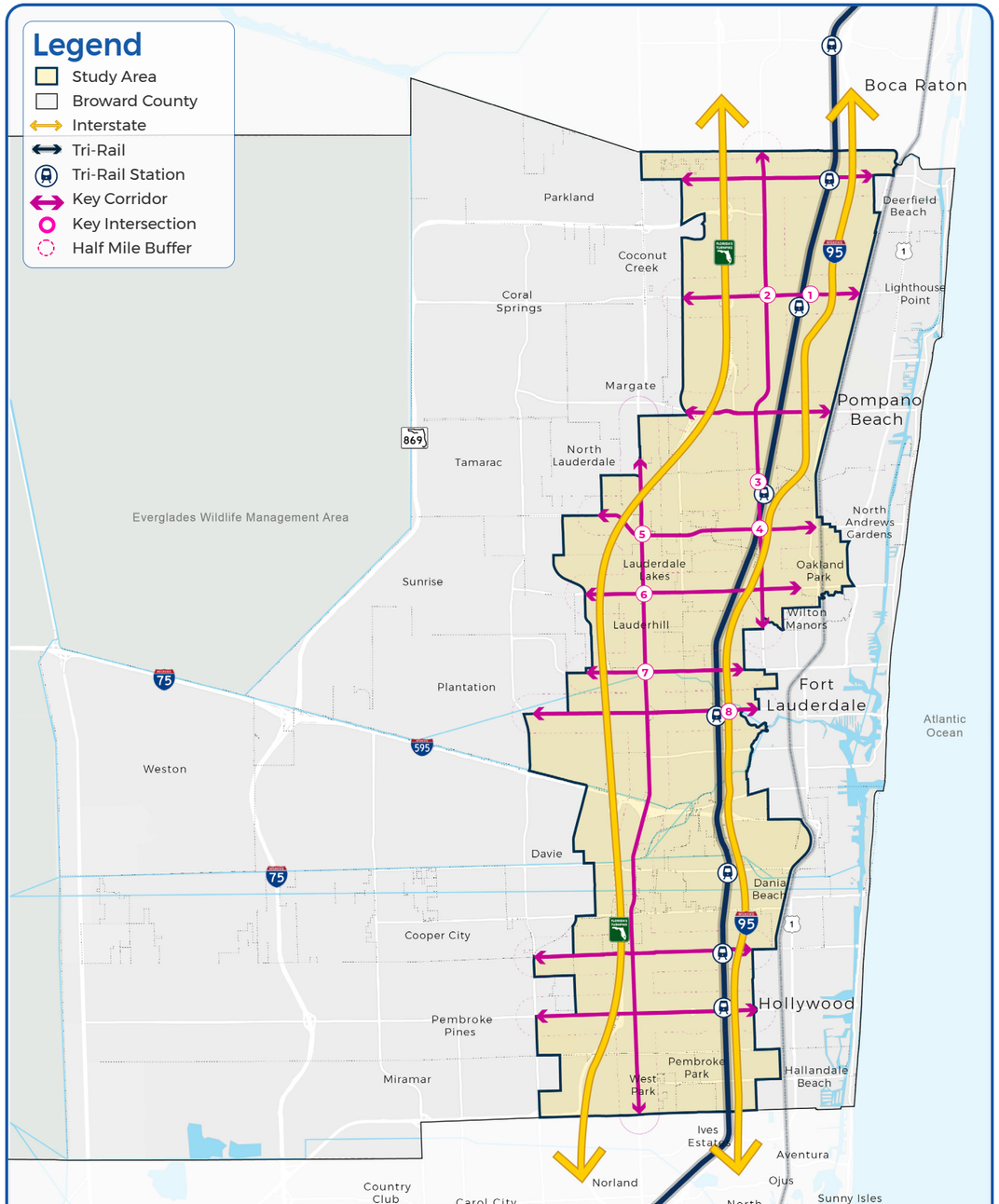
The study area spans from the southern county border to the northern county border and includes census tracts that lie within a quarter mile to the west of the Florida Turnpike and a quarter mile to the east of Interstate 95.

KEY CORRIDORS & KEY INTERSECTIONS

To help focus efforts within this large area, a selection of corridors and intersections were identified that represent key opportunities for Connected Communities and TOD based on existing and proposed transit as well as represent typical conditions found across the study area.

KEY INTERSECTIONS

1. Sample Road & Tri-Rail
2. Sample Road & Powerline Road
3. Cypress Creek Road & Powerline Road
4. Commercial Boulevard & Powerline Road
5. Commercial Boulevard & State Road 7
6. Oakland Park Boulevard & State Road 7
7. Sunrise Boulevard & State Road 7
8. Broward Boulevard & I-95



CENTRAL BROWARD STUDY AREA

WHAT ARE CONNECTED COMMUNITIES?

Connected Communities are places that are designed for people. They are neighborhoods where daily needs are within close proximity and where walking, biking or taking transit is a convenient and common way to get around. They include a range of housing choices and attainably priced housing options.

Many of Broward County's historic communities located along the coastal railroads were originally built following these principles. However, as areas further west were developed in more recent decades, they replaced this traditional way of building towns with a development pattern where places are spread further apart and driving is a necessity.

Connected Communities share many of the same characteristics as Transit-Oriented Development (TOD), described in more detail on the following page, but recognize that transit is not a prerequisite for creating more compact, walkable, and mixed-use places that promote affordable housing, environmentally sustainable development, job creation, and other public policy goals.

CONNECTED COMMUNITIES PRINCIPLES

1. Compact, mixed-use development that brings daily needs closer together

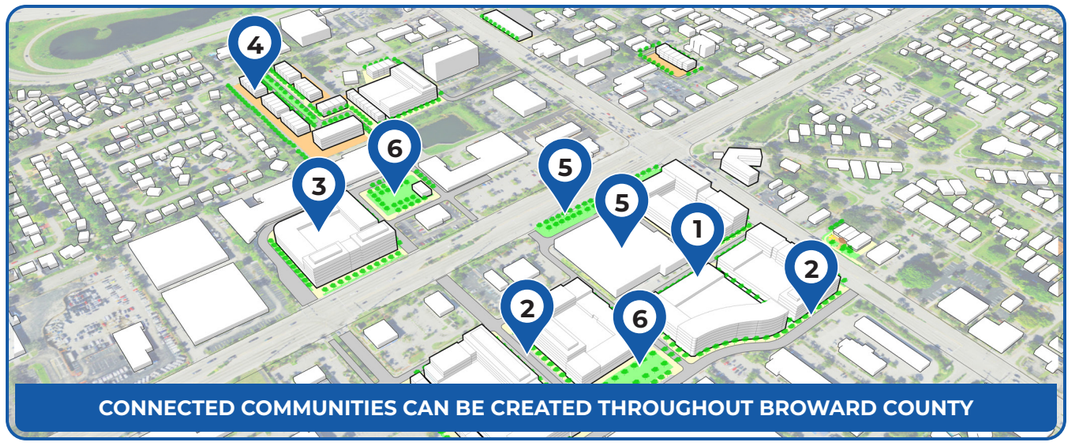
2. Walkable and bikeable streets that are safe and welcoming

3. Development patterns that support future transit

4. Design that reflects and enhances the local context and identity

5. Convenient access to housing, jobs, groceries, education, healthcare, and open space

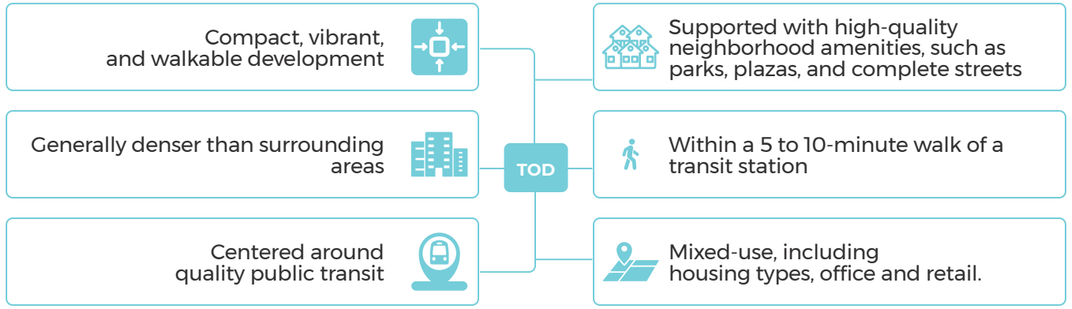
6. A focus on long-term sustainability, mobility, and livability



CONNECTED COMMUNITIES CAN BE CREATED THROUGHOUT BROWARD COUNTY

WHAT IS TRANSIT-ORIENTED DEVELOPMENT (TOD)?

Transit-Oriented Development, or TOD, is a way of building neighborhoods that centers public transit in the community to connect people to jobs, food, healthcare, education, housing, green space, sport, and more. These communities are designed to be vibrant, pedestrian-oriented, compact, and mixed-use. The concept leverages public investment in transit to drive private investment in order to enrich neighborhoods and promote regional growth.



PRINCIPLES OF TOD

Affordability: Ensure affordable housing options near transit, low-cost transit fares, and tenant protection.

Density: Compact development connects people to jobs and commerce, and supports transit infrastructure.

Transit: Expands access to opportunities and provides convenient, reliable transportation.

Walkability: Pedestrian-friendly design creates vibrant and active spaces, which leads to health, environmental and economic benefits.

Mixed Use: A mix of uses (residential, commercial, service, etc.) within a building, block or neighborhood encourages fewer car trips and creates active spaces.

WHAT ARE THE PRINCIPLES OF TOD?

WHAT IS THE CONNECTED COMMUNITIES VISION KIT?

The Connected Communities Vision Kit is a policy foundation and design framework intended to help local leaders attract investment, strengthen business districts, increase housing, and enhance economic opportunity. The Vision Kit provides an alternative approach to the current development patterns in Central Broward, providing resources and strategies to address the diverse challenges and opportunities for creating vibrant, mixed-use, walkable, transit-oriented, and affordable places.

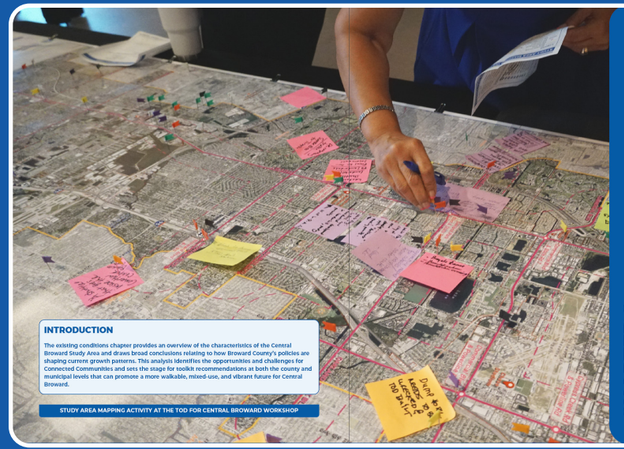
The Vision Kit is structured into three chapters:

1. Existing Conditions
2. Connected Communities Vision Kit
3. Action Plan

VISION KIT GOALS

Provide Communities with Resources to:

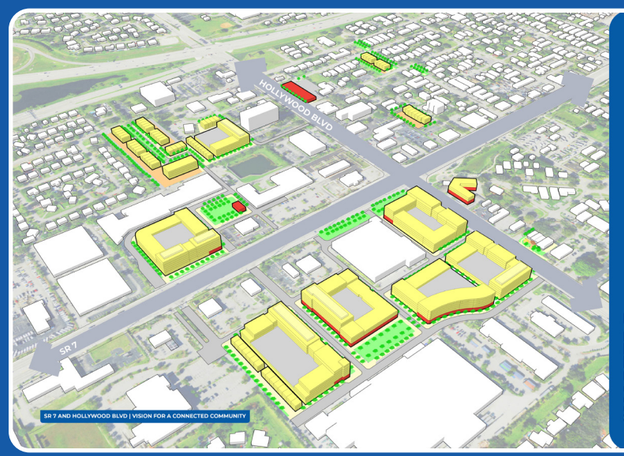
- **Leverage investments in transit with land use to support economic opportunity.**
- **Establish goals to advance Connected Communities benefits to existing communities and residents as well as new neighbors.**
- **Guide planning efforts along Key Corridors and Intersections to be consistent with Connected Community goals.**
- **Support municipal plans and goals.**
- **Improve access to transit.**



CHAPTER 2: EXISTING CONDITIONS

CH 2: EXISTING CONDITIONS

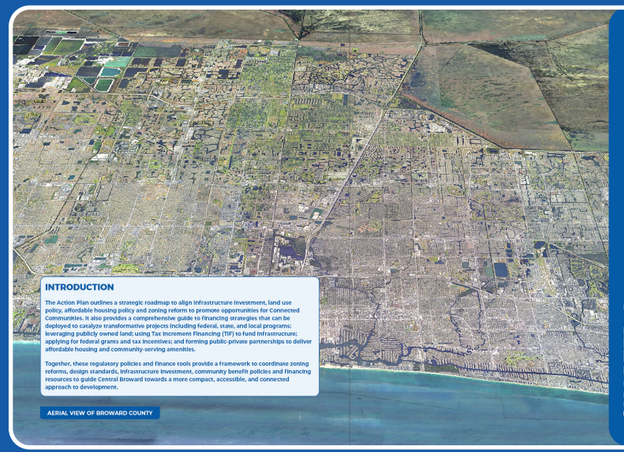
Provides an overview of the characteristics of the Central Broward Study Area, establishing a foundation for toolkit recommendations that can promote a more walkable, mixed-use, and vibrant future for Central Broward.



CHAPTER 3: VISION KIT

CH 3: CONNECTED COMMUNITIES VISION KIT

Provides a set of tools and guidance on how to create Connected Communities across Central Broward through the application of Vision Typologies and Vision Frameworks, illustrated through demonstration areas.



CHAPTER 4: ACTION PLAN

CH 4: ACTION PLAN

Provides recommendations to coordinate zoning reforms, design standards, infrastructure investment, community benefit policies and financing resources to guide Central Broward towards a more compact and connected approach to development.

CHAPTER 2: EXISTING CONDITIONS

INTRODUCTION

The existing conditions chapter provides an overview of the characteristics of the Central Broward Study Area and draws broad conclusions relating to how Broward County's policies are shaping current growth patterns. This analysis identifies the opportunities and challenges for Connected Communities and sets the stage for toolkit recommendations at both the county and municipal levels that can promote a more walkable, mixed-use, and vibrant future for Central Broward.

STUDY AREA MAPPING ACTIVITY AT THE TOD FOR CENTRAL BROWARD WORKSHOP

PART 1: PREVIOUS PLANS

OVERVIEW

The review of previous plans and studies highlights Broward County's ongoing efforts to address urban growth, affordable housing, and transportation needs.

Reviewing previous plans and policies helps clarify the policy landscape and key trends and gaps that inform future planning. The table on the next page is a summary of key existing plans and policies within Broward County. Through this review critical themes have been identified including the need for affordable housing, the prioritization of Connected Communities, and the implementation of multimodal transportation strategies.

The following is a summary of key studies and plans that directly relate to the study area and Connected Communities efforts.

The Broward Next Comprehensive Plan serves as a 10-year blueprint for countywide development, while the 2022 Affordable Housing Needs Assessment identifies a critical shortage of affordable housing, exacerbated by rising investor activity and market prices post-COVID-19. Broward Next outlines strategies to promote higher-density development, affordable housing, and equitable transit-oriented growth in Broward County. Policies supporting higher intensities focus on prioritizing development in transit-accessible areas, increasing residential densities, and requiring a mix of uses in designated Activity Centers to encourage walkability and multimodal connectivity. The 2024 10-Year Affordable Housing Master Plan proposes zoning changes, new funding sources, and incentives to expand affordable housing options.

The Commitment 2045 Metropolitan Transportation Plan (MTP) and the Five-Year Transportation Improvement Plan (TIP) outline key transit projects, including express bus services, bike lanes, and pedestrian pathways. The SR7 Multimodal Improvements Study and Complete Streets Master Plan focus on enhancing transit accessibility and connectivity, particularly for vulnerable populations. Additionally, the Broward MPO 2050 MTP Financially Feasible Plan provides a cost breakdown of planned infrastructure investments, ensuring financial viability for future urban and Connected Communities.

SUMMARY OF RELEVANT STUDIES

Study	Year	Author	Findings
Broward County Affordable Housing Needs Assessment	**2022**	**Broward County**	Highest existing and future housing demand is for extremely low to low income households for rentals
10-Year Affordable Housing Master Plan Leading the Challenge, Sharing the Burden	**2024**	**Broward County**	**Recommendations:** • **Densify** corridors and activity centers through zoning • **Develop new funding sources** from expiring CRAs and new Affordable Housing Trust Funds • **Regulatory changes** to enhance employer assisted housing with forgivable loans and closing assistance; accessory dwelling units; incentivize missing middle; efficiencies and studios near commercial nodes and transit • **Affordability dashboard** and performance metric model to track progress.
Complete Streets Master Plan	**2019**	**Broward MPO**	Demographic mapping shows the most vulnerable populations in terms of wealth, education, race, age, car, ownership. English proficiency and female head of households. A gap analysis shows an incomplete bicycle network and a robust sidewalk network.
SR7 Multimodal Improvements Corridor Study	**2016**	**Broward MPO**	Recommendations strategies to enhance the quality and completeness for non-motorized network, safety and reduce congestion without adverse impacts to bike/ped/transit users.

SUMMARY OF RELEVANT POLICIES

Policy	Purpose
POLICIES THAT SUPPORT HIGHER DENSITY	
Broward Next Policy 2.4.2	Designating Activity Centers
Broward Next Policy 2.4.1	Land use amendments to increase residential densities in Activity Centers by 500 units or 20%
POLICIES THAT SUPPORT ACTIVITY CENTERS	
Broward Next Policy 2.4.3	Requires residential as a primary use
Broward Next Policy 2.4.12	Requires monitoring for development activities
Broward Next Policy 2.4.15	Requires design features to enhance pedestrian mobility
Broward Next Policy 2.4.18	Requires design guidelines
POLICIES THAT SUPPORT AFFORDABLE HOUSING	
2.16.4 (Geller Amendment)	Allows multifamily housing for parcels designated as “Commerce” on arterials by transit stations when affordable housing is provided
Broward Next Policy H1.5	Affordable housing density bonus programs within 1/4 mile of transit
Florida Senate Bill 102 Live Local	Density bonuses and tax exemptions for market rate developments providing 40% affordable housing units within commercial, industrial, and mixed-use areas. Bill does not clearly define these areas

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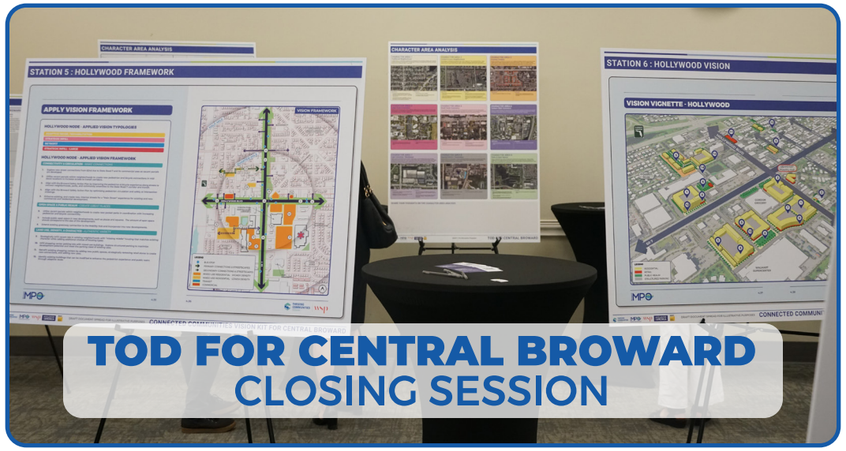
PART 2: STAKEHOLDER ENGAGEMENT

The stakeholder engagement process for the Connected Communities Vision Kit for Central Broward included a virtual project kick-off event and two in-person workshops. The development of the Vision Kit was made possible by the participation and input from stakeholders at these events. More details about these events are provided on the following pages.



COMMUNITY PARTNERS KICK-OFF

OVERVIEW

A virtual kick-off presentation was given to community partners and stakeholders on June 20, 2024 to introduce the project and the Thriving Communities Program. The presentation included an overview of Connected Communities, the Central Broward study area, project scope of work and schedule. An interactive Mentimeter poll was conducted during the kick-off presentation to learn about the stakeholders' vision for Central Broward and Connected Communities. Results from the Mentimeter poll follow.

DATE:
JUNE 20, 2024

TIME:
3:00 PM -4:00 PM

VENUE:
VIRTUAL

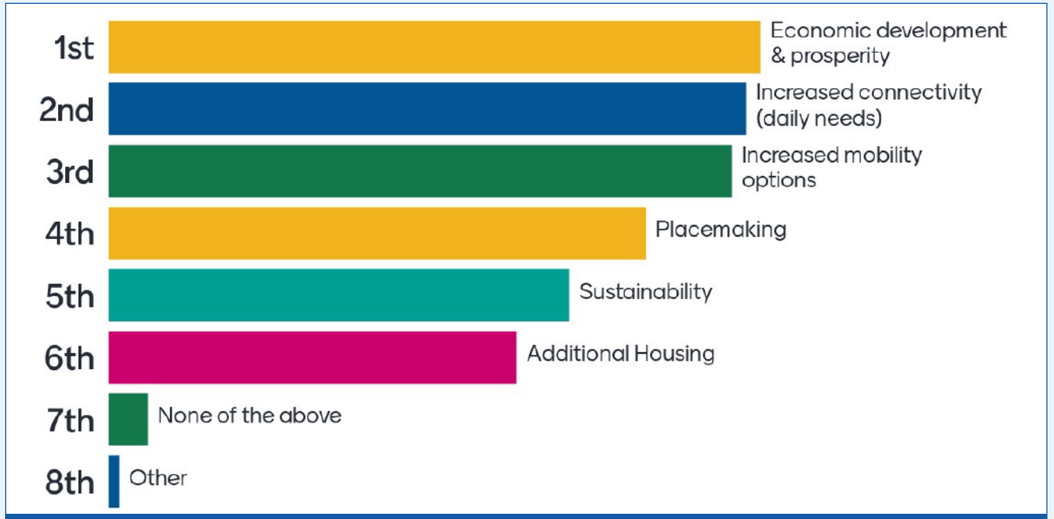
ATTENDEES:
28 PEOPLE

EVENT DETAILS

In 3 Words, tell us what comes to mind in your vision for the future of the Central Broward Corridor?

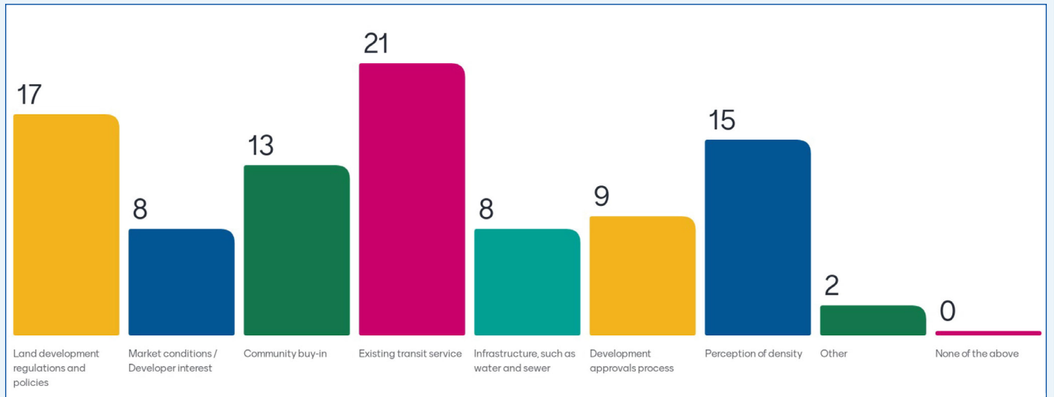
MENTIMETER RESULTS #1

What excites you most about TOD?



MENTIMETER RESULTS #2

What challenges do you associate with TOD?



MENTIMETER RESULTS #3

TOD FOR CENTRAL BROWARD

OVERVIEW

The TOD for Central Broward Workshop was held on October 15th, 2024 at the Lauderhill Performing Arts Center to introduce key stakeholders to the project and gather input from attendees. The event program included a forum panel, presentation, discussion with Mariia Zimmerman, and an interactive open house. The event was attended by stakeholders representing the MPO Board, study area cities, Broward County Planning Council, FDOT, and others.

DATE:
OCTOBER 15, 2024

TIME:
9:30 AM -12:00 PM

VENUE: LAUDERHILL PERFORMING ARTS CENTER

ATTENDEES:
112 PEOPLE

EVENT DETAILS

WORKSHOP DETAILS

OPENING REMARKS

The opening remarks were provided by Lawrence "Jabbow" Martin, the Vice Mayor of City of Lauderhill, and included an introduction to the panelists on the stage and welcoming the attendees to engage with the activity stations during the Interactive Open House. The opening remarks were followed by a brief presentation by the sponsor of the event,"Circuit".

FORUM DISCUSSION

Moderated by Anne Bovaird Nevins (Accelerator For America), a Transit-Oriented Development (TOD) Forum discussion was conducted between Mariia Zimmerman (USDOT), Greg Stuart (Broward MPO), Vice Mayor Martin (Lauderhill), and Josh Turner (WSP) on the transformational value of TOD. Forum members shared examples of personal experiences with TOD, the benefits of TOD, and addressed common misconceptions. The Forum Discussion provided insights for the attendees to think about and discuss during the Interactive Open House session.

TOD PRESENTATION

The Forum Discussion was followed by a brief presentation by Robert Piatkowski (WSP) introducing the project, what it is attempting to accomplish, what has been done so far, and a case study of the Raleigh ETOD Toolkit.

DISCUSSION WITH MARIIA ZIMMERMAN (USDOT)

The TOD presentation was followed by a talk from Mariia Zimmerman (USDOT). Mariia discussed with the audience her vision for the Thriving Communities Program and emphasized the need and importance for a TOD toolkit. She also demonstrated USDOT's role and commitment to partnering with local leaders and communities.

INTERACTIVE OPEN HOUSE

The Interactive Open House included a large Study Area Mapping activity and Existing Conditions Analysis Stations. Members from the capacity building team were available to answer questions.

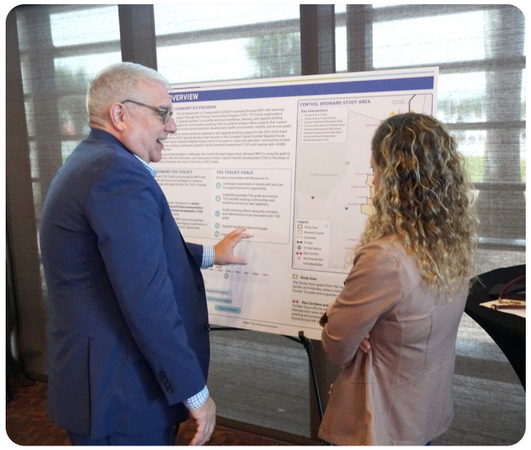
STUDY AREA MAPPING ACTIVITY

The Study Area Mapping activity included a large map of the study area, illustrating Key Corridors and Intersections, major destinations and landmarks, public schools, and parks. Attendees provided input by placing push pin flags and comment notes indicating key areas of concern, needed improvement, connectivity issues or any general input.

EXISTING CONDITIONS ANALYSIS STATIONS

The Existing Conditions Analysis Stations included ten stations presenting a project overview, an introduction to TOD, and a summary of the existing conditions analysis. Stakeholders provided input on the analysis results and how the TOD Toolkit could help their communities.

EXIT


OVERVIEW
CENTRAL BROWARD STUDY AREA

EXISTING LAND USE PATTERNS

ESSENTIAL GOODS AND SERVICES

ESSENTIAL GOODS AND SERVICES

TOD FOR CENTRAL BROWAR

TOD FOR CENTRAL BROWARD CLOSING SESSION

OVERVIEW

The TOD for Central Broward Closing Session was held on April 22, 2025 at the Jaco Pastorius Park Community Center to unveil the Connected Communities Vision Kit. The event began with an informal opportunity for networking followed by opening remarks by James Cromar, Deputy Executive Director, Strategic Initiatives of the Broward MPO. Mayor Tim Lonergan followed with an inspiring presentation and video on the City of Oakland Park's transformation and new developments that embody the Connected Communities vision. A presentation by Josh Turner and Robert Piatkowski of WSP formally introduced the Connected Communities Vision Kit and celebrated the efforts of all those involved. The presentations were followed by an open house and optional bus tour of the City of Oakland Park. The event was attended by stakeholders representing the MPO, study area cities, and others.

OPEN HOUSE

The open house provided a summary of the Connected Communities Vision Kit, highlighting key Vision Kit components, on a series of boards. Stakeholders were able to participate in a "passport activity" to visit each Vision Kit station to learn more about its content and ask the capacity building team questions.

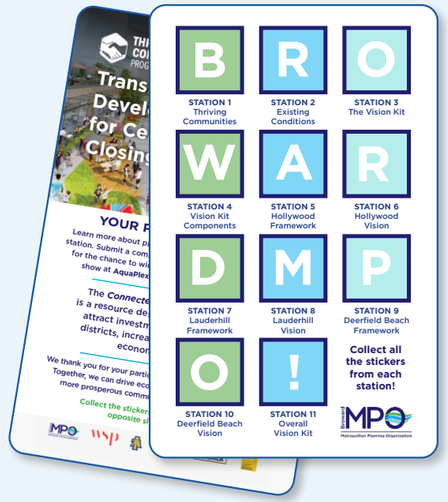
DATE:
APRIL 22, 2025

TIME:
10:00 AM -12:00 PM

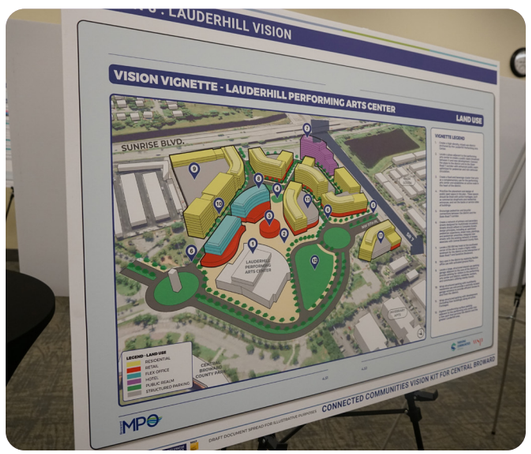
VENUE:
JACO PASTORIUS PARK COMMUNITY CENTER

ATTENDEES:
70 PEOPLE

EVENT DETAILS



PASSPORT ACTIVITY

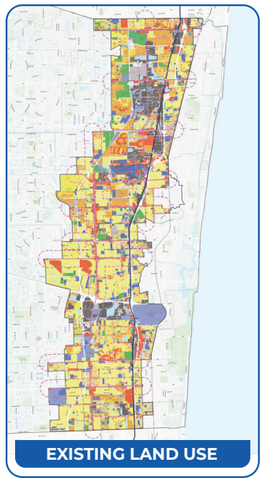


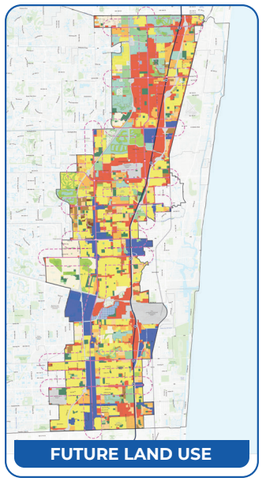
PART 3: EXISTING CONDITIONS ANALYSIS

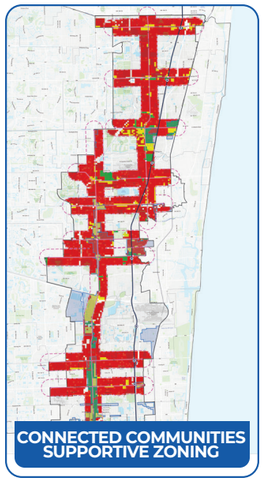
OVERVIEW

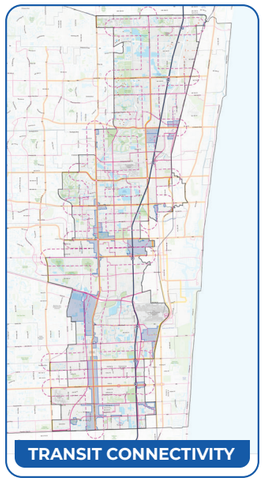
The existing conditions analysis provides an overview of the characteristics of the Central Broward Study Area to support the development of Vision Kit recommendations. The existing conditions analysis was completed through a combination of desktop analysis, field visits and stakeholder input and is focused along the Key Corridors and Intersections identified in Chapter 1. The topics areas shown on the following page were evaluated through this analysis.

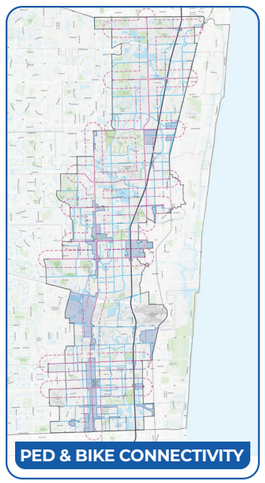
EXISTING CONDITIONS TOPIC AREAS

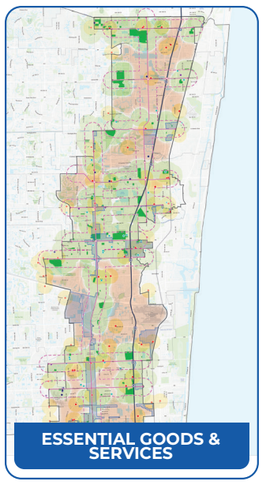


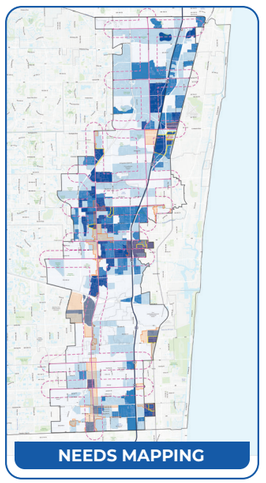


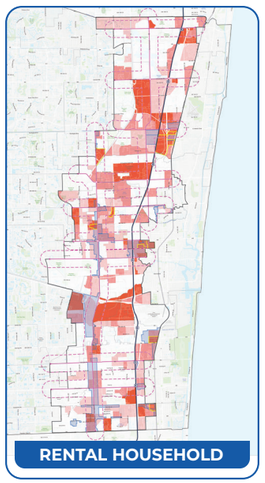












EXISTING LAND USE PATTERNS

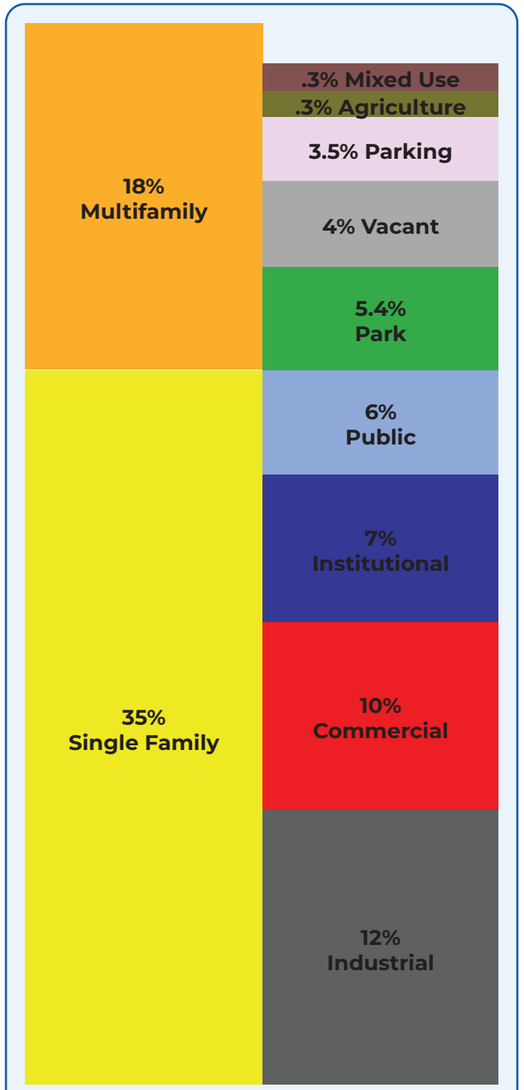
What existing land use patterns tell us about Connected Communities.

OVERVIEW

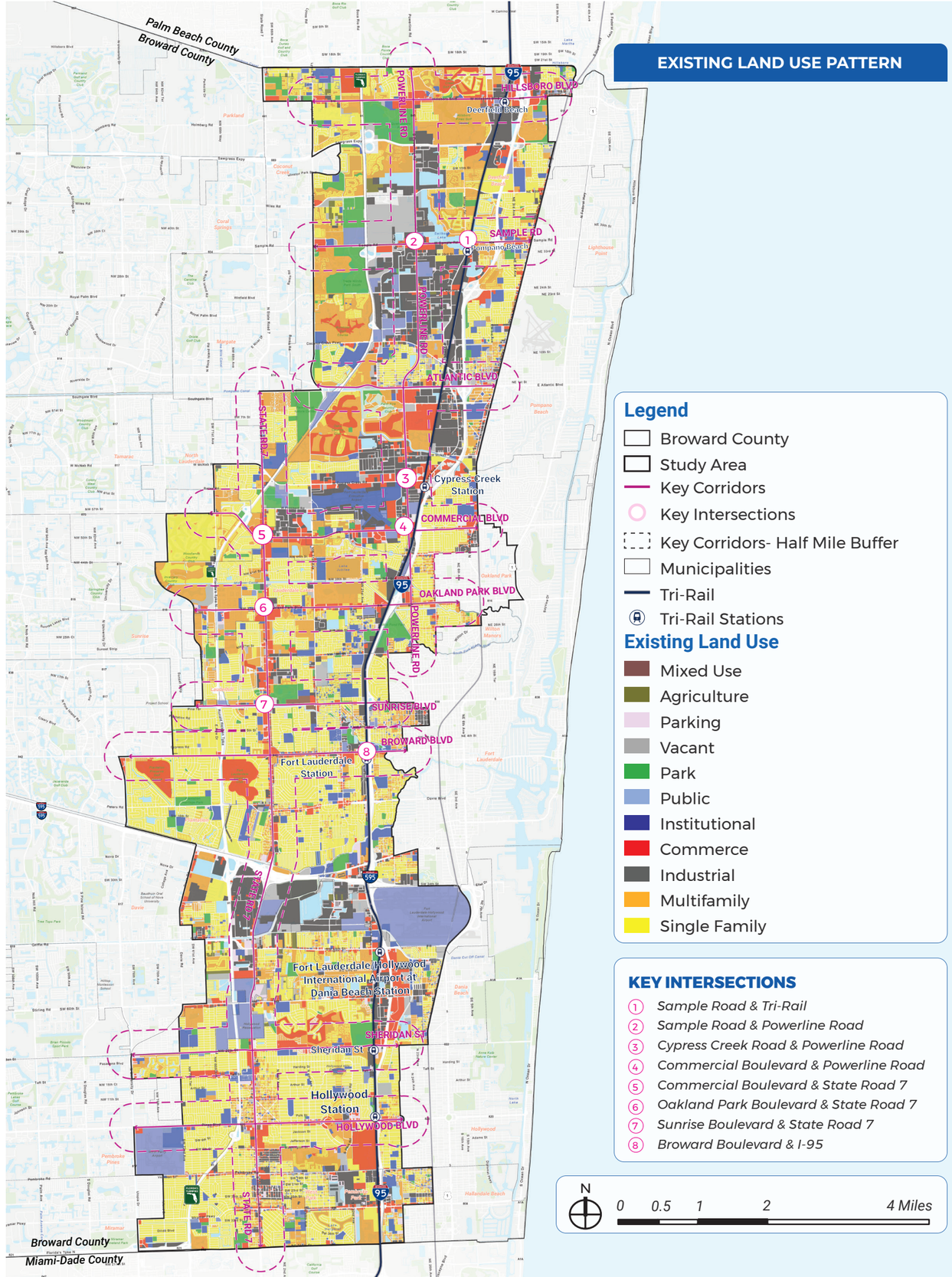
Of the 60,000 acres in the study area, the predominant existing use is residential. Single-family residential accounts for 35% of the land area and multifamily housing 18%. Industrial use covers the third largest area at 12% of the study area with concentrations located south of I-595, along Powerline Road between the Sawgrass Expressway and Coconut Creek Parkway, and along the Tri-Rail Corridor and near the Cypress Creek Station. Commercial makes up the fourth largest share of existing use at 10.1% and tends to be located along arterial roadways, including the key corridors.

Within designated Activity Centers there are no densely developed areas. This suggests that underlying zoning does not support the higher densities and mix of uses allowed within the designated Activity Centers.

The study area is largely built out. This means that redevelopment will be essential for creating Connected Communities and other walkable, mixed-use destinations.



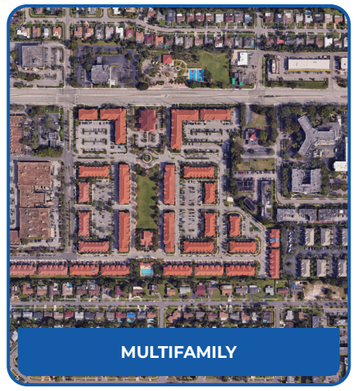
PERCENTAGE OF EXISTING LAND USES WITHIN THE STUDY AREA

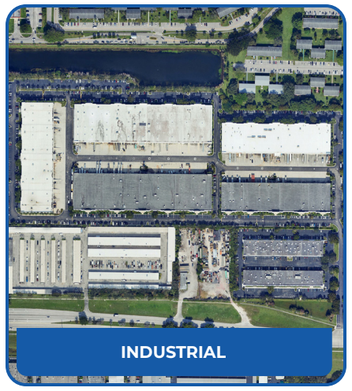


KEY FINDINGS

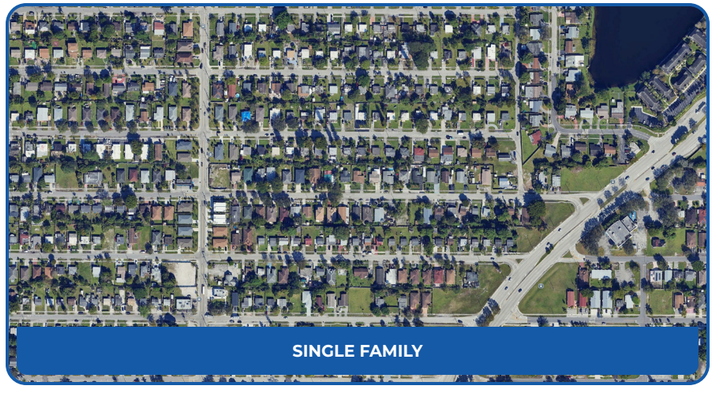
1. **Designated Activity Centers don't appear to have more intense existing uses.**
2. **The majority of the study area is residential at 53%.**
3. **Industrial and commercial uses make up the second and third-largest shares at 12% and 10.1%, respectively.**
4. **The study area is largely built out, with few opportunities to develop on vacant land.**
5. **Redevelopment will be essential for creating Connected Communities and other walkable, mixed-use destinations.**

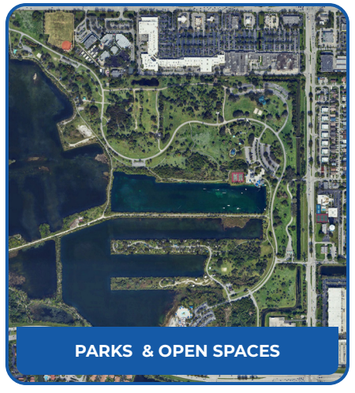
EXAMPLES OF EXISTING LAND USES


MULTIFAMILY


INDUSTRIAL

COMMERCIAL


SINGLE FAMILY


PARKS & OPEN SPACES

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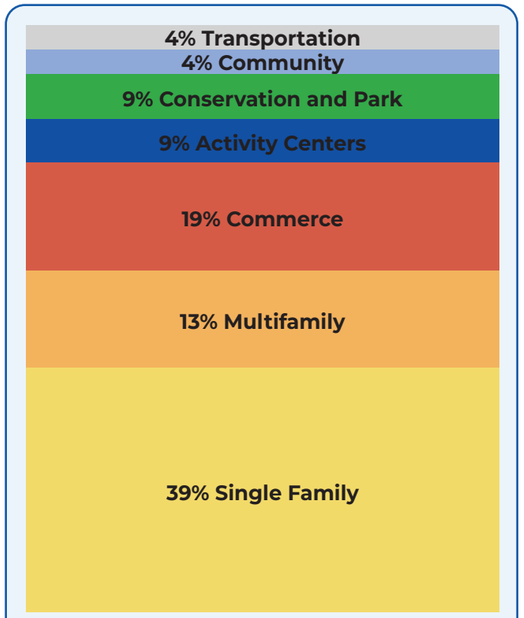
PERMITTED FUTURE LAND USES

Future land uses play a key role in shaping Connected Communities

OVERVIEW

Single family residential is the predominant allowable future land use in the central and southern study area and represents 39% of total land. This means that the majority of parcels in the study area can only be developed for single family housing. In contrast 13% of the study area can be developed for multifamily housing. Two additional future land use categories, Activity Centers and Commerce, can also support multifamily housing. This represents an additional 28% of total land area that could be developed for multifamily.

The Commerce future land use category provides another mechanism for affordable housing and high-density multifamily housing for parcels located on major corridors or near transit stations. It also allows commercial uses, which is its primary designation. This future land use category was recently amended to permit affordable and market rate housing as a strategy for addressing the affordable housing shortage. It does not, however, provide additional guidance, like the Activity Center future land use category, for walkable, connected and integrated neighborhoods, which is a key component of successful Connected Communities.

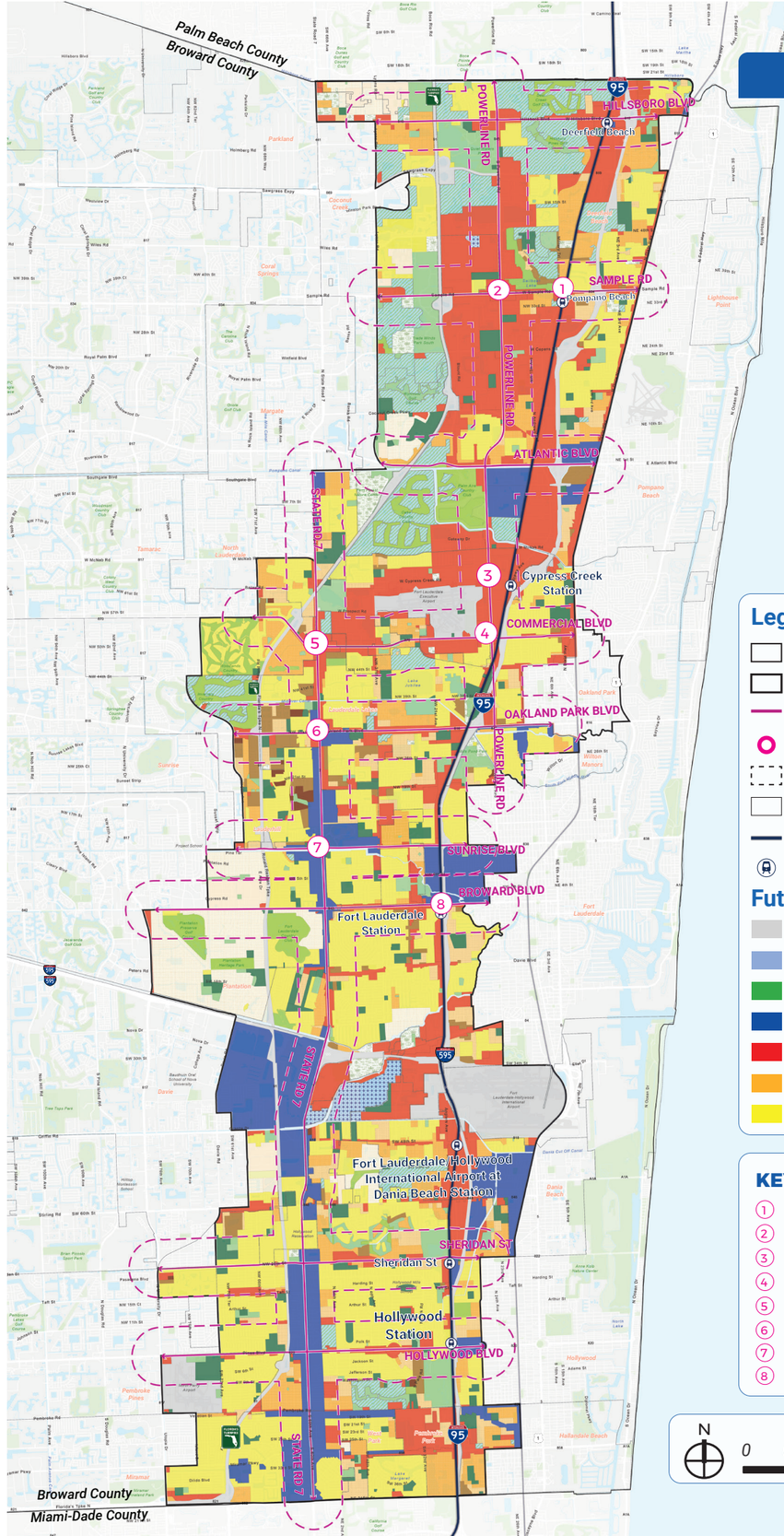


PERCENTAGE OF FUTURE LAND USES WITHIN THE STUDY AREA

KEY FINDINGS

1. **The Activity Centers future land use category and related policies are the best tools for supporting TOD countywide.**
2. **The Commerce future land use category and related policies support affordable housing and high-density multifamily housing on major corridors and/or in proximity to transit but do not include additional guidelines for walkable, connected and mixed-use neighborhoods.**
3. **Single family residential is the predominant allowable future land use in the central and southern portions of the study area. This means that the majority of parcels can only be developed for single family housing.**
4. **Commerce land uses are the predominant allowable future land use in the northern portion of the study area. Multifamily housing is permitted here.**
5. **Commerce and Activity Centers are the predominant allowable future land uses in most key corridors and nodes.**
6. **There are approximately 13 designated Activity Centers within the study area.**

PERMITTED FUTURE LAND USE



Legend

- Broward County
- Study Area
- Key Corridors
- Key Intersections
- Key Corridors- Half Mile Buffer
- Municipalities
- Tri-Rail
- Tri-Rail Stations

Future Land Use Designations

- Transportation
- Community
- Conservation & Park
- Activity Centers
- Commerce
- Multifamily
- Single Family

KEY INTERSECTIONS

1. *Sample Road & Tri-Rail*
2. *Sample Road & Powerline Road*
3. *Cypress Creek Road & Powerline Road*
4. *Commercial Boulevard & Powerline Road*
5. *Commercial Boulevard & State Road 7*
6. *Oakland Park Boulevard & State Road 7*
7. *Sunrise Boulevard & State Road 7*
8. *Broward Boulevard & I-95*

N

0 0.5 1 2 4 Miles

While the Commerce and Activity Center future land use categories provide the best mechanisms to support denser multifamily and affordable housing, most of the central and southern parts of the study area have a single-family future land use designation, which is not Connected Communities supportive. In contrast, the future land use in most key corridors and intersections in the northern portion of the study area are predominantly Commerce, where multifamily and affordable housing are permitted.

While there are three different future land use categories that permit multifamily housing, it is only the Activity Center category that is designed to truly support a mix of dense uses that are designed to encourage better connectivity and walkable neighborhoods.

ACTIVITY CENTERS

The Activity Centers future land use category is a crucial tool to support Connected Communities countywide. This category encourages dense, mixed-use development and walkable communities around major corridors and in proximity to transit. It is supported by 20 different policies in Broward Next, the County's Comprehensive Plan, which require:

- A Mix of Uses
- Residential Uses as a Primary Use
- Monitoring for Development Activities
- Design Standards
- Access to Transit
- Pedestrian and Transit Amenities

There are 13 designated Activity Centers within the study area, some of which overlap with the key corridors and nodes. These are shown in the figure 1-2. The Activity Center future land use category is the best policy tool for encouraging and supporting Connected Communities in the Central Broward study area.

For an area to qualify as an Activity Center (AC) the following criteria must be met:

- **Substantial housing opportunities must be possible.**
- **At least two non-residential uses must be permitted.**
- **Affordable housing needs of the AC must be addressed within the local land use plan.**
- **Park land and/or open space that is open to the public must be included as a functional component.**
- **Convenient access to mass transit and/or multimodal facilities must be ensured.**
- **The development of key intersections or major transit stops to create nodes of development should be promoted.**
- **Pedestrian circulation between non-residential activity nodes and residential to nonresidential activity nodes should be based, at a maximum, on a 10 minute or half-mile walk.**
- **Minimum and maximum FAR (Floor Area Ratio) for non-residential uses must be specified by the local government in the local land use plan.**
- **An interlocal agreement between the municipality and County for monitoring development activity must be executed no later than 6 months after the effective date of adoption.**
- **Prior to submitting an AC amendment, the municipality shall ensure that the proposal has been subject to a broad public participation process, including explanatory information concerning the AC category and a description of potential effects on individual property rights to property owners within and surrounding the AC amendment area.**

POLICIES THAT SUPPORT HIGHER DENSITY

Policy	Purpose
POLICIES THAT SUPPORT HIGHER INTENSITIES	
Broward Next Policy 2.4.1	Land use amendments to increase residential densities in Activity Center by 500 units or 20%.
Broward Next Policy 2.4.2	Designating Activity Centers.
Broward Next Policy 2.4.5	A studio housing unit, or efficiency housing unit, no greater than 500 square feet in size may be counted by the local government as 0.5 dwelling units for residential density calculations.
POLICIES THAT SUPPORT ACTIVITY CENTERS	
Broward Next Policy 2.4.3	Requires residential uses as a primary use.
Broward Next Policy 2.4.4	Requires a mix of uses.
Broward Next Policy 2.4.12	Requires monitoring for development activities.
Broward Next Policy 2.4.15	Requires design features to enhance pedestrian mobility.
Broward Next Policy 2.4.18	Requires design guidelines

CONNECTED COMMUNITIES SUPPORTIVE ZONING

Zoning can help create Connected Communities that are not only functional but also foster social, economic, and environmental connectivity.

OVERVIEW

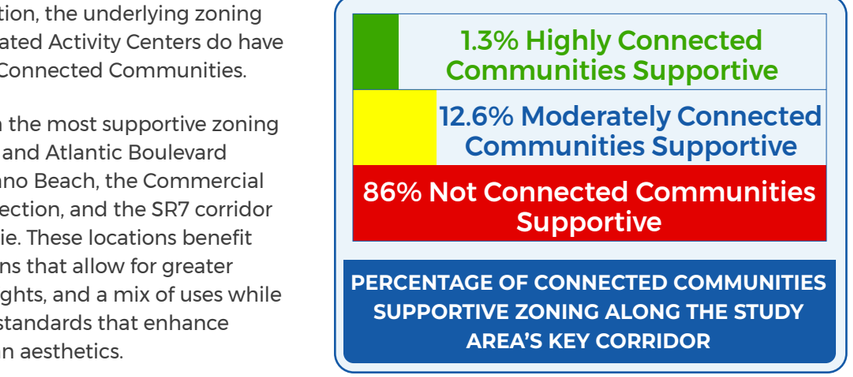
The existing zoning along the study area's key corridors was evaluated and categorized in terms of its ability to support Connected Communities. Zoning supports Connected Communities when it permits high densities and intensities and a mix of uses to attract a larger population of residents and employees. It often includes special design standards, such as for building design, streetscapes and public realm.

Zoning categories that permit a mix of uses, densities exceeding 30 dwelling units per acre, heights greater than 100 feet, setbacks less than five feet, and extra design guidelines and structured parking were considered highly supportive of Connected Communities. Only 1.3% of zoning categories in the entire study area met these criteria. Densities between 10 and 29 dwelling units per area and between 35 and 100 feet in height with setbacks less than 30 feet are categorized as moderately supportive of Connected Communities. Only 12.6% of the area has zoning that is moderately supportive. The remaining 86% of the study area has zoning that does not support Connected Communities. In addition, the underlying zoning of many of the designated Activity Centers do have zoning that supports Connected Communities.

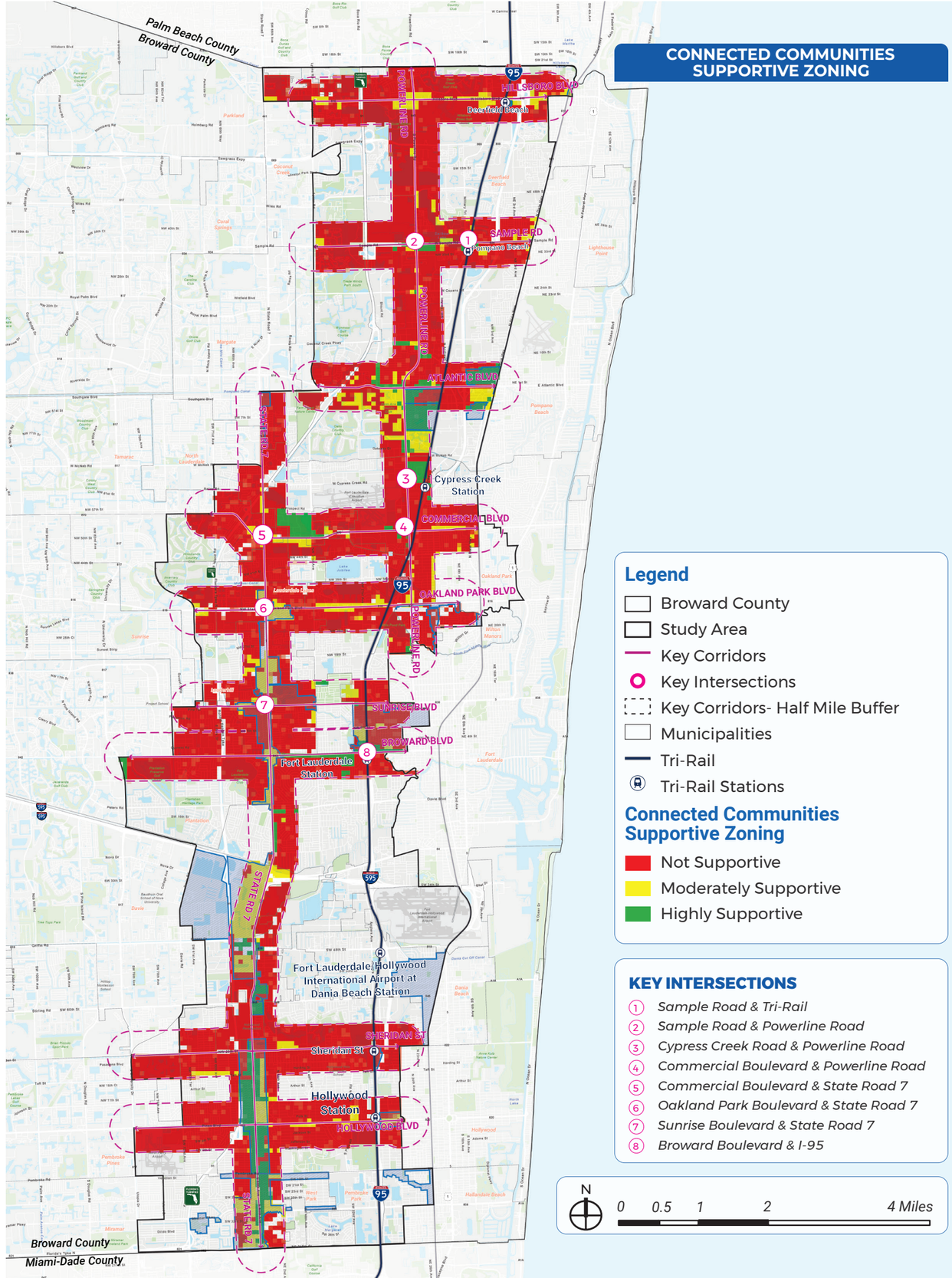
Among the areas with the most supportive zoning are the Cypress Creek and Atlantic Boulevard intersection in Pompano Beach, the Commercial Boulevard West intersection, and the SR7 corridor in Hollywood and Davie. These locations benefit from zoning regulations that allow for greater densities, building heights, and a mix of uses while incorporating design standards that enhance streetscapes and urban aesthetics.

KEY FINDINGS

1. **86% of the key corridors and intersections do not have Connected Communities supportive zoning.**
2. **Not all Activity Centers have Connected Communities supportive zoning.**
3. **There are gaps in alignment between existing zoning and the Activity Center and Commerce future land use designations.**
4. **The existing zoning which best supports Connected Communities is:**
   - **Cypress Creek Intersection with Atlantic Boulevard in Pompano Beach.**
   - **Commercial Boulevard West Intersection.**
   - **SR7 in Hollywood and Davie**



PERCENTAGE OF CONNECTED COMMUNITIES SUPPORTIVE ZONING ALONG THE STUDY AREA'S KEY CORRIDOR



ZONING ANALYSIS METHODOLOGY

The zoning was categorized from 17 different municipalities to create a composite graphic and analysis of Connected Communities supportive zoning.

	Highly Connected Communities Supportive	Moderately Connected Communities Supportive	Non Connected Communities Supportive
Uses	Permits mixed-use development.	Permits mixed-use or multi family.	Single uses, industrial or single-family residential uses only.
Density	30+ dwelling units acre.	10-29 dwelling units/acre.	Less than 10 dwelling units/acre.
Height	100-150'.	35'-100'.	1 to 2 stories.
Setbacks	Mostly 0-5'.	Less than 30'	Greater than 30'.
Miscellaneous	Extra design guidelines exits. Structured parking.	None.	Auto-oriented uses and design standards.

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TRANSIT CONNECTIVITY

Connected Communities are built around transit, fostering a more sustainable and inclusive environment

OVERVIEW

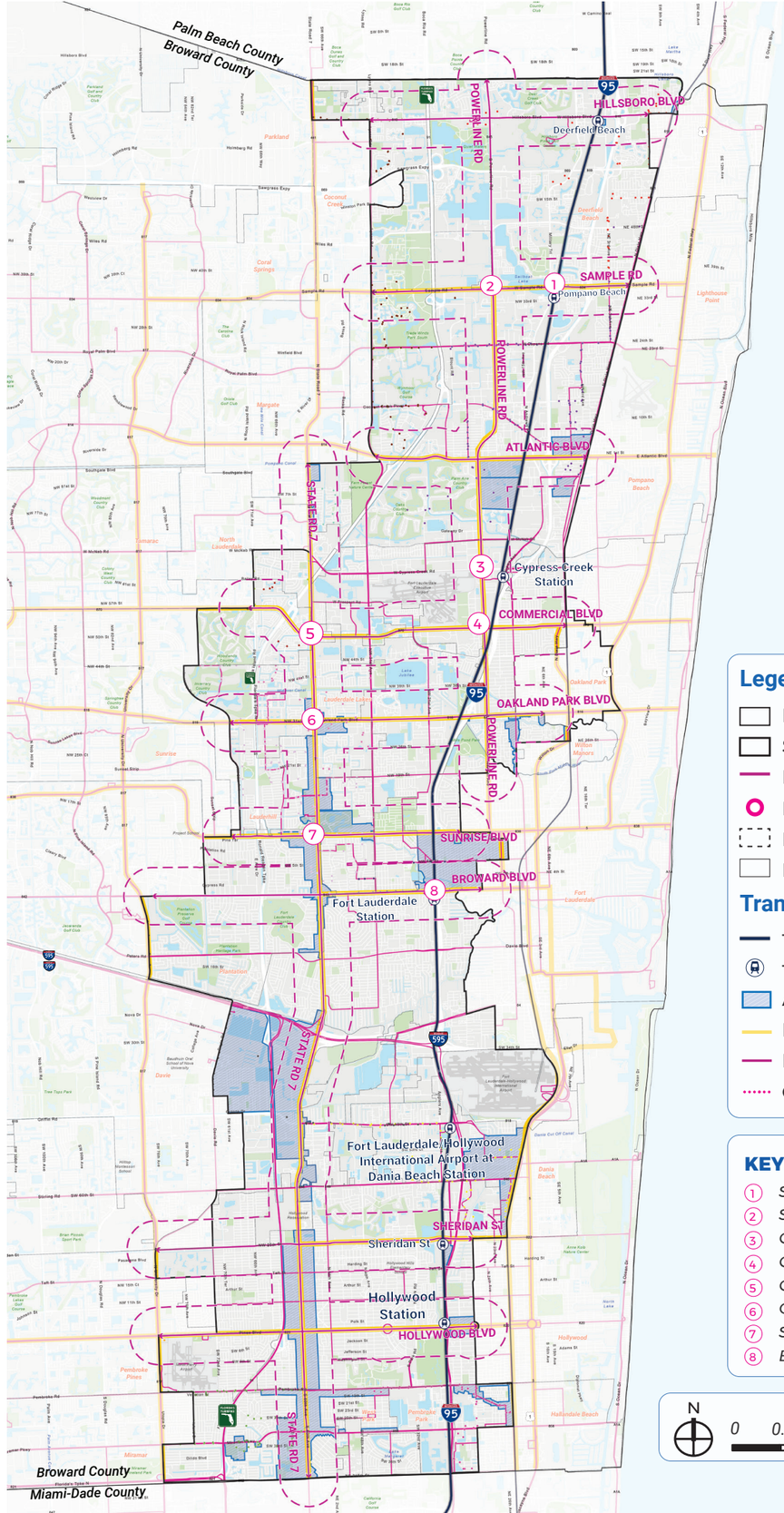
Broward County's Comprehensive Plan emphasizes the importance of convenient access to transit stops and multimodal facilities within designated Activity Centers. This includes integrating bicycle infrastructure and sidewalks to support seamless connections between different modes of transportation. The study found that the existing multimodal network in the study area was somewhat sufficient, but lacked adequate sidewalks between major uses, a limited bicycle network and community shuttle routes that don't align with key intersections and corridors.

KEY FINDINGS

1. **Community shuttles do not generally align with key intersections and corridors within the study area.**
2. **Broward County's Comprehensive Plan requires convenient access to transit stops and multimodal facilities in Activity Centers including bicycles and sidewalks.**
3. **Existing and planned transit within Activity Centers have a higher standard pedestrian and bicycle infrastructure around transit stops.**

POLICIES THAT SUPPORT CONNECTIVITY

Broward Next Policy 2.4.9	Requires pedestrian and bicycle paths within Activity Centers through adopted design guidelines.
Broward Next Policy 2.4.10	Requires convenient access to mass transit stops and multimodal facilities in Activity Centers.
Broward Next Policy 2.4.15	Requires Activity Centers include design features for pedestrian mobility, including connectivity to transit stops and stations.
Broward Next Policy 2.4.16	Requires Activity Centers have internal pedestrian and transit amenities to serve the residents and employees.
Broward Next Policy 2.4.18	Requires design guidelines for mixed uses within a municipality's zoning code including interconnectivity for vehicles, pedestrians and non motorized movement.



TRANSIT CONNECTIVITY

Legend

- Broward County
- Study Area
- Key Corridors
- Key Intersections
- Key Corridors- Half Mile Buffer
- Municipalities

Transit Connectivity

- Tri-Rail
- Tri-Rail Stations
- Activity Center - Future Land Use
- PREMO
- Existing Bus Lines
- Community Shuttle Stops

KEY INTERSECTIONS

1. *Sample Road & Tri-Rail*
2. *Sample Road & Powerline Road*
3. *Cypress Creek Road & Powerline Road*
4. *Commercial Boulevard & Powerline Road*
5. *Commercial Boulevard & State Road 7*
6. *Oakland Park Boulevard & State Road 7*
7. *Sunrise Boulevard & State Road 7*
8. *Broward Boulevard & I-95*

N

0 0.5 1 2 4 Miles

PEDESTRIAN & BIKE CONNECTIVITY

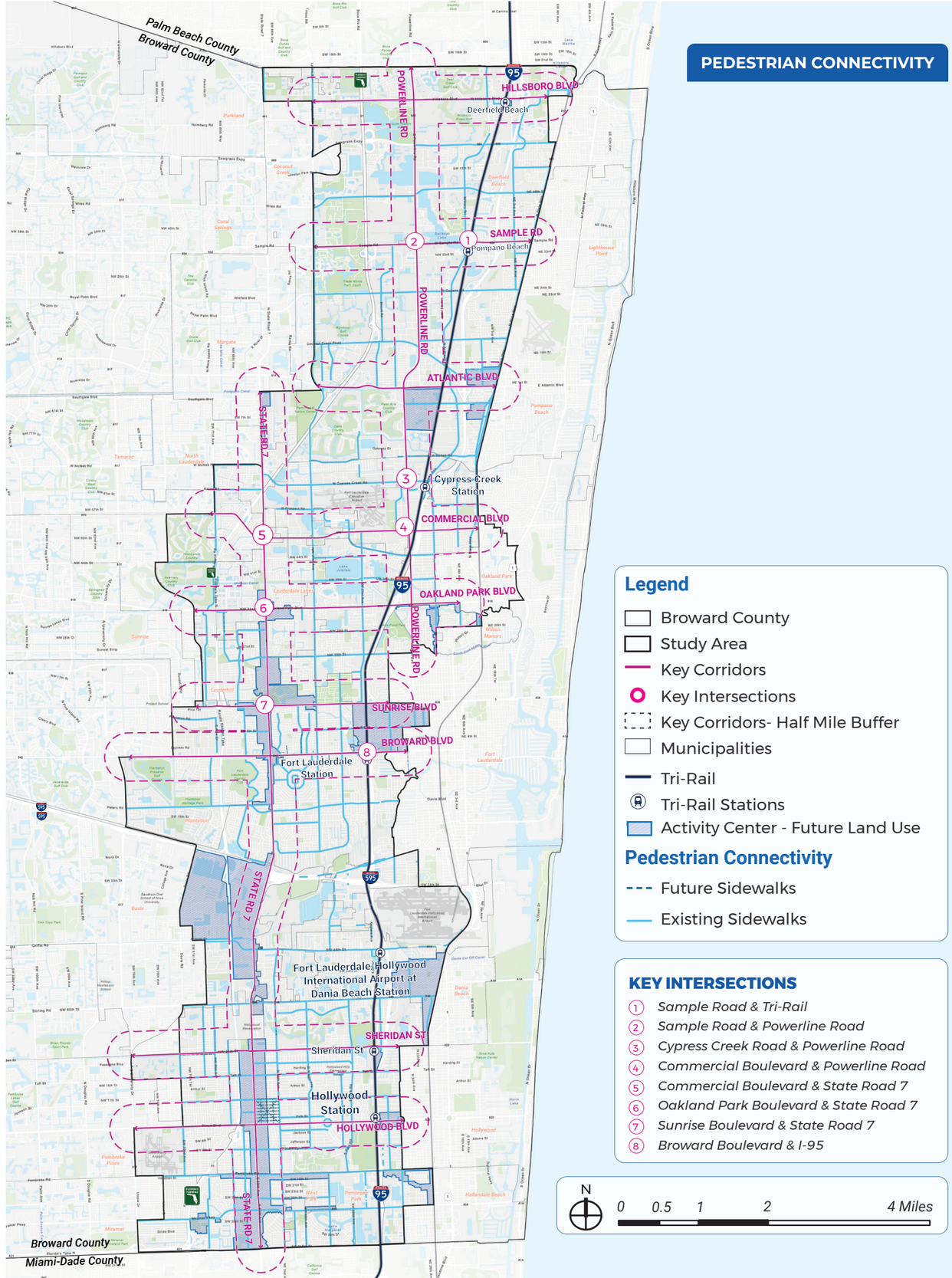
Pedestrian and bike connectivity is essential for creating vibrant, accessible communities.

PEDESTRIAN CONNECTIVITY

The key intersections and corridors in the study area benefit from continuous sidewalks which support pedestrian mobility along major routes. However, many of these sidewalks are not optimally designed for pedestrian comfort. Most sidewalks are not buffered from active travel lanes with landscaping or a parking lane, and very few have shade trees to protect pedestrians from the sun. In addition, some buildings do not have direct access to these sidewalks, especially for buildings that are set far back from the street. Physical barriers, including canals and gated communities, restrict access and reduce walkability within local areas. These barriers limit pedestrian connections between residential neighborhoods and the commercial uses along arterials, even when directly adjacent. While distances between residential and commercial uses may be considered walkable, pedestrian connectivity requires circuitous and lengthy routes - discouraging walking as a viable means of getting around.

KEY FINDINGS

1. **Key intersections and corridors are well served by continuous sidewalks.**
2. **At the neighborhood and block scale, canals and gated communities reduce access and connectivity.**
3. **Limited pedestrian connectivity between residential neighborhoods and adjacent commercial centers.**



BIKE CONNECTIVITY

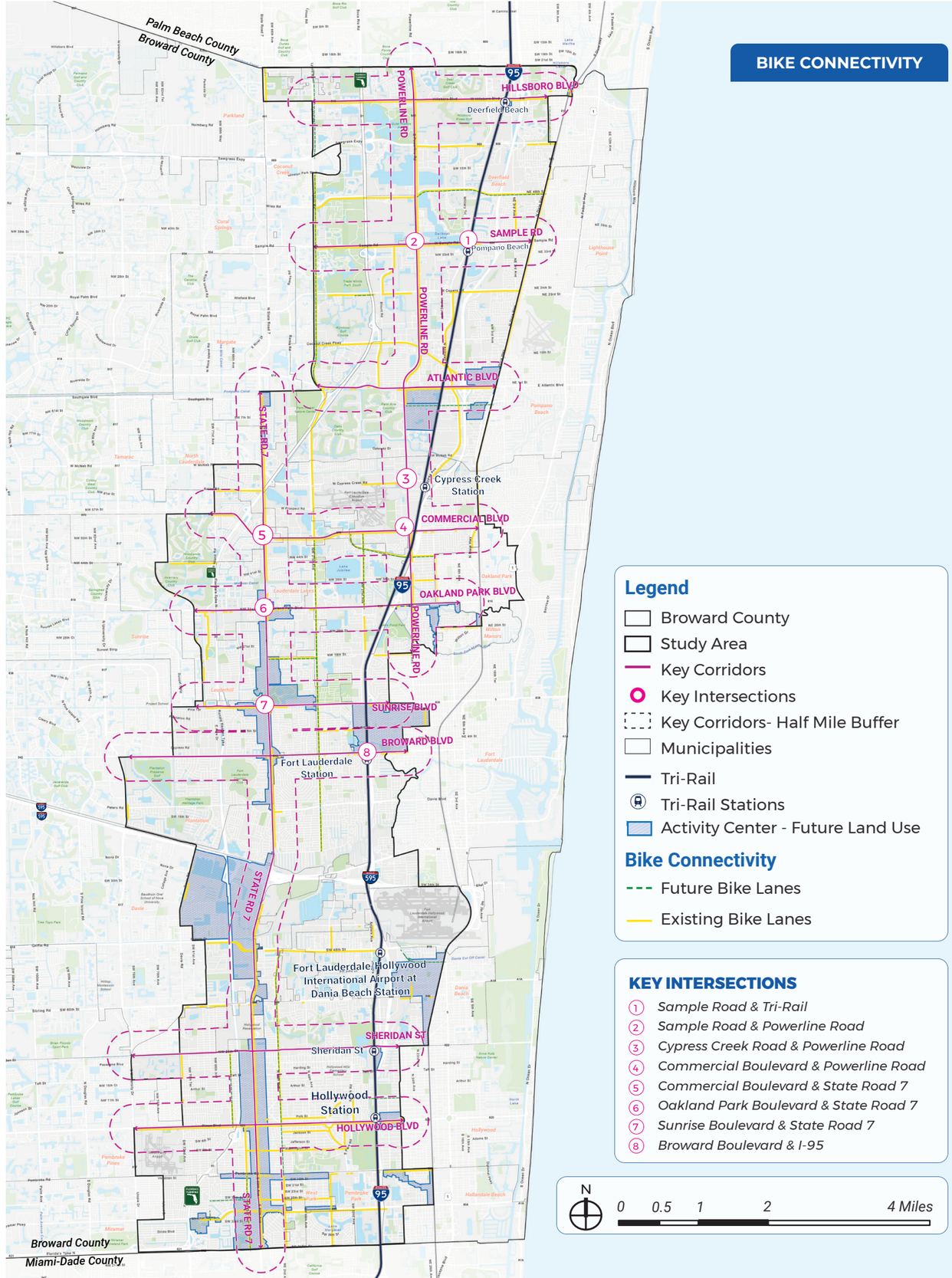
Bicycle infrastructure also remains a challenge, as existing facilities are generally insufficient and not well integrated with the key corridors or intersections. This gap in bike-friendly infrastructure reduces safe and convenient cycling options, making it less viable as a primary mode of transportation.

Looking ahead, planned continuous north-south bike lanes present a significant opportunity to improve regional connectivity within the county. By enhancing access for cyclists, these improvements can help promote alternative transportation options, reduce dependency on cars, and create a more connected and accessible community.

KEY FINDINGS

1. **Bicycle infrastructure is generally insufficient and does not align with key corridors or key intersections.**

2. **Planned continuous north/south bike lanes will enhance connectivity in the study area.**



AFFORDABLE HOUSING

Affordable housing is crucial in creating Connected Communities by ensuring that all individuals and families have access to affordable living options.

OVERVIEW

Broward County has created a robust and multi-layered approach to addressing the affordable housing shortage , including:

- An affordable housing needs assessment;
- A dedicated funding authority which has issued $146 million in bond allocation funding for 552 units since 2018 including funding to assist homeowners in maintaining home ownership;
- A dedicated Trust Fund that will be worth $67 million by 2033;
- A dedicated council to advocate for funding at the state and local levels;
- A mechanism for density bonuses when affordable housing is provided in designated "Activity Centers".

As of July 2023, Broward County had a total of 868,149 housing units serving a population of 1,944,375 and an employment base of 1,035,023. Despite this housing supply, there remains a significant affordability gap across the county, with a shortage of 72,918 homeowner units (8.4%) and 74,124 rental units (8.5%) (Source: Housing Broward-10-year Affordable Housing Master Plan, March 2024). Altogether, this represents a 16.9% shortfall in affordable housing, highlighting the growing challenge of housing accessibility.

Home prices and rents have continued to increase while affordable housing production has not kept pace with growing demand. Most of Broward's municipalities experienced over 60% increases in median and average sale prices from 2020-2023.

SUMMARY OF HOUSING, POPULATION, AND EMPLOYMENT

As of July 2023 Countywide:

868,149
Total Housing ***Units***

1,944,375
Total Population

1,035,023
Total Employment

In the Study Area:

363,563 total units in study **area**

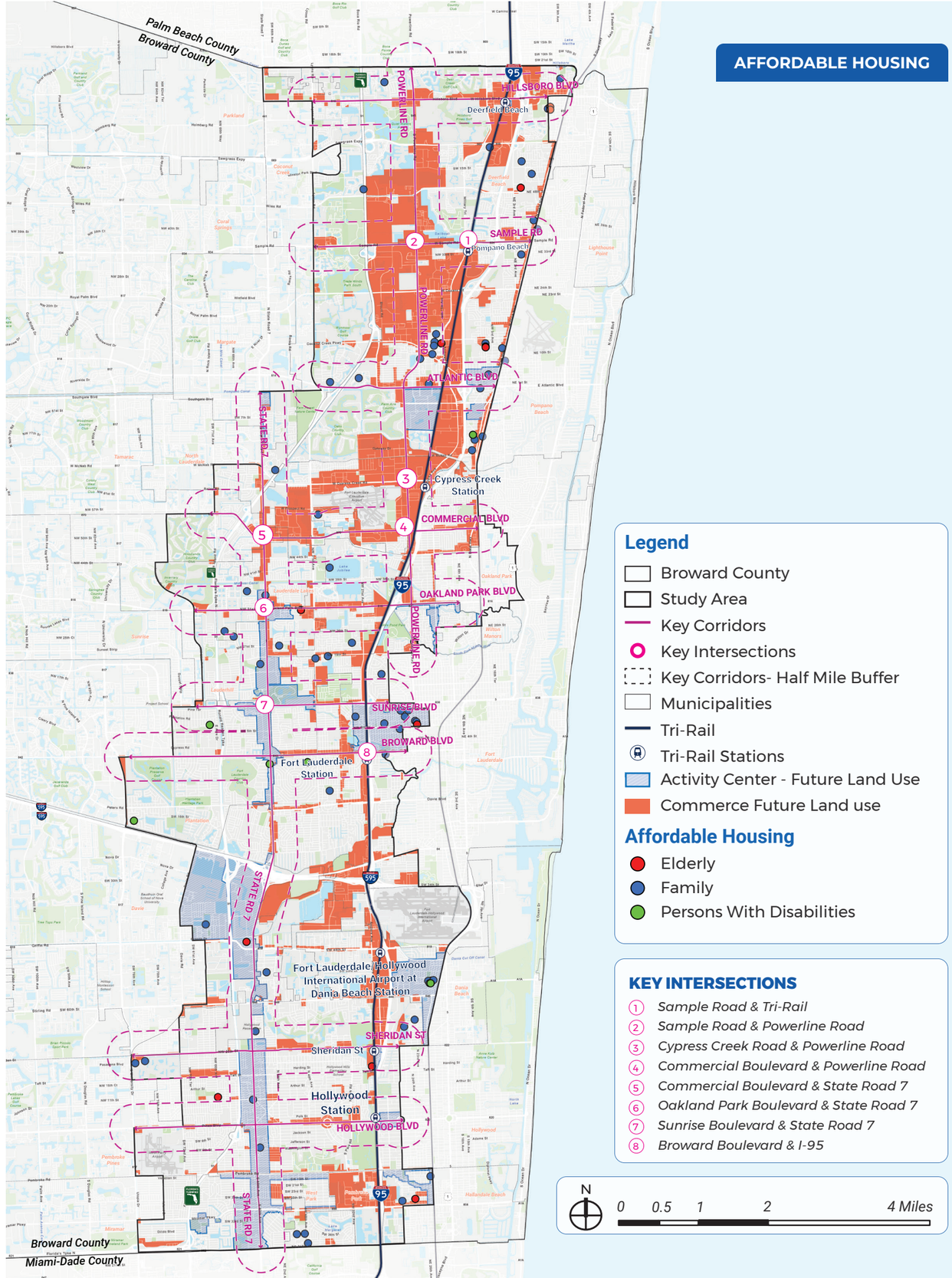
3% are affordable

In Key Corridors & Intersections:

353,348 units in the key corridors and intersections

2% are affordable

Source: Citywide data - Broward MPO Board adopted TAZ data from June 2023. Base year is 2015. 2023 data is interpolated. Affordable housing data - University of Florida Shimberg Center, a statewide clearinghouse for affordable housing units.



Increases in current average rents have created large monthly affordability gaps for renter households which has further widened rental housing demand/supply gaps in most municipalities.

Housing is considered affordable if a household spends 30% or less of total income on housing. Within the study area, the University of Florida Shimberg Center reports a total of 363,563 housing units, of which only 11,689—or 3%—qualify as affordable. The situation is even more critical within key corridors and nodes, where just 6,776 units (2%) of the total 353,348 housing units are considered affordable.

The county has a good toolbox of policies to incentivize affordable housing with the Activity Center future land use category which provides bonus units and density increases when affordable units are provided, and Commerce future land use category which provides another location for market rate and affordable housing on arterials and within close proximity to transit.

The policies offer incentives for affordable housing bonus and payments in lieu of (Policy 2.16.4) and incentives to increase residential densities (Policy 2.4.1) and encourage 500sf units by allowing them to count as 0.5 units. Other policies provide density bonuses within ¼ mile of transit and there is additional funding at the State and local level through the Affordable Housing Trust Fund and the Housing Finance Authority to support low- and moderate-income households. The county also mandates municipalities to establish affordable housing programs and provides incentives for public-private partnerships. Additionally, the Equitable TOD Assessment framework identifies areas at risk of displacement and ensures improved access to housing, jobs, and transit options.

AFFORDABLE HOUSING GAP COUNTYWIDE:

72,918 units (8.4%) homeowner supply

74,124 units (8.5%) rental housing supply

16.9%

Affordable Housing Gap

Source: Housing Broward-10-year Affordable Housing Master Plan, March 2024

POLICIES THAT SUPPORT AFFORDABLE HOUSING

Policy	Purpose
POLICIES THAT SUPPORT AFFORDABLE HOUSING	
2.16.3	Bonus residential density may be allocated to facilitate the development of affordable housing.
2.16.4 (Geller Amendment)	Allows multifamily housing for parcels designated as “Commerce” on arterials by transit stations when affordable housing is provided.
2.16.5	Municipalities shall adopt an inclusionary housing ordinance within municipal zoning code or municipal land development code
Broward Next Policy H1.5	Affordable housing density bonus programs within 1/4 mile of transit.
HOUSING TOOLS INCLUDE	
Affordable Housing Trust Fund	Localized version of the State of Florida’s Sadowski fund, which funds affordable housing.
Housing Finance Authority	Primary funder for affordable housing in Broward County.
Broward Housing Council	Advocacy for state and local funding for affordable housing and local advisory.

ESSENTIAL GOODS & SERVICES

Availability of essential goods and services is vital for Connected Communities.

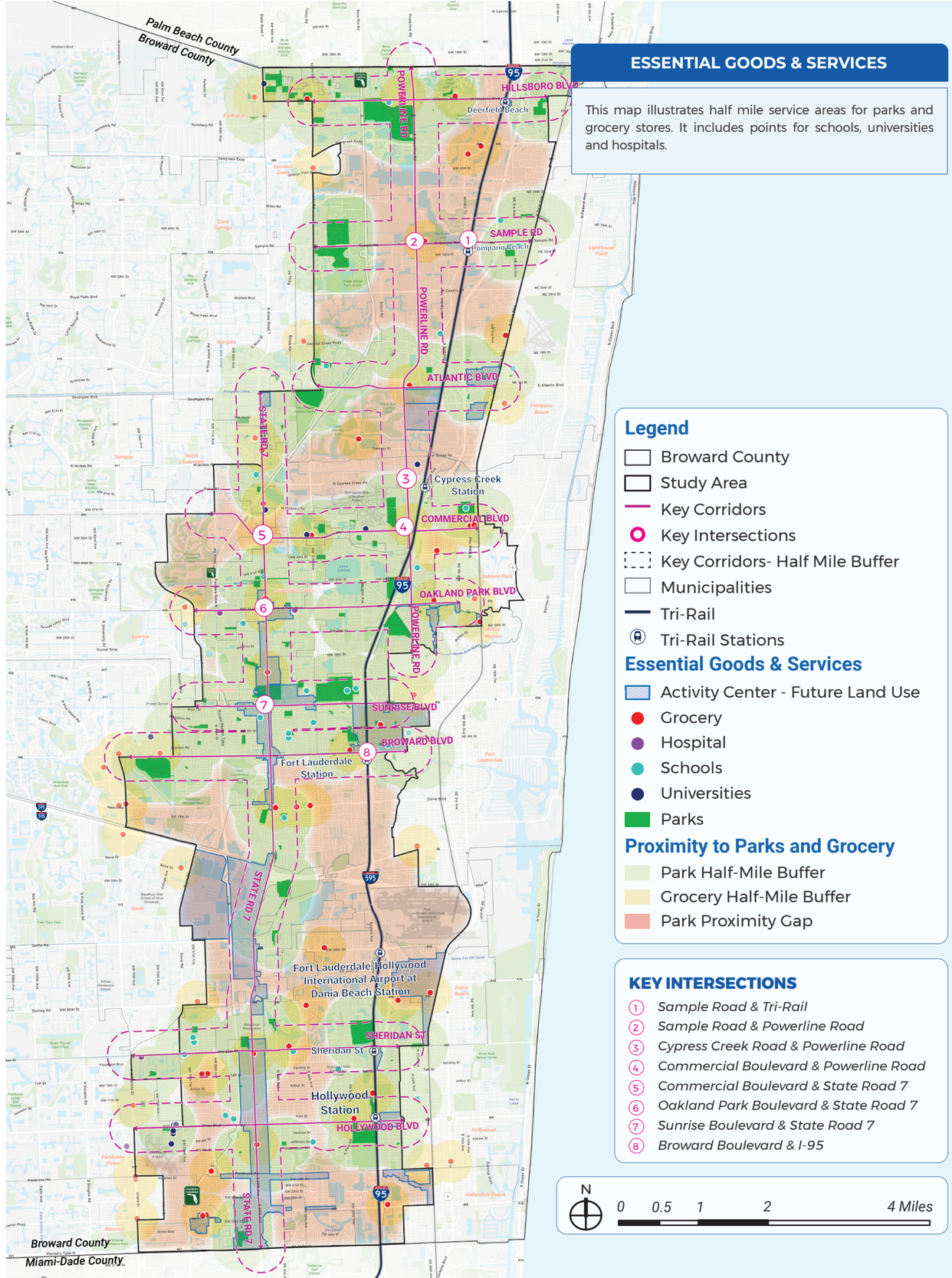
OVERVIEW

Access to goods and services is an important measure of how well a community is served by parks and schools, and neighborhood needs like grocery stores and healthcare services. A complete community will have convenient access to goods and services and can support additional growth. Access to goods and services was measured using a half-mile radius which is roughly equivalent to about a 10-minute walk around parks and grocery stores.

Areas within a half-mile of these services are considered to have good access. The exception is hospitals, which serve the greater region and are evenly distributed within the study area. While proximity to essential goods and services does not always equate to access, as entrance locations, gaps in pedestrian or transit infrastructure, and barriers at the block and lot scale may limit access, it is a good way to estimate accessibility.

KEY FINDINGS

1. **The central portion of the study area has the best access to parks.**
2. **Most of the key corridors and key intersections are within a half mile of a park**
3. **Powerline Road is not well served by parks.**
4. **The southern portion of the study area, with the highest concentration of households, also contains the largest number of grocery stores, whereas the northern portion has the fewest grocery stores in comparison to the rest of the area.**
5. **All of the key corridors are well served by schools.**
6. **Not all activity centers are well served by parks or grocery.**



ESSENTIAL GOODS & SERVICES

This map illustrates half mile service areas for parks and grocery stores. It includes points for schools, universities and hospitals.

Legend

- Broward County
- Study Area
- Key Corridors
- Key Intersections
- Key Corridors- Half Mile Buffer
- Municipalities
- Tri-Rail
- Tri-Rail Stations

Essential Goods & Services

- Activity Center - Future Land Use
- Grocery
- Hospital
- Schools
- Universities
- Parks

Proximity to Parks and Grocery

- Park Half-Mile Buffer
- Grocery Half-Mile Buffer
- Park Proximity Gap

KEY INTERSECTIONS

1. *Sample Road & Tri-Rail*
2. *Sample Road & Powerline Road*
3. *Cypress Creek Road & Powerline Road*
4. *Commercial Boulevard & Powerline Road*
5. *Commercial Boulevard & State Road 7*
6. *Oakland Park Boulevard & State Road 7*
7. *Sunrise Boulevard & State Road 7*
8. *Broward Boulevard & I-95*

N

0 0.5 1 2 4 Miles

PARKS

A park is considered accessible if it is within a 10-minute walk or a half-mile. For this analysis, we approximated the walking time by using a half-mile radius. This rough estimate does not measure distance to park entrances and traditional barriers like walls and canals which might affect the actual walking route and the time to walk to each park.

Our analysis found that Central Broward has the best proximity to parks, with most key corridors and intersections benefiting from park access within a half-mile distance.

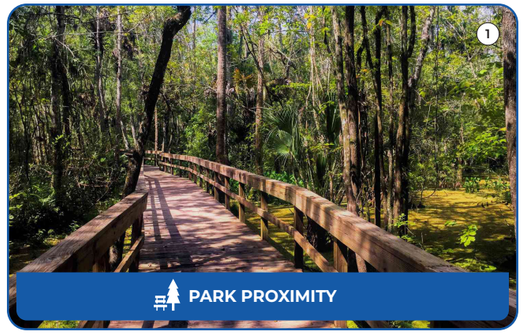
However, Powerline Road remains underserved, lacking sufficient park space to support the surrounding community. Additionally, not all designated Activity Centers have convenient access to parks.

GROCERY STORE

In terms of proximity to grocery stores, there is a geographic divide. The northern portion of the study area has significantly fewer grocery stores compared to the southern portion, where the highest concentration of households is matched by the largest number of grocery stores. This disparity suggests that residents in the northern part of the study area may face greater challenges in accessing food and essential goods. While there is a concentration of industrial and vacant uses in the northern study area there is also a significant pocket of multifamily and single family that may not be adequately served by grocery stores and fresh food.

SCHOOLS & HOSPITALS

Our analysis illustrates that schools and hospitals are well dispersed geographically across the study area. Many of the schools are well integrated into the neighborhoods they serve and the hospitals are regional hubs centrally located across the study area.



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TRANSPORTATION PLANNING DEMOGRAPHICS

Understanding demographics to inform planning for Connected Communities.

OVERVIEW

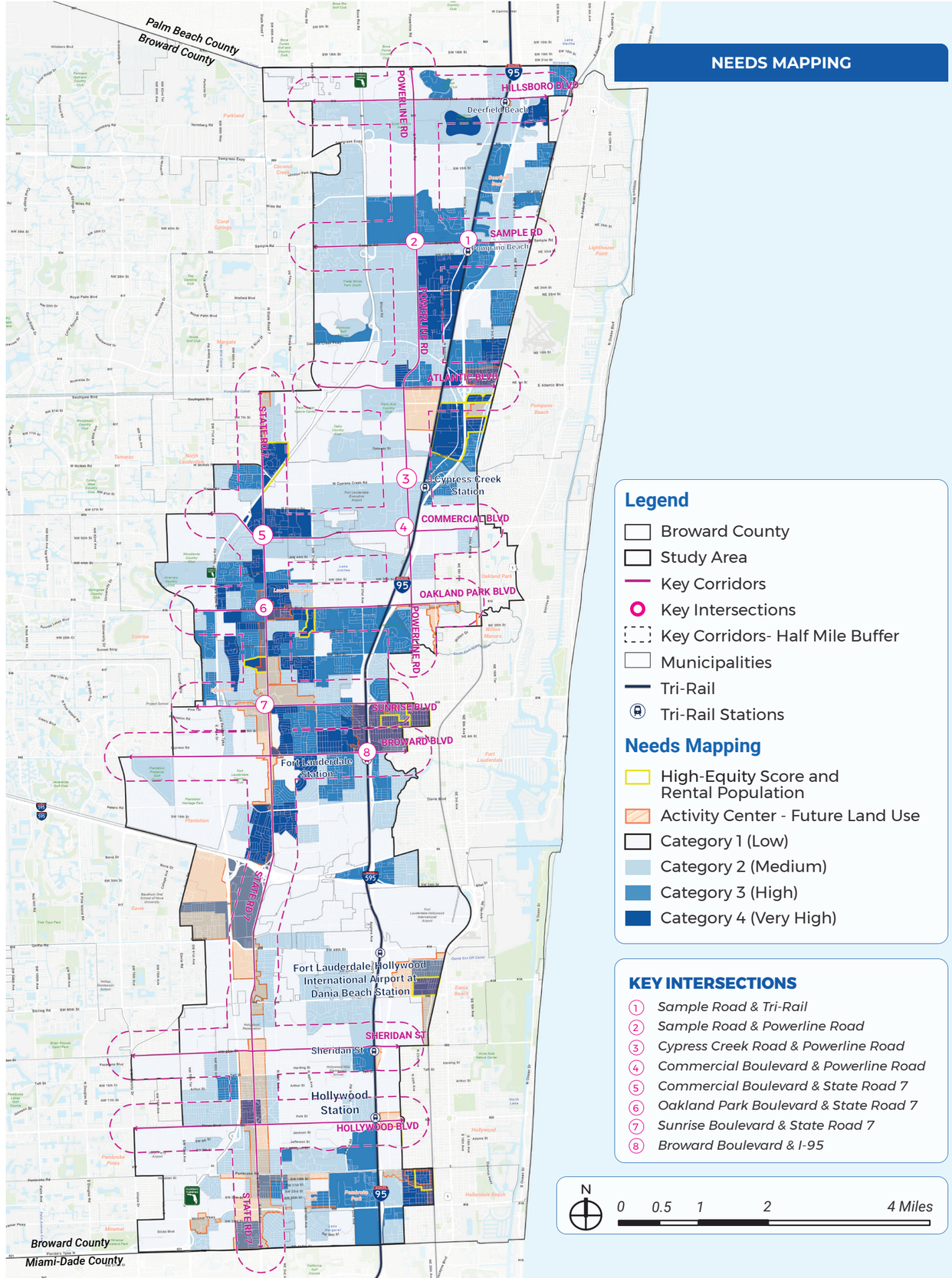
Transportation planning demographic mapping examines the populations that are most at risk of displacement and most in need of transit. This study combined several different demographic mapping tools and criteria to form a comprehensive understanding of need within the study area, including Broward MPO's Transportation Planning Equity Assessment, USDOT's Equitable Transportation Community (ETC) Explorer, and rental housing data. Broward MPO uses a combination of six socioeconomic indicators from the United States Census Bureau to identify where vulnerable populations are concentrated. These include population by age including youth under 16 and seniors 65+, households at or below 200% of the Federal Poverty Level, limited English proficiency, race, high school diploma, and access to a car by census tract. USDOT's ETC Explorer includes additional criteria to measure ethnicity and female head of households to identify census tracts that need better access to transportation.

Areas with these characteristics are considered at high risk of displacement and in critical need of access to multimodal transportation and affordable housing.

Another criteria included in this analysis is the percentage of renters, which measures the percentage of households renting in comparison to the county average of 36.2%. Census tracts with above average concentrations of renters are more vulnerable to displacement and may be more susceptible to housing affordability challenges and economic instability. With rental demand high and affordability concerns growing, ensuring that the study area provides adequate housing options and supportive transit services will be crucial in addressing the needs of these communities.

KEY FINDINGS

1. **Concentrations of need align with key corridors and key intersections.**
2. **The Broward MPO's Transportation Planning Equity Assessment shows a concentration of need within the study area in Pompano Beach, North Lauderdale, Lauderhill, Lauderdale Lakes, parts of Oakland Park, Fort Lauderdale, Hood and Hallandale Beach.**
3. **The area between Oakland Park and Broward Boulevard shows a high concentration of needs. Additionally, the east side of Powerline Road also identified as a high-equity area.**
4. **36.2% is the average percentage of households renting in Broward County. All of the key corridors are well served by schools.**

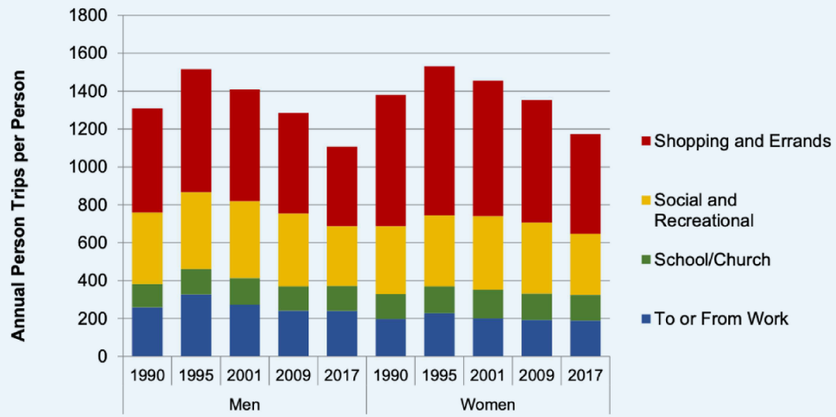


METHODOLOGY FOR NEEDS MAPPING

Census tracts with above average concentrations of populations with the following characteristics are considered vulnerable to displacement with the greatest need for access to multimodal transportation.

- Low Income
- No High School Diploma
- Carless Household
- Youth
- Seniors 65+
- Race
- Minority
- Ethnicity
- Limited English Proficiency
- Female Head of Household

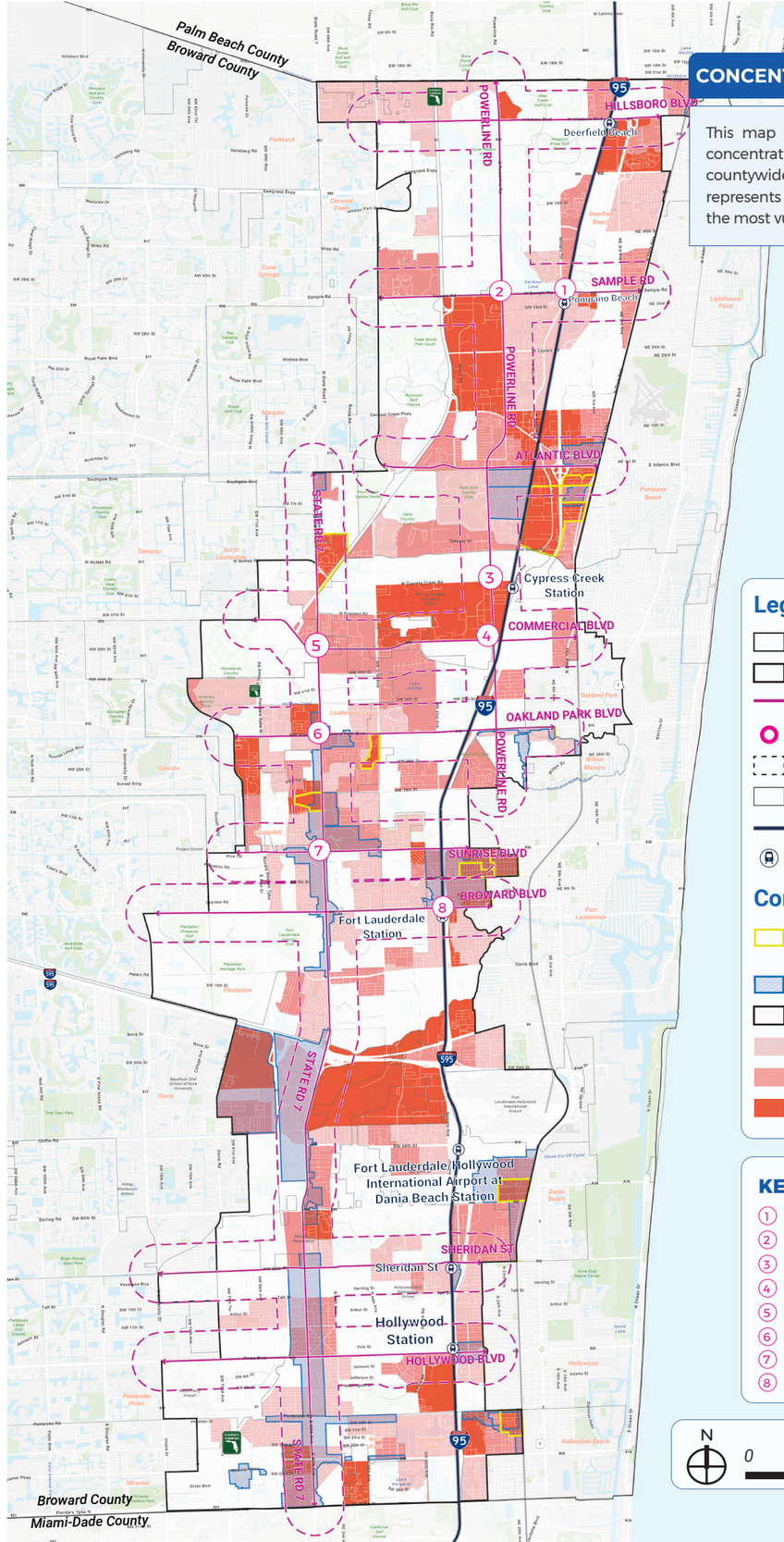
CHARACTERISTICS USED FOR IDENTIFYING VULNERABLE POPULATIONS



TRENDS IN THE DISTRIBUTION OF PERSON TRIPS PER PERSON BY GENDER AND TRIP PURPOSE POPULATIONS

CONCENTRATION OF RENTAL HOUSEHOLDS

This map illustrates the census tracts with the highest concentration of households renting compared to the countywide average in gradations of red. The darkest red represents the greatest number of renters. Renters are the most vulnerable to displacement.



Legend

- Broward County
- Study Area
- Key Corridors
- Key Intersections
- Key Corridors- Half Mile Buffer
- Municipalities
- Tri-Rail
- Tri-Rail Stations

Concentration of Rental Households

- High-Equity Score and Rental Population
- Activity Center - Future Land Use
- >33.1% Renters
- 33.2% - 57.2%
- 57.3% - 78.78%
- <78.79%

KEY INTERSECTIONS

1. Sample Road & Tri-Rail
2. Sample Road & Powerline Road
3. Cypress Creek Road & Powerline Road
4. Commercial Boulevard & Powerline Road
5. Commercial Boulevard & State Road 7
6. Oakland Park Boulevard & State Road 7
7. Sunrise Boulevard & State Road 7
8. Broward Boulevard & I-95

N

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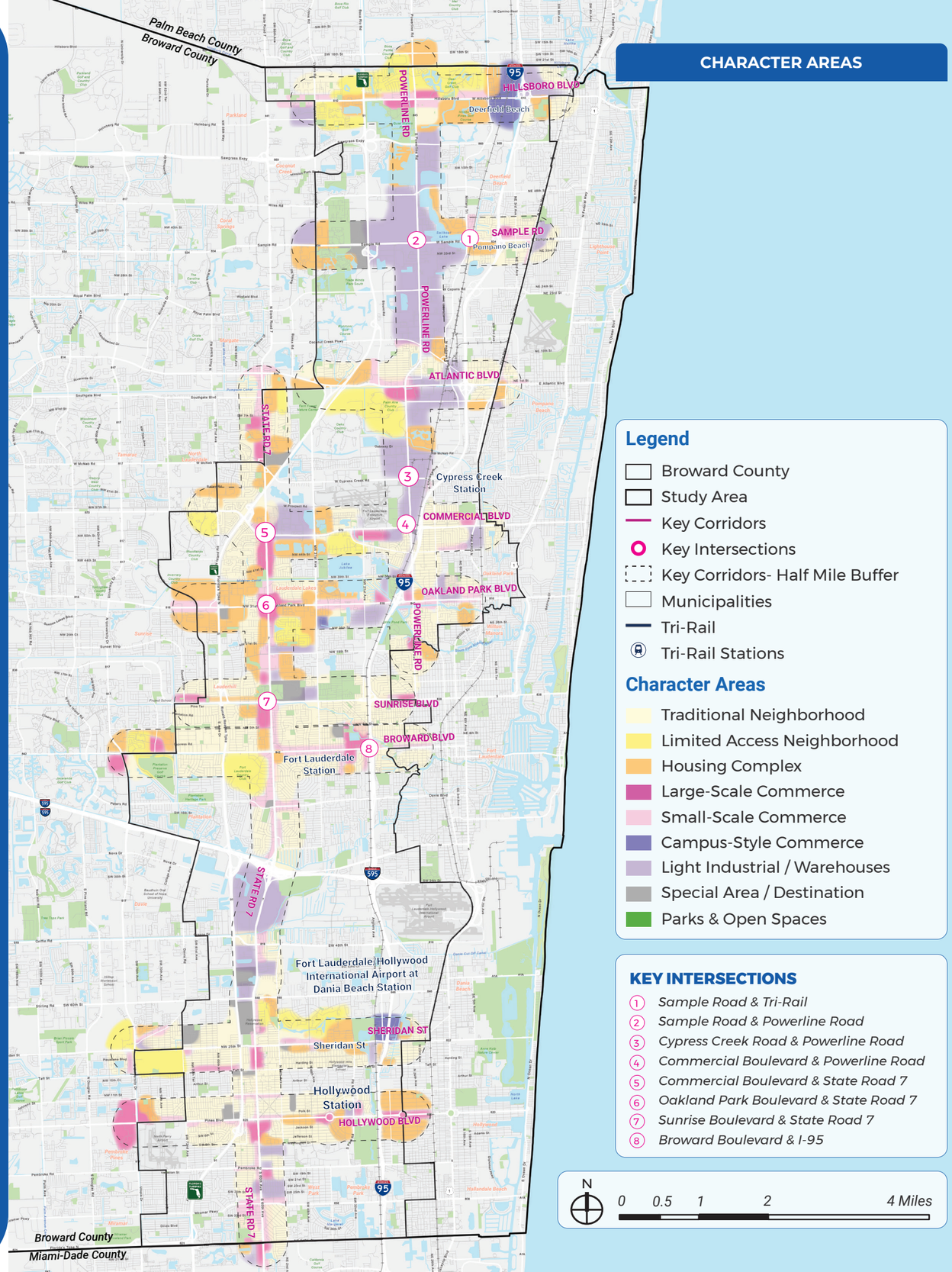
PART 4: CHARACTER AREAS

OVERVIEW

As a strategy for analyzing development patterns and the opportunities for Connected Communities across a vast and varied study area, nine character areas were identified and applied to the key corridors and intersections. They represent generalized typologies of existing conditions to which the Vision Kit can be applied. Below is a general description of each character area and its potential opportunities and constraints for Connected Communities.

1. Traditional Neighborhood
2. Limited Access Neighborhood
3. Housing Complex
4. Large-Scale Commerce
5. Small-Scale Commerce
6. Campus-Style Commerce
7. Light Industrial / Warehouse
8. Special Area / Destination
9. Parks & Open Spaces



TRADITIONAL NEIGHBORHOOD

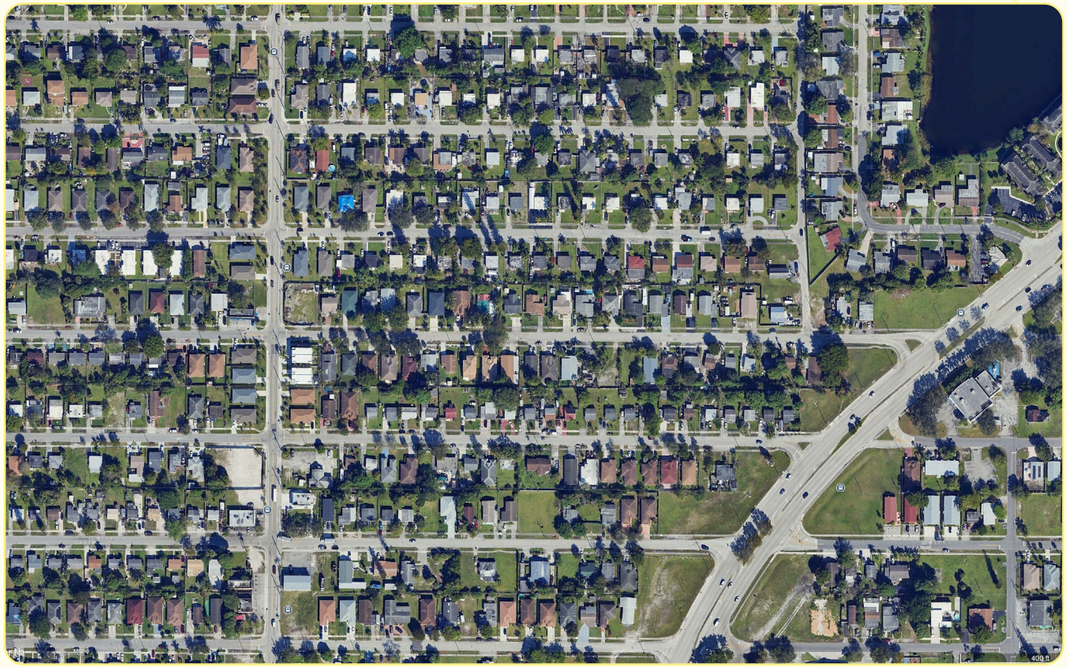
A primarily residential neighborhood comprised of free-standing single-family or small multifamily buildings located on privately owned parcels on blocks within a public street network. Buildings are typically street-facing with relatively shallow setbacks. Streets tend to be narrow and typically have on-street parking and sidewalks on at least one side.

OPPORTUNITY

There is an opportunity to update zoning to increase housing options through incremental development by permitting accessory dwelling units (ADUs) and small-scale missing middle housing. For lots along roads with low walkability, there is an opportunity to add sidewalks and other pedestrian infrastructure.

CONSTRAINTS

Existing zoning tends to permit single family use only and can be challenging to change. For units along major roads or highways, there will be accessibility and mobility constraints.



LIMITED ACCESS NEIGHBORHOOD

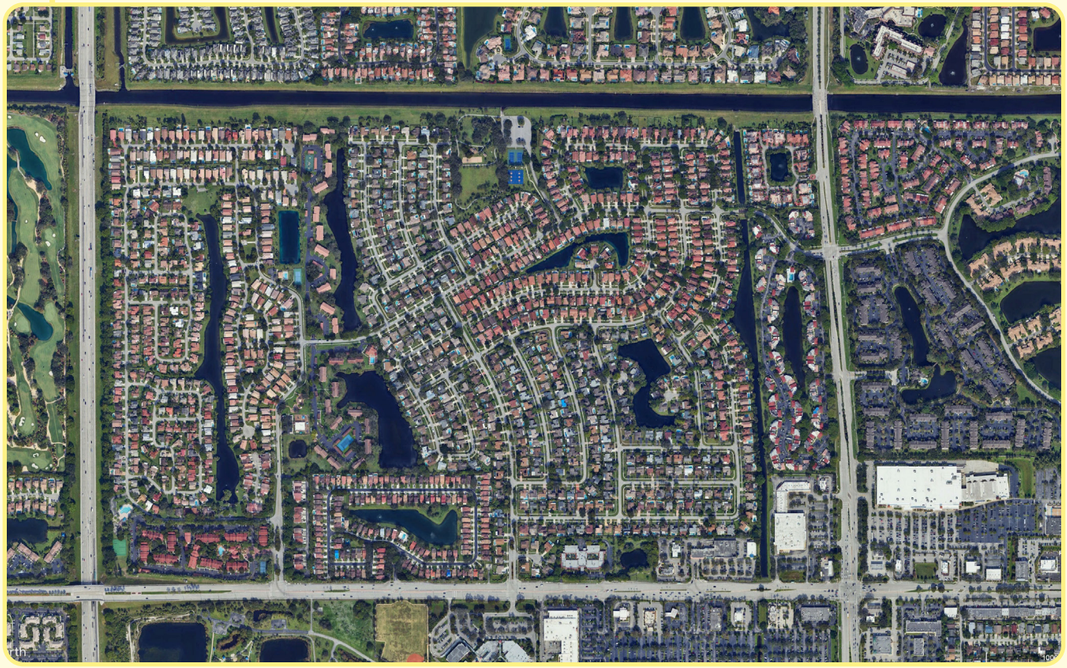
Consists of large, primarily residential master planned communities that have restricted access from surrounding neighborhoods. A private internal street network has limited connections to surrounding streets and may also be gated. Internally, streets tend to be disconnected with water bodies and in some cases, golf courses. Buildings are typically free-standing single-family or multifamily dwellings located on smaller, individual parcels. Generally, these are inward facing communities with private open space and community facilities for residents only.

OPPORTUNITY

Create mixed use development in surrounding areas for more vibrancy. Improve accessibility by strengthening connections to these neighborhoods with additional access points and improved pedestrian infrastructure.

CONSTRAINTS

Difficult to redevelop or have design interventions within these neighborhoods because they are privately owned. The inward-focused development pattern limits accessibility and connectivity to adjacent amenities and services for people living within these developments.



HOUSING COMPLEX

Housing complexes are comprised of multiple multifamily buildings on large parcels that tend to be inward-focused and gated-style communities. Buildings are typically between three and eight stories in height and are organized around a private street network. In some cases, surface parking lots also serve as internal circulation. Buildings can be oriented towards public streets but may also front internal drives and parking. Often, they are set behind green lawns and shared open space and include surface and/or structured parking.

OPPORTUNITY

Improve connectivity between adjacent uses and existing housing complexes.

CONSTRAINTS

Retrofitting these areas and connecting to surrounding uses can be challenging due to the ownership structure and existing residential community.

LARGE SCALE COMMERCE

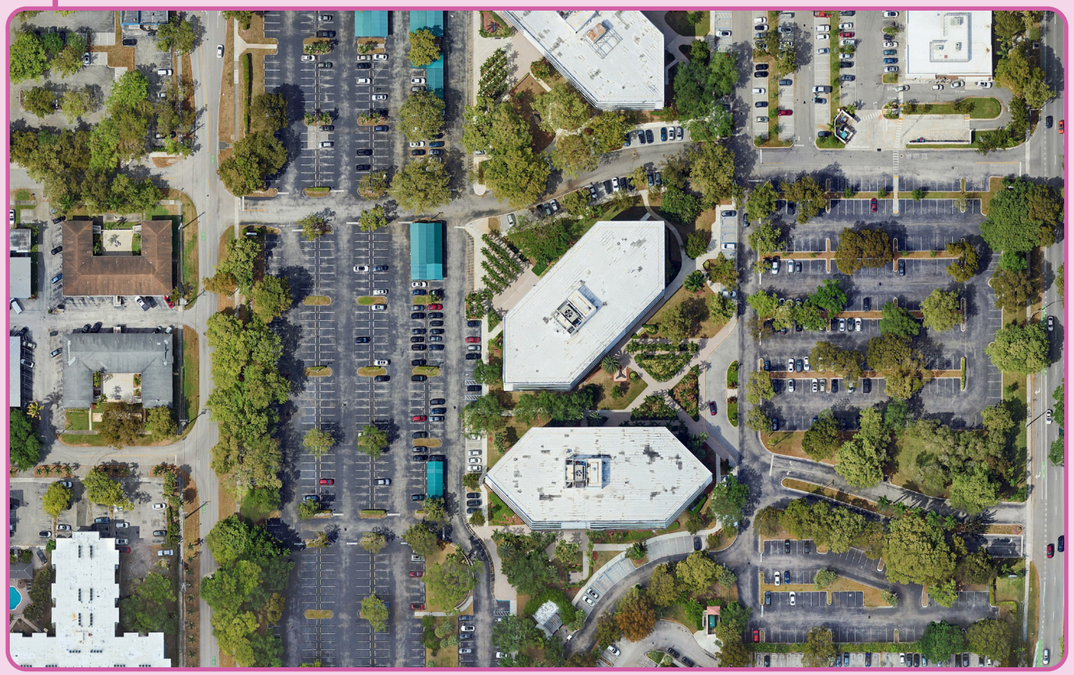
These are large regional malls, office buildings, neighborhood shopping centers and strip malls typically on large parcels. Buildings typically have significant setbacks from the surrounding street network with expansive areas of surface parking between the building and street. Smaller buildings on outparcel lots are located closer to the street and tend to be on their own parcel.

OPPORTUNITY

Large areas of surface parking and no existing residents provides an opportunity to retrofit and redevelop these areas with a mix of uses, including housing, structured parking, and open space.

CONSTRAINTS

Parking minimums and zoning restrictions may limit redevelopment opportunities.



SMALL SCALE COMMERCE

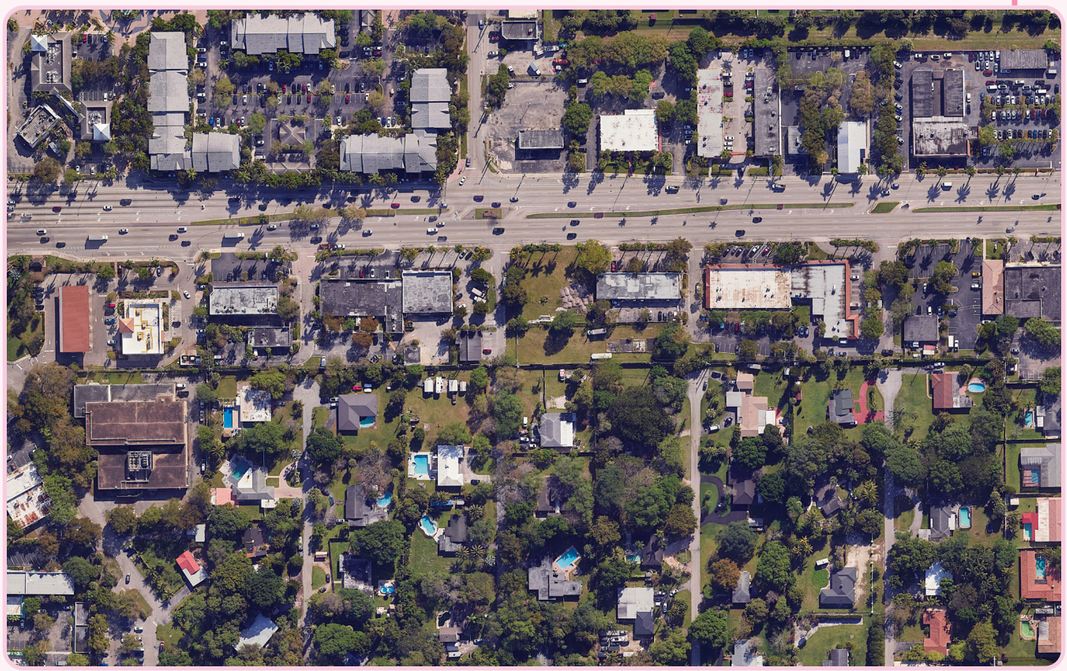
Small Scale Commerce consists of free standing retail and small-scale strip commercial buildings that are set back from the street, typically behind a single bay of surface parking. These frequently include auto-oriented uses and forms, such as drive-thrus. Parcels tend to be relatively shallow with their own driveway access.

OPPORTUNITY

Existing buildings can be repurposed into new uses. Small open spaces and pedestrian infrastructure can be added to enhance access and the public realm.

CONSTRAINTS

The typically small lots offer less available space for adding new buildings. Pedestrian access is limited because this character area is primarily located along highways without a comfortable walking environment and sites tend to be designed primarily for vehicle access.



CAMPUS STYLE COMMERCE

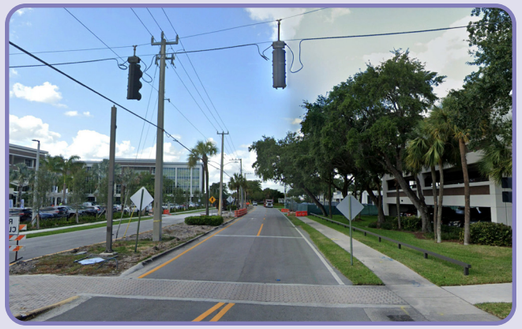
These include medium to large buildings with light industrial spaces and/or industrial commerce units typically arranged around a connected street network. Buildings are generally one to three stories tall, with setbacks from the street. Parking can be either surface or structured.

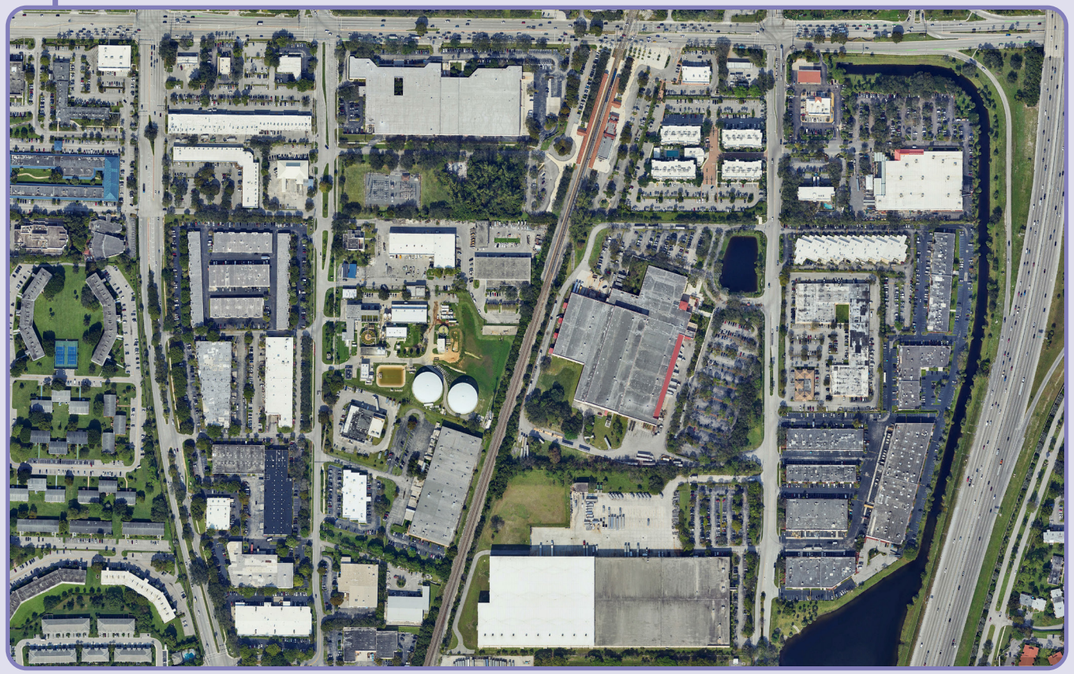
OPPORTUNITY

Infill these areas with housing and/ or mixed-use buildings to activate them into more vibrant neighborhoods that are comfortable for walking.

CONSTRAINTS

Compatibility between industrial and residential uses. Limited connectivity of internal street network.





LIGHT INDUSTRIAL / WAREHOUSE

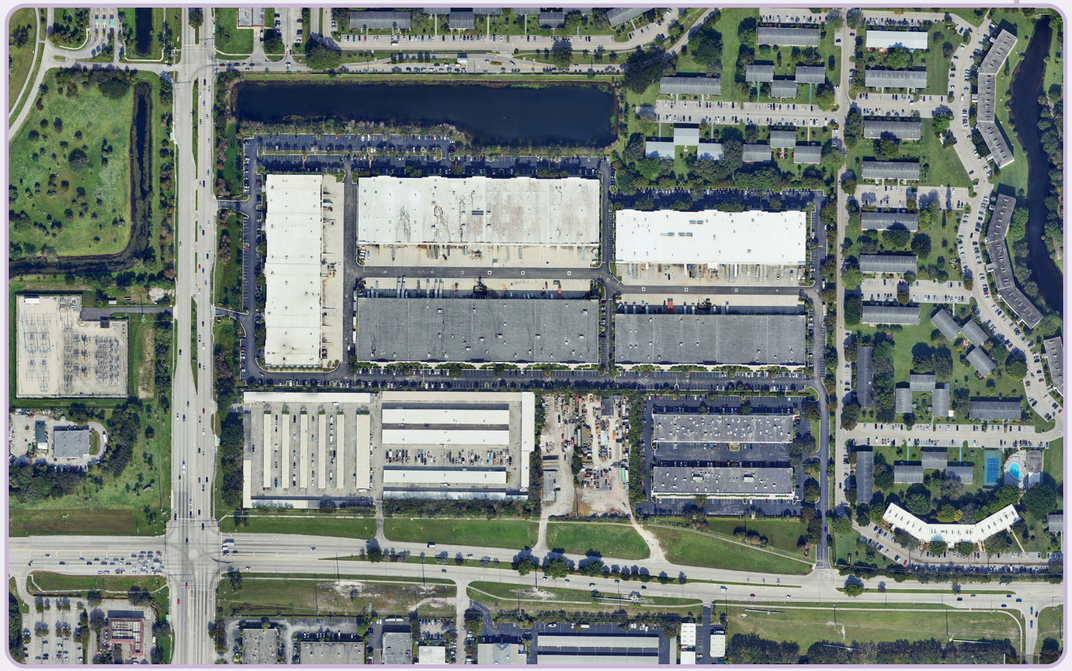
The Light Industrial and Warehouse character areas are designed to meet the needs of specific light manufacturing, warehousing, service, and similar uses. Automobile and freight access are prioritized with frequent curb cuts and large amounts of surface parking. Larger buildings are designed to accommodate movements for truck access to loading docks. Buildings in this character area range from small to very large, but are usually one to two stories in height and are set back from the street. This character area includes both buildings located on smaller blocks within a connected street network as well as buildings set within large blocks around an internal circulation network.

OPPORTUNITY

Include pedestrian infrastructure improvements such as sidewalks, street lights, crosswalks, and wayfinding. Larger sites offer potential for redevelopment into residential and mixed use districts. Opportunities exist for repurposing buildings into new uses.

CONSTRAINTS

Some of these areas are brownfield sites with environmental contaminants and will require expensive site remediation before redevelopment can occur. Some sites are located along large water bodies, railway tracks, and/or highways which limits accessibility.



SPECIAL DISTRICT / DESTINATION

Special districts capture those areas with unique development patterns for highly specific uses. These tend to include areas that are destinations with community and regional amenities. These include sports facilities, airports, entertainment venues, and other destinations.

OPPORTUNITY

As destination sites, these districts bring people together and create vibrancy. Even more opportunities exist to create public spaces, landmarks, and/or mixed-use development around these areas.

CONSTRAINTS

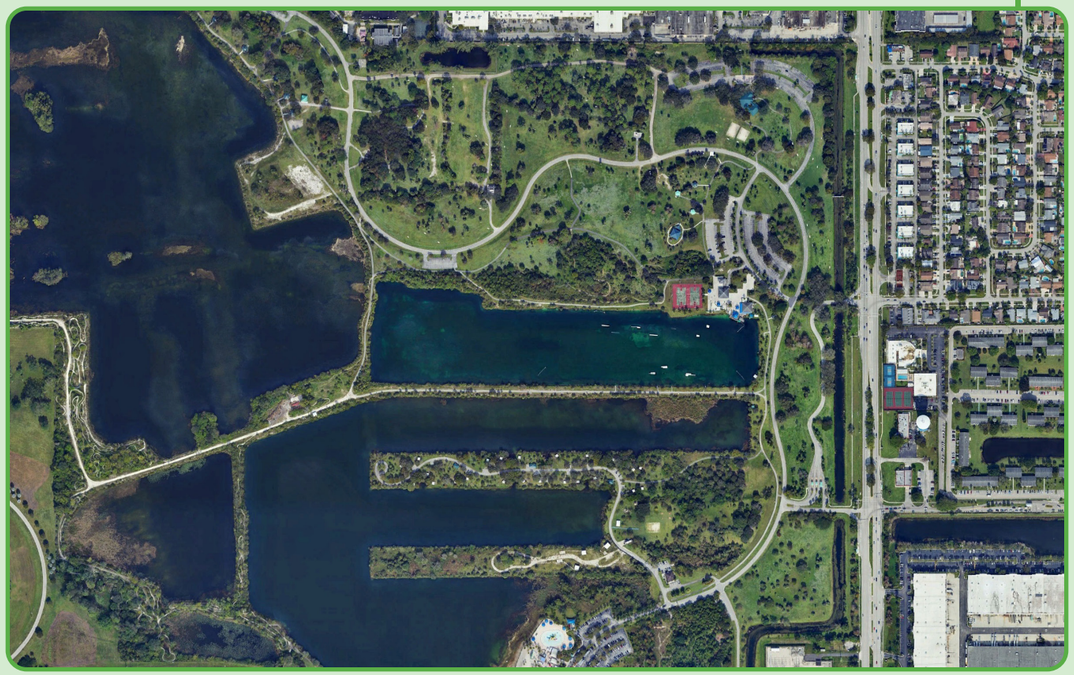
Zoning and ownership limit opportunities to expand these uses.

PARKS & OPEN SPACES

Parks or dedicated open space includes both recreational and passive uses. These include neighborhood and regional parks and open space, rivers and lakes that are accessible to the public. They are typically owned by the local, state or federal government or other governing structures such as a conservancy.

OPPORTUNITY

Parks can be leveraged as a vital community space for nearby communities, especially within a 1/4 to 1/2-mile radius. There is an opportunity to develop multi-use trail networks around parks and increase access to adjacent neighborhoods and transit. They can be optimized as programmable public spaces to attract people.



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HOLLYWOOD BLVD

SR 7

SR 7 AND HOLLYWOOD BLVD | VISION FOR A CONNECTED COMMUNITY

CHAPTER 3: VISION KIT

HOW TO NAVIGATE THE VISION KIT

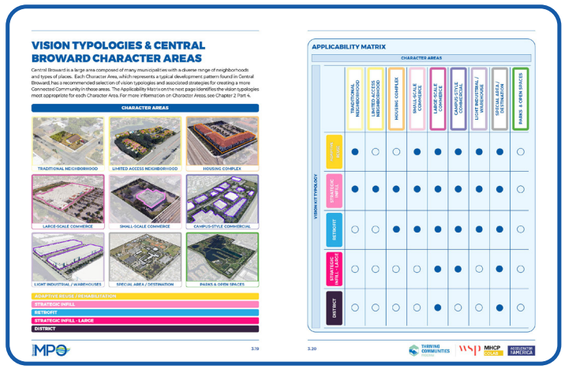
PART 1: VISION KIT COMPONENTS

STEP 1: VISION TYPOLOGIES

Learn about the Connected Communities Vision Typologies identified for the Central Broward study area.

STEP 2: VISION TYPOLOGIES & CHARACTER AREAS

Connect Vision Typologies to the Central Broward Character Areas.



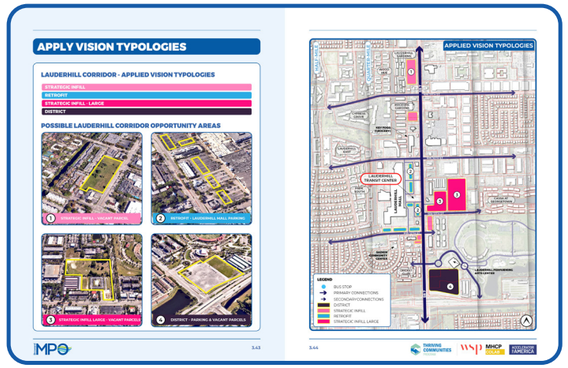
STEP 3: VISION FRAMEWORK

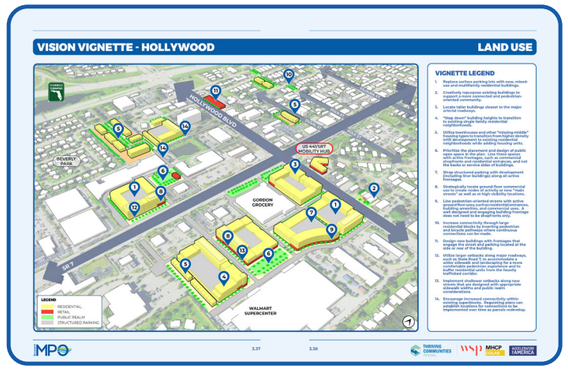
Learn about the guiding elements of the Connected Communities Vision Framework.

PART 2: VISION KIT APPLICATION

STEP 4: VISION KIT APPLICATION DEMONSTRATIONS

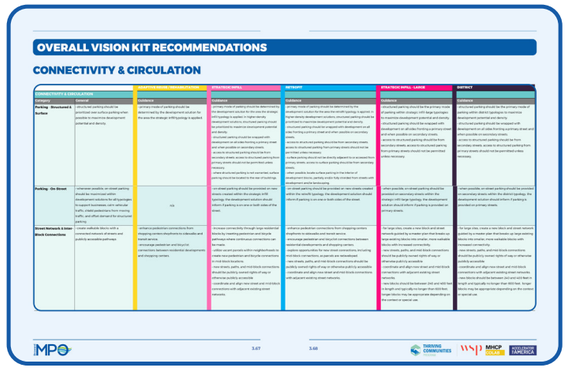
Understand how Vision Typologies and Vision Framework elements come together to create Connected Communities for three cities in Central Broward.





STEP 5: VISION KIT RECOMMENDATIONS

Review overall recommendations and guidance categorized by Vision Typology and structured around Vision Framework elements.



PART 1: VISION KIT COMPONENTS

The Connected Communities Vision Kit provides a set of tools and guidance on how to create Connected Communities across Central Broward. Recognizing that there is not a one-size-fits-all approach, the Vision Kit categorizes recommendations based on a combination of existing conditions and desired future conditions.

The Connected Communities Vision Kit includes two parts:

- **Vision Typologies:** A range of future conditions and Connected Community place types.
- **Vision Framework:** An organizing structure and approach to advance a Connected Community vision.

Specific strategies associated with each Vision Typology and examples of how to apply them are included in **Part 2: Vision Kit Application Demonstrations**.

VISION TYPOLOGIES

Neighborhoods and places vary significantly across Central Broward; planning goals and future development objectives should be flexible to accommodate the differences in situations at various locations.

Vision typologies are a way to think holistically about the desired future condition for a place as it relates to function, character, physical form, and mobility. They represent comprehensive packages of strategies for achieving Connected Communities at different scales and levels of required change across Central Broward. The vision typologies are intended to reflect the diversity of Central Broward communities and accommodate a wide range of goals and envisioned futures as well as existing development patterns.

Five vision typologies have been developed, representing a range of future conditions and the relative level of intervention needed to implement them.

An overview of the five vision typologies follows. Where each vision typology should be applied is dependent on each community's envisioned future and the specific existing conditions of the area, as defined by the identified Character Areas. In general, each vision typology is associated with recommended Character Areas that are best in alignment, as shown in the applicability matrix later in this section.

GREATER INTERVENTION

LESS INTERVENTION

DISTRICT

STRATEGIC INFILL - LARGE

RETROFIT

STRATEGIC INFILL

ADAPTIVE REUSE / REHABILITATION

VISION TYPOLOGIES AT A GLANCE

UNDERSTANDING TODAY TO INFORM TOMORROW

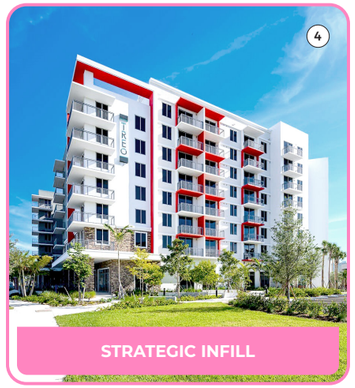
ADAPTIVE REUSE / REHABILITATION

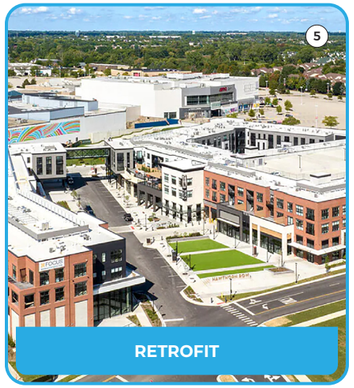
STRATEGIC INFILL

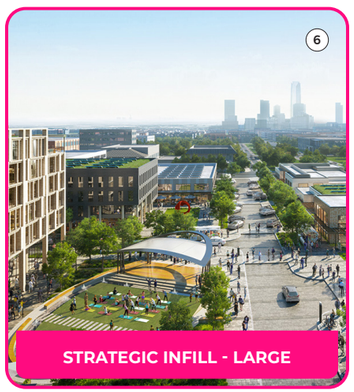
RETROFIT

STRATEGIC INFILL - LARGE

DISTRICT







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ADAPTIVE REUSE / REHABILITATION

OVERVIEW

This vision typology increases connectivity to surrounding neighborhoods and street networks while bringing new life to individual buildings or shopping centers through minimal intervention and change. It is a light touch approach for creating Connected Communities where other vision typologies are not appropriate or feasible. It typically involves increasing pedestrian connections; repurposing existing buildings for new uses, which may require minor changes to the building; and the addition of outdoor public space and seating.

APPLICABILITY & KEY ELEMENTS

- Lowest cost and level of change
- Used to enhance places that are not suitable for more significant change
- Typically focuses on a single building or site, such as a shopping center
- Can include tactical and temporary approaches to test ideas
- Involves increased pedestrian connections, new public open space, and sometimes the re-purposing of buildings.

8 ARMATURE WORKS - TAMPA, FL

9 CAMP NORTH END - CHARLOTTE, NC

10 URBAN BREW - ST. PETERSBURG, FL

11 TOCO HILLS - ATLANTA, GA

12 SISTRUNK MARKETPLACE & BREWERY - FT. LAUDERDALE, FL

13

TREO APARTMENTS - FT. LAUDERDALE, FL

STRATEGIC INFILL

OVERVIEW

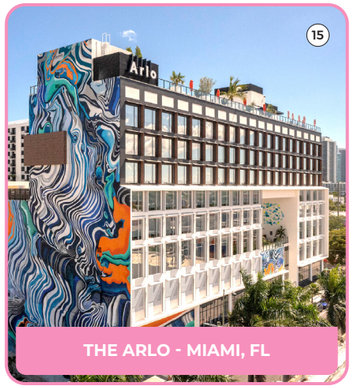
The Strategic Infill vision typology involves the creation of new buildings on small to medium sized lots ranging from infill development of vacant lots in residential neighborhoods with "missing middle" housing to larger multifamily buildings along major roadways within mixed-use and commercial areas. Pedestrian and bicycle connectivity improvements typically accompany new development in the form of wider sidewalks with landscaping, multi-use trails, and bicycle parking.

APPLICABILITY & KEY ELEMENTS

- Typically intended for vacant parcels
- Involves the creation of new buildings on small to mid-sized lots with total development sites of up to 5 acres.
- Can vary in scale from townhomes to multistory multifamily buildings.
- New development is accompanied with pedestrian and bicycle improvements to adjacent streets or the inclusion of new shared use paths.

14

AD LOFTS - ST. PETERSBURG, FL



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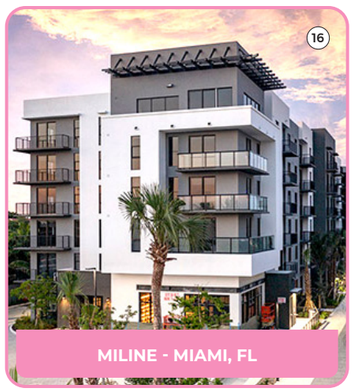
THE ARLO - MIAMI, FL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MILINE - MIAMI, FL

17

PLANT STREET COMMONS - ORLANDO, FL

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18

HAWTHORN MALL REDEVELOPMENT - VERNON HILLS, IL

RETROFIT

OVERVIEW

The Retrofit vision typology is a medium level of intervention intended for shopping centers, malls, and office parks with large surface parking lots. This involves the construction of new buildings, such as liner buildings, within parking lots to shield the view of parking, break-up large expanses of surface parking, and create increments of pedestrian-oriented spaces – such as several small buildings surrounding a small public space. A key feature is the addition of new public open spaces. Existing buildings tend to remain, but may be modified to accommodate new buildings, enhanced public spaces, and increased street and pedestrian connectivity.

APPLICABILITY & KEY ELEMENTS

- Intended for shopping centers, office parks, and malls with large areas of surface parking.
- Involves the addition of new buildings and uses to complement existing ones.
- A key goal is to create pedestrian-oriented places within the site and to enhance the pedestrian experience along the adjacent roadways.

19

LAUDERHILL MALL OUTPARCEL RETAIL - LAUDERHILL, FL

20

ROSEDALE - HUNTERSVILLE, NC

21

LANCASTER BOULEVARD - LANCASTER, CA

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ALLEY NORTH - OKLAHOMA CITY, OK

STRATEGIC INFILL - LARGE

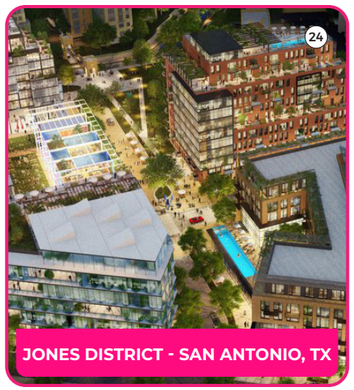
OVERVIEW

This vision typology requires significant intervention in the form of large scale, mixed-use development across multiple parcels, typically with a total area over 5 acres, usually requiring a master plan and a phased development approach. New blocks and a connected pedestrian-oriented street network are typically required to create a Connected Community destination. Larger public open spaces are a central feature within the framework. New buildings can include a mix of residential, retail, office, and other uses. Parking is accommodated on street, in mid-block locations, and in structured parking garages that are lined with active uses.

APPLICABILITY & KEY ELEMENTS

- Intended for large vacant parcels or areas of surface parking, typically including multiple parcels with a total area of over 5 acres.
- Usually part of a master plan and phased development approach.
- Involves creation of new block and street network that is pedestrian-oriented and emphasizes public open space and public realm design.

PLANTATION WALK - PLANTATION, FL



JONES DISTRICT - SAN ANTONIO, TX

SKY BUILDING APARTMENTS & CITY HALL - OAKLAND PARK, FL

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LAKE NONA TOWN CENTER - ORLANDO, FL

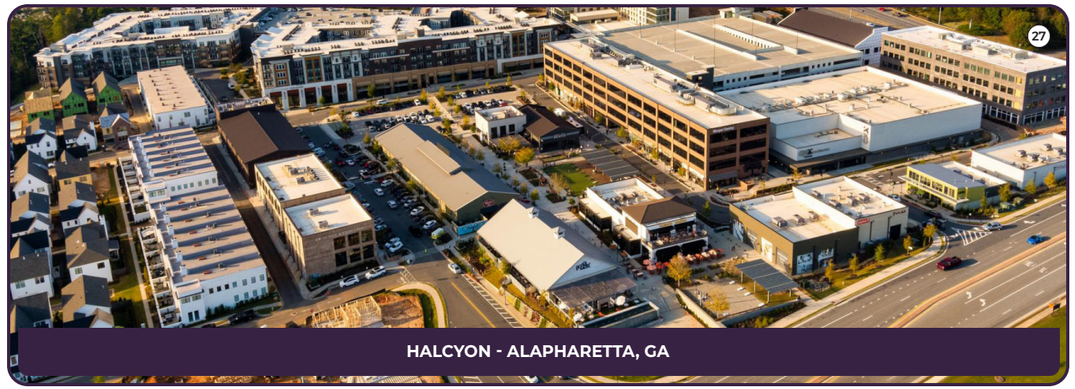
DISTRICT

OVERVIEW

The District vision typology represents the most intensive level of intervention for the transformative change of a site. It involves re-imagining the existing conditions, including potentially removing existing buildings, to create a new destination with a defining attraction. In many cases, a governmental agency is involved as an active partner. Similar to the Strategic Infill-Large vision typology, new blocks and a connected, pedestrian-oriented street network are typically included. However, the mix of uses within the District vision typology tends to include civic, institutional, recreational, or other specialty uses.

APPLICABILITY & KEY ELEMENTS

- Intended for large vacant parcels, areas of surface parking, or publicly owned land with a total area of over 5 acres.
- Usually part of a master plan and phased development approach that may require site clearance.
- Involves creation of new pedestrian-oriented block and street network
- Tends to have a clearly defined attraction and functions as a regional destination which may include a civic use component.



HALCYON - ALAPHARETTA, GA

BALLANTYNE PARK - CHARLOTTE, NC

THRIVING COMMUNITIES PROGRAM
WSP MHCP COLAB
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VISION TYPOLOGIES & CENTRAL BROWARD CHARACTER AREAS

Central Broward is a large area composed of many municipalities with a diverse range of neighborhoods and types of places. Each Character Area, which represents a typical development pattern found in Central Broward, has a recommended selection of vision typologies and associated strategies for creating a more Connected Community in those areas. The Applicability Matrix on the next page identifies the vision typologies most appropriate for each Character Area. For more information on Character Areas, see Chapter 2 Part 4.

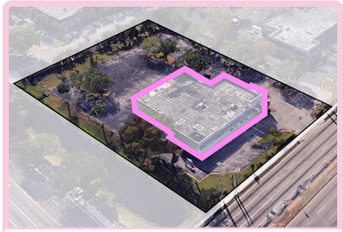
CHARACTER AREAS

TRADITIONAL NEIGHBORHOOD

LIMITED ACCESS NEIGHBORHOOD

HOUSING COMPLEX

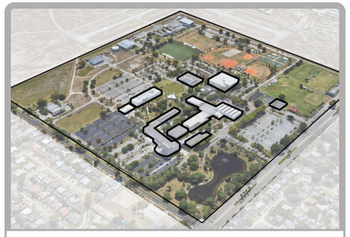
LARGE-SCALE COMMERCE



SMALL-SCALE COMMERCE

CAMPUS-STYLE COMMERCIAL

LIGHT INDUSTRIAL / WAREHOUSES



SPECIAL AREA / DESTINATION

PARKS & OPEN SPACES

ADAPTIVE REUSE / REHABILITATION

STRATEGIC INFILL

RETROFIT

STRATEGIC INFILL - LARGE

DISTRICT

APPLICABILITY MATRIX

VISION KIT TYPOLOGY	TRADITIONAL NEIGHBORHOOD	LIMITED ACCESS NEIGHBORHOOD	HOUSING COMPLEX	SMALL-SCALE COMMERCE	LARGE-SCALE COMMERCE	CAMPUS-STYLE COMMERCIAL	LIGHT INDUSTRIAL / WAREHOUSE	SPECIAL AREA / DESTINATION	PARKS & OPEN SPACES
ADAPTIVE REUSE	●	○	○	●	●	●	●	●	○
STRATEGIC INFILL	●	●	●	●	●	●	●	●	○
RETROFIT	○	○	●	●	●	●	●	●	○
STRATEGIC INFILL - LARGE	○	○	○	○	●	●	○	●	○
DISTRICT	○	○	○	○	●	○	○	●	○

CHARACTER AREAS

VISION FRAMEWORK

The vision framework provides an organizing structure and approach for implementing Connected Community vision typologies.

The framework consists of three layers, each with associated strategies and guidelines that can be applied at specific locations:

1. Connectivity & Circulation
2. Public Realm & Open Space
3. Land Use, Density, & Character

An introduction of each vision framework layer and key strategies follows. More specific strategies and guidelines are provided in Part 2: Vision Kit Application Demonstrations.

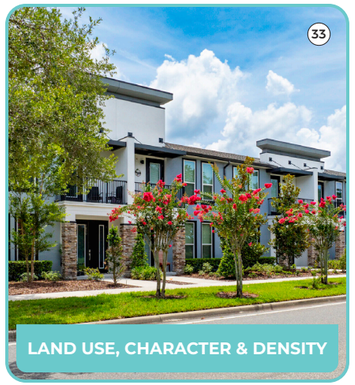
VISION FRAMEWORK AT A GLANCE

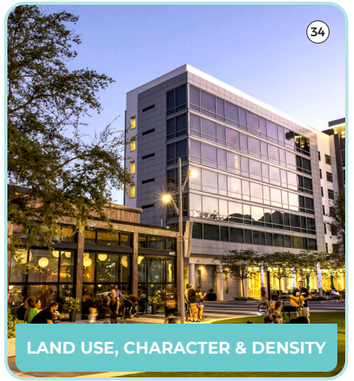
A HOLISTIC STRUCTURE FOR ECONOMIC PROSPERITY

CONNECTIVITY & CIRCULATION

PUBLIC REALM & OPEN SPACE

LAND USE, DENSITY, & CHARACTER





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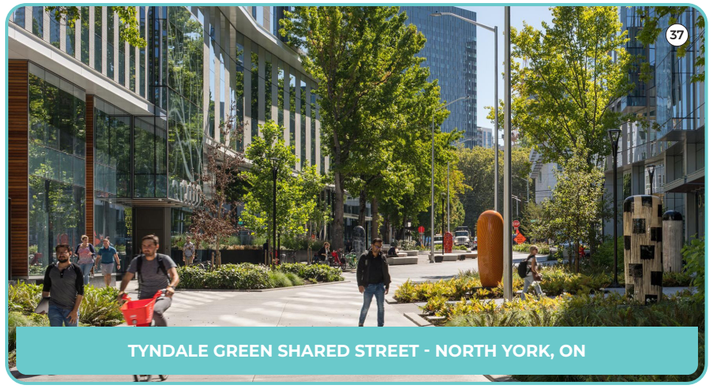
CONNECTIVITY & CIRCULATION

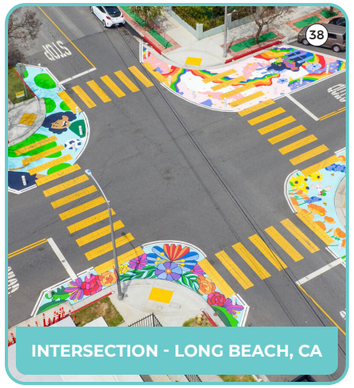
MAKE CONNECTIONS

A connected street network forms the basic structure of the Connectivity and Circulation framework layer for Central Broward. A Complete Street network will prioritize connecting neighborhoods to activity centers, transit, and community amenities by organizing pedestrian, bike, transit, and vehicular circulation. This layer explores different approaches for creating connections within and between different character areas.

KEY STRATEGIES

- Create connected street grids of complete streets with small block sizes when applying the Retrofit, Strategic Infill - Large, and District vision typologies.
- Improve pedestrian access from sidewalks to building entrances along commercial streets.
- Explore pedestrian and bicycle connections between residential neighborhoods and adjacent commercial areas and transit corridors.





39 THE WHARF - FORT LAUDERDALE, FL

PUBLIC REALM & OPEN SPACE

CREATE GREAT PLACES

Locations and characteristics of existing and new open spaces and public realm improvements can reinforce connectivity and provide an essential amenity for the surrounding community. Public open spaces should be defining features of a Connected Community and included in each vision typology to function as a social hub, a place for recreation or relaxation, and support nearby businesses. Public realm improvements, such as wide sidewalks, street trees, lighting, and other street furniture can make walking a more pleasant experience.

KEY STRATEGIES

- Prioritize streetscape and public realm elements such as shade trees, lighting, wide sidewalks, places to sit, and landscaping.
- Include public realm and open space enhancements into the application of every vision typology - ranging from parklets and temporary public spaces to formal plazas and squares.
- Utilize greenways and multi-use trails to expand connectivity.

40 BELL STREET PUBLIC REALM AMENITIES - SEATTLE, WA

41 THE PORCH - PHILADELPHIA, PA

42 HALCYON MARKET SQUARE - ALPHARETTA, GA

HOTEL & RESTAURANT AT LAKE NONA - ORLANDO, FL

LAND USE, DENSITY, & CHARACTER

AUTHENTIC VARIETY

Land use, density, and character are essential considerations for Connected Communities, where transit, parks, and essential goods and services are all within walking distance. Connected Communities have a mix of uses and a variety of housing types across a range of densities and intensities that is largely dependent on the character area and its surroundings.

KEY STRATEGIES

- Transition building heights and density with the highest near arterial roadways and the lowest adjacent to traditional neighborhood character areas.
- Focus community-centric commercial uses at key locations such as high visibility intersections and public open spaces.
- Encourage active ground floor uses and wrap parking garages with development along primary streets to create engaging building frontages.

MULTIFAMILY APTS - SEATTLE, WA

HILLDALE MIXED-USE LIFESTYLE CENTER - MADISON, WI

ARMOUR YARDS ADAPTIVE REUSE - ATLANTA, GA

TOWNHOMES - KISSIMMEE, FL

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PART 2: VISION KIT APPLICATION DEMONSTRATIONS

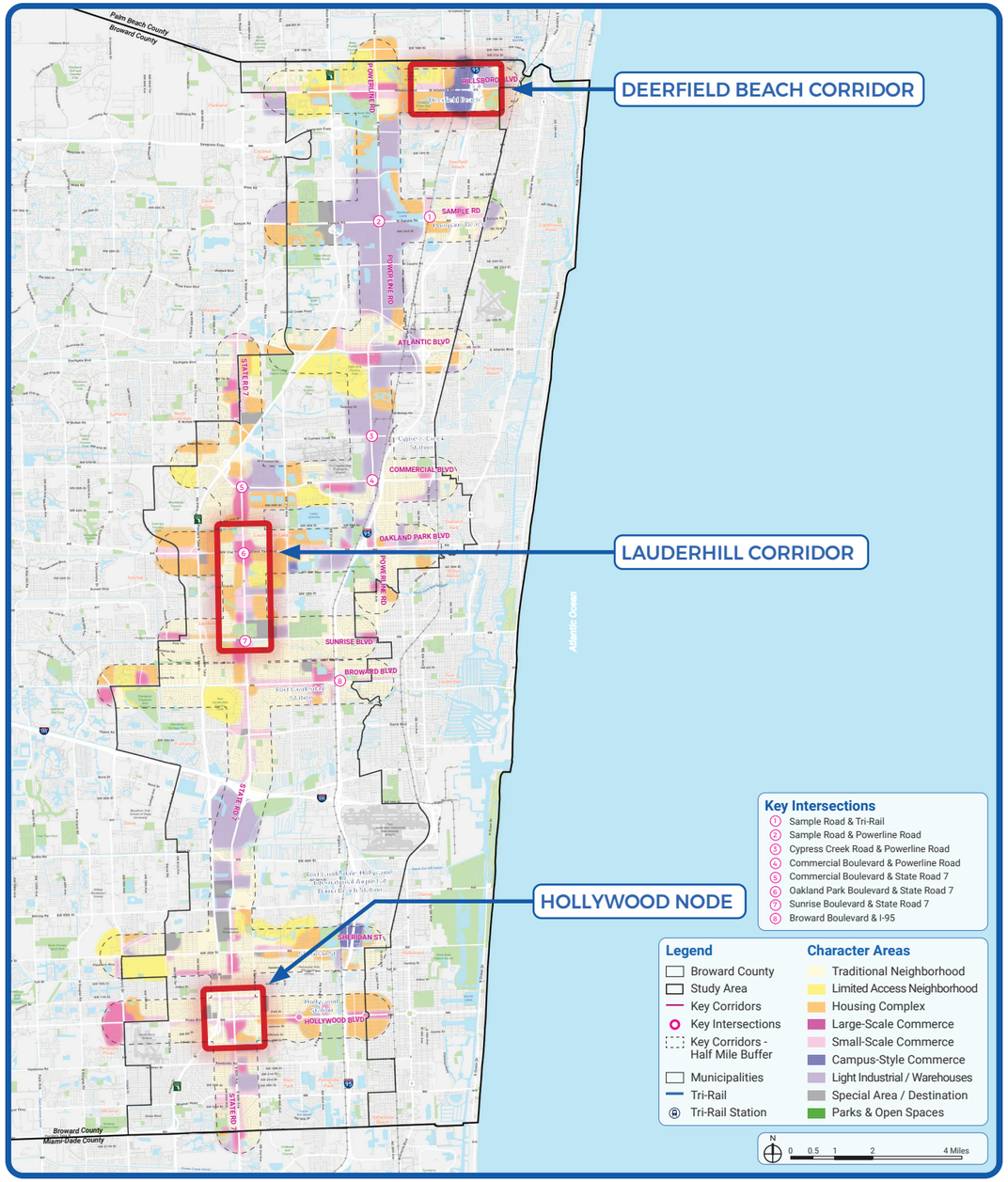
This section provides specific strategies and recommendations for each Vision Typology through the use of demonstration areas as illustrative examples.

Three demonstration areas were selected that represent a cross section of the existing conditions and character areas commonly found throughout Central Broward. These include:

1. Hollywood Node
2. Lauderhill Corridor
3. Deerfield Beach Corridor

For each demonstration area, the applicable vision typologies are applied along with a vision framework and accompanying strategies for each of the three vision framework layers. Vignettes show the realization of the typologies and frameworks with further guidelines and best practices for creating Connected Communities. Guidelines for each vision typology organized by vision framework layers are summarized in the Overall Vision Recommendations matrix.

CHARACTER & DEMONSTRATION AREAS



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HOLLYWOOD NODE

HOLLYWOOD BLVD - STATE ROAD 7

Centered at the intersection of Hollywood Boulevard and State Road 7, this demonstration area is at a key crossroads of existing bus transit and planned PREMO routes. The US441 / SR 7 Mobility Hub is also located within this area at the northeast corner of the intersection of Hollywood Boulevard and SR 7.

The demonstration area is roughly divided into two distinct halves. To the north of Hollywood Boulevard is a mix of uses on small lots - primarily residential with some commercial uses along the state highways. A linear park is located along the east side of SR 7 extending from the mobility hub to Johnson Street. To the south of Hollywood Boulevard are large, suburban shopping centers set within superblocks. It is here where the large parcels, ample surface parking, and limited residential use offer the most potential for creating new community destinations that connect adjacent residential neighborhoods with commerce, new public spaces, and transit. The area's Activity Center future land use designation and zoning help support this vision. This demonstration area explores re-imagining large surface parking lots as new, mixed-use destinations; creating new connections between residential neighborhoods and the State Road 7 corridor; and infilling "missing teeth" vacant parcels.

BUSINESSES ALONG HOLLYWOOD BLVD

US 441 / SR7 MOBILITY HUB

WALMART SUPERCENTER & SURFACE PARKING LOT

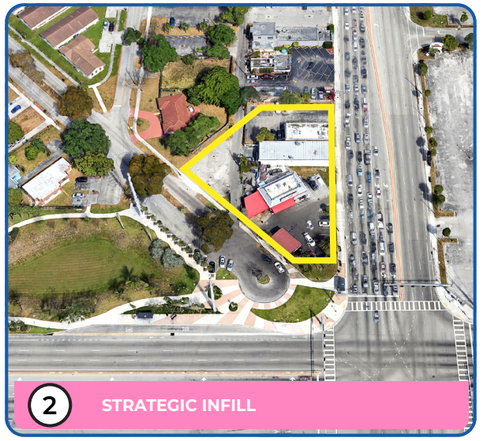
APPLY VISION TYPOLOGIES

HOLLYWOOD NODE - APPLIED VISION TYPOLOGIES

- ADAPTIVE REUSE / REHABILITATION
- STRATEGIC INFILL
- RETROFIT
- STRATEGIC INFILL - LARGE

POSSIBLE HOLLYWOOD NODE OPPORTUNITY AREAS

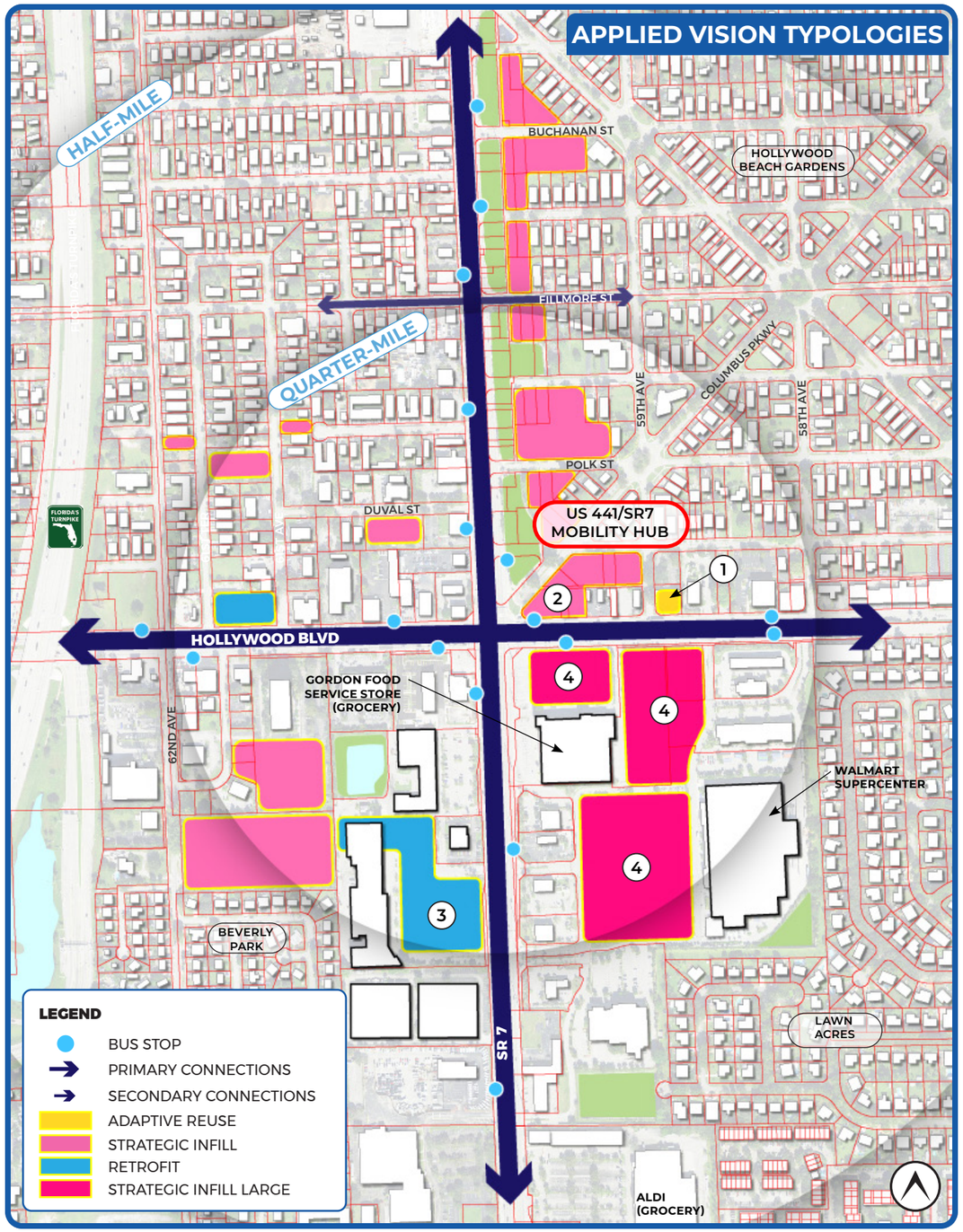
1 ADAPTIVE REUSE / REHABILITATION



2 STRATEGIC INFILL

3 RETROFIT - PARKING LOT & CONNECTIONS

4 STRATEGIC INFILL - LARGE - PARKING LOTS



APPLY VISION FRAMEWORK

HOLLYWOOD NODE - APPLIED VISION TYPOLOGIES

ADAPTIVE REUSE / REHABILITATION

STRATEGIC INFILL

RETROFIT

STRATEGIC INFILL - LARGE

HOLLYWOOD NODE - APPLIED VISION FRAMEWORK

CONNECTIVITY & CIRCULATION - *MAKE CONNECTIONS*

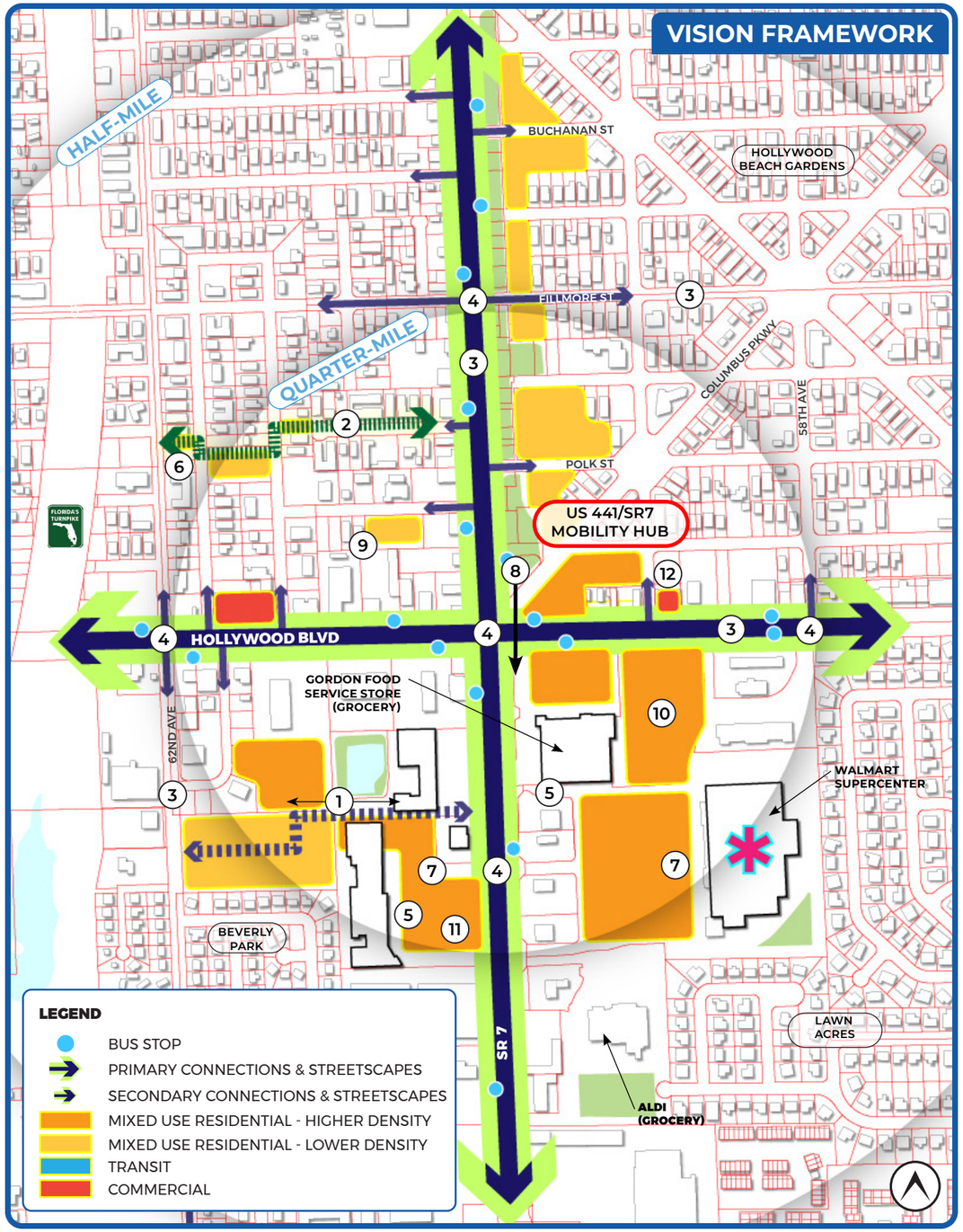
1. Explore new street connections from 62nd Ave to State Road 7 and its commercial uses as vacant parcels are developed.
2. Utilize vacant parcels within neighborhoods to create new pedestrian and bicycle connections in mid-block locations to increase access to transit corridors.
3. Align with the Broward Safety Action Plan by improving the pedestrian & bicycle experience along streets to connect neighborhoods, parks, and community amenities to the State Road 7 corridor and transit.
4. Align with the Broward Safety Action Plan by optimizing pedestrian circulation and safety at intersection crossings.
5. Enhance existing, and create new, internal streets for a “Main Street” experience for existing and new commercial and residential development.

OPEN SPACE & PUBLIC REALM - *CREATE GREAT PLACES*

6. Utilize vacant parcels within neighborhoods to create new pocket parks in coordination with increasing pedestrian and bicycle connectivity.
7. Include public open space in new developments, such as plazas and squares. The amount of open space should correspond to the size of the development.
8. Extend existing greenway connection from the Mobility Hub and incorporate into new developments.

LAND USE, DENSITY, & CHARACTER - *AUTHENTIC VARIETY*

9. Strategically infill vacant lots in existing neighborhoods with “missing middle” housing that matches existing character while adding additional choices of housing types.
10. Infill shopping center parking lots with mixed-use buildings. Explore structured parking to maximize development potential and meet the parking need of existing uses.
11. Retrofit existing shopping centers by adding new public spaces, strategically removing retail stores to create new connections, and adding new uses.
12. Identify existing buildings that can be modified to enhance the pedestrian experience and public realm through adaptive reuse.



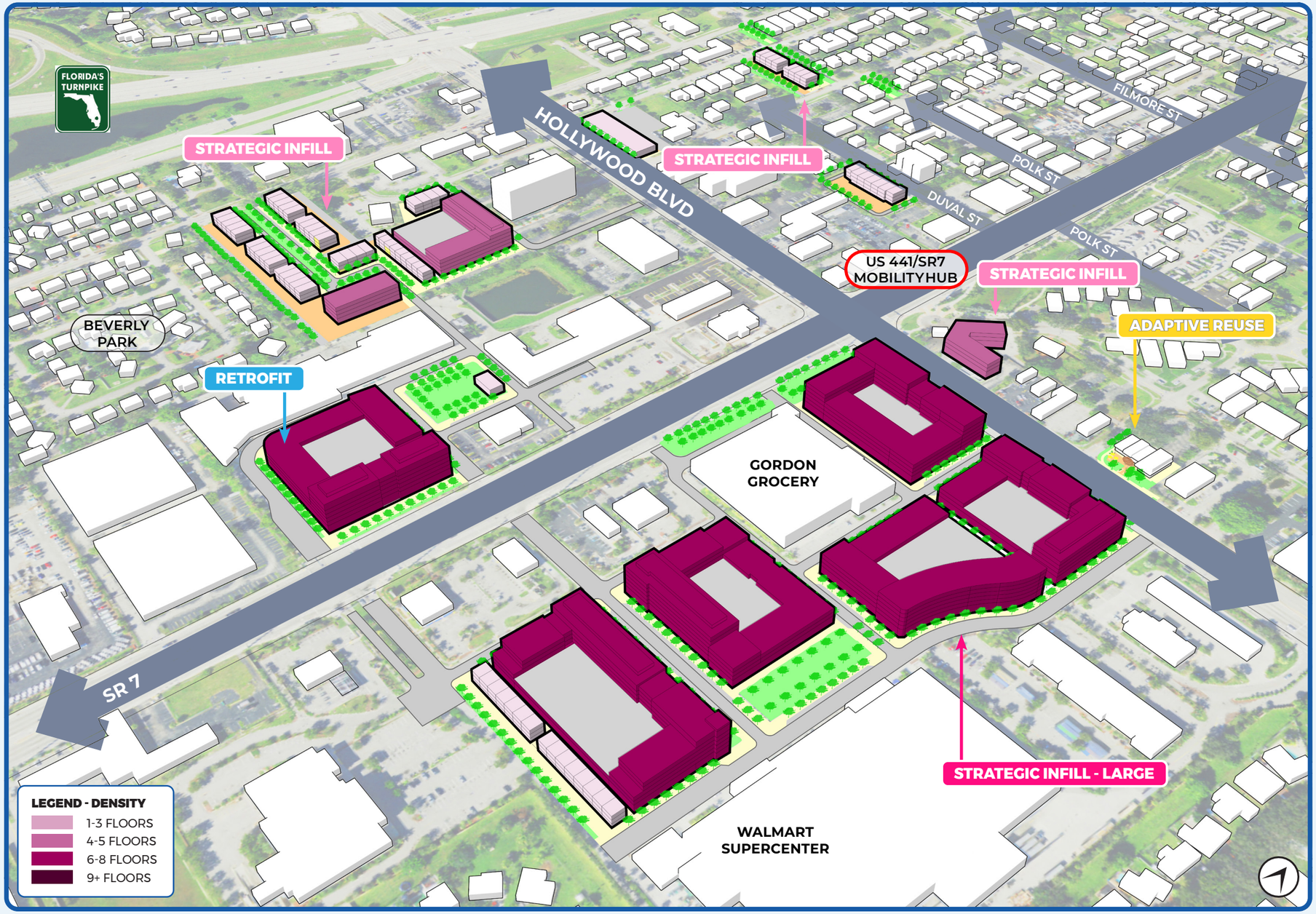
VISION VIGNETTE - HOLLYWOOD

LAND USE

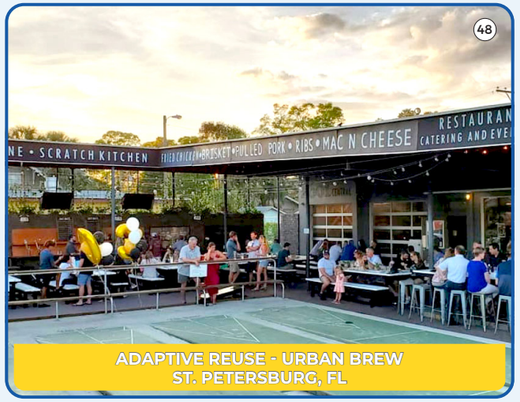
VIGNETTE LEGEND

1. Replace surface parking lots with new, mixed-use and multifamily residential buildings.
2. Creatively repurpose existing buildings to support a more connected and pedestrian-oriented community.
3. Locate taller buildings closest to the major arterial roadways.
4. "Step down" building heights to transition to existing single family residential neighborhoods.
5. Utilize townhouses and other "missing middle" housing types to transition from higher density infill development to existing residential neighborhoods while adding housing units.
6. Prioritize the placement and design of public open space in the plan. Line these spaces with active frontages, such as commercial shopfronts and residential entrances, and not the backs or service sides of buildings.
7. Wrap structured parking with development (including liner buildings) along all active frontages.
8. Strategically locate ground floor commercial use to create nodes of activity or new "main streets" as well as at high visibility locations.
9. Line pedestrian-oriented streets with active ground floor uses, such as residential entrances, building amenities, and commercial uses. A well designed and engaging building frontage does not need to be shopfronts only.
10. Increase connectivity through large residential blocks by inserting pedestrian and bicycle pathways where continuous connections can be made.
11. Design new buildings with frontages that engage the street and parking located at the side or rear of the building.
12. Utilize larger setbacks along major roadways, such as State Road 7, to accommodate a wider sidewalk and landscaping for a more comfortable pedestrian experience and to buffer residential units from the heavily trafficked corridor.
13. Implement shallower setbacks along new streets that are designed with appropriate sidewalk widths and public realm considerations.
14. Encourage increased connectivity within existing superblocks. Regulating plans can establish locations for connections to be implemented over time as parcels redevelop.

VISION VIGNETTE - HOLLYWOOD



DENSITY & HEIGHT



ADAPTIVE REUSE - URBAN BREW
ST. PETERSBURG, FL

INFILL - AD LOFTS
ST. PETERSBURG, FL

STRATEGIC INFILL LARGE - HORIZON
OAKLAND PARK, FL

LAUDERHILL CORRIDOR

SUNRISE BLVD - NW 19TH ST.

Stretching from Sunrise Boulevard to NW 19th Street along State Road 7, this demonstration area includes a diverse mix of uses, character areas, and regional attractions. State Road 7 is a key transit corridor in Broward County that, along with Sunrise Boulevard, are planned PREMO routes. At the center of the demonstration area is the Lauderhill Transit Center, set within the parking lots of Lauderhill Mall.

State Road 7 is mostly lined with large parcels consisting of suburban commercial uses and surface parking lots. Mixed in are several vacant parcels and light industrial buildings. Nearby residential neighborhoods of single family homes and garden style apartment buildings have limited access to these stores and services, with canals parallel to State Road 7 to both the east and west interrupting the street network. Where State Road 7 and Sunrise Boulevard meet are two regional destinations, the Lauderhill Performing Arts Center and the Central Broward Park & Broward County Stadium.

This demonstration area explores retrofitting Lauderhill Mall with a series of pedestrian-oriented spaces and walkways extending from the Lauderhill Transit Center; leveraging the Activity Center future land use designation to infill large, vacant parcels with mixed-use development; and, transforming the surface parking around the Lauderhill Performing Arts Center into a vibrant district.

LAUDERHILL TRANSIT CENTER

LAUDERHILL MALL

LAUDERHILL PERFORMING ARTS CENTER

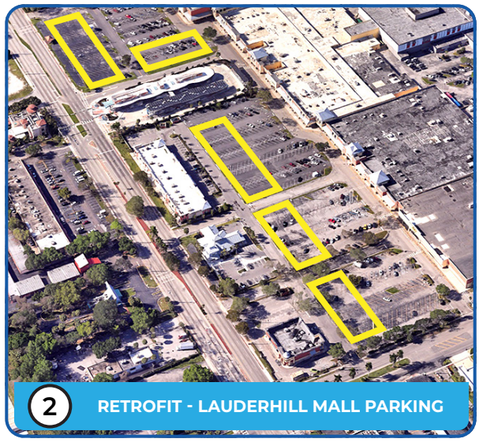
APPLY VISION TYPOLOGIES

LAUDERHILL CORRIDOR - APPLIED VISION TYPOLOGIES

- STRATEGIC INFILL
- RETROFIT
- STRATEGIC INFILL - LARGE
- DISTRICT

POSSIBLE LAUDERHILL CORRIDOR OPPORTUNITY AREAS

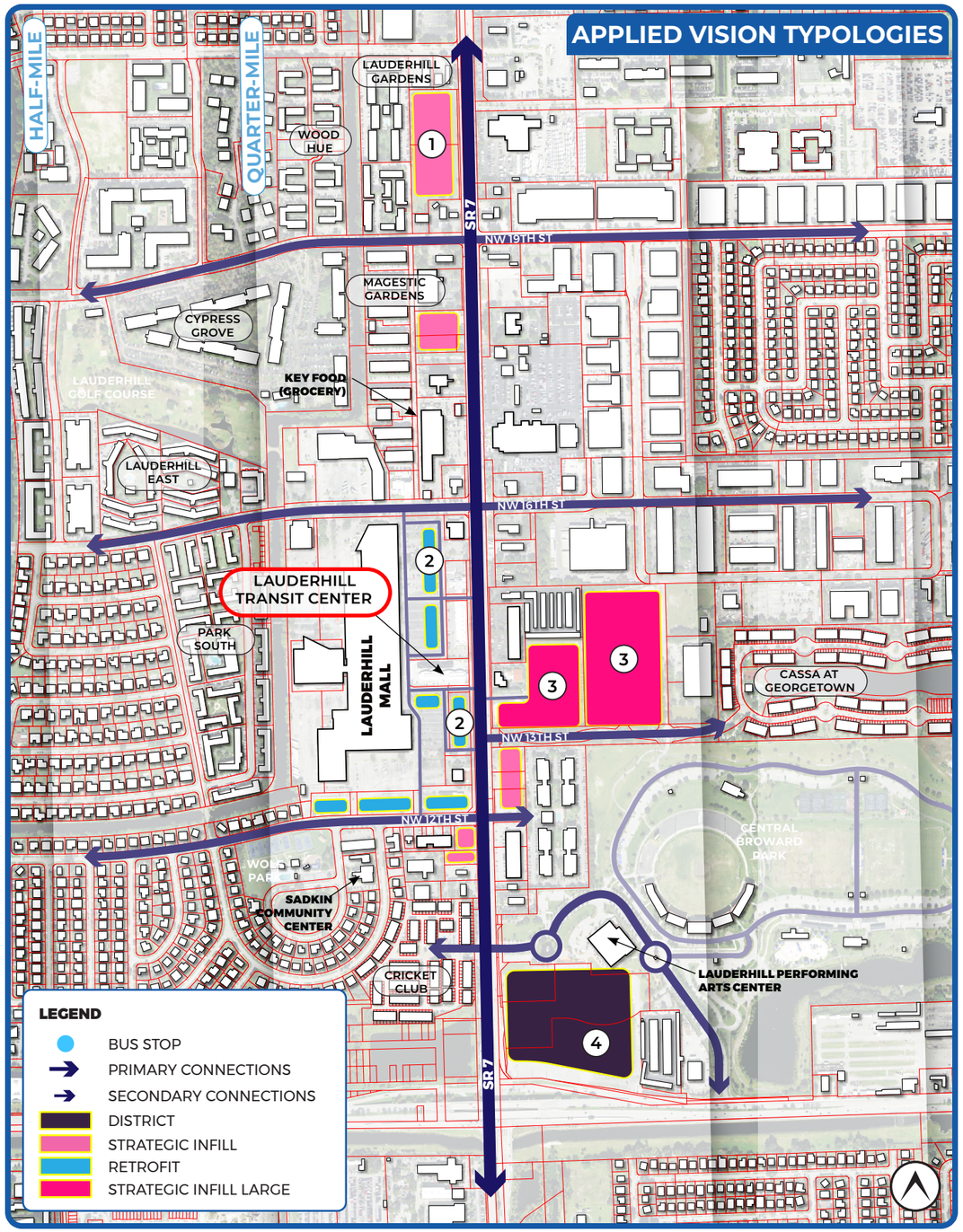
1 STRATEGIC INFILL - VACANT PARCEL



2 RETROFIT - LAUDERHILL MALL PARKING

3 STRATEGIC INFILL LARGE - VACANT PARCELS

4 DISTRICT - PARKING & VACANT PARCELS



APPLY VISION FRAMEWORK

LAUDERHILL CORRIDOR - APPLIED VISION TYPOLOGIES

STRATEGIC INFILL

RETROFIT

STRATEGIC INFILL - LARGE

DISTRICT

LAUDERHILL CORRIDOR - APPLIED VISION FRAMEWORK

CONNECTIVITY & CIRCULATION - *MAKE CONNECTIONS*

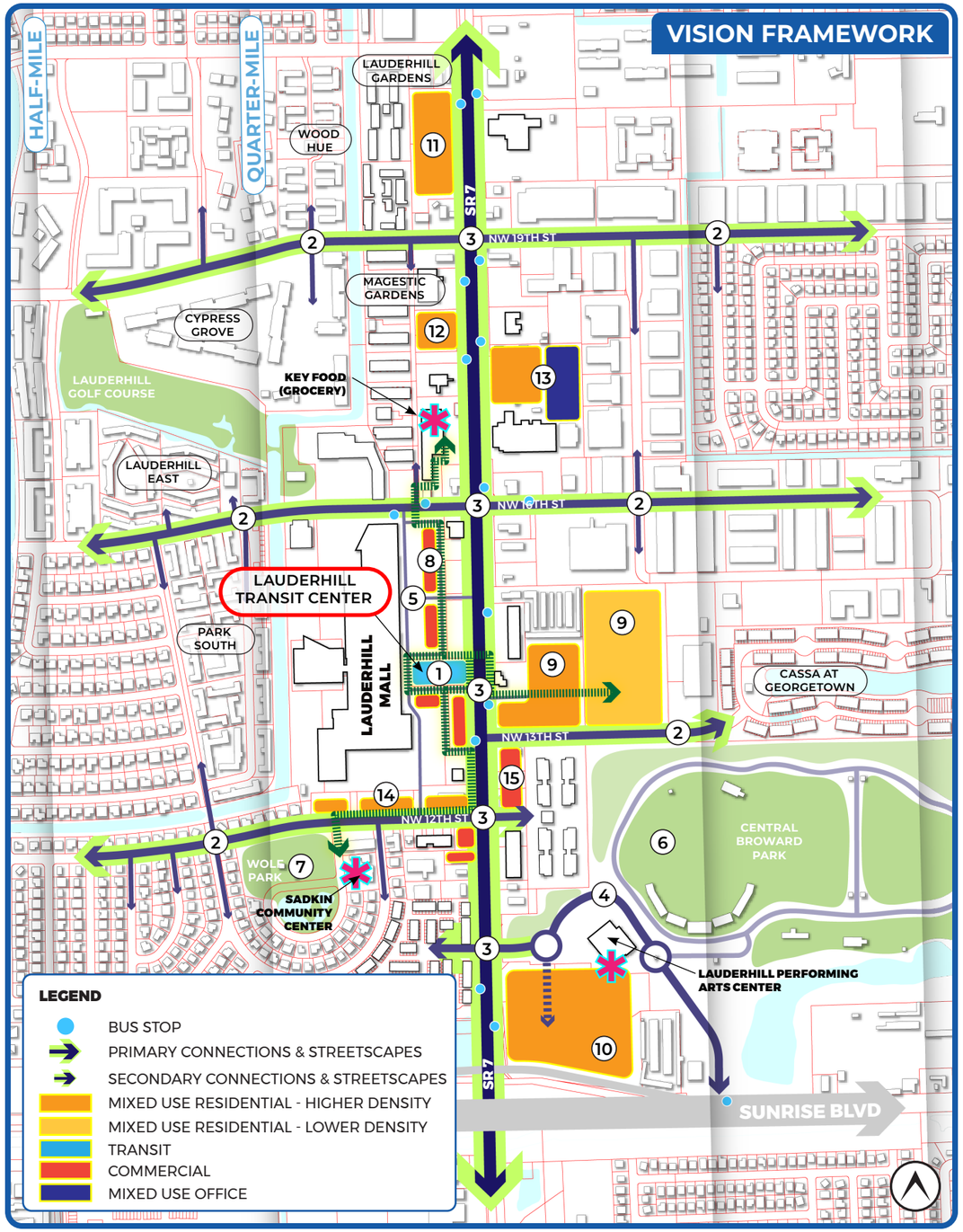
1. Enhance and clarify connections to Lauderhill Transit Center.
2. Align with the Broward Safety Action Plan by improving the pedestrian & bicycle experience along streets to connect neighborhoods, parks, and community amenities to the State Road 7 corridor and transit.
3. Align with the Broward Safety Action Plan by optimizing pedestrian circulation and safety at intersection crossings.
4. Explore expanding pedestrian and bicycle options along NW 11th Place to reinforce connections to Central Broward Park, the Lauderhill Performing Arts Center, and potential new development.
5. Enhance existing, and create new, internal streets within the Lauderhill Mall site to create a “Main Street” experience for existing and new Retrofit commercial and residential development.

OPEN SPACE & PUBLIC REALM - *CREATE GREAT PLACES*

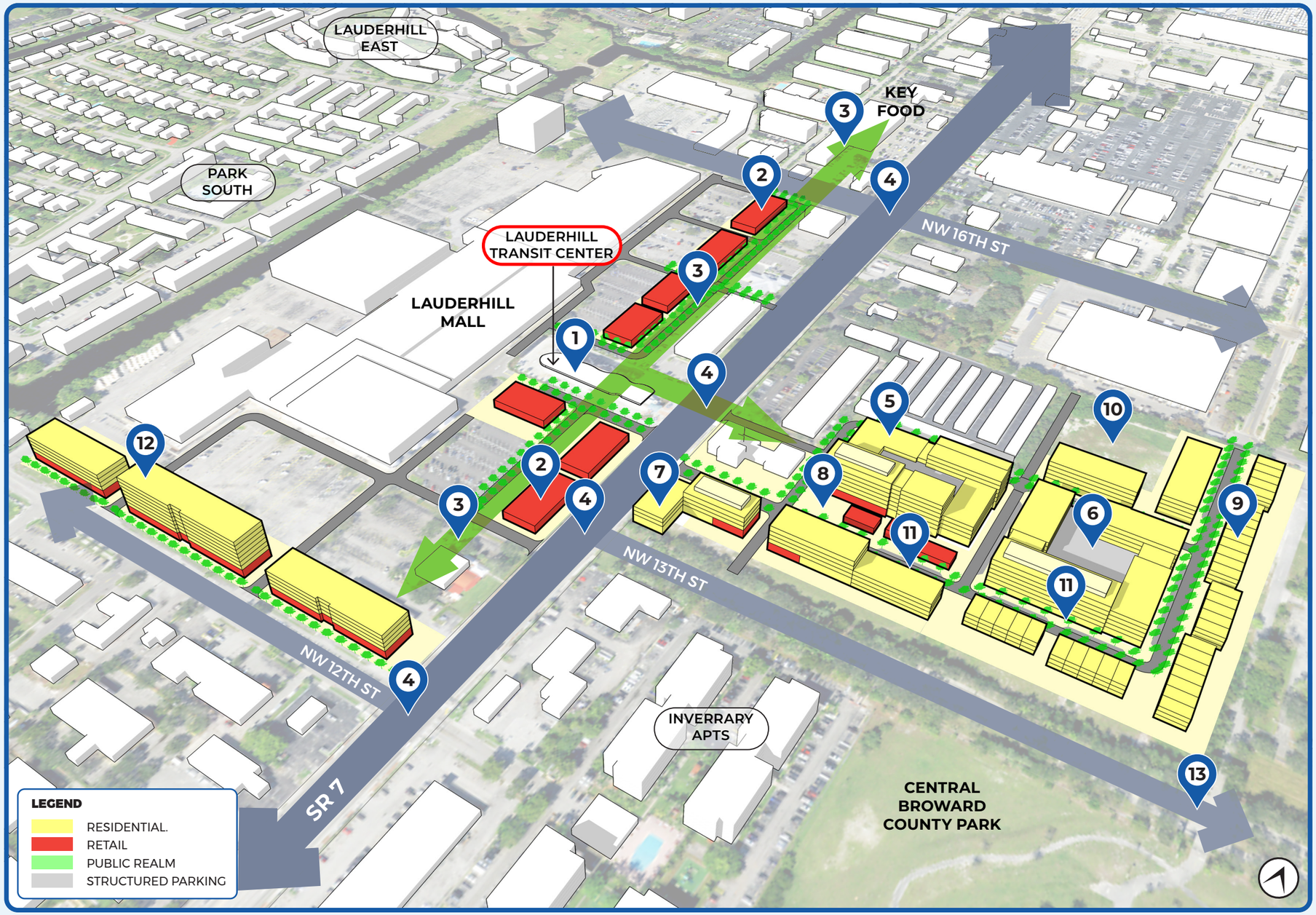
6. Emphasize Central Broward Park throughout the State Road 7 corridor as a regional destination for active and passive recreation and cultural events.
7. Celebrate Wolf Park’s legacy as a neighborhood open space and reinforce connections along NW 12th Street to the State Road 7 corridor.

LAND USE, DENSITY, & CHARACTER - *AUTHENTIC VARIETY*

8. Retrofit Lauderhill Mall’s surface parking with single-story commercial buildings to provide new retail and restaurant opportunities and to improve overall urban form and density.
9. Strategically infill large vacant parcels with mixed-use multi family residential and activate ground floors that are in proximity to State Road 7.
10. Create a new mixed-use District on county-owned vacant and underutilized parcels. Integrate and celebrate the Lauderhill Performing Arts Center as a major anchor of the new mixed-use District. Weave connections to Central Broward Park amenities with the design of the new mixed-use District.
11. Strategically infill vacant parcels with mixed-use residential. Activate ground floors with retail and restaurant uses. Explore structured parking to maximize development potential.
12. Strategically Infill parcels with mixed-use office or residential uses.
13. Explore creating a parking structure for car sales to make the existing car sales lot available for new development.
14. Consider the currently proposed mixed-use multifamily residential development when planning new connections, enhanced public realm, and new development.



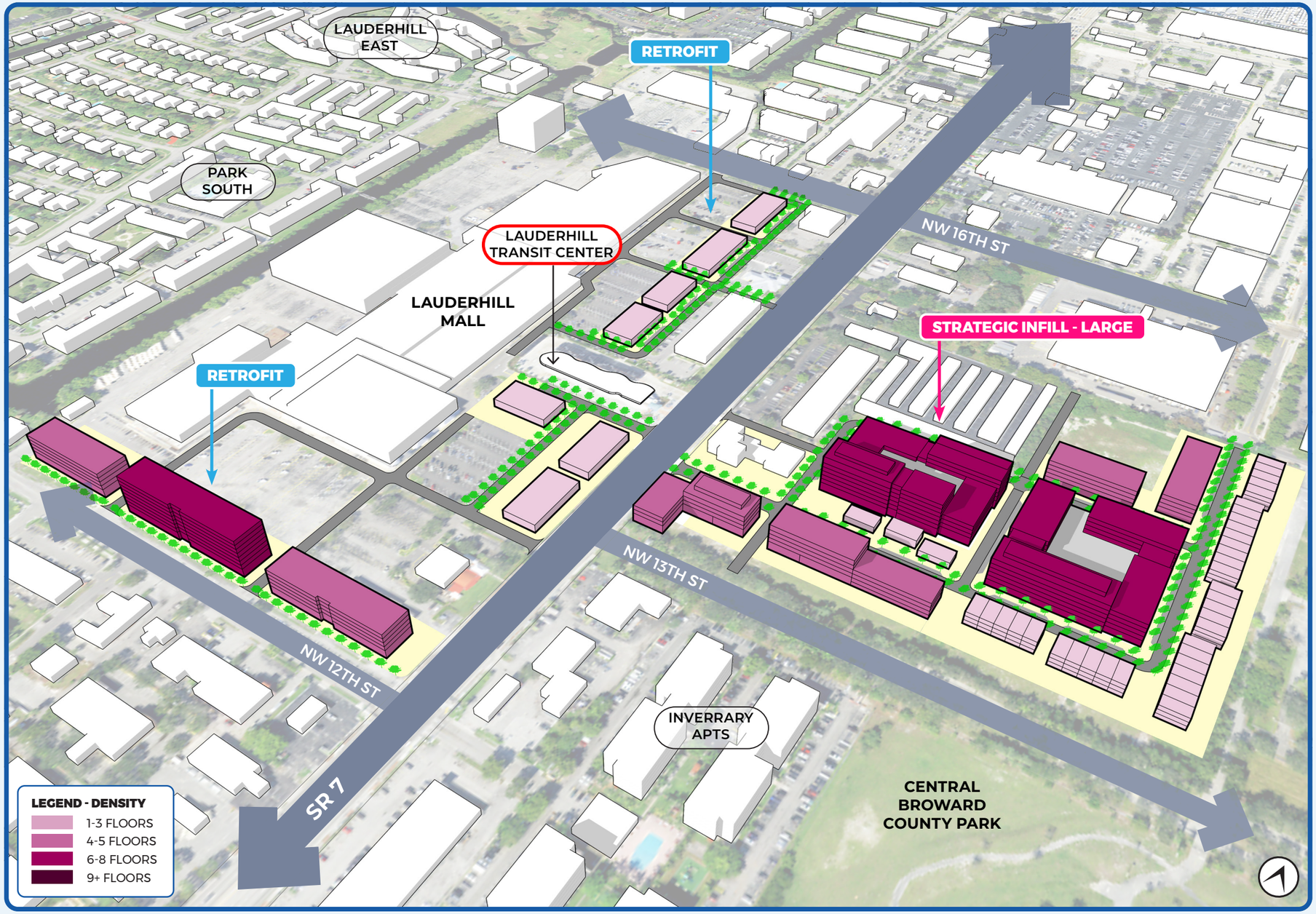
VISION VIGNETTE - LAUDERHILL MALL



VIGNETTE LEGEND

1. Enhance and clarify connections to the Lauderhill Transit Center.
2. Retrofit surface parking with single-story commercial buildings to provide new retail and restaurant opportunities and to improve overall urban form and density.
3. Create a network of activated public realm spaces to connect transit, community amenities and services, and residents across large commercial blocks.
4. Optimize pedestrian circulation and safety at intersection crossings to align with the Broward Safety Action Plan.
5. Strategically infill large vacant parcels along State Road 7 with mixed-use multifamily residential housing and activated ground floors.
6. Wrap structured parking with development (including liner buildings) along all active frontages.
7. Design new buildings with frontages that engage the street and parking located at the side or rear of the building.
8. Create an active node with retail and food and beverage options to anchor new development and complement commercial uses along State Road 7.
9. Locate townhomes at the edges of new development to transition density to less dense adjacent neighborhoods and developments.
10. Strategize the use of surface parking for less dense multifamily residential development. Locate surface parking to the rear of buildings with access from secondary streets.
11. Implement shallower setbacks along new streets that are designed with appropriate sidewalk widths and public realm considerations.
12. Consider the currently proposed mixed-use multifamily residential development when planning new connections, enhanced public realm, and new development.
13. Explore additional connections to Central Broward County Park.

VISION VIGNETTE - LAUDERHILL MALL



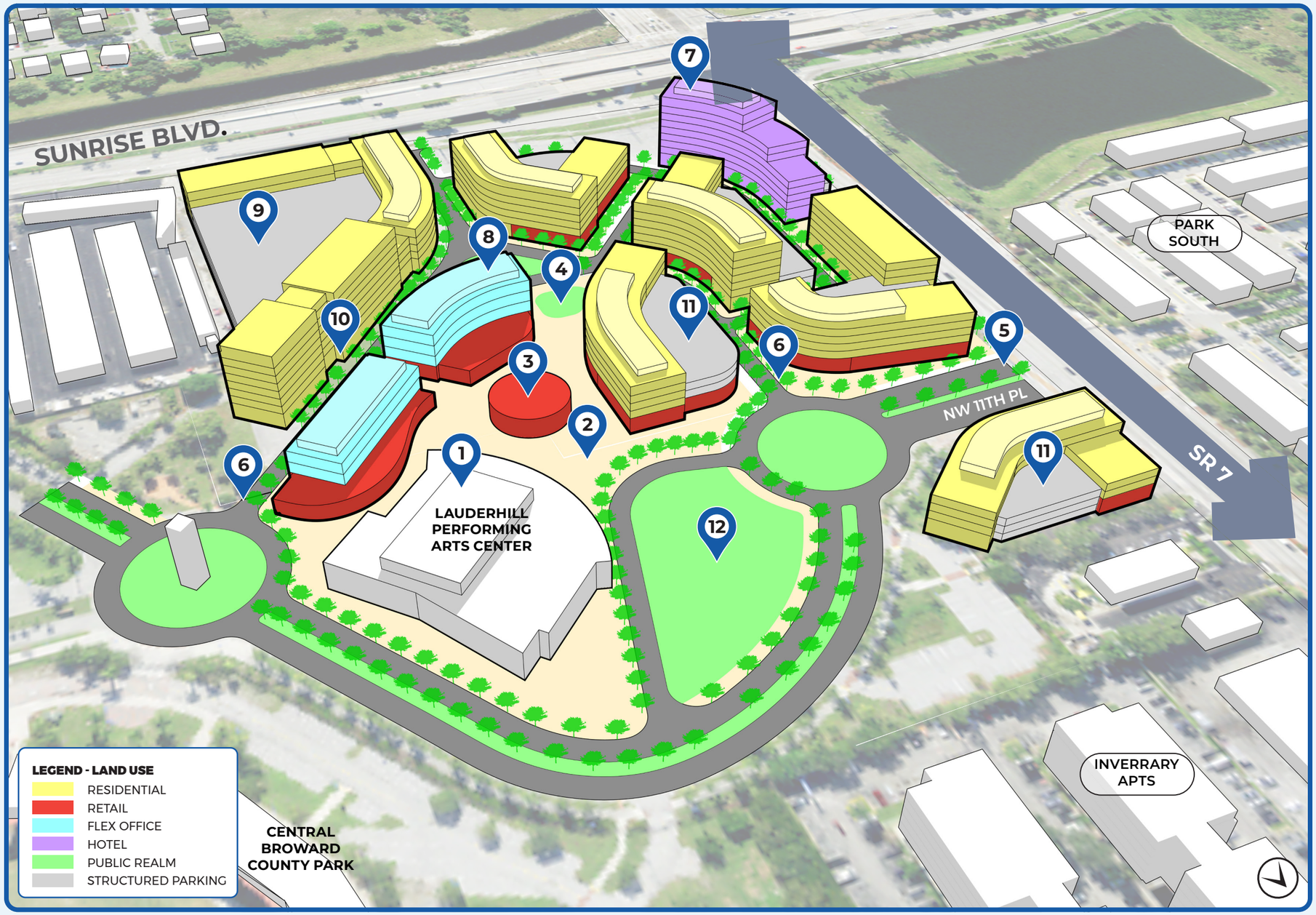
DENSITY & HEIGHT

RETROFIT - PERIMETER MARKETPLACE
DUNWOODY, GA

STRATEGIC INFILL LARGE - SKY BUILDING
OAKLAND PARK, FL

STRATEGIC INFILL LARGE - ALLY NORTH
OKLAHOMA CITY, OK

VISION VIGNETTE - LAUDERHILL PERFORMING ARTS CENTER

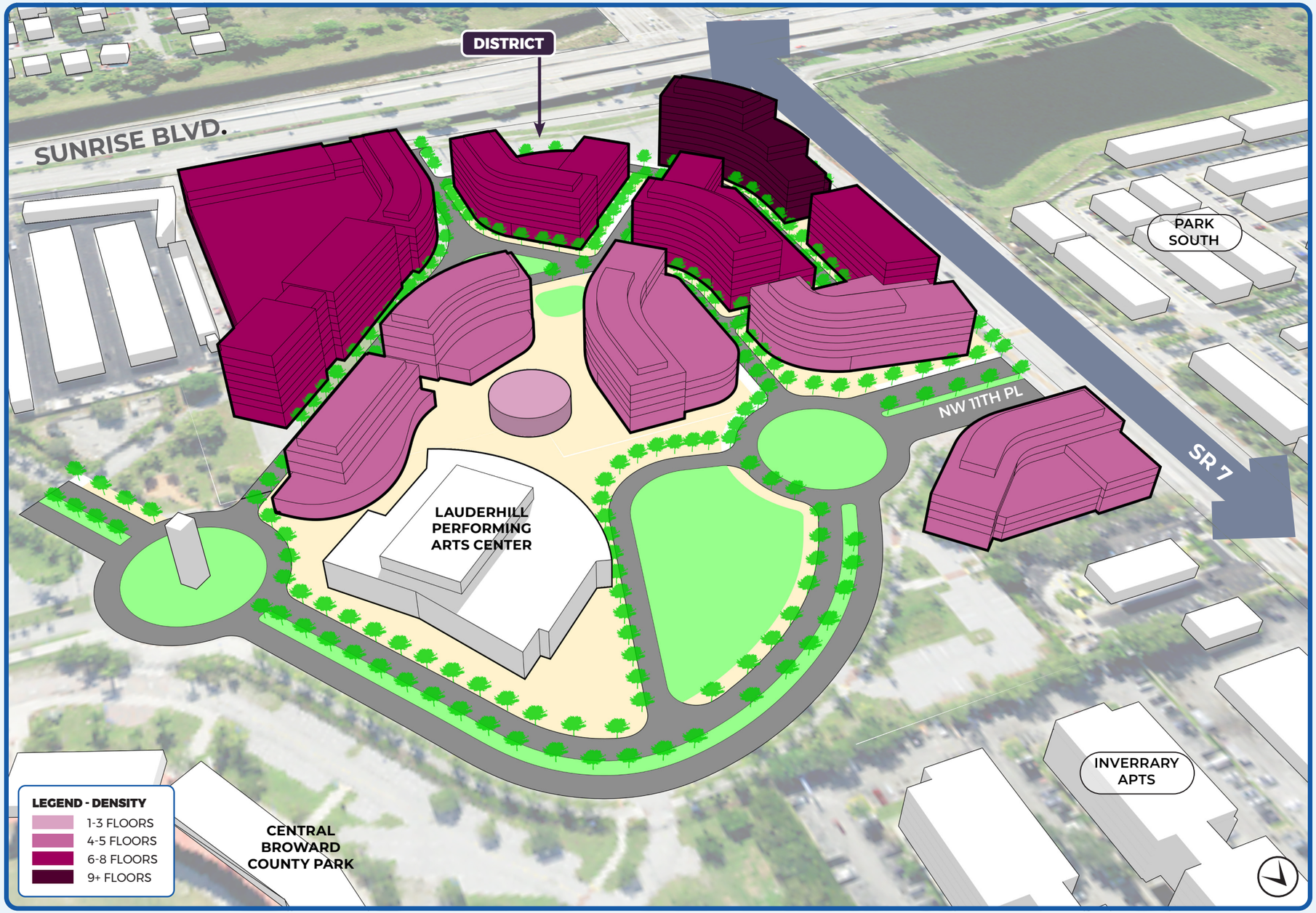


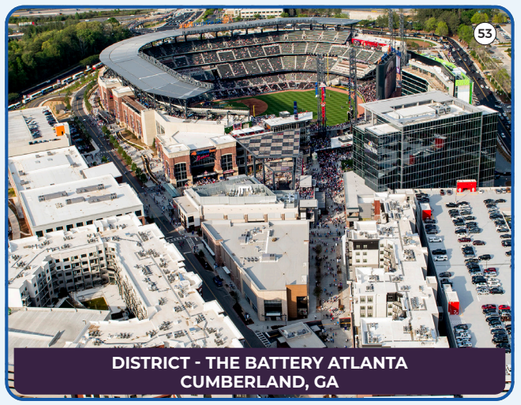
VIGNETTE LEGEND

1. Create a high-density, mixed-use district anchored by the Lauderhill Performing Arts Center.
2. Locate a plaza adjacent to the performing arts center to create a public realm threshold between it and new development. Connect the plaza to the district and to the State Road 7 corridor with enhanced public realm optimized for pedestrian and non-vehicular circulation.
3. Create a food and beverage cluster that complements the performing arts center use and establishes an active node in the heart of the district.
4. Prioritize public open space placement and design in the plan. Line these spaces with active frontages, such as commercial shopfronts and residential entrances, and not the backs or service sides of buildings.
5. Encourage pedestrian and bicyclist connections between the district and the State Road 7 corridor.
6. Create a network of primary and secondary streets designed for multimodal circulation. Adhere to Complete Streets design principles, including an optimized pedestrian experience, street trees, plantings, and pedestrian amenities. Integrate new streets with the existing network of streets associate with Central Broward County Park.
7. Locate a 150-300 key hotel at the southwest corner of the site to create a highly visible landmark for the district at the intersection of State Road 7 and Sunshine Boulevard.
8. Vary uses in the district by exploring flexible office use with activated ground floors.
9. Locate a large, structured shared-use parking garage adjacent to the district core to provide parking for performing arts center and district visitors, residents, workers, and commuters utilizing nearby transit.
10. Wrap structured parking with multifamily residential use and provide a centrally located garage entrance with efficient access to and from the district.
11. Wrap structured parking with development (including liner buildings) along all active frontages.
12. Explore transforming surface parking adjacent to the performing arts center into a new park to serve the district and the greater Lauderhill area.

VISION VIGNETTE - LAUDERHILL PERFORMING ARTS CENTER

DENSITY & HEIGHT





DISTRICT - THE BATTERY ATLANTA
CUMBERLAND, GA

DISTRICT - LAKE NONA
ORLANDO, FL

DISTRICT - BALLANTYNE RE-IMAGINED
CHARLOTTE, NC

DEERFIELD BEACH

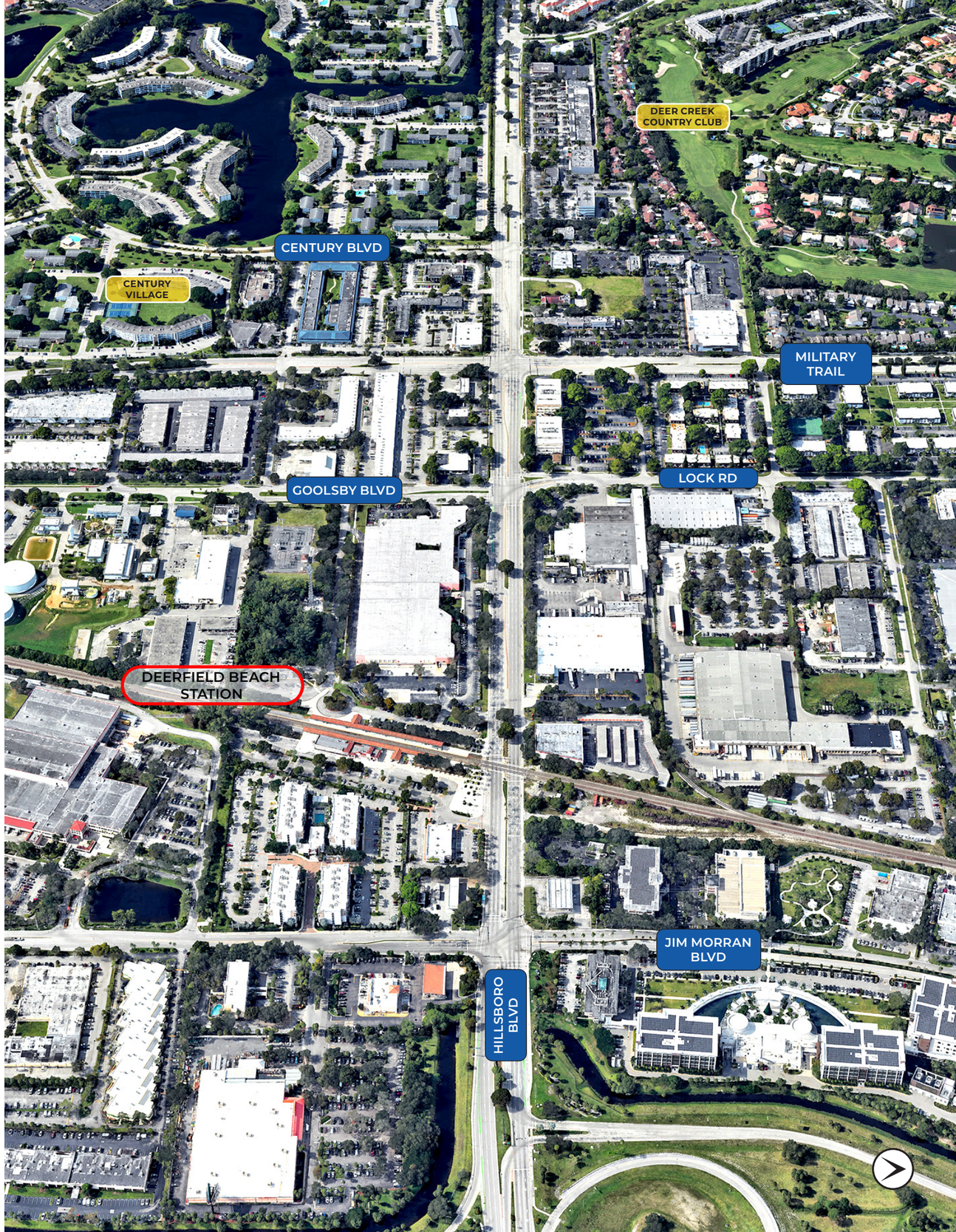
HILLSBORO BLVD - DEERFIELD BEACH STATION

Surrounding the Deerfield Beach station, this demonstration area illustrates steps for creating a more Connected Community oriented toward rail transit. Hillsboro Boulevard is the primary roadway connecting nearby neighborhoods to the train station, along which can be found a mix of existing uses and development patterns including large industrial buildings, suburban offices, and shopping centers. The area is adjacent to large, gated subdivisions and industrial parks, with limited connectivity and public access. However, within this setting, there are still strategies at multiple scales to make new connections, create new destinations, and create a hub of activity at the Tri-Rail station. This demonstration area explores leveraging the Commerce Future Land Use designation, tapping the potential of publicly owned land, and taking incremental steps to connect shopping centers with their surrounding neighbors.

DEERFIELD BEACH STATION

BROWARD COUNTY NORTH REGIONAL COURTHOUSE

OFFICES AT HILLSBORO BLVD & MILITARY TRAIL



APPLY VISION TYPOLOGIES

DEERFIELD BEACH - APPLIED VISION TYPOLOGIES

STRATEGIC INFILL

RETROFIT

DISTRICT

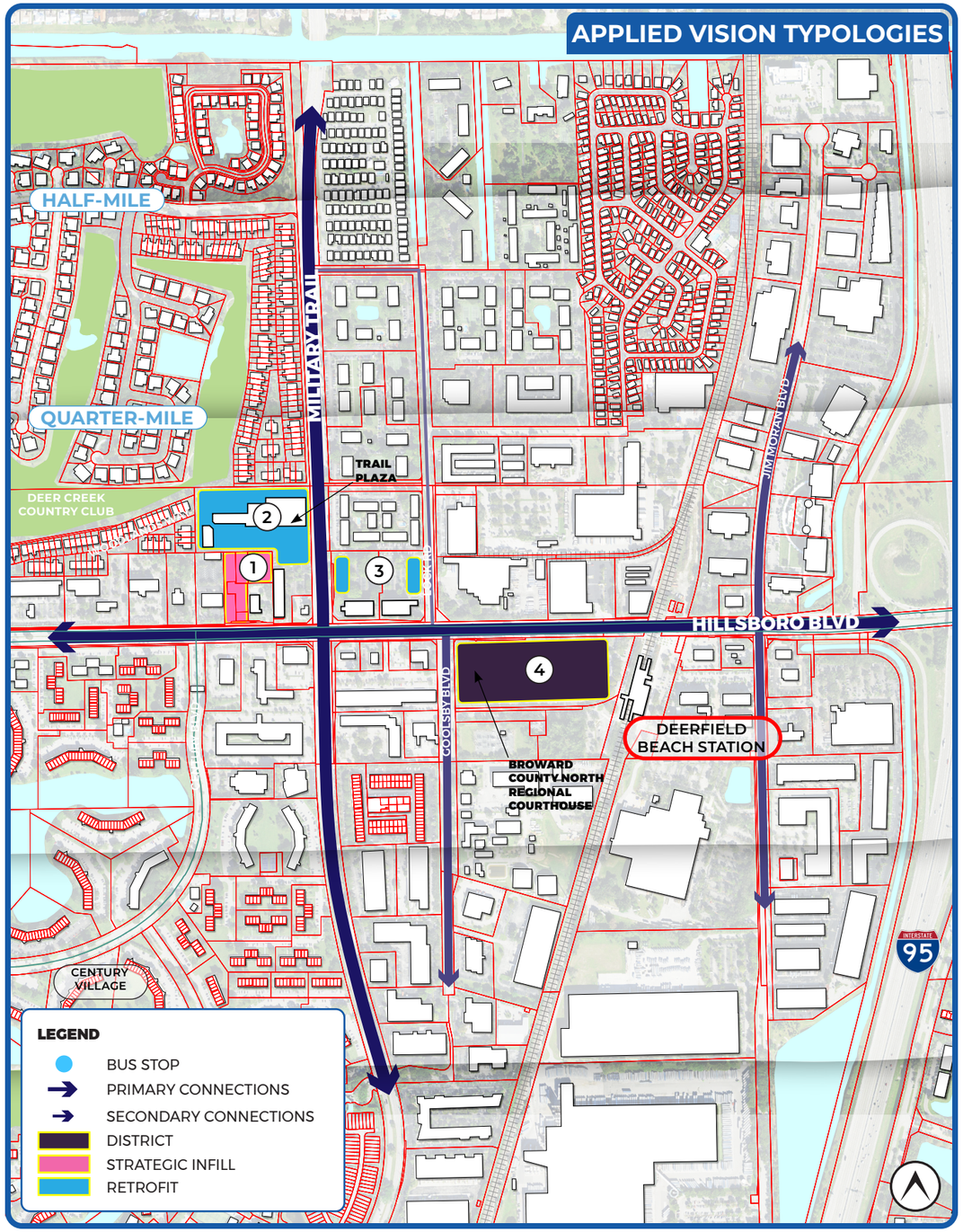
POSSIBLE DEERFIELD BEACH CORRIDOR OPPORTUNITY AREAS

1 STRATEGIC INFILL - VACANT PARCEL

2 RETROFIT - SHOPPING CENTER

3 RETROFIT - SURFACE PARKING

4 DISTRICT - STATION ADJACENT CIVIC ASSET



APPLY VISION FRAMEWORK

DEERFIELD BEACH - APPLIED VISION TYPOLOGIES

STRATEGIC INFILL

RETROFIT

DISTRICT

DEERFIELD BEACH - APPLIED VISION FRAMEWORK

CONNECTIVITY & CIRCULATION - *MAKE CONNECTIONS*

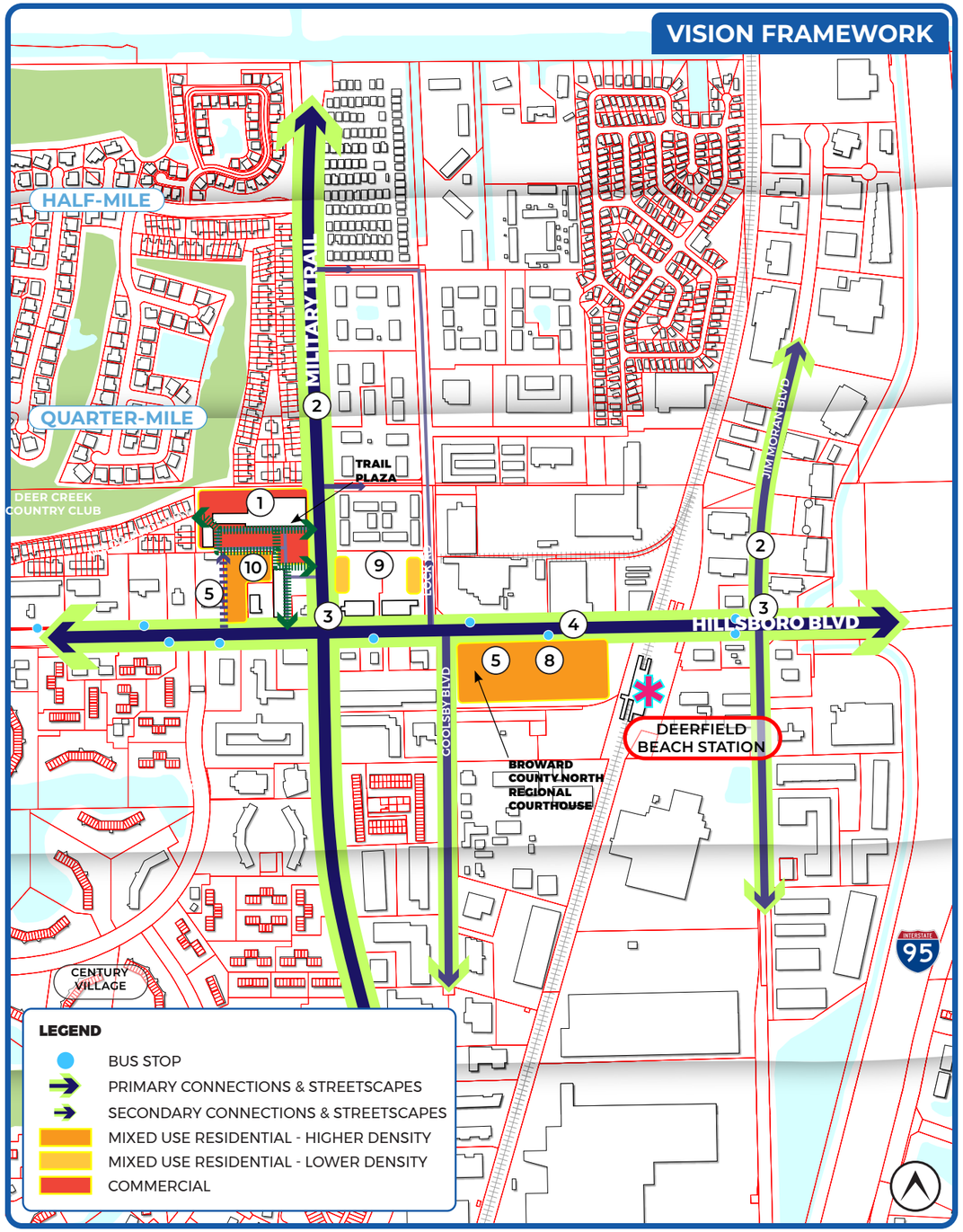
1. Enhance pedestrian connections from shopping center storefronts to Hillsboro Boulevard and its transit service.
2. Align with the Broward Safety Action Plan by improving the pedestrian & bicycle experience along streets to connect neighborhoods, parks, and community amenities to the Hillsboro Boulevard corridor and transit.
3. Optimizing pedestrian circulation and safety at intersection crossings to align with the Broward Safety Action Plan.
4. Utilize frontage roads to provide access to buildings while creating a more pedestrian-oriented streetscape along Hillsboro Boulevard.
5. Create new, walkable-sized blocks with pedestrian-oriented streets in larger mixed-use and residential developments.

OPEN SPACE & PUBLIC REALM - *CREATE GREAT PLACES*

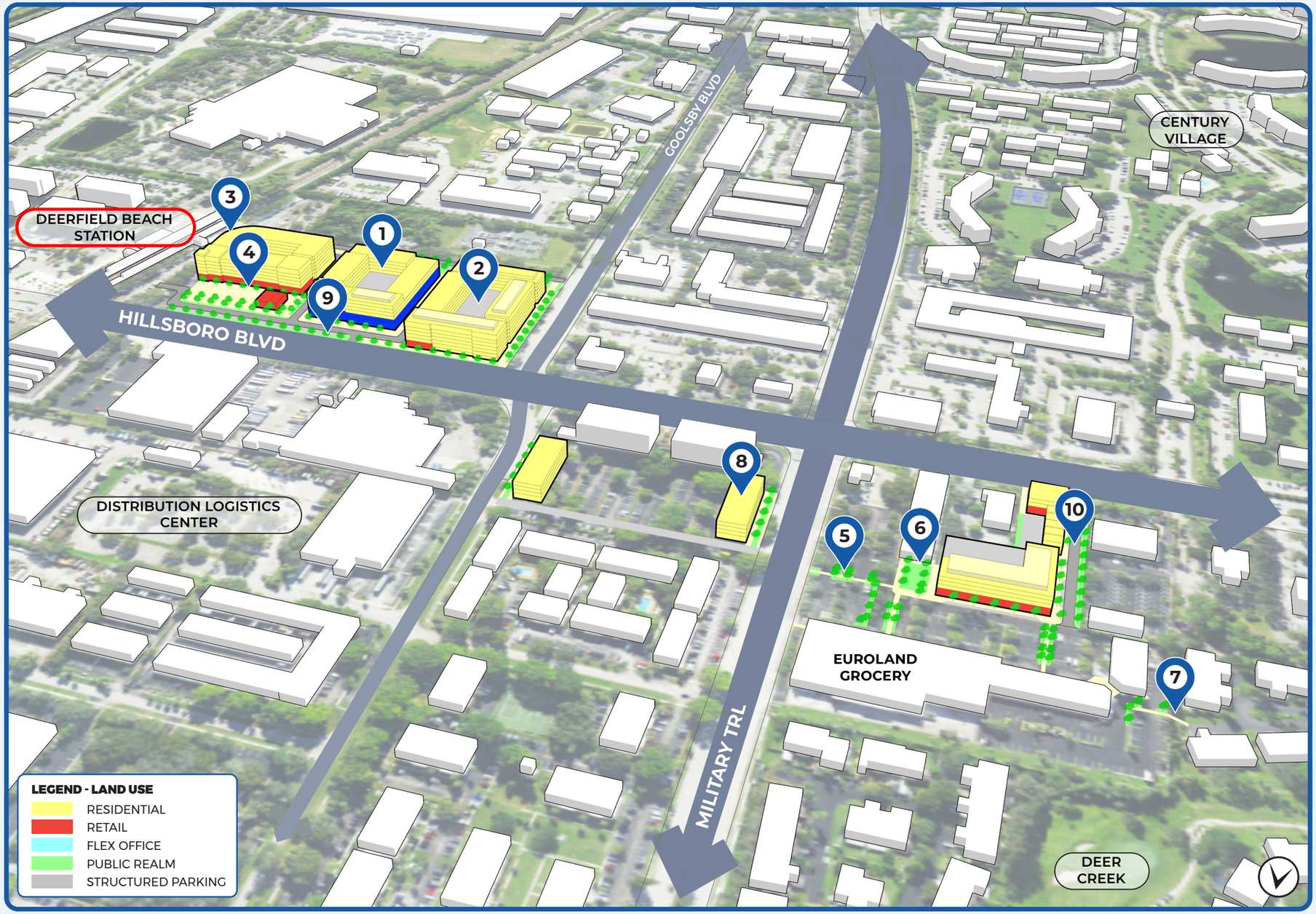
6. Include public open space in new projects, such as plazas and squares. The amount of open space should correspond to the size of the project.
7. Prioritize the placement and design of public open space. Line these spaces with active frontages, such as commercial shopfronts and residential entrances, and not the backs or service sides of buildings.

LAND USE, DENSITY, & CHARACTER - *AUTHENTIC VARIETY*

8. Explore the potential for a new mixed-use Connected Communities district on county-owned land adjacent to the Deerfield Beach Tri-Rail station.
9. Retrofit large surface parking lots with small multifamily buildings (or liner buildings) adjacent to streets to create active frontages that improve the pedestrian experience and shield the view of parking from the street.
10. Strategically infill vacant parcels with mixed-use residential.
11. Create new street connections along property lines where possible and activate ground floors with commercial uses in key locations, such as along major roadways and across from existing retail uses.
12. Create active ground floors in non-commercial locations with regularly spaced residential entrances.



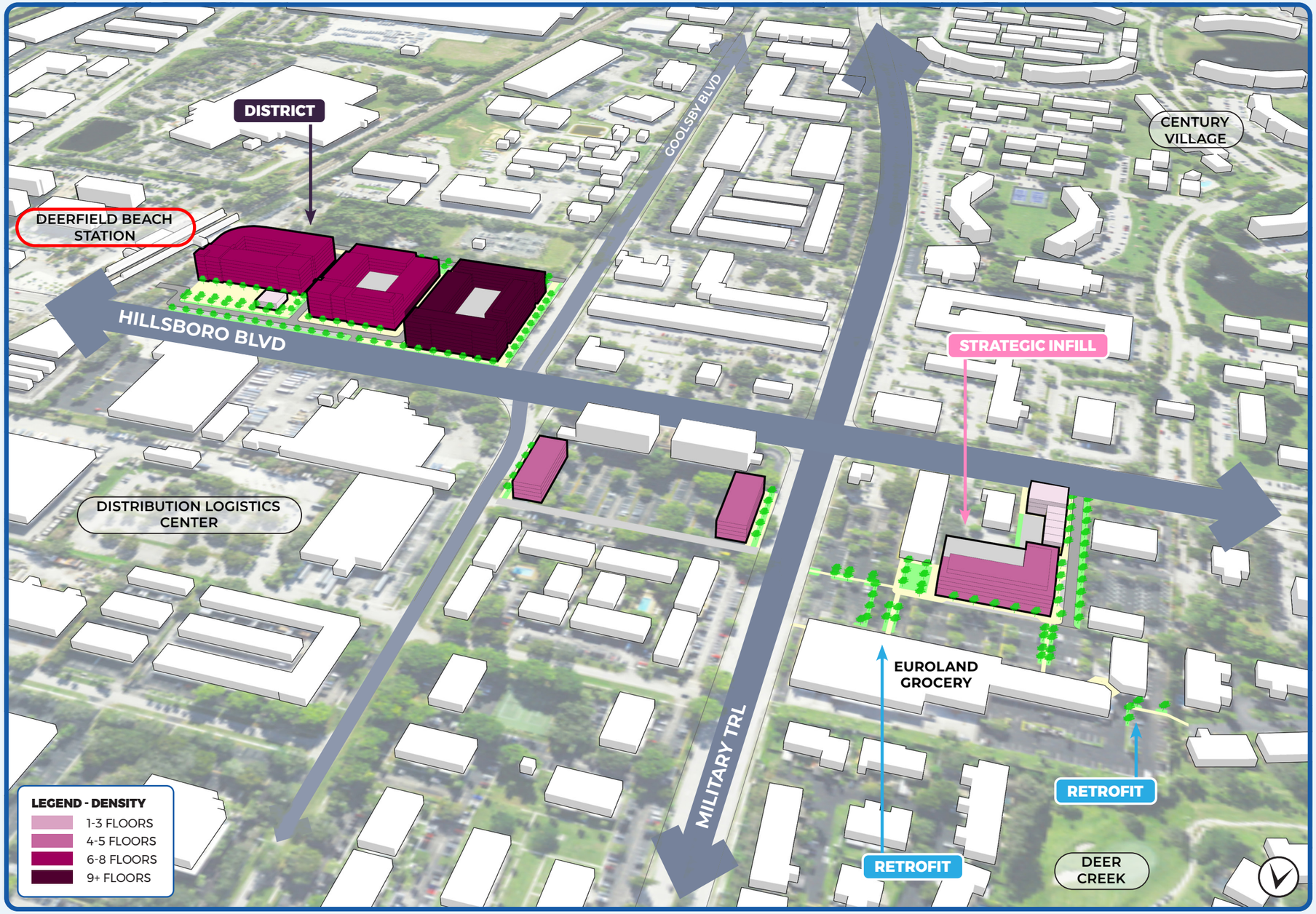
VISION VIGNETTE - DEERFIELD BEACH



VIGNETTE LEGEND

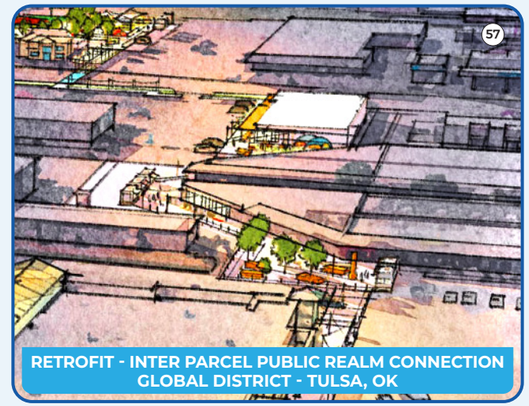
1. Utilize publicly owned land near transit to advance housing and economic development goals. Replace the existing building with new mixed-use buildings and a public plaza within walkable blocks to provide housing near transit, new space for businesses, and county offices.
2. Meet commuter parking needs and the parking demand of new development with structured parking. Wrap structured parking with development (including liner buildings) along all active frontages.
3. Locate the tallest buildings along Hillsboro Boulevard and near the Tri-Rail Station.
4. Orient public spaces and building frontages towards the transit station. Line these spaces with active frontages, such as commercial shopfronts and residential entrances, and not the backs or service sides of buildings.
5. Create pedestrian connections from sidewalks along Hillsboro Boulevard and other streets to the pedestrian networks within shopping centers.
6. Utilize small public open spaces to support adjacent business needs, such as outside dining and programmed events.
7. Encourage pedestrian and bicyclist connections between residential developments and shopping centers.
8. Design new buildings with activated frontages along streets, open spaces, or, as shown here, pedestrian walkways. Locate the back of buildings, where services and loading occurs, towards mid-block locations and the backs of other buildings.
9. Create frontage roads along busy arterial roadways to establish a wide sidewalk with enhanced public realm that supports a vibrant streetscape.
10. Create a new block structure on large sites with a connected network of streets that prioritize pedestrians.

VISION VIGNETTE - DEERFIELD BEACH



DENSITY & HEIGHT

STRATEGIC INFILL - PLANT STREET COMMONS
ORLANDO, FL



RETROFIT - INTER PARCEL PUBLIC REALM CONNECTION
GLOBAL DISTRICT - TULSA, OK

DISTRICT - LAKE NONA
ORLANDO, FL

OVERALL VISION KIT RECOMMENDATIONS

CONNECTIVITY & CIRCULATION

		ADAPTIVE REUSE / REHABILITATION	STRATEGIC INFILL	RETROFIT	STRATEGIC INFILL - LARGE	DISTRICT
CONNECTIVITY & CIRCULATION						
Category	**General**	**Guidance**	**Guidance**	**Guidance**	**Guidance**	**Guidance**
Primary Streets	· primary streets, new and reconstructed, should adhere to complete streets principles, including an optimized and safe pedestrian experience, pedestrian amenities, trees and plantings, and wayfinding signage. · primary streets, new and reconstructed, should be designed to promote all forms of travel to encourage walking, cycling, and connections to transit.	n/a	· primary streets should be a maximum of 22' and include one travel lane in each direction. · primary streets in the strategic infill typology should be limited to new streets that connect the development solution to major streets and arterials.	· the development solution should inform if the creation of primary streets is necessary.	· primary streets should be a maximum of 22' and include one travel lane in each direction. · primary streets in the strategic infill - large typology should be limited to new streets that connect the development solution to major streets and arterials and those that provide primary internal circulation.	· primary streets should be a maximum of 44' and include up to two travel lanes in each direction. · primary streets in the district typology should be limited to new streets that connect the development solution to major streets and arterials and those that provide primary internal circulation.
Secondary Streets	· secondary streets, new and reconstructed, should adhere to complete streets principles, including an optimized and safe pedestrian experience, pedestrian amenities, and trees and plantings.	n/a	· secondary streets should be a maximum of 22' and include one travel lane in each direction. · secondary streets should support primary streets and overall development solution circulation.	· the development solution should inform if the creation of secondary streets is necessary.	· secondary streets should be a maximum of 22' and include one travel lane in each direction. · secondary streets should support primary streets and overall development solution circulation.	· secondary streets should be a maximum of 22' and include one travel lane in each direction. · secondary streets should support primary streets and overall development solution circulation.
Service / Loading		· when possible, locate service/loading on secondary streets and not along primary frontages.	· locate service/loading on secondary streets and not along primary frontages.	· when possible, locate service/loading on secondary streets and not along primary frontages.	· locate service/loading on secondary streets and not along primary frontages.	· locate service/loading on secondary streets and not along primary frontages.
Sidewalks	· sidewalks should be located on both sides of streets. · wide sidewalks are required in areas with high pedestrian circulation.	· new sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· new sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.
Intersections / Crosswalks	· new and adjacent existing intersections and crosswalks should be aligned with the Broward safety action plan.	n/a	· new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.	· when possible new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.	· new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.	· new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.

OVERALL VISION KIT RECOMMENDATIONS

CONNECTIVITY & CIRCULATION

		ADAPTIVE REUSE / REHABILITATION	STRATEGIC INFILL	RETROFIT	STRATEGIC INFILL - LARGE	DISTRICT
CONNECTIVITY & CIRCULATION						
Category	**General**	**Guidance**	**Guidance**	**Guidance**	**Guidance**	**Guidance**
Parking - Structured & Surface	· structured parking should be prioritized over surface parking when possible to maximize development potential and density.	· primary mode of parking should be determined by the development solution for the area the strategic infill typology is applied.	· primary mode of parking should be determined by the development solution for the area the strategic infill typology is applied. in higher-density development solutions, structured parking should be prioritized to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary. · where structured parking is not warranted, surface parking should be located to the rear of buildings.	· primary mode of parking should be determined by the development solution for the area the retrofit typology is applied. in higher-density development solutions, structured parking should be prioritized to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary. · surface parking should not be directly adjacent to or accessed from primary streets. access to surface parking should be from secondary streets. · when possible, locate surface parking in the interior of development blocks, partially and/or fully shielded from streets with development and/or landscaping.	· structured parking should be the primary mode of parking within strategic infill-large typologies to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary.	· structured parking should be the primary mode of parking within district typologies to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary.
Parking - On-Street	· whenever possible, on-street parking should be maximized within development solutions for all typologies to support businesses, calm vehicular traffic, shield pedestrians from moving traffic, and offset demand for structured parking	n/a	· on-street parking should be provided on new streets created within the strategic infill typology. the development solution should inform if parking is on one or both sides of the street.	· on-street parking should be provided on new streets created within the retrofit typology. the development solution should inform if parking is on one or both sides of the street.	· when possible, on-street parking should be provided on secondary streets within the strategic infill-large typology. the development solution should inform if parking is provided on primary streets.	· when possible, on-street parking should be provided on secondary streets within the district typology. the development solution should inform if parking is provided on primary streets.
Street Network & Inter-Block Connections	· create walkable blocks with a connected network of streets and publicly accessible pathways	· enhance pedestrian connections from shopping centers shopfronts to sidewalks and transit service. · encourage pedestrian and bicyclist connections between residential developments and shopping centers.	· increase connectivity through large residential blocks by inserting pedestrian and bicycle pathways where continuous connections can be made. · utilize vacant parcels within neighborhoods to create new pedestrian and bicycle connections in mid-block locations. · new streets, paths, and mid-block connections should be publicly owned rights of way or otherwise publicly accessible · coordinate and align new street and mid-block connections with adjacent existing street networks.	· enhance pedestrian connections from shopping centers shopfronts to sidewalks and transit service. · encourage pedestrian and bicyclist connections between residential developments and shopping centers. · explore opportunities for new street connections, including mid-block connections, as parcels are redeveloped. · new streets, paths, and mid-block connections should be publicly owned rights of way or otherwise publicly accessible · coordinate and align new street and mid-block connections with adjacent existing street networks.	· for large sites, create a new block and street network guided by a master plan that breaks up large existing blocks into smaller, more walkable blocks with increased connectivity. · new streets, paths, and mid-block connections should be publicly owned rights of way or otherwise publicly accessible · coordinate and align new street and mid-block connections with adjacent existing street networks. · new blocks should be between 240 and 400 feet in length and typically no longer than 600 feet. longer blocks may be appropriate depending on the context or special use.	· for large sites, create a new block and street network guided by a master plan that breaks up large existing blocks into smaller, more walkable blocks with increased connectivity. · new streets, paths, and mid-block connections should be publicly owned rights of way or otherwise publicly accessible · coordinate and align new street and mid-block connections with adjacent existing street networks. · new blocks should be between 240 and 400 feet in length and typically no longer than 600 feet. longer blocks may be appropriate depending on the context or special use.

OVERALL VISION KIT RECOMMENDATIONS

PUBLIC REALM & OPEN SPACE

		ADAPTIVE REUSE / REHABILITATION	STRATEGIC INFILL	RETROFIT	STRATEGIC INFILL - LARGE	DISTRICT
PUBLIC REALM & OPEN SPACE						
Category	**General**	**Guidance**	**Guidance**	**Guidance**	**Guidance**	**Guidance**
Sidewalks - 'Main Street'	· sidewalks associated with commercial areas should be wide enough to accommodate pedestrian circulation, outdoor commercial activity, street trees, lighting, and pedestrian amenities.	· where possible, sidewalks should be widened and enhanced with landscaping.	· where new, primarily residential streets or sidewalks are included, sidewalks should include two functional zones, the pedestrian through zone and the furnishing/landscape zone. the pedestrian through zone should be 5 to 7 feet wide. the furnishing/landscape zone should be a minimum of 5 feet wide, but ideally 6 feet or more to accommodate healthy street tree growth. · shade-producing street trees should be planted at regular intervals using the minimum spacing permitted. · locate site furnishings, such as seating, lighting, bike racks, and other features within the furnishing/landscape zone.	· new "main streets" should have sidewalks that include three functional zones, the frontage zone, the pedestrian through zone, and the furnishing/landscape zone. the frontage zone can vary depending on intended use. a minimum of 1.5 feet can accommodate signs and door openings, while 8 to 10 feet can accommodate seating. the pedestrian through zone should be 8 to 12 feet wide. furnishing/landscape zones should be a minimum of 5 feet wide, but ideally 6 feet or more to accommodate healthy street tree growth. · locate site furnishings, such as seating, lighting, bike racks, and other features within the furnishing/landscape zone.	· new "main streets" should have sidewalks that include three functional zones, the frontage zone, the pedestrian through zone, and the furnishing/landscape zone. the frontage zone can vary depending on intended use. a minimum of 1.5 feet can accommodate signs and door openings, while 8 to 10 feet can accommodate seating. the pedestrian through zone should be 8 to 12 feet wide. furnishing/landscape zones should be a minimum of 5 feet wide, but ideally 6 feet or more to accommodate healthy street tree growth. · locate site furnishings, such as seating, lighting, bike racks, and other features within the furnishing/landscape zone.	· new "main streets" should have sidewalks that include three functional zones, the frontage zone, the pedestrian through zone, and the furnishing/landscape zone. the frontage zone can vary depending on intended use. a minimum of 1.5 feet can accommodate signs and door openings, while 8 to 10 feet can accommodate seating. the pedestrian through zone should be 8 to 12 feet wide. furnishing/landscape zones should be a minimum of 5 feet wide, but ideally 6 feet or more to accommodate healthy street tree growth. · locate site furnishings, such as seating, lighting, bike racks, and other features within the furnishing/landscape zone.
Pedestrian and Bicycle Connections / Mid-block Passage	· on long blocks, provide publicly accessible mid-block connections for pedestrians and bicyclists. · explore opportunities to make new pedestrian and bicyclist connections between neighborhoods, commercial areas, and transit corridors.		· explore opportunities to create new through-block connections with infill development on large blocks. · explore connections to adjacent street networks. neighborhoods, and commercial developments · shared pedestrian-bicycle path should be a minimum of 8 to 10 feet wide	· explore opportunities to create new through-block connections with infill development on large blocks. · explore connections to adjacent street networks. neighborhoods, and commercial developments · shared pedestrian-bicycle path should be a minimum of 8 to 10 feet wide	· explore connections to adjacent street networks. neighborhoods, and commercial developments · shared pedestrian-bicycle path should be a minimum of 8 to 10 feet wide	· explore connections to adjacent street networks. neighborhoods, and commercial developments · shared pedestrian-bicycle path should be a minimum of 8 to 10 feet wide
Public Open Space	· public open space is a critical element for all vision typologies. the size and type of public open space will vary depending on the vision typology, project size, and programming needs. · these spaces should be considered in relation to open spaces in the surrounding community and opportunities for creating a connected network should be explored.	· explore opportunities for enhanced landscaping and repurposing of parking spaces into park or plaza space, such as pocket parks. · consider temporary or tactical installations to test ideas or make quick improvements before making more substantial changes.	· incorporate smaller open spaces and landscaped areas as feasible. · design public open spaces to connect with and complement the streetscape · privately-owned public spaces (pops) should be designed and located with care to complement the city's own open space network and not as repurposing leftover space. · locate active ground floor uses along the edges of parks, squares and plazas.	· locate active ground floor uses along the edges of parks, squares and plazas. · spatially define the shape of plazas and squares by building frontages. · plazas consist primarily of hardscape and are usually between 1/2 acre and 2 acres. · squares consist of lawns, landscaping, and trees with some hardscape and are usually between 1/2 acre and 5 acres. · privately-owned public spaces (pops) should be designed and located with care to complement the city's own open space network and not as repurposing leftover space.	· larger developments may include parks or greens that consist primarily of lawns and landscaping and may be spatially defined by building frontages or landscape elements. · locate active ground floor uses along the edges of parks, squares and plazas. · spatially define the shape of plazas and squares by building frontages. · plazas consist primarily of hardscape and are usually between 1/2 acre and 2 acres. · squares consist of lawns, landscaping, and trees with some hardscape and are usually between 1/2 acre and 5 acres. · privately-owned public spaces (pops) should be designed and located with care to complement the city's own open space network and not as repurposing leftover space.	· larger developments may include parks or greens that consist primarily of lawns and landscaping and may be spatially defined by building frontages or landscape elements. · locate active ground floor uses along the edges of parks, squares and plazas. · spatially define the shape of plazas and squares by building frontages. · plazas consist primarily of hardscape and are usually between 1/2 acre and 2 acres. · squares consist of lawns, landscaping, and trees with some hardscape and are usually between 1/2 acre and 5 acres. · privately-owned public spaces (pops) should be designed and located with care to complement the city's own open space network and not as repurposing leftover space.

OVERALL VISION KIT RECOMMENDATIONS

LAND USE, DENSITY, & CHARACTER

		ADAPTIVE REUSE / REHABILITATION	STRATEGIC INFILL	RETROFIT	STRATEGIC INFILL - LARGE	DISTRICT
LAND USE, DENSITY, & CHARACTER						
Category	**General**	**Guidance**	**Guidance**	**Guidance**	**Guidance**	**Guidance**
Multifamily Residential Mixed-Use	· max building height should be informed by density and context of adjacent neighborhoods and developments in order to transition from higher to lower densities. · garden-style multifamily residential buildings should be avoided in all applicable typologies.	· conversion to multifamily residential mixed-use should maintain and celebrate the character and legacy of the original building.	· 20' ground floor for active uses · general overall building height 4-6 floors (50'-70')	· 20' ground floor for active uses · general overall building height 4-6 floors (50'-70')	· 20' ground floor for active uses · general overall building height 4-8 floors (50'-90') · multifamily residential mixed-use should be located within central and active areas of the strategic infill-large typology.	· 20' ground floor for active uses · general overall building height 5-9+ floors (60'-100'+) · multifamily residential mixed-use should be located within central and active areas of the district typology.
Multifamily Residential	· max building height should be informed by density and context of adjacent neighborhoods and developments in order to transition from higher to lower densities. · garden-style multifamily residential buildings should be avoided in all applicable typologies.	· conversion to multifamily residential mixed-use should maintain and celebrate the character and legacy of the original building.	· general overall building height 4-6 floors (40'-60')	· general overall building height 4-6 floors (40'-60')	· general overall building height 4-8 floors (40'-80')	· general overall building height 5-9+ floors (50'-90'+)
Townhomes	· townhomes should be used in lower density districts and adjacent to single family neighborhoods. townhomes can be used in higher-density typologies to transition building heights lower density adjacent neighborhoods and developments.	n/a	· general overall townhome height 3-4 floors (30'-40') · townhomes can be a primary feature of the strategic infill typology. · when possible, garage access should be from an interior alley. · townhomes should occur in an array of at least three, side by side.	· general overall townhome height 3-4 floors (30'-40') · use of townhomes within the retrofit typology should be driven by adjacent use and context. · townhomes should occur in an array of at least three, side by side.	· general overall townhome height 3-4 floors (30'-40') · placement of townhomes within the strategic infill-large typology should be at the edges of the development and used to transition density to lower density and height adjacent neighborhoods and developments. · townhomes should occur in an array of at least three, side by side.	· general overall townhome height 3-4 floors (30'-40') · placement of townhomes within the district typology should be at the edges of the development and used to transition density to lower density and height adjacent neighborhoods and developments. · townhomes should occur in an array of at least three, side by side.
Office Mixed-Use	· max building height should be informed by density and context of adjacent neighborhoods and developments in order to transition from higher to lower densities.	· conversion to office mixed-use should maintain and celebrate the character and legacy of the original building.	· use of office mixed-use within the strategic infill typology should be informed by existing and/or future context. · general overall building height 3-6 floors (48' - 90')	· building height should be informed by current or proposed regulations and density and context of the area where the retrofit typology is applied. · use of townhomes within the retrofit typology should be driven by adjacent use and context.	· general overall building height 3-8 floors (48' - 118') · office mixed-use should be located within central and active areas of the strategic infill-large typology.	· general overall building height 5-10+ floors (76' - 146') · office mixed-use should be located within central and active areas of the district typology.

DEMONSTRATION AREA ZONING GUIDANCE

HOLLYWOOD NODE

EXISTING ZONING	EXISTING STANDARDS	RECOMMENDED STANDARDS
S-MU: Transit Oriented Corridor-South Mixed-Use District	175ft (17 stories) 50 units per acre Maximum Lot Coverage 95% Maximum Setback from SR7 30ft	Increase Density Maintain setback from SR 7 for wider sidewalk and landscaping
C-MU: Transit Oriented Corridor-Central Mixed-Use District	175ft (17 stories) 50 units per acre	Increase Density
RM-12: Multiple Family District	3 stories or 35ft 12 units per acre (single-family, duplex, townhouse, apt bldg. Commercial not allowed	Increase Height Increase Density Allow Commercial Uses/Mixed-Uses
C-3: Medium Intensity Commercial District	5 stories or 60ft 8 units per acre Commercial Only	Increase Height Increase Density Allow Residential Uses/Mixed-Uses

LAUDERHILL CORRIDOR

EXISTING ZONING	EXISTING STANDARDS	RECOMMENDED STANDARDS
CC: Community Commercial	Mixed-Use with Residential is allowed through special exception. 50ft 100ft Setback from SR7	Allow Mixed-Use by Right Allow Height Maximum to 100ft Reduce Setback from SR7
CE: Commercial Entertainment	2 Stories If substantial public transit and pedestrian amenities are provided, 3.0 Mixed Use Permitted, i.e., fee simple residential component	Increase Height Allow Residential Allow Mixed-Use by Right
CG: General Commercial	75ft 100ft Setback from SR7	Allow Mixed-Use Reduce Setback from SR7
RM-40: Residential Multifamily	8 stories or 100ft Forty (40) dwelling units per gross acre Commercial as accessory use; however mixed-use not permitted.	Allow Mixed-Use

DEMONSTRATION AREA ZONING GUIDANCE

DEERFIELD BEACH

EXISTING ZONING	EXISTING STANDARDS	RECOMMENDED STANDARDS
B-1: Business, Community	45ft Less than 50 percent of the building is utilized for residential purposes Maximum FAR 1.0 Minimum Front Setback 10ft	Increase Height Increase Density Increase FAR Allow Residential Uses/Mixed-Uses Maintain Front Setback
B-2: Business, Highway	75ft Less than 50 percent of the building is utilized for residential purposes Maximum FAR 0.5 Minimum front setback 50ft	Increase Height Increase Density Increase FAR Allow Residential Uses/Mixed-Uses Decrease front setback

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CHAPTER 4: ACTION PLAN

INTRODUCTION

The Action Plan outlines a strategic roadmap to align infrastructure investment, land use policy, affordable housing policy and zoning reform to promote opportunities for Connected Communities. It also provides a comprehensive guide to financing strategies that can be deployed to catalyze transformative projects including federal, state, and local programs; leveraging publicly owned land; using Tax Increment Financing (TIF) to fund infrastructure; applying for federal grants and tax incentives; and forming public-private partnerships to deliver affordable housing and community-serving amenities.

Together, these regulatory policies and finance tools provide a framework to coordinate zoning reforms, design standards, infrastructure investment, community benefit policies and financing resources to guide Central Broward towards a more compact, accessible, and connected approach to development.

AERIAL VIEW OF BROWARD COUNTY

PART 1: POLICY RECOMMENDATIONS

The Action Plan identifies recommendations for creating Connected Communities that are vibrant, mixed-use, walkable, transit-oriented, and affordable. By doing so, it consolidates recommendations for Central Broward to help align future land use, infrastructure, and housing planning policies. The following section describes key findings and specific recommendations for adopting new policies and regulatory tools for Connected Communities.

The policy recommendations are organized into three categories:

1. Land use & Zoning
2. Infrastructure
3. Housing

ACTION PLAN HIGHLIGHTS

The following key findings from the existing conditions review in Chapter 2 provide the foundation for the Action Plan recommendations:

The region's future will require a balance of land uses that integrate the Activity Center Future Land Use Category with investments in pedestrian, bicycle, and transit infrastructure.

Combining a mix of residential, commercial, and recreational spaces in close proximity offers a variety of activities and housing options for people at different stages of life. The existing conditions analysis found that concentrations of need in terms of transit access, affordable housing and neighborhood services and amenities align with the key corridors and intersections in the study area. Therefore, the region's future will require a balance of land uses that integrates the Activity Center future land use category with planned investments in pedestrian, bicycle, and transit infrastructure.

Central Broward's multimodal network offers opportunities for expanded connectivity and continued improvement.

By connecting gaps in the sidewalk system, expanding bicycle infrastructure, and coordinating community shuttle routes with existing and planned transit routes, Central Broward can have increased accessibility to local transit, enhanced first-mile/last-mile connectivity, and improved multimodal links, especially in Activity Centers. Bike and pedestrian facilities planned in coordination with the Vision Typologies can improve local connectivity and promote walking, biking, and rolling as a convenient way for accessing neighborhood services and amenities.

The majority of municipal zoning is not Connected Communities supportive.

The zoning analysis classified zoning districts based on their readiness to support Connected Communities with compact development and a mix of medium and high density uses that are designed to encourage walking, rather than auto-oriented development patterns. Shifting zoning standards across Central Broward to support this development pattern would have a profound impact on future growth and connectivity. New zoning standards can be adopted along proposed PREMO lines and within focus areas highlighted in this toolkit, such as Activity Centers, to promote walkability, higher transit use, and mixed-use development, ultimately fostering more connected, sustainable, and accessible communities.

There is an urgent need to address the affordable housing gap and lack of key neighborhood amenities.

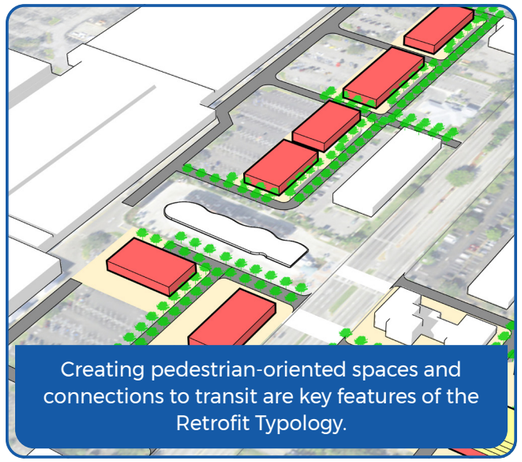
Strategic interventions, such as integrating mixed-income housing along key transit corridors and leveraging Connected Community principles, will help create more accessible communities. Integrating more parks and grocery stores within underserved areas, especially in the northern portion of Central Broward, will help create more complete communities.

THRIVING COMMUNITIES PROGRAM · WSP · MHCP COLAB · ACCELERATOR FOR AMERICA

LAND USE AND ZONING POLICIES

ZONING OVERLAYS AND DISTRICTS

There is a clear opportunity to expand Connected Communities-supportive zoning across Central Broward and in corresponding Activity Centers with new zoning districts and overlay zones. Leveraging the vision typologies, particularly strategic infill-large, will help promote walkability, transit use, and mixed-use development, ultimately fostering more dynamic, connected, and sustainable communities for large-scale development.



Creating pedestrian-oriented spaces and connections to transit are key features of the Retrofit Typology.

RECOMMENDATION:

Encourage zoning standards that support compact and dense development and reduce parking standards.

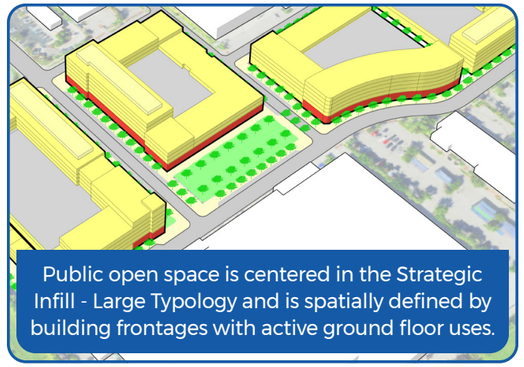
Zoning that most supports compact development within the corridor have specific transit-oriented corridor zoning or zoning overlays that require transit supportive and compact development. These include:

- Creating and implementing additional zoning overlays and zoning that allows for a diverse mix of uses, greater building heights and density, and reduced minimum parking requirements or eliminating parking requirements near transit will increase support for connected community.
- Heights ranging from 4 to 20 stories depending on the desired intensity of the geographic area with comparable densities.
- Reducing or eliminating minimum parking standards.
- Establishing a mix of uses with minimum percentages for commercial and residential uses.

See Activity Center recommendations for specific guidance on density and mix of uses.

DESIGN STANDARDS

Specific design standards can encourage and require development that is pedestrian- and transit-oriented. Design guidelines can include standards for urban form with specific guidance on building design, site design, the public realm, open space , and transitions to adjacent residential neighborhoods.



Public open space is centered in the Strategic Infill - Large Typology and is spatially defined by building frontages with active ground floor uses.

RECOMMENDATION:

Develop Connected Communities-supportive urban design standards or guidelines to accompany new zoning and overlays.

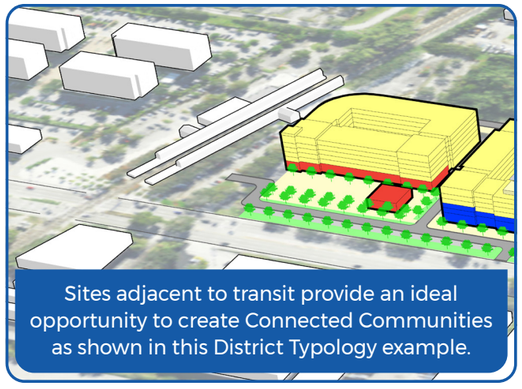
Measurable design standards or guidelines can enhance the public realm and create efficient and attractive urban spaces. Design standards or guidelines may address:

- Liner buildings within parking lots and structured parking to obscure parked cars from being seen at the street level,
- New public open space,
- Architectural variation,
- Building façade transparency,
- Ground floor active use requirements, Hierarchy of streets and intersections to provide a framework for organizing building height, intensity and orientation.
- Building separation, footprints, and setbacks to ensure that new development is pedestrian and transit-oriented,
- Standards for benches, trees, lighting and street furniture in a designated zone along the sidewalk.

Broward Next Land Use Policy 2.4.9 expands on these design guidelines within the public realm, as does Land Use Policy 2.4.16 which specify pedestrian and transit amenities that are internal to designated Activity Centers and Land Use Policy 2.4.18 specifies transitions to adjacent residential neighborhoods.

ACTIVITY CENTER FUTURE LAND USE

While there are three different future land use categories that permit multifamily housing, it is only the Activity Center category that is designed to truly support a mix of dense uses that are intended to encourage better connectivity, walkable neighborhoods, and an authentic variety of uses, buildings and architecture. The Activity Center category plays a vital role in promoting Connected Communities across Broward County and can encompass both the District and Strategic Infill - Large vision typologies.



Sites adjacent to transit provide an ideal opportunity to create Connected Communities as shown in this District Typology example.

RECOMMENDATION:

Expand Activity Centers to supporting connected communities

Activity Centers serve as hubs for transit, pedestrian, and bicycle networks that create compact and well-connected spaces with links to the greater region. Existing Broward Next policies can be used to guide municipalities in adding more Activity Centers in alignment with planned PREMO lines and existing transit facilities. These include:

- Broward Next Land Use Policy 2.4.2 designates Activity Centers as supporting the location of uses in a manner oriented around the five-minute walk and/or within approximately a quarter mile on either side of a transit corridor.
- Land Use Policy 2.4.1 designates Activity Centers with increased density by 20% or 500 dwelling units and/or hotel rooms, whichever is less.
- Land Use Policy 2.4.3 requires residential as a primary use and Land Use Policy 2.4.4 requires a mix of uses.

Additionally, some of the larger typologies described in section 3 can be included in the Activity Center future land use with guidance for District and Strategic Infill - Large vision typologies which would need greater coordination, visioning and an overall master plan.

EXISTING LAND USE PATTERNS

The best opportunity to increase densities and development is by redeveloping older structures and promoting infill development. Redevelopment and infill sites can be key catalysts for revitalization and allow for transit supportive land uses that better align with community needs. Future development strategies may benefit from focusing on targeted redevelopment efforts, particularly in areas where aging buildings can be repurposed or replaced or where large surface parking lots can be activated with new development.

Large areas of surface parking and vacant lots provide an opportunity for new housing and economic development as part of Retrofit and Strategic Infill Typologies.

RECOMMENDATION:

Prioritize use of the Adaptive Reuse, Strategic Infill, and Retrofit Vision Typologies.

Utilizing these vision typologies will improve the pedestrian experience and foster Connected Communities in the following ways:

- By adapting existing structures—such as warehouses and aging commercial buildings— for new uses, communities can preserve the architectural character of buildings while modernizing them to support different uses that are more in demand. These can also include collectives and incubators for food and culture, start-up businesses, flexible space and small businesses.
- Transforming large surface parking areas into residential, commercial, or mixed-use developments by retrofitting them with new buildings to create a more compact and efficient development pattern.
- Leveraging Broward County policies like Strategy TR-1, which prioritizes new development and redevelopment in existing and planned Downtown areas and major transit corridors, can significantly enhance growth and revitalization.

COMPLETE COMMUNITIES

Enhancing access to parks and grocery stores, especially in under-served areas, can help create more complete communities with convenient access to essential services. A complete community ensures easy access to neighborhood goods and services while remaining adaptable to future growth. Moving forward, targeted efforts to improve park availability in under-served areas and expanded grocery access in northern Broward County could help create more accessible essential community services.

RECOMMENDATION:

Leverage County policies to expand access to essential goods and services.

These efforts will not only improve residents' access to green spaces and healthy food but also support the overall well-being of the community, promote sustainability, and foster stronger social ties within neighborhoods. The following policies can be used as a guide for updating municipal regulatory policies:

- Leveraging Broward County's Land Use Plan Policy 2.4.18, which focuses on Activity Centers establishing design guidelines for mixed-use to promote integrated land uses and safe non-motorized mobility, can further support the development of well-rounded neighborhoods. Integrated land uses includes a healthy mix of uses.
- Other policies that promote parks and open space also address disparities and support connected environments for everyone and can be adapted for individual municipalities including:
- Recreation and Open Space Policy R1.6: Broward County shall maintain and explore opportunities for additional parks that provide activities to support healthy living and exercise and include public awareness materials regarding the connection between physical activity and overall health benefits.
- Recreation and Open Space Policy R1.7: Broward County shall increase safe and equitable access to parks through partnerships to maximize resources, initiatives, and strategies to improve the comfort, convenience, and safety of parks, as well as implementing the Transportation Element's greenway policies.
- Recreation and Open Space Policy R3.2: Broward County shall continue to utilize the level of service (LOS) standard in Table R-1, which was adopted by the Board of County Commissioners to assess adequacy of service and concurrency, for the County's local and regional parks and recreation facilities. Local park in Broward Municipal Service District level of service are 3 acres per 1,000 persons.

INFRASTRUCTURE POLICIES

PEDESTRIAN MOBILITY

Pedestrian and bicycle connectivity enhancements are an important element of new development described in all of the Vision Typologies. At the neighborhood and block level, connectivity is often restricted by physical barriers such as canals and gated communities, reducing access and walkability within local areas. Although residential and commercial areas may be within a walkable distance, indirect and lengthy pedestrian routes make walking less practical, ultimately discouraging it as a mode of transportation.

A Retrofit Typology illustrating enhanced pedestrian connections from the shopping center storefronts to adjacent sidewalks and transit service.

RECOMMENDATION:

Create direct and efficient walking routes and integrate connectivity standards in design guidelines and policies.

Walkability can be enhanced through updating standards and regulations, including:

- Standards in the zoning code,
- Standards in the transportation element of the comprehensive plan,
- Consultation with Broward County Trafficways Plans, and
- Public works street design standards.

Infrastructure improvements can include:

- Additional sidewalks that connect to building entrances across different properties and developments,
- Pedestrian bridges or public pathways to bridge existing gaps and improve access between neighborhoods, and
- Sidewalk connections to new developments.

Existing policies from Broward Next can be fully or partially incorporated into a municipality's policy documents and regulatory standards. These policies support actions to facilitate walking between areas and to foster a more connected, accessible community for everyone.

- Broward's Land Use Policy 2.4.15 promotes design features to enhance pedestrian mobility including shelters or stations, minimum five foot wide pedestrian and bicycle paths (wider in commercial or denser areas), buildings that front the street with minimal setbacks, streets that connect to adjacent streets in a gridded pattern and parking strategies that support reduced parking.
- Broward's Land Use Policy 2.4.16 requires pedestrian and transit amenities within an Activity Center.
- General policies like 2.4.20 require access to mass transit in activity centers.

BICYCLE MOBILITY

The current gap in bike-friendly infrastructure reduces safe and convenient cycling options, making it less viable as a primary mode of transportation. To support cycling as a practical and sustainable mode of transportation, a more connected network is needed to bridge these gaps and ensure seamless access within neighborhoods and to key destinations, services, and amenities.

RECOMMENDATION:

Bridge the Bicycle Infrastructure Gap.

The following strategies can help further encourage cycling as a convenient mode of transport and help promote cycling as a viable transportation option:

- Enhance bike connectivity at key intersections with clear lane markings.
- Expand bike connectivity into areas that currently lack infrastructure, especially to link residential neighborhoods with business districts, schools, parks, and other amenities.
- Plan bike infrastructure that connects directly to public transit hubs.
- Utilize Broward MPO's Bike and Safety Action Plan and Complete Streets Initiative.
- Coordinate with the MPO, the Broward Trafficways Plan and the County on planning efforts to ensure alignment with transportation goals and maximize the impact of infrastructure investments.
- Consider Land Use Policy 2.4.9 in Broward Next, requiring design guidelines that incorporate pedestrian and bicycle paths and greenways to accomplish fully connected routes to all destinations and Activity Centers.

TRANSIT CONNECTIVITY

The study area's multimodal network is somewhat incomplete, particularly in its connectivity to key nodes and corridors. In particular, community shuttle routes are not well aligned with the key intersections and corridors where PREMO routes are planned, creating gaps in accessibility. This disconnect limits the effectiveness of local transit options, reducing their ability to serve as first-mile/last-mile connections to major destinations.

RECOMMENDATION:

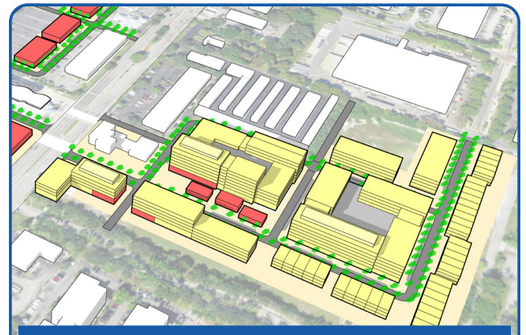
Connect Community Shuttles to Transit and Activity Centers.

Creating a well-connected, transit-friendly environment requires strengthening multimodal links, particularly within Activity Centers, where accessibility and mobility are key. A critical step to improve the multimodal network and enhance the effectiveness of transit options is reassessing the community shuttle routes to better serve Activity Centers and connect with exiting transit and planned PREMO corridors. By better aligning these routes to planned transit and major nodes of activity, the multimodal network can be significantly improved, making transit a more viable and convenient option.

HOUSING POLICIES

AFFORDABLE HOUSING GAP

Addressing the affordable housing gap will require strategic interventions such as integrating mixed-income housing in key corridors and leveraging transit-oriented. Strategically integrating affordable housing within well-connected transit hubs and promoting mixed-use development expands access to jobs, healthcare, and education and builds complete and Connected Communities for a range of household types and incomes.



Example of a Strategic Infill - Large typology that incorporates a mix of housing types and price points

RECOMMENDATION:

Implement and leverage existing housing policies to increase mixed-income housing options.

Closing the affordable housing gap requires a thoughtful approach that incorporates mixed-income housing within Connected Communities that are transit-oriented. Broward County has a number of policies and programs that municipalities can prioritize and promote. These include:

- The Commerce future land use category which allows affordable and high-density multifamily housing for parcels located on major corridors or near transit stations. This future land use category was recently amended to permit affordable and market rate housing as a strategy for addressing the affordable housing shortage. This aligns with Florida's Live Local Act which permits market rate units in a commercial area if 40% of total units are affordable with a maximum allowable height that matches the greatest heights currently permitted within one mile of the proposed development.
- Broward Next's Land Use Policy 2.16.4 which provides incentives for affordable housing bonus and payments in lieu of depending on the income level served.
- Land Use Policy 2.4.1 which provides incentives to increase residential densities by 500 dwelling units or 20%,whichever is less, as long as there is sufficient capacity for public facilities and services in coordination with public schools.
- Land Use Policy 2.4.7 which addresses mitigating potential negative impacts to public facilities and services from affordable housing opportunities.
- Housing Policy 1.3 which requires housing affordability in land development codes through zoning designation, payment in lieu of, dedicated land for affordable housing, allocated flexibility units and density bonuses.
- Housing Policy 1.5 which requires affordable housing within ¼ mile of transit.
- Housing Policy 2.16.1 which establishes affordable housing programs as a requirement for all municipalities exceeding planned populations of 15,000.
- Housing Policy 5.1 which provides incentives for affordable housing including waivers for impact fees and expedited development reviews.
- A dedicated funding authority which has issued $146 million in bond allocation funding for 552 units since 2018 including funding to assist homeowners in maintaining home ownership.
- A dedicated Trust Fund which will be worth $67 million by 2033.

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PART 2: FINANCING AND VALUE CAPTURE MECHANISMS

Development projects that support Connected Communities - vibrant, mixed-use, walkable, transit-oriented, and accessible - are often financed through a combination of public and private funding. The specific financing strategies used for a development project will vary depending on factors such as the project's size, location, tenant mix, availability of private financing, and the level and type of community benefits or public amenities incorporated into the project.

The primary resources for development project financing reviewed in this Chapter are:

1. Government Grants and Loans - Federal, State, and Local
2. Leveraging Publicly Owned Land
3. Tax Increment Financing (TIF)
4. TOD & Dedicated TOD Funds

DEVELOPMENT PROJECT FINANCING AT A GLANCE

GOVERNMENT GRANTS AND LOANS

Federal, state, and local governments may provide grants and below-market rate or otherwise flexible loans for different types of development projects, particularly those that promote affordable housing, environmentally sustainable development, job creation, and other public policy goals.

DEDICATED TOD FUNDS

Special-purpose funds that leverage public and private money to attract larger quantities of market-rate debt. They can be used to finance land acquisition, affordable housing development, and related community and commercial facilities along transit corridors. Recent examples of TOD funds managed by Community Development Financial Institutions are found in markets such as Denver, San Francisco (Bay Area), Seattle (Puget Sound), and Los Angeles.

LEVERAGING PUBLICLY OWNED PROPERTY

The public sector can play a major role in catalyzing the production of housing, mixed-use and commercial buildings, and other community facilities via the strategic evaluation, assemblage, and disposition or repositioning of underutilized assets. As cities have grown and evolved, many holdings like surface parking lots and administrative facilities are underutilized, particularly those that are in or near employment centers and transit stations. These assets are perfect candidates for expanded or alternative uses.

TAX INCREMENT FINANCING (TIF)

TIF is a valuable, locally generated resource for funding locally impactful development projects because it redirects future increases in property tax revenue generated by development to fund public amenities such as infrastructure improvements, building renovations, public space improvements, and affordable housing initiatives.

GOVERNMENT GRANTS AND LOANS

Federal, state, and local governments may provide grants and below-market rate or otherwise flexible loans for different types of development projects, particularly those that promote affordable housing, environmentally sustainable development, job creation, and other public policy goals.

FEDERAL GRANTS & LOANS

AGENCY: FEDERAL TRANSIT ADMINISTRATION

Program: Pilot Program for Transit-Oriented Development Planning

Provides funding for planning activities that integrate land use and transportation planning around new fixed guideway or core capacity improvement projects.

Program: Capital Investment Grants

While primarily for major transit infrastructure projects, CIG can sometimes support TOD components, especially when integrated with transit projects.

AGENCY: U.S. DEPARTMENT OF TRANSPORTATION

Build America Bureau
Program: Transportation Infrastructure Finance and Innovation Act (TIFIA)

The FAST Act expanded TIFIA program eligibility to include TOD projects and related infrastructure. To be eligible for loans through these programs, TOD projects must comply with the TOD-specific eligibility criteria, summarized here.

TIFIA provides financing for up to 49% of eligible project costs.

Project Types:

- Economic development, including commercial and residential development
- Public infrastructure
- Joint development

Borrower Eligibility:

- State and local governments
- State infrastructure banks
- Private firms
- Special authorities
- Transportation improvement districts

Program Highlights:

- Finance up to 49% of eligible project costs
- Interest rate set at the U.S. Treasury rate for a security of similar maturity (or 1/2 of the U.S. Treasury rate for rural projects)
- Flexible amortization
  - Repayment period up to 35 years
  - Deferred payment up to 5 years after substantial completion
  - No pre-payment penalty

Build America Bureau
Program: Railroad Rehabilitation and Improvement Financing (RRIF)

The FAST Act expanded RRIF program eligibility to include TOD projects and related infrastructure. To be eligible for loans through these programs, TOD projects must comply with the TOD-specific eligibility criteria, summarized here. RRIF provides direct loans up to 75% of total development costs.

Project Types:

- Economic development, including commercial and residential development

Borrower Eligibility:

- State and local governments
- Railroads
- Government-sponsored authorities and corporations
- Limited option freight shippers
- Entities participating in joint ventures including at least one other eligible borrower types

Program Highlights:

- At least 25% of project costs funded from non-federal sources
- Interest rate set at the U.S. Treasury rate for a security of similar maturity
- Flexible amortization
  - Repayment period up to 35 years
  - Deferred payment up to 5 years after substantial completion
  - No pre-payment penalty

AGENCY: U.S. ENVIRONMENTAL PROTECTION AGENCY

Program: Brownfields Program

Provides direct funding for brownfields assessment, cleanup, revolving loans, and environmental job training. To facilitate the leveraging of public resources, EPA's Brownfields Program collaborates with other EPA programs, other federal partners, and state agencies to identify and make available resources that can be used for brownfields activities.

There are multiple grant opportunities, but the most applicable are:

- Assessment Grants provide funding for brownfield inventories, planning, environmental assessments, and community outreach.
- Cleanup Grants provide funding to carry out cleanup activities at brownfield sites owned by the applicant.
- Multipurpose (MP) Grants provide funding to conduct a range of eligible assessment and cleanup activities at one or more brownfield sites in a target area

AGENCY: U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Program: Community Development Block Grant Program

Provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

CDBG recipients can use grants alongside the Section 108 Loan Guarantee Program to finance specific projects or to launch revolving loan funds. This strategy pairs well with federal tax credit programs and is often used to catalyze private economic activity in underserved areas and/or to fill a project financing gap.

- The Florida Department of Economic Opportunity (Florida Commerce) is the state-level applicant/recipient of these funds and determines sub-awardees and pass through grant funding recipients.
- Broward County is considered an "entitlement community" under the CDBG program. This means that it receives direct allocations from HUD based on a formula that takes into account factors like population, poverty levels, and housing conditions.

Program: HOME Investment Partnerships Program

Provides formula grants to states and localities that communities use to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. HOME funds can be structured as grants, direct loans, loan guarantees or other forms of credit enhancements, or rental assistance or security deposits.

- The Florida Housing Finance Corporation is the state-level applicant/recipient of these funds and determines sub-awardees and pass through grant funding recipients. Program information can be found here.
- Broward County receives a direct allocation from HUD. Funding through HOME has been used for homebuyer assistance programs; affordable rental housing development; and rehabilitation of existing housing.

AGENCY: U.S. ECONOMIC DEVELOPMENT ADMINISTRATION

Program: Public Works and Economic Adjustment Assistance Program

Provides a wide range of technical, planning, and public works and infrastructure assistance in regions experiencing adverse economic changes that may occur suddenly or over time. The program offers Strategy Grants and Implementation Grants.

FEDERAL TAX CREDITS AND TAX INCENTIVES

AGENCY: INTERNAL REVENUE SERVICE

Program: Low-Income Housing Tax Credit Program (9 Percent)

Federal program administered by the Florida Housing Finance Corporation.

- Developers constructing or rehabilitating affordable housing statewide can apply for an allocation of 9 Percent Housing Tax Credits.
- Tax Credits are awarded on a competitive basis to nonprofit and for-profit sponsors of eligible housing projects.
- Awards are based on the criteria outlined in the State's Qualified Allocation Plan (QAP).

Qualifying buildings include garden, high-rise, townhouses, duplexes/quads, or mid-rise with an elevator. Ineligible development types include hospitals, sanitariums, nursing homes, retirement homes, trailer parks, and life care facilities. This program can be used in conjunction with the HOME Investment Partnerships program, the State Apartment Incentive Loan program, the Predevelopment Loan program, or the Multifamily Mortgage Revenue Bonds program.

Housing need is assessed based on the current statewide market study, and funds are distributed annually to meet the need and demand for targeted housing in large, medium, and small-sized counties throughout Florida.

Additionally, competitive 9 percent housing credits are sometimes reserved for affordable housing that addresses specific geographic or demographic needs, including the homeless, elderly, persons with special needs, the Florida Keys Area of Critical State Concern, or for disaster recovery efforts.

Program: Low-Income Housing Tax Credit Program (4 Percent)

Federal program administered by the Florida Housing Finance Corporation.

- Developers constructing or rehabilitating affordable housing statewide can apply for an allocation of 4 Percent Housing Tax Credits.
- The Internal Revenue Code requires that developments awarded 4 Percent Housing Tax Credits must utilize multifamily bonds financing for more than 50 percent of the total project cost.

Florida's Multifamily Mortgage Revenue Bond program (MMRB) uses both taxable and tax-exempt bonds to provide below market-rate loans to non-profit and for-profit developers who set aside a certain percentage of their apartment units for low income families. These bonds are sold through either a competitive or negotiated method of sale or private placement. The program requires that at least 20 percent of the units be set aside for households earning at or below 50 percent of the area median income (AMI). The developer may also opt to set aside 40 percent of the units for households earning at or below 60 percent of the AMI.

Affordable housing developers are able to use the dollars from this program in conjunction with other Florida Housing programs, such as the Affordable Housing Guarantee Program, which participates in the U.S. Department of Housing and Urban Development's Multifamily Risk Sharing program, and the State Apartment Incentive Loan Program.

Typically, affordable housing developers involved in the construction or acquisition of properties of 200 units or more submit applications to the MMRB program.

Program: Historic Rehabilitation Tax Credits

The federal historic rehabilitation tax credit (HTC) program is an indirect federal subsidy to finance the rehabilitation of certified historic buildings with a 20 percent tax credit for qualified expenditures.

PROGRAM: OPPORTUNITY ZONES

Provides graduated tax benefits to individual and corporate taxpayers that make an equity investment to support real estate assets or operating businesses in census tracts designated as Opportunity Zones. Investors can defer gains through 2026, and capture benefits through 2047.

- Investments must be made in designated Opportunity Zones (OZs). Multiple OZs cover the geographic focus area.

See map of eligible census tracts linked here.

AGENCY: COMMUNITY DEVELOPMENT FINANCIAL INSTITUTION (CDFI) FUND

Program: New Markets Tax Credit Program

Permits individual and corporate taxpayers to receive a non-refundable tax credit against federal income taxes for making equity investments in financial intermediaries known as Community Development Entities (CDEs).

- CDEs receive the NMTC allocation authority.
- The tax credit provided to the investor totals 39 percent of the cost of the investment and is claimed over a seven-year period.
- Investments must be made in Qualified Census Tracts (QCTs). Multiple QCTs cover the geographic focus area.
- Impact of NMTC in Florida to-date.

CASE STUDIES

FLORIDA CASE STUDY
Build America Bureau's RRIF Loan in Boca Raton

In January 2025, the Build America Bureau at USDOT approved a loan under the Railroad Rehabilitation & Improvement Financing (RRIF) program, its first TOD project with a residential component. The Colony project in Boca Raton, Florida will construct over 300 units at the Tri-Rail Boca Raton commuter rail station and generate approximately $2 million per year in land lease revenue for the commuter rail system. The project will be a mix of workforce housing and market-rate housing, and it will include more parking spaces for commuters.

Press Announcement of TOD Project

LOCAL CASE STUDY
New Markets Tax Credits Support Redevelopment of YMCA in Broward County

The YMCA of South Florida has served Broward, Miami-Dade, and Monroe Counties since 1915. The funds provided with NMTC in 2019, allowed the YMCA to build a new YMCA in the Sistrunk corridor of Fort Lauderdale. The total project cost was approximately $21 million, supported by a $17 million NMTC allocation from Florida Community Loan Fund and Poplar Community Capital.

The new LA Lee YMCA / Mizell Community Center serves 800-1200 residents daily from predominantly low-income households. On-site services include GED and job training programs, nutrition and wellness education, on-site daycare, and tutoring. The community is a Severely Distressed zone, with unemployment over 19%, Poverty rate over 24%. The YMCA is the first major project in the area and has supported revitalization of the corridor.

New YMCA in Broward County

NATIONAL CASE STUDY
TIFIA for Mount Vernon Library Commons Project

The Library Commons project is a transit-oriented development located in historic downtown Mount Vernon, Washington. Library Commons includes public library services, community center space, a commercial kitchen, public restrooms, and structured parking with the largest public electric vehicle charging center in the USA, park and ride, and a transit stop.

USDOT's Build America Bureau provided a $26.8 million direct project loan to the Mount Vernon Library Commons (Library Commons) through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. The project is financed through TIFIA Rural Project Initiative, which provides up to 49 percent of the project costs with an interest rate equal to half the Treasury rate. As a rural project, USDOT was able to provide additional financial support by waiving advisor fees.

In addition to the loan from the Build America Bureau, USDOT'S Federal Highway Administration awarded the City of Mount Vernon $12.5 million in funding through the Charging and Fueling Infrastructure Discretionary Grant Program to install 78 EV charging ports in the project's parking garage. The project is also receiving financial assistance through the Section 108 Loan Guarantee Program administered by the U.S. Department of Housing and Urban Development.

Library Commons Project

STATE FUNDING

AGENCY: FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY (FLORIDA COMMERCE)

Program: Small Cities Community Development Block Grant Program

Provides competitive grants to counties and municipalities for economic development initiatives and to support community revitalization, and rehabilitation.

The following units of local government are eligible to apply for Small Cities CDBG funds:

- Cities with fewer than 50,000 residents that have not accepted special entitlement status and have not opted to join an entitlement program,
- Counties with fewer than 200,000 residents, and
- Cities with more than 50,000 residents that have opted out of the urban entitlement program.

Current Application Cycle

- Application cycle opened March 5, 2025, and closes May 2, 2025.
- Funding is available for the Neighborhood Revitalization, Housing Rehabilitation, and Commercial Revitalization program areas.

Program: Community Planning Technical Assistance Grants

CPTA grants provide counties, municipalities and regional planning councils the opportunity to create innovative plans and development strategies to promote a diverse economy, vibrant rural and suburban areas and meet statutory requirements for planning, while also protecting environmentally sensitive areas. Understanding that many Florida communities have been impacted by hurricanes, CPTA grants may also be used to assist with disaster recovery, resiliency and economic development planning.

CPTA grant awards may be up to $75,000, but award amounts may vary.

Eligible applicants are:

- Counties and municipalities
- Regional planning councils that propose projects on behalf of or for the benefit of counties, municipalities or the region and that have support, in writing, from the counties or municipalities affected by the proposed grant project

Projects should relate to community planning and economic development strategies that implement the requirements in the Community Planning Act. Florida Commerce encourages communities to apply for projects related to planning for disaster recovery and projects that encourage workforce development strategies as well as workforce housing opportunities. Applicants are encouraged to seek funding for innovative, creative, or unique approaches to planning, development and infrastructure in their community.

AGENCY: FLORIDA HOUSING FINANCE CORPORATION

Program: State Apartment Incentives Loan

The State Apartment Incentive Loan program (SAIL) provides low-interest loans on a competitive basis to affordable housing developers each year. This money often serves to bridge the gap between the development's primary financing and the total cost of the development. SAIL dollars are available to individuals, public entities, not-for-profit or for-profit organizations that propose the construction or substantial rehabilitation of multifamily units affordable to very low income individuals and families.

A minimum of 20 percent of the development's units must be set aside for families earning 50 percent or less of the area median income. Developments that use housing credits in conjunction with this program may use a minimum set-aside of 40 percent of the units for residents earning 60 percent of the area median income.

Loan interest rates are set at zero percent for those developments that maintain 80 percent of their occupancy for farmworkers, commercial fishing workers or homeless people. The interest rates are set at one percent for all other developments. Loans are issued for a maximum of 15 years unless housing credit syndication requirements or Fannie Mae requirements dictate longer terms or if the Corporation's encumbrance is subordinate to the lien of another mortgage, in which case the term may be made coterminous with the longest term of the superior loan. In most cases, the SAIL loan cannot exceed 25 percent of the total development cost and can be used in conjunction with other state and federal programs.

Program: Predevelopment Loan Program

Through individualized technical assistance and flexible below market interest financing for predevelopment activities, the Predevelopment Loan Program (PLP) helps nonprofit and community-based organizations, local governments, and public housing authorities plan, finance, and develop affordable housing. Eligible organizations may apply for a loan of up to $750,000. The loan carries a non-amortizing 1% percent interest rate, with principal and interest deferred until maturity. The loan matures either upon the closing of construction/permanent financing or three years after the original PLP loan closed, whichever occurs first.

PLP funds may be used for costs such as rezoning, soil tests, engineering fees, title searches, appraisals, feasibility analysis, legal fees, audit fees, earnest money deposit, impact fees, insurance fees, commitment fees, administrative costs, marketing expenses and acquisition expenses. These activities must be part of a nonprofit or governmental organization's efforts to develop affordable housing.

COUNTY FUNDING

AGENCY: BROWARD COUNTY HOUSING FINANCE DIVISION

Program : New Construction or Acquisition and/or Rehabilitation of Multifamily Affordable Housing Rental or Homeownership Units For Sale

The Broward County Housing Finance Division provides gap financing funded through the County's Affordable Housing Trust Fund. The Broward County Affordable Housing Trust Fund (AHTF) is administered by Broward County's Housing Finance Division and provides funding as an incentive to create partnerships that produce and/or preserve affordable multifamily units. The AHTF was established September 26, 2017, and provides a continuing, non-lapsing funding mechanism for the Broward County Commission in addressing affordable housing countywide.

Between 2018-2024, the County awarded approximately $140.7M in gap financing for 34 affordable multifamily housing projects. As shown on the table below, the County's gap financing, combined with other funding sources, represents a total of approximately $1.2B in affordable housing financing. This is expected to generate a total of 8,371 affordable multifamily units.

GAP financing is offered annually through a competitive solicitation. The program requirements and offerings change each year to respond to current market conditions and opportunities and subject to funding availability. For Fiscal Year 2025, the GAP allocation offered through the Housing Finance Division is $25M and the program requirements are delineated in the Request for Applications (RFA). For the 2025 funding opportunity, applicants could apply for only one of the following two funding allocations:

A) For a project that includes a minimum of 70 multifamily affordable housing rental units up to $20 million is available for the new construction or acquisition and/or rehabilitation of those units that will be affordable for households whose income is 80% or below the Area Median Income ("AMI"). A maximum of $7.5 Million per project is available, and each must include a minimum of 70 multifamily affordable housing rental units; or

B) For a project that includes less than 70 multifamily affordable housing rental units or less than 70 affordable homeownership housing units for sale, up to $5 million is available for the new construction of those units. Units to be rented must be affordable for households whose income is 80% or below the AMI and units to be sold must be affordable for households whose income is 120% or below the AMI. A maximum of $2.5 Million per project is available, and each must include less than 70 affordable housing units.

AGENCY: BROWARD COUNTY HOUSING FINANCE AUTHORITY (HFA)

Program : Multifamily Housing Bond Program

The Broward County HFA has a $100M annual bond allocation from the Division of Bond Finance of the State of Florida that provides tax exempt and taxable financing for the acquisition, construction, and/or rehabilitation of multifamily rental housing projects which satisfy the goals and requirements of the HFA and comply with applicable federal and state law.
The HFA will only consider financing multifamily housing projects which adhere strictly to the requirements set forth in these Policies and Procedures for Multifamily Housing Bond Program (the Bond Policies).

LEVERAGING PUBLICLY OWNED PROPERTY

Given the scale of property holdings by state and local governments across the U.S., including in Florida and Broward County, the public sector can play a major role in catalyzing the production of housing, mixed-use and commercial buildings, and other community facilities via the strategic evaluation, assemblage, and disposition or repositioning of underutilized assets. As cities have grown and evolved, many holdings like surface parking lots and administrative facilities are underutilized, particularly those that are in or near employment centers and transit stations. These assets are perfect candidates for expanded or alternative uses.

STEP ONE: ASSET MAPPING

The ownership of government assets is fragmented among a multitude of public entities including general purpose city and county governments, separate public utilities and public authorities (e.g., Public Housing Authorities, Port Authorities, Airports, Redevelopment Agencies (RDAs), Land Banks, Transportation Authorities, Public Works Departments, School Districts), and various state and federal entities. The Putting Assets to Work (PAW) Initiative addresses these gaps by providing a geospatial representation of publicly owned properties, integrating data from geographic information systems (GIS), county assessors, internal records, and staff interviews.

The PAW Initiative is a collaboration of the Government Finance Officers Association, Common Ground Institute, and Urban3 that supports cities and counties to find a sensible and scalable approach to public asset disposition in the United States. The PAW Initiative has worked with localities as diverse as Atlanta, Austin, Chattanooga, Cleveland, Evanston, and Salt Lake County to identify and map publicly owned land holdings and real estate assets, estimate their value, and develop strategies to engage intergovernmental partners and community stakeholders.

Similarly, a partnership between Accelerator for America and government technology firm Tolemi is supporting 17 cities (including Tampa, FL) in the Data for Housing Solutions initiative, which leverages a data analysis tool and peer learning to provide insights into local real estate markets. The goal is to use those insights to help preserve and build affordable housing, keep families in their homes, combat predatory real estate investors, and ensure publicly-owned real estate is utilized for the greatest community benefit.

STEP TWO: IDENTIFY DEVELOPMENT INCENTIVES

Government leaders should identify the public financing tools and incentives that can be leveraged to entice or require the specific end-use desired by the government.

- Public financing tools include: tax abatements, tax increment financing, assignment of locally-allocated grants and subsidies such as CDBG or HOME funds, bond financing, and access to low-interest loans.
- In order to reduce the total project costs, government leaders can consider a long-term ground lease or low-cost land transfer to developers.
- Local government can also assume the cost of site remediation and site improvements.
- Additionally, government leaders can eliminate or alleviate regulatory barriers, accelerate approvals processes, and adjust land use policies or zoning requirements to better-fit the desired end-use of the property.

STEP THREE: PARTNER WITH DEVELOPERS

Once the jurisdiction has identified the public land assets that have the strongest potential for redevelopment, they need to develop and implement a process to partner with developers to move projects from concept to fruition. One typical pathway would be for the property owner to issue a request for proposals (RFP) to lay out their vision for a site (i.e., a targeted number or percentage of affordable housing units) and solicit development proposals, evaluate responses, and structure a transaction with a selected developer.

As outlined by the Greater Ft. Lauderdale Alliance, the State of Florida welcomes public-private partnerships for a wide range of projects, including allowing private businesses to submit unsolicited proposals to local governments and authorizing an alternative procurement process and requirements for public-private partnerships to facilitate the construction of public-purpose projects.

The Florida Housing Finance Corporation's Catalyst Program provides community based organizations and state and local governments with technical assistance to meet affordable housing needs. This assistance includes training on the development of affordable housing programs, including the establishment of public/private partnerships. Florida Housing contracts with the Florida Housing Coalition, which engages a highly skilled and experienced network of housing development and finance professionals in Florida, to provide training and technical assistance.

As an example of how state agencies can play an important role in the redevelopment of publicly owned property, the Florida Department of Transportation Right of Way Office manages the sale or lease of surplus properties, which can be sold or leased through a variety of options through the Property Management Program.

CASE STUDIES

Sky Building: City of Oakland Park

The City of Oakland Park partnered with NRI Investment on a mixed-used project that leveraged publicly-owned land. This transformative mixed-use project from NR Investments is bringing the vision for a vibrant and walkable downtown to life. The Sky Building will include a mix of residential, commercial, and retail space to support local businesses and spur economic investment in the community. Through an innovative public-private partnership between the City and developer NR Investments, Oakland Park will move operations to the west side of Dixie Highway and serve as a landmark tenant in the Sky Building.

The mid-rise development is mixed-use in nature and includes 136 affordable and workforce units, connected by skybridge to the City of Oakland Park's new City Hall. The project also includes roughly 15,000 square feet of ground-floor retail. NRI signed a development agreement, lease agreement, and purchase & sale agreement for this 2.07- acre site with the City of Oakland Park. Walk and Dunlop arranged $51 million in financing for the project. Sky Building is located within a designated Opportunity Zone.

Northwest-Progresso-Flagler Heights CRA's Scattered Site Infill Housing

In 2021, five developers were selected to participate in the CRA Scattered Site Infill Housing Project following the issuance of a Request for Proposals to construct and sell single-family homes on CRA-owned properties. The CRA provides the land at no cost, allowing developers to pass these savings onto homebuyers, making homeownership more affordable within the CRA boundaries.

In 2022, the CRA transferred five sites to Lemon City Development, which has begun constructing its first phase of infill housing. Other selected developers include GESMAC Development Inc., Fort Lauderdale CDC, and Oasis of Hope CDC . These developers are actively building homes within the CRA Area that are in various stages of development. This program offers a significantly more affordable path to homeownership in Fort Lauderdale, where the median sale price for single-family homes is currently $575,000.

4

Sky Building in City of Oakland Park

TAX INCREMENT FINANCING (TIF)

Tax Increment Financing (TIF) is a valuable, locally generated resource for funding locally impactful development projects because it redirects the future increases in property tax revenue generated by development to fund public amenities such as infrastructure improvements, building renovations, public space improvements, and affordable housing initiatives. Establishing a TIF allows for the upfront financing of development projects without requiring immediate increases in taxes. The increased tax revenue generated by the development itself funds the improvements, making it a self-sustaining financing mechanism.

- **TIF District Designation:** A geographic area is designated as a TIF district. This area is typically centered around a transit station or corridor.
- **Baseline Property Value:** The current property tax revenue within the district is established as a baseline.
- **Infrastructure Improvements:** Public or private funds are used to make infrastructure improvements within the district, such as building new roads, sidewalks, or bike paths, or upgrading existing transit facilities.
- **Increased Property Values:** These improvements attract new development and businesses to the area, leading to increased property values.
- **Tax Revenue Capture:** The increased property tax revenue generated by the new development is captured and used to repay the debt incurred for the infrastructure improvements.

Typical process for establishing and leveraging a TIF:

- Local governments in Florida establish Community Redevelopment Areas (CRAs) to address specific areas needing redevelopment.
- A “frozen value” of the property within the CRA is established.
- Property tax revenue generated from this frozen value continues to go to the existing taxing authorities.
- Any increase in property tax revenue above the frozen value (the “tax increment”) is directed into a trust fund specifically for redevelopment within the CRA.

More information regarding the TIF process in Florida can be found here. A list of cities with a Community Redevelopment Agency in Broward County can be found here.

CASE STUDIES

Central City Community Redevelopment Area

Established in April 2012, this 344-acre district is located between 13 and 16 Streets (north), Sunrise Boulevard (south), Powerline Road and I-95 (west), and the FEC Railroad right-of-way (east). This CRA operates with tax increment financing (TIF) funds collected by the City of Fort Lauderdale. In accordance with the Central City Redevelopment Plan, the CRA will develop workable programs to aid in rehabilitation, conservation, and redevelopment.

As an example, the NE 4 Avenue Complete Street Project is funded in part by Broward County with a Broward Redevelopment Program grant in 2018 for $1,000,000, along with an FDOT project match that includes a road diet feature to create bike lanes, which has been completed. On June 6, 2023, the City awarded the construction contract to FG Construction LLC. in the amount of $868,675. The CRA contributed $20,000 to the construction budget. Commencement of work started on September 12, 2023, and is scheduled to be completed in the third quarter of 2024. On September 6, 2022, the CRA Board approved a resolution approving an amendment to the Interlocal Agreement for the NE 4 Avenue Complete Street Project between Broward County, the CRA, and the City of Fort Lauderdale to extend the termination date of the agreement to December 31, 2024, from the original end date of December 31, 2022. The Board of County Commissioners approved the extension on November 15, 2022.

Northwest-Progresso-Flagler Heights CRA

In accordance with the NPF CRA Community Redevelopment Plan, the CRA invests in development projects that promote the overall quality of life, create jobs opportunities for area neighbors, promote sustainability, promote public/ private partnerships, expand housing opportunities, preserve and expand affordable housing, and enhance the tax increment revenue for redistribution and investment in the redevelopment area.

Quantum at 701 N. Federal Highway is a recently completed mixed-use development that features 337 apartments in two 15-story towers, a five-story parking garage, 25,000 square feet of ground-floor retail with signature restaurants, and a 9-story Marriott Courtyard Hotel with a bistro bar, event space, and rooftop pool open to the public. Approved for funding by the CRA in July 2016, Florida developer Prime Group received $500,000 as partial funding for streetscape improvements. Streetscape improvements include 22 on-street parallel parking spaces, landscaping, decorative pedestrian level lighting, landscape well lights in tree grates, and uplights along the streets, new sidewalks, curbing, pavers, relocation of existing utilities and street resurfacing.

TOD & DEDICATED TOD FUNDS

Funding for TOD comes from a variety of sources, both federal and sometimes with state and local input. Federal grant programs play a significant role in supporting TOD planning and implementation. Local governments utilize various tools to finance TOD projects within their jurisdictions.

FEDERAL FUNDING

Federal Transit Administration (FTA) Programs:

- The FTA's Pilot Program for Transit-Oriented Development (TOD) Planning provides grants to support communities in planning for TOD. This helps local governments integrate land use and transportation planning.
- Other FTA grant programs, such as those for capital investments, can also support TOD projects.
- The U.S. Department of Transportation's Build America Bureau also offers financial assistance for TOD implementation through programs like the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF).

Department of Housing and Urban Development (HUD):

- HUD programs, such as the Community Development Block Grant (CDBG) and HOME Investment Partnerships Program, can be used to support affordable housing components of TOD projects.

STATE AND LOCAL INVOLVEMENT

Florida's approach to TOD is multifaceted, with efforts at both the state and local levels that emphasize reducing automobile dependence, promoting multimodal transportation, creating walkable and livable communities, encouraging economic development, and increasing housing options.

The state encourages local governments to incorporate TOD principles into their comprehensive plans. Many metropolitan areas in Florida, particularly in South Florida, are actively pursuing TOD. Cities and counties may use various funding mechanisms, such as:

- Tax Increment Financing (TIF) to capture increased property tax revenue from TOD projects.
- Local bond issuances.
- Public-private partnerships.

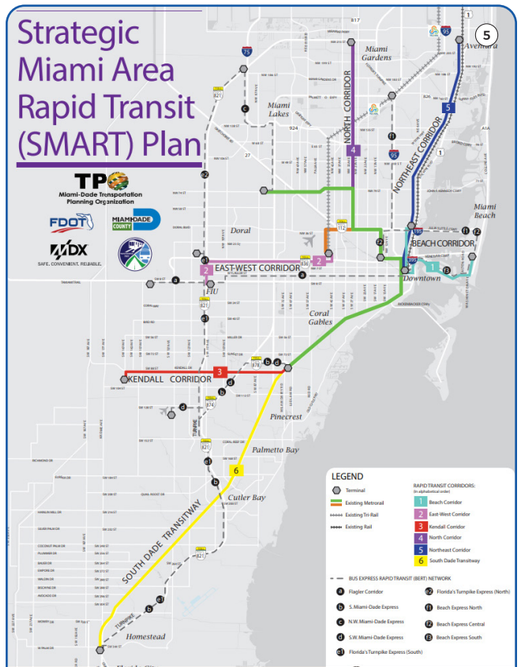
CASE STUDIES

Miami-Dade County

Miami-Dade County has a strong focus on TOD as part of its regional growth management and transportation strategy. The SMART Plan directs growth and development along rapid transit corridors. Emphasis is placed on creating dense, mixed-use developments near transit stations.

South Florida Regional Planning Council

The South Florida Regional Planning Council is actively involved in supporting TOD initiatives. The regional council provides resources, conducts studies, and facilitates collaboration among stakeholders.



Miami-Dade County's SMART Plan

DEDICATED TOD FUNDS

These are special-purpose funds that leverage public and private money to attract larger quantities of market-rate debt. They can be used to finance land acquisition, affordable housing development, and related community and commercial facilities along transit corridors. Recent examples of TOD funds managed by Community Development Financial Institutions are found in markets such as Denver, San Francisco (Bay Area), Seattle (Puget Sound), and Los Angeles.

NATIONAL CASE STUDY:
Denver Regional TOD Fund

The Denver Regional TOD Fund is designed to allow affordable housing and community developers—nonprofits, for-profits, and housing authorities alike—to acquire and hold strategic transit-accessible properties for preservation or future development purposes. The funds' combined capital stack provides lower-cost debt to finance land acquisition, affordable housing preservation and development, mixed-use projects that provide community facility or nonprofit space (e.g., child care centers, health clinics, charter schools, fresh food markets), and the development of vacant property along the transit corridor. It leverages state and local monies, philanthropic investment, and CDFI equity to attract larger quantities of market-rate senior debt.

Fund Partners

- Enterprise Community Partners
- The City and County of Denver
- The Colorado Housing and Finance Authority
- The Colorado Division of Housing

Funders

- Gates Family Foundation
- Rose Community Foundation
- Denver Foundation
- John D. and Catherine T. MacArthur Foundation
- Ford Foundation
- Mile High Community Loan Fund
- Mercy Loan Fund
- US Bank
- Wells Fargo
- First Bank

Details

The fund is capitalized with $24 million of acquisition loan capital that is available to qualified borrowers with a plan to preserve or create affordable housing.

The fund encourages, rather than requires affordable housing development, allowing developers to access state and local affordable housing tax credits on projects, in addition to the low-income housing tax credit. It does not penalize developers that do not include affordable units. The fund is not bound by the traditionally longer loan approval process or credit committees of banks or traditional lenders to allow nonprofit borrowers to access loans faster

Financing Terms

- Loan Amount
  - Up to $5 million for vacant land/non-operating properties
  - Up to $7.5 million for preservation
- Loan-to-Value
  - Up to 90% of the lesser of the as-is appraised value or the purchase price.
- Interest Rate
  - Fixed-rate; 3.44% (City and County of Denver) and 3.92% (Region)

Download Termsheet Here.

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CONNECTED COMMUNITIES

VISION KIT

FOR CENTRAL BROWARD

Broward MPO
Metropolitan Planning Organization

THRIVING COMMUNITIES PROGRAM

wsp MHCP COLAB ACCELERATOR FOR AMERICA

WHAT ARE CONNECTED COMMUNITIES?

Connected Communities are places designed for people

- **Compact, mixed-use development** that brings daily needs closer together;
- **Walkable** and **bikeable** streets that are **safe** and welcoming;
- **Development** patterns that **support future transit**;
- Design that reflects and enhances the **local context and identity**;
- Convenient access to **housing, jobs, groceries, education, healthcare,** and **open space**;
- A focus on long-term **sustainability, mobility**, and **livability**.

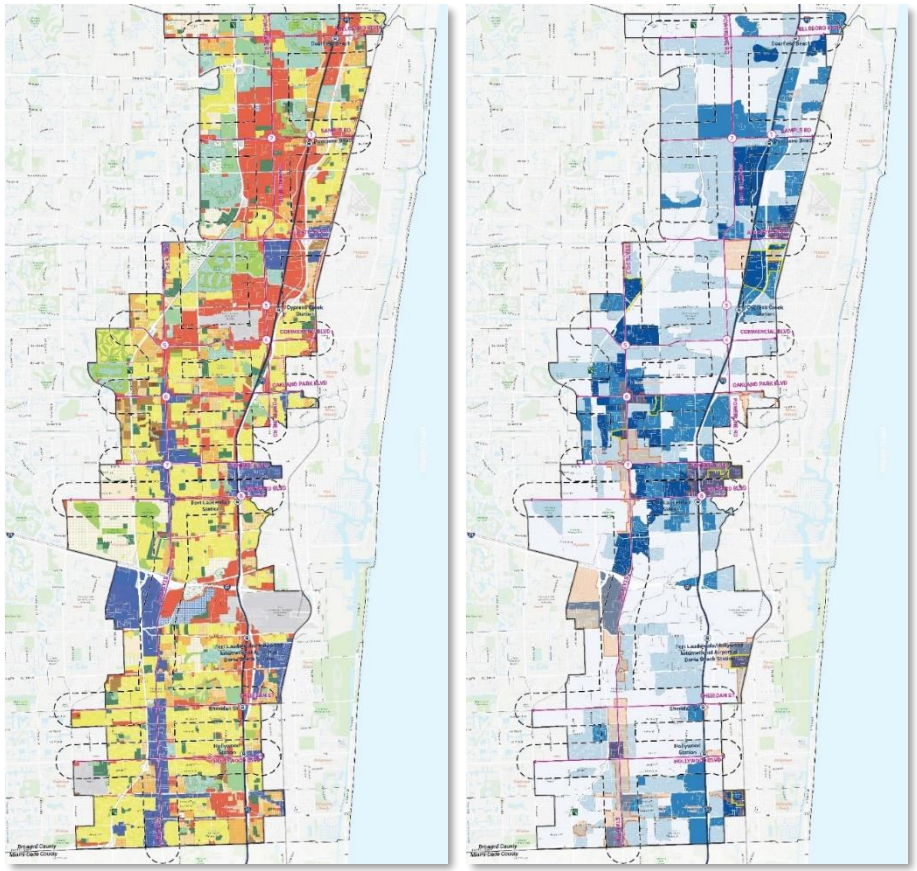
THRIVING COMMUNITIES PROGRAM

WHAT IS THE CONNECTED COMMUNITIES VISION KIT?

- A planning and design **tool**;
- Reimagines how future development in Central Broward can support more walkable, compact, and livable places – **whether or not major transit is in place yet**;
- Builds on the principles of **transit-oriented development**;
- **Flexible structure** to define a vision that reflects local values, needs, and long-term aspirations;
- Aligns with **future transit investments** and **regional growth** strategy.

THRIVING COMMUNITIES PROGRAM

HOW THE VISION KIT DOCUMENT IS STRUCTURED



1) EXISTING CONDITIONS ASSESSMENT

2) VISION KIT

3) ACTION PLAN

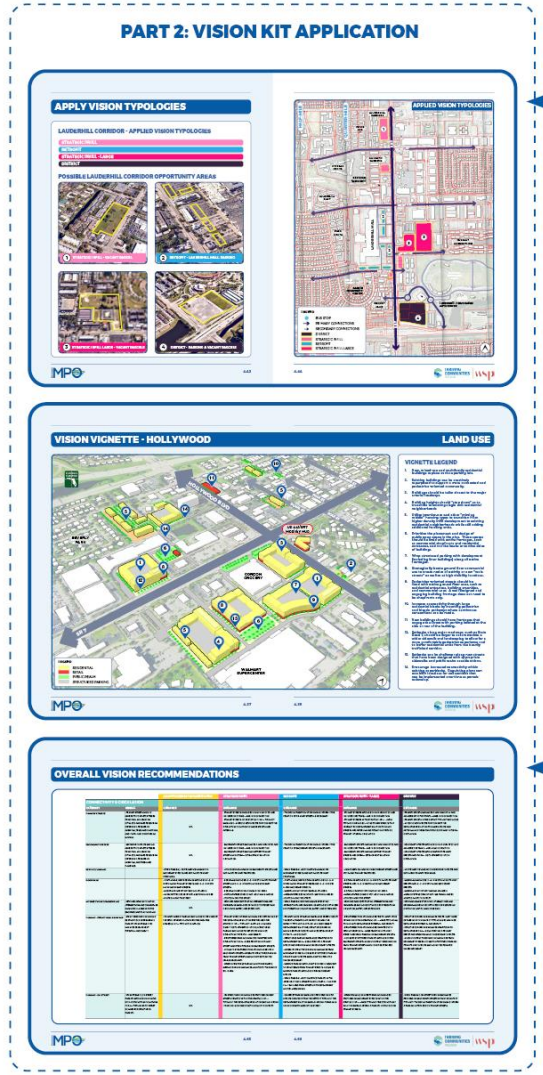
THRIVING COMMUNITIES PROGRAM

WHAT THE VISION KIT INCLUDES

Step 1: Vision Typologies

Step 2: Character Area Application

Step 3: Vision Framework



Step 4: Vision Kit Application Demonstrations

Step 5: Vision Kit Recommendations

THRIVING COMMUNITIES PROGRAM

VISION KIT COMPONENTS

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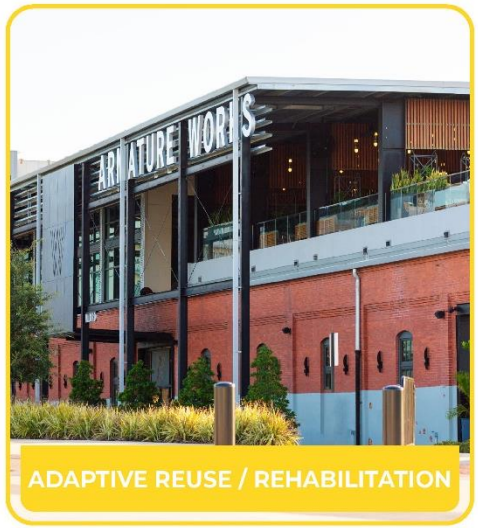
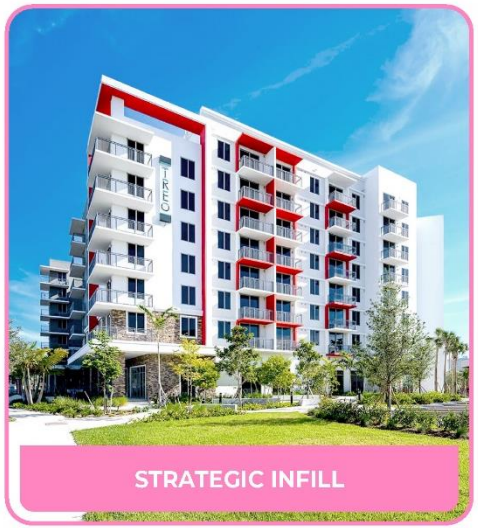
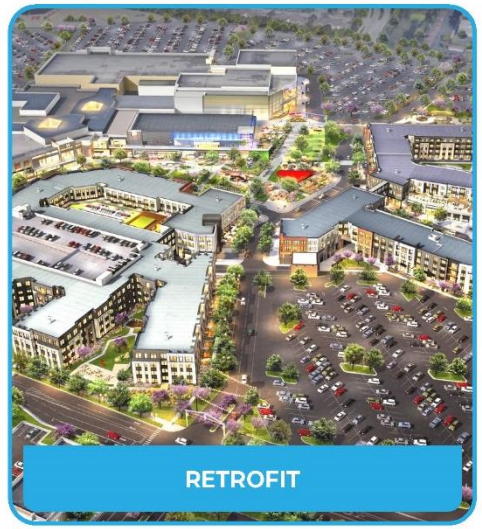
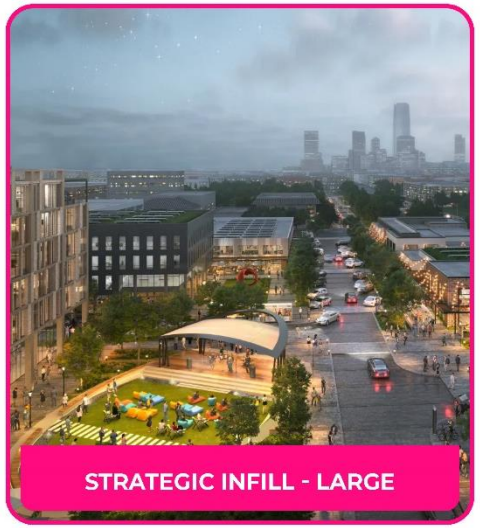
VISION TYPOLOGIES

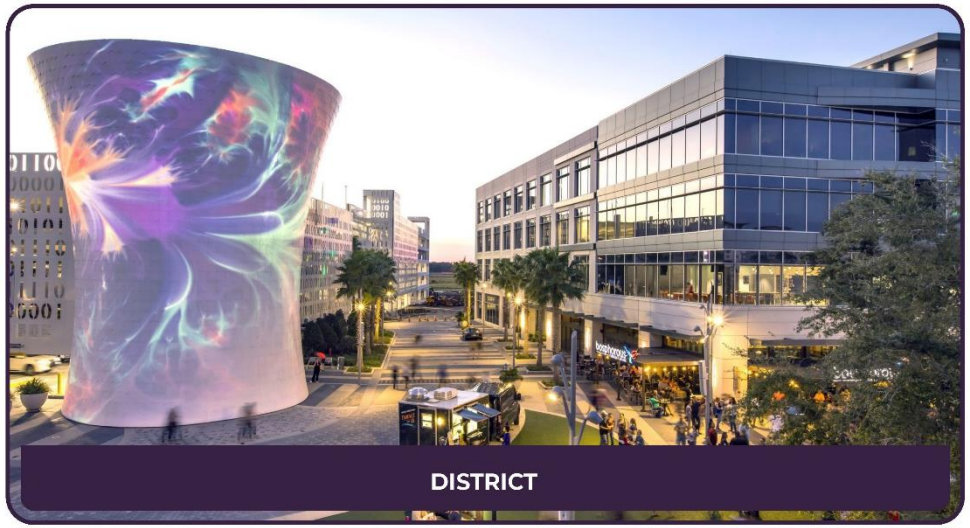
- ADAPTIVE REUSE / REHABILITATION
- STRATEGIC INFILL
- RETROFIT
- STRATEGIC INFILL - LARGE
- DISTRICT











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VISION TYPOLOGIES & CHARACTER AREAS

CHARACTER AREAS

TRADITIONAL NEIGHBORHOOD

LIMITED ACCESS NEIGHBORHOOD

HOUSING COMPLEX

LARGE-SCALE COMMERCE

SMALL-SCALE COMMERCE

CAMPUS-STYLE COMMERCIAL

LIGHT INDUSTRIAL / WAREHOUSES

SPECIAL AREA / DESTINATION

PARKS & OPEN SPACES

APPLICABILITY MATRIX

CHARACTER AREAS

VISION KIT TYPOLOGY	TRADITIONAL NEIGHBORHOOD	LIMITED ACCESS NEIGHBORHOOD	HOUSING COMPLEX	LARGE-SCALE COMMERCE	SMALL-SCALE COMMERCE	CAMPUS-STYLE COMMERCIAL	LIGHT INDUSTRIAL / WAREHOUSE	SPECIAL AREA / DESTINATION	PARKS & OPEN SPACES
ADAPTIVE REUSE	●	○	○	●	●	●	●	●	○
STRATEGIC INFILL	●	●	●	●	●	●	●	○	○
RETROFIT	○	○	●	●	●	●	●	○	○
STRATEGIC INFILL - LARGE	○	○	○	○	○	○	●	●	○
DISTRICT	○	○	○	○	○	○	○	●	○

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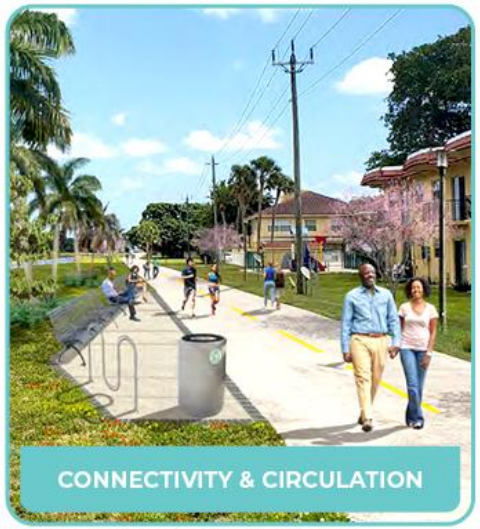
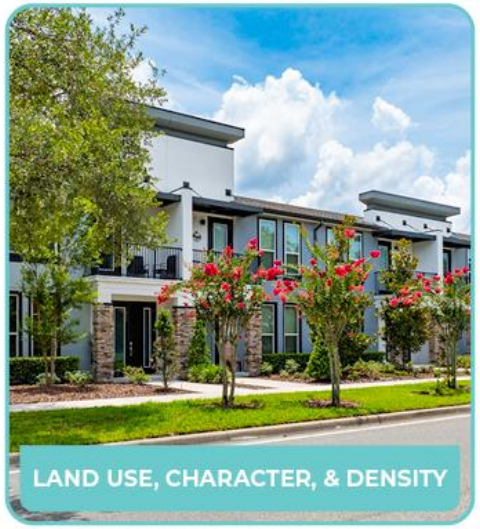
VISION FRAMEWORK

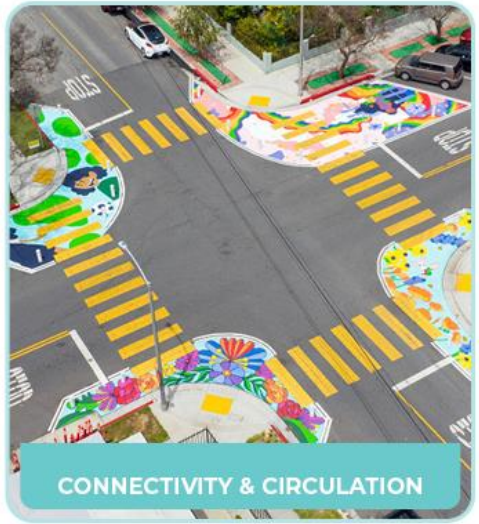
CONNECTIVITY & CIRCULATION

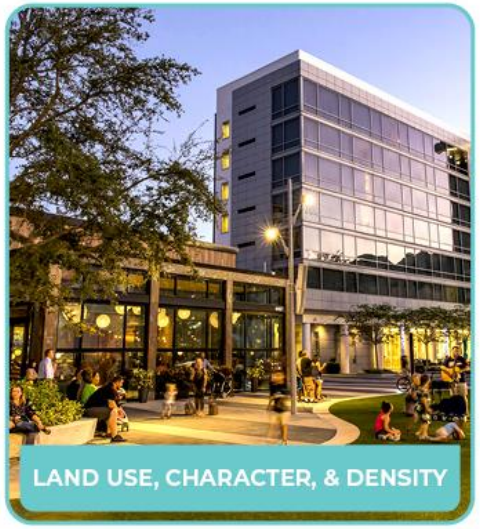
PUBLIC REALM & OPEN SPACE

LAND USE, DENSITY, & CHARACTER









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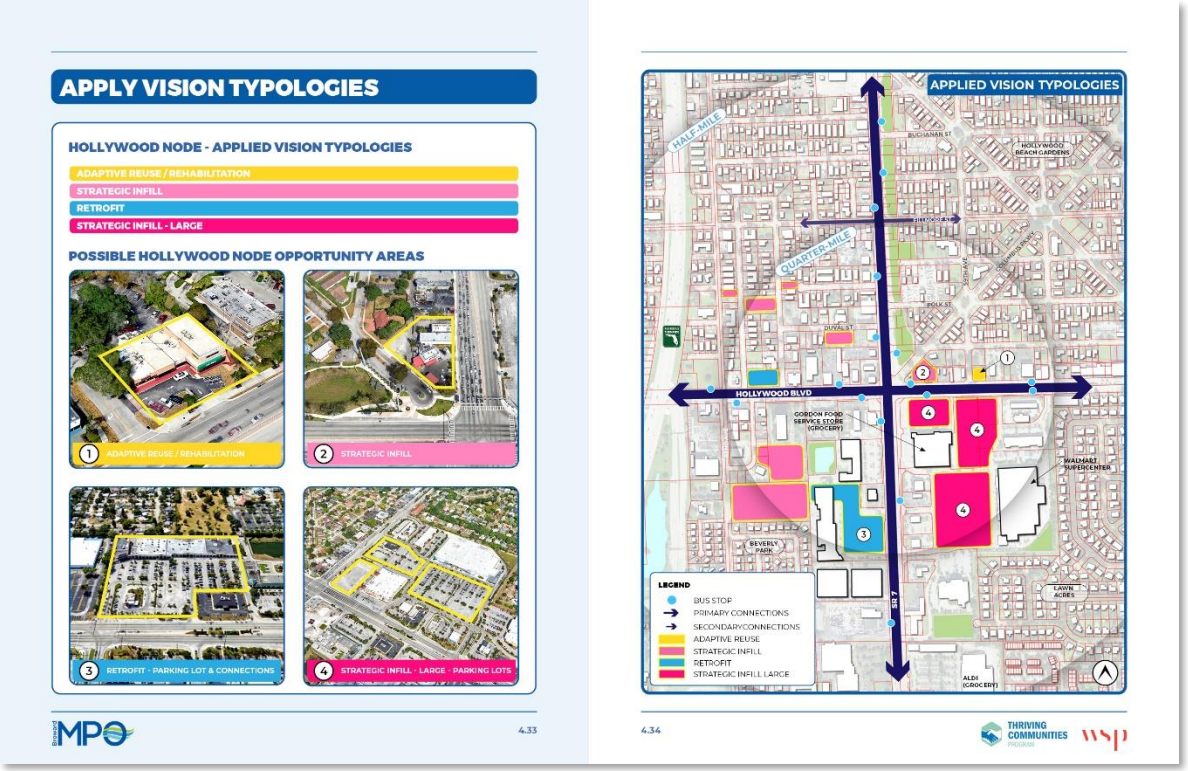
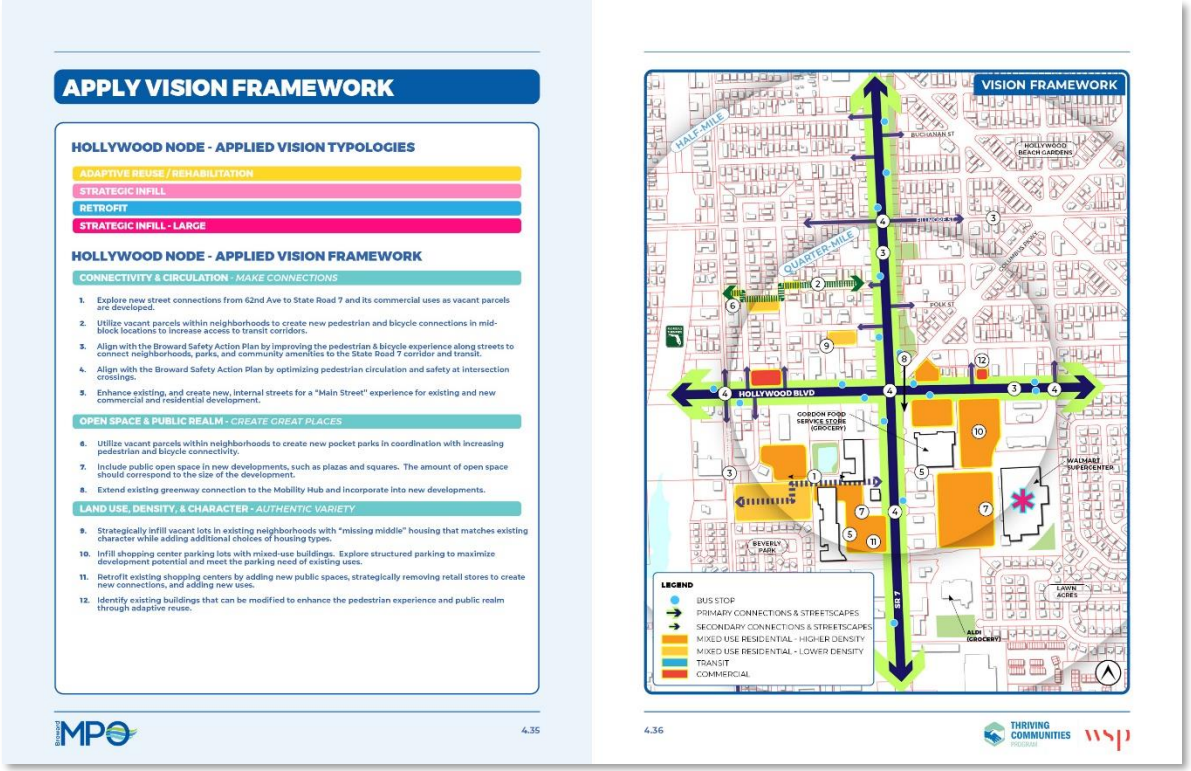
VISION KIT APPLICATION DEMONSTRATIONS





APPLY VISION TYPOLOGIES

APPLY VISION FRAMEWORK

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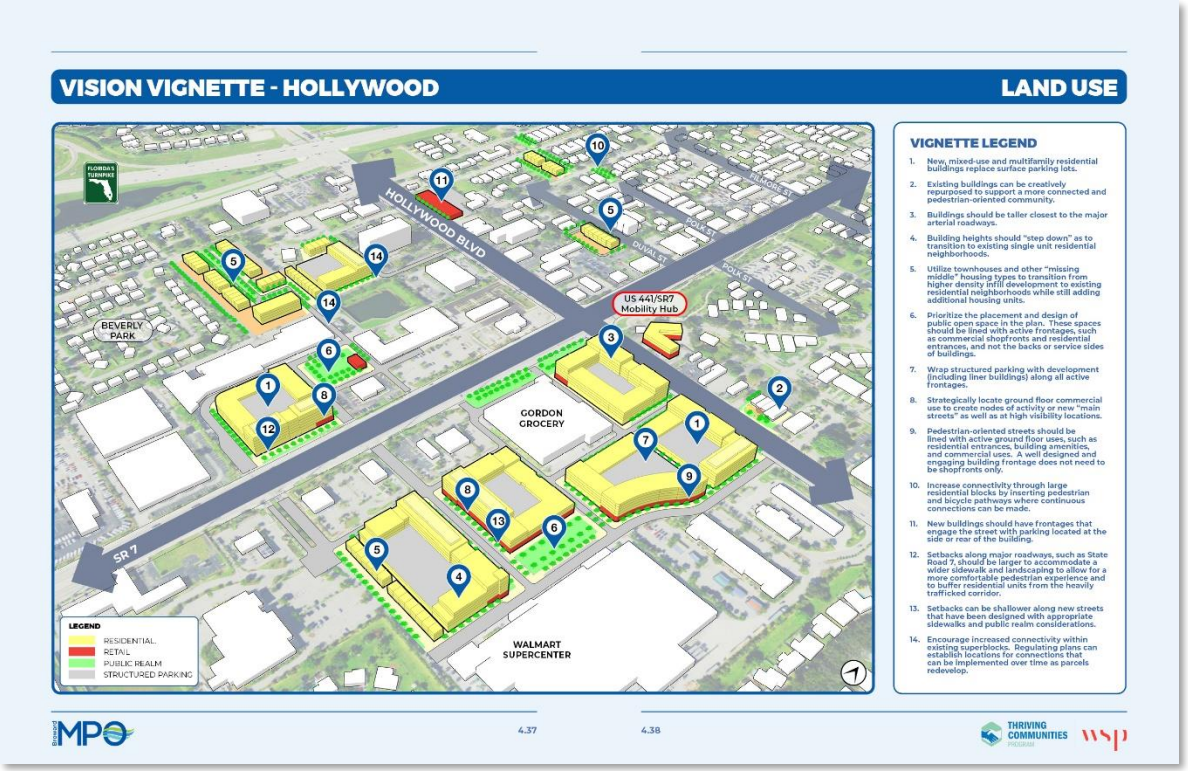
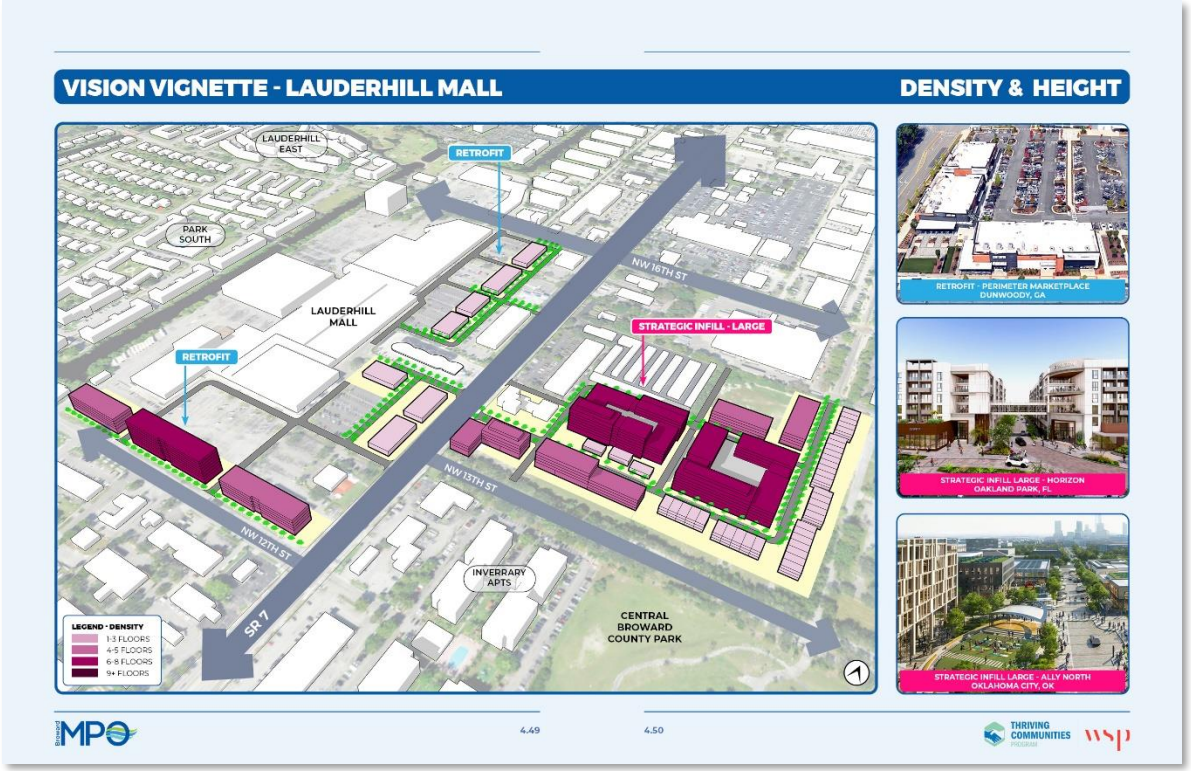
VISION KIT APPLICATION DEMONSTRATIONS



VISION VIGNETTE – LAND USE



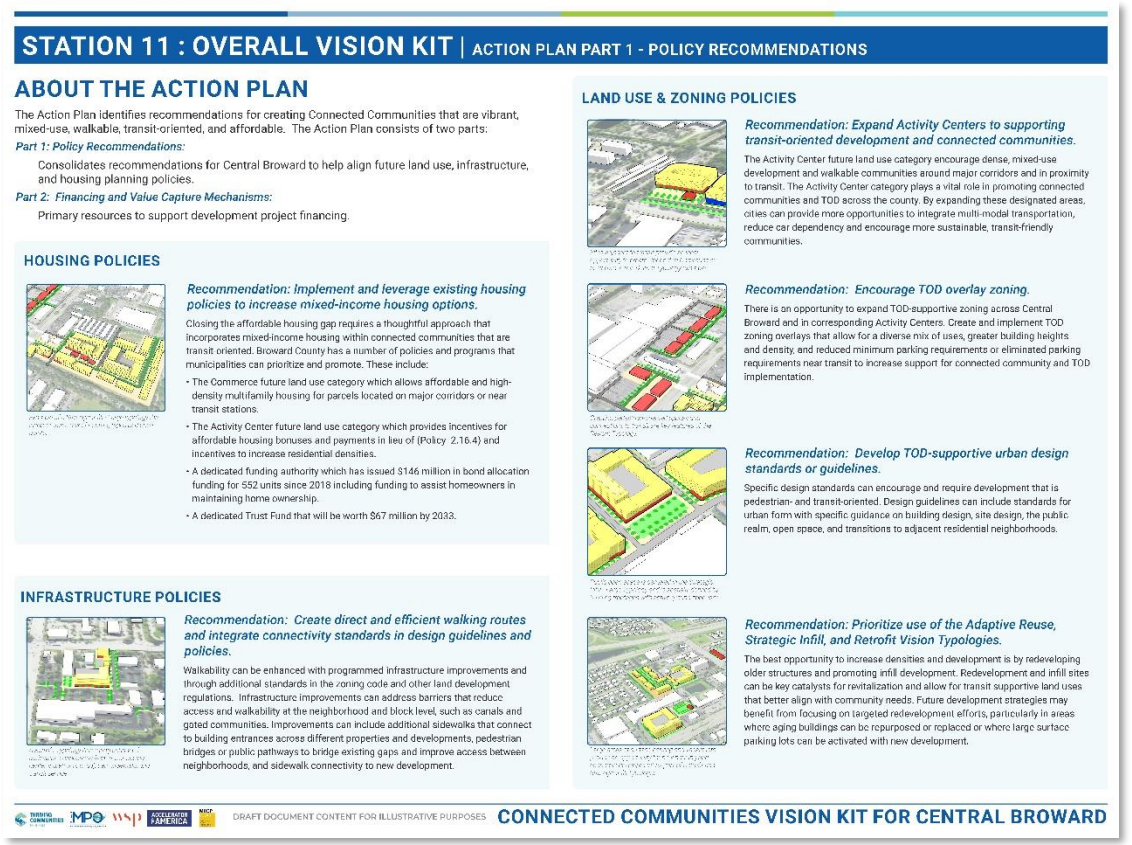
VISION VIGNETTE – DENSITY & HEIGHT

THRIVING COMMUNITIES PROGRAM

OVERALL VISION KIT RECOMMENDATIONS

		ADAPTIVE REUSE / REHABILITATION	STRATEGIC INFILL	RETROFIT	STRATEGIC INFILL - LARGE	DISTRICT
CONNECTIVITY & CIRCULATION						
Category	**General**	**Guidance**	**Guidance**	**Guidance**	**Guidance**	**Guidance**
Primary Streets	· primary streets, new and reconstructed, should adhere to complete streets principles, including an optimized and safe pedestrian experience, pedestrian amenities, trees and plantings, and wayfinding signage. · primary streets, new and reconstructed, should be designed to promote all forms of travel to encourage walking, cycling, and connections to transit.	n/a	· primary streets should be a maximum of 22' and include one travel lane in each direction. · primary streets in the strategic infill typology should be limited to new streets that connect the development solution to major streets and arterials.	· the development solution should inform if the creation of primary streets is necessary.	· primary streets should be a maximum of 22' and include one travel lane in each direction. · primary streets in the strategic infill - large typology should be limited to new streets that connect the development solution to major streets and arterials and those that provide primary internal circulation.	· primary streets should be a maximum of 44' and include up to two travel lanes in each direction. · primary streets in the district typology should be limited to new streets that connect the development solution to major streets and arterials and those that provide primary internal circulation.
Secondary Streets	· secondary streets, new and reconstructed, should adhere to complete streets principles, including an optimized and safe pedestrian experience, pedestrian amenities, and trees and plantings.	n/a	· secondary streets should be a maximum of 22' and include one travel lane in each direction. · secondary streets should support primary streets and overall development solution circulation.	· the development solution should inform if the creation of secondary streets is necessary.	· secondary streets should be a maximum of 22' and include one travel lane in each direction. · secondary streets should support primary streets and overall development solution circulation.	· secondary streets should be a maximum of 22' and include one travel lane in each direction. · secondary streets should support primary streets and overall development solution circulation.
Service / Loading		· when possible, locate service/loading on secondary streets and not along primary frontages.	· locate service/loading on secondary streets and not along primary frontages.	· when possible, locate service/loading on secondary streets and not along primary frontages.	· locate service/loading on secondary streets and not along primary frontages.	· locate service/loading on secondary streets and not along primary frontages.
Sidewalks	· sidewalks should be located on both sides of streets. · wide sidewalks are required in areas with high pedestrian circulation.	· new sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· new sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.
Intersections / Crosswalks	· new and adjacent existing intersections and crosswalks should be aligned with the Broward safety action plan.	n/a	· new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.	· when possible new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.	· new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.	· new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.
Parking - Structured & Surface	· structured parking should be prioritized over surface parking when possible to maximize development potential and density.	· primary mode of parking should be determined by the development solution for the area the strategic infill typology is applied.	· primary mode of parking should be determined by the development solution for the area the strategic infill typology is applied. in higher-density development solutions, structured parking should be prioritized to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary. · where structured parking is not warranted, surface parking should be located to the rear of buildings.	· primary mode of parking should be determined by the development solution for the area the retrofit typology is applied. in higher-density development solutions, structured parking should be prioritized to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary. · surface parking should not be directly adjacent to or accessed from primary streets. access to surface parking should be from secondary streets. · when possible, locate surface parking in the interior of development blocks, partially and/or fully shielded from	· structured parking should be the primary mode of parking within strategic infill-large typologies to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary.	· structured parking should be the primary mode of parking within district typologies to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary.

VISION KIT ACTION PLAN



STATION 11 : OVERALL VISION KIT | ACTION PLAN PART 1 - POLICY RECOMMENDATIONS

ABOUT THE ACTION PLAN

The Action Plan identifies recommendations for creating Connected Communities that are vibrant, mixed-use, walkable, transit-oriented, and affordable. The Action Plan consists of two parts:

Part 1: Policy Recommendations:

Consolidates recommendations for Central Broward to help align future land use, infrastructure, and housing planning policies.

Part 2: Financing and Value Capture Mechanisms:

Primary resources to support development project financing.

HOUSING POLICIES

Recommendation: Implement and leverage existing housing policies to increase mixed-income housing options.

Closing the affordable housing gap requires a thoughtful approach that incorporates mixed-income housing within connected communities that are transit oriented. Broward County has a number of policies and programs that municipalities can prioritize and promote. These include:

- The Commerce future land use category which allows affordable and high-density multifamily housing for parcels located on major corridors or near transit stations.
- The Activity Center future land use category which provides incentives for affordable housing bonuses and payments in lieu of (Policy 2.16.4) and incentives to increase residential densities.
- A dedicated funding authority which has issued $146 million in bond allocation funding for 552 units since 2018 including funding to assist homeowners in maintaining home ownership.
- A dedicated Trust Fund that will be worth $67 million by 2033.

INFRASTRUCTURE POLICIES

Recommendation: Create direct and efficient walking routes and integrate connectivity standards in design guidelines and policies.

Walkability can be enhanced with programmed infrastructure improvements and through additional standards in the zoning code and other land development regulations. Infrastructure improvements can address barriers that reduce access and walkability at the neighborhood and block level, such as canals and gated communities. Improvements can include additional sidewalks that connect to building entrances across different properties and developments, pedestrian bridges or public pathways to bridge existing gaps and improve access between neighborhoods, and sidewalk connectivity to new development.

LAND USE & ZONING POLICIES

Recommendation: Expand Activity Centers to supporting transit-oriented development and connected communities.

The Activity Center future land use category encourage dense, mixed-use development and walkable communities around major corridors and in proximity to transit. The Activity Center category plays a vital role in promoting connected communities and TOD across the county. By expanding these designated areas, cities can provide more opportunities to integrate multi-modal transportation, reduce car dependency and encourage more sustainable, transit-friendly communities.

Recommendation: Encourage TOD overlay zoning.

There is an opportunity to expand TOD-supportive zoning across Central Broward and in corresponding Activity Centers. Create and implement TOD zoning overlays that allow for a diverse mix of uses, greater building heights and density, and reduced minimum parking requirements or eliminated parking requirements near transit to increase support for connected community and TOD implementation.

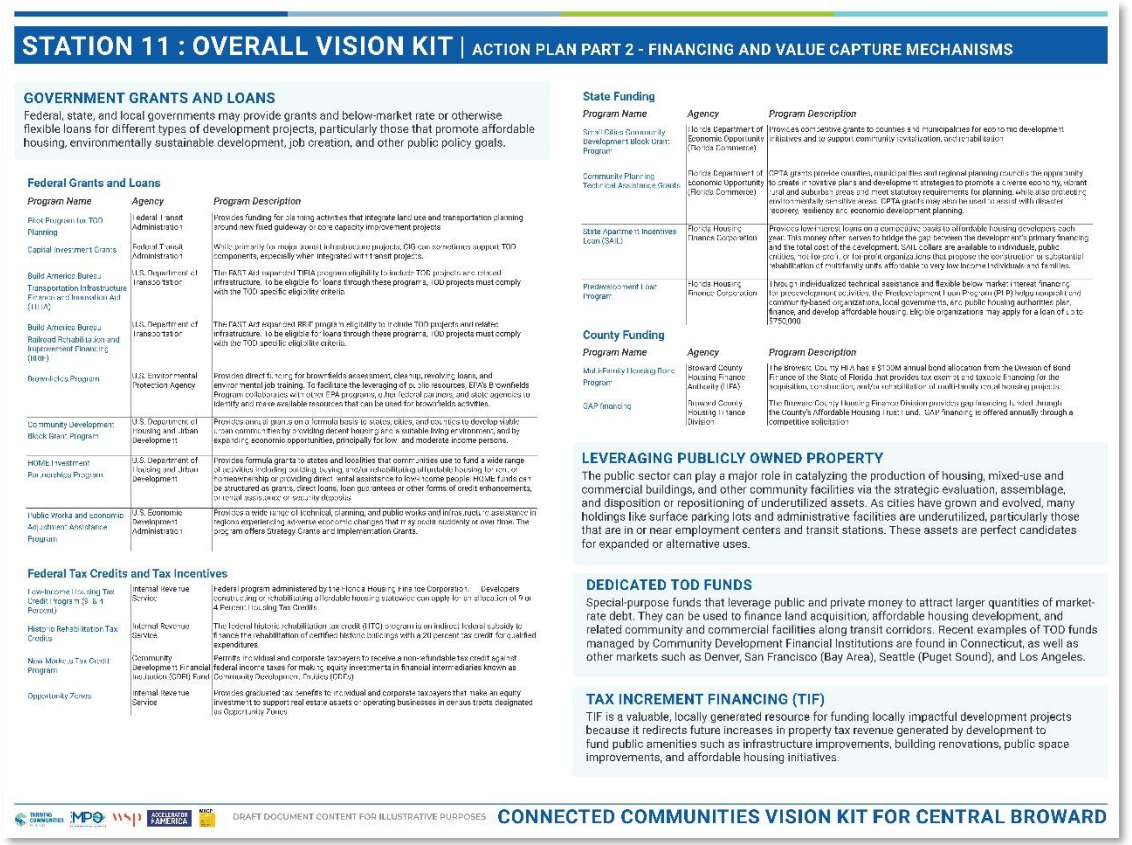
Recommendation: Develop TOD-supportive urban design standards or guidelines.

Specific design standards can encourage and require development that is pedestrian- and transit-oriented. Design guidelines can include standards for urban form with specific guidance on building design, site design, the public realm, open space, and transitions to adjacent residential neighborhoods.

Recommendation: Prioritize use of the Adaptive Reuse, Strategic Infill, and Retrofit Vision Typologies.

The best opportunity to increase densities and development is by redeveloping older structures and promoting infill development. Redevelopment and infill sites can be key catalysts for revitalization and allow for transit supportive land uses that better align with community needs. Future development strategies may benefit from focusing on targeted redevelopment efforts, particularly in areas where aging buildings can be repurposed or replaced or where large surface parking lots can be activated with new development.

POLICY RECOMMENDATIONS



STATION 11 : OVERALL VISION KIT | ACTION PLAN PART 2 - FINANCING AND VALUE CAPTURE MECHANISMS

GOVERNMENT GRANTS AND LOANS

Federal, state, and local governments may provide grants and below-market rate or otherwise flexible loans for different types of development projects, particularly those that promote affordable housing, environmentally sustainable development, job creation, and other public policy goals.

Federal Grants and Loans

Program Name	Agency	Program Description
Pilot Program for TOD Planning	Federal Transit Administration	Provides funding for planning activities that integrate land use and transportation planning around new fixed guideway or core capacity improvement projects
Capital Investment Grants	Federal Transit Administration	While primarily for major transit infrastructure projects, CIG can sometimes support TOD components, especially when integrated with transit projects.
Build America Bureau Transportation Infrastructure Finance and Innovation Act (TIFIA)	U.S. Department of Transportation	The FAST Act expanded TIFIA program eligibility to include TOD projects and related infrastructure. To be eligible for loans through these programs, TOD projects must comply with the TOD specific eligibility criteria.
Build America Bureau Railroad Rehabilitation and Improvement Financing (RRIF)	U.S. Department of Transportation	The FAST Act expanded RRIF program eligibility to include TOD projects and related infrastructure. To be eligible for loans through these programs, TOD projects must comply with the TOD specific eligibility criteria.
Brownfields Program	U.S. Environmental Protection Agency	Provides direct funding for brownfields assessment, cleanup, revolving loans, and environmental job training. To facilitate the leveraging of public resources, EPA's Brownfields Program collaborates with other EPA programs, other federal partners, and state agencies to identify and make available resources that can be used for brownfields activities.
Community Development Block Grant Program	U.S. Department of Housing and Urban Development	Provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.
HOME Investment Partnerships Program	U.S. Department of Housing and Urban Development	Provides formula grants to states and localities that communities use to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. HOME funds can be structured as grants, direct loans, loan guarantees or other forms of credit enhancements, or rental assistance or security deposits.
Public Works and Economic Adjustment Assistance Program	U.S. Economic Development Administration	Provides a wide range of technical, planning, and public works and infrastructure assistance in regions experiencing adverse economic changes that may occur suddenly or over time. The program offers Strategy Grants and Implementation Grants.

Federal Tax Credits and Tax Incentives

Low-Income Housing Tax Credit Program (9 & 4 Percent)	Internal Revenue Service	Federal program administered by the Florida Housing Finance Corporation. Developers constructing or rehabilitating affordable housing statewide can apply for an allocation of 9 or 4 Percent Housing Tax Credits.
Historic Rehabilitation Tax Credits	Internal Revenue Service	The federal historic rehabilitation tax credit (HTC) program is an indirect federal subsidy to finance the rehabilitation of certified historic buildings with a 20 percent tax credit for qualified expenditures.
New Markets Tax Credit Program	Community Development Financial Institution (CDFI) Fund	Permits individual and corporate taxpayers to receive a non-refundable tax credit against federal income taxes for making equity investments in financial intermediaries known as Community Development Entities (CDEs).
Opportunity Zones	Internal Revenue Service	Provides graduated tax benefits to individual and corporate taxpayers that make an equity investment to support real estate assets or operating businesses in certain tracts designated as Opportunity Zones.

State Funding

Program Name	Agency	Program Description
Small Cities Community Development Block Grant Program	Florida Department of Economic Opportunity (Florida Commerce)	Provides competitive grants to counties and municipalities for economic development initiatives and to support community revitalization, and rehabilitation
Community Planning Technical Assistance Grants	Florida Department of Economic Opportunity (Florida Commerce)	CPTA grants provide counties, municipalities and regional planning councils the opportunity to create innovative plans and development strategies to promote a diverse economy, vibrant rural and suburban areas and meet statutory requirements for planning, while also protecting environmentally sensitive areas. CPTA grants may also be used to assist with disaster recovery, resiliency and economic development planning.
State Apartment Incentives Loan (SAIL)	Florida Housing Finance Corporation	Provides low-interest loans on a competitive basis to affordable housing developers each year. This money often serves to bridge the gap between the developer's primary financing and the total cost of the development. SAIL dollars are available to individuals, public entities, for-profit, or for-profit organizations that propose the construction or substantial rehabilitation of multifamily units affordable to very low income individuals and families.
Predevelopment Loan Program	Florida Housing Finance Corporation	Through individualized technical assistance and flexible below market interest financing for preconstruction activities, the Predevelopment Loan Program (PLP) helps nonprofit and community-based organizations, local governments, and public housing authorities plan, finance, and develop affordable housing. Eligible organizations may apply for a loan of up to $750,000.

County Funding

Program Name	Agency	Program Description
Multi-Family Housing Bond Program	Broward County Housing Finance Authority (BCHFA)	The Broward County HFA has a $100M annual bond allocation from the Division of Bond Finance of the State of Florida that provides tax exempt and taxable financing for the acquisition, construction, and/or rehabilitation of multi-family rental housing projects.
GAP Financing	Broward County Housing Finance Division	The Broward County Housing Finance Division provides gap financing to developers through the County's Affordable Housing Trust Fund. GAP financing is offered annually through a competitive solicitation.

LEVERAGING PUBLICLY OWNED PROPERTY

The public sector can play a major role in catalyzing the production of housing, mixed-use and commercial buildings, and other community facilities via the strategic evaluation, assemblage, and disposition or repositioning of underutilized assets. As cities have grown and evolved, many holdings like surface parking lots and administrative facilities are underutilized, particularly those that are in or near employment centers and transit stations. These assets are perfect candidates for expanded or alternative uses.

DEDICATED TOD FUNDS

Special-purpose funds that leverage public and private money to attract larger quantities of market-rate debt. They can be used to finance land acquisition, affordable housing development, and related community and commercial facilities along transit corridors. Recent examples of TOD funds managed by Community Development Financial Institutions are found in Connecticut, as well as other markets such as Denver, San Francisco (Bay Area), Seattle (Puget Sound), and Los Angeles.

TAX INCREMENT FINANCING (TIF)

TIF is a valuable, locally generated resource for funding locally impactful development projects because it redirects future increases in property tax revenue generated by development to fund public amenities such as infrastructure improvements, building renovations, public space improvements, and affordable housing initiatives.

FINANCING & VALUE CAPTURE

THRIVING COMMUNITIES PROGRAM

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EXPLORE THE

VISION KIT!

THANK YOU

Broward MPO
Metropolitan Planning Organization

THRIVING COMMUNITIES PROGRAM

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Metropolitan Planning Organization

Non-Action Items 3.

Technical Advisory Committee (TAC)
Meeting Date: 08/27/2025

Federal Discretionary Grants

SUMMARY EXPLANATION/BACKGROUND:

Passage of the Bipartisan Infrastructure Law created more funding opportunities, but many are nationally competitive discretionary grants. The Broward MPO hosts regular meetings to share new information on grant opportunities, provide a centralized grant communication and coordination venue, and discuss potential grant partnership/teaming opportunities. All are welcome to participate.

MPO staff will provide regular status updates to the MPO's Technical Advisory Committee and Citizens' Advisory Committee on this topic. At the upcoming meeting, staff will briefly present available grant opportunities and discuss any efforts being made to pursue them. For the PowerPoint presentation, please see the Attachment. Questions and comments will be addressed at the meeting.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions about this item, please contact Paul Calvaresi at (954) 876-0037 or calvaresip@browardmpo.org.

Attachments

Broward MPO Grants Updates & Discussion - PowerPoint Presentation

Broward MPO Grants Updates & Discussion

August 2025

Broward MPO
Metropolitan Planning Organization

Federal Grants and Intergovernmental Updates for Broward

Coordination is Key

- Federal Government is highly interested in projects regional in nature and/or involving coordination with multiple jurisdictions
- TAC meetings, MPO Board meetings & monthly grants coordination meetings
  - Second Tuesday of each month
  - Bring project ideas, coordinate with partners

Sign up for the MPO's Monthly Grants Coordination calls using the QR Code or via the link below:

https://us02web.zoom.us/meeting/register/tZEtcequqjwoHNSJf5Nl5cAd-rjrWAYhX9EW

Thriving Communities Program (TCP) Award

Apply

Review

Won

Pre-award

Execution

Receiving capacity building, planning, and technical assistance for Complete Transit-Oriented Neighborhoods toolkit. Connected Communities Vision Kit.

Current Status: Toolkit to be distributed via MPO website

MPO Contact: Paul Calvaresi, Intergovernmental Manager
calvaresip@browardmpo.org

Strengthening Mobility and Revolutionizing Transportation

SMART

Apply

Review

Won

Pre-award

Execution

Awarded $2M in SMART grant funding to develop the SMART METRO.AI, an innovative transportation modeling platform that will use Artificial Intelligence technology to create a regional digital twin that integrates data and models for effective transportation solutions.

Next Steps: Work on the SMART METRO.AI project continues on key SMART Grant Stage 1 deliverables, including the Implementation Plan required for Stage 2 Grant. The Stage 2 Grant (Implementation) NOFO is expected in Fall of 2025.

Current Status: The Participated in the July 2025 SMART Summit at USDOT's HQ with over 160 attendees from across the country, received technical assistance from the subject matter experts and exchanged project insights, lessons learned, and Stage 2 Grant preparation strategies.

MPO Contact: Andrew Riddle, AICP, Community Planning Manager
riddlea@browardmpo.org, (954)876-0067

Railroad Crossing Elimination Program

U.S. Department of Transportation
Federal Railroad Administration

Apply

Review

Won

Pre-award

Execution

Awarded $15,440,000 in RCE grant funding to support final design and construction activities for the Broward County Sealed Corridor Project. The project will include safety enhancements, such as exit gates and medians, at 21 grade crossings along Florida East Coast Railway's rail line, a freight rail corridor shared with Brightline's intercity passenger rail service.

Next Steps: Continue coordinating with the FRA to address review comments on preliminary design engineering plans, including potential sidewalk additions, to secure authorization for final design. Preparations are underway to procure the final design consultant.

Current Status: Grant Agreement executed on May 30, 2025. Completed and submitted the final initial draft of the Project Management Plan (PMP), a required grant deliverable to the FRA on 06/03/2025.

MPO Contact: Andrew Riddle, AICP, Community Planning Manager
riddlea@browardmpo.org, (954)876-0067

Reconnecting Communities

U.S. Department of Transportation

Apply

Review

Won

Pre-award

Execution

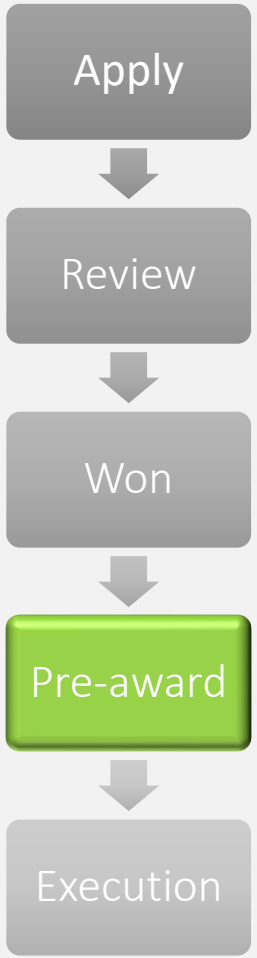
Planning grant to determine feasibility of linking roads below grade along the FEC railroad corridor. Project is Fort Lauderdale Roadway-Railroad Underpass Feasibility Study. $1.5M ask with Fort Lauderdale committing $375K in local match

Next Steps: First public meeting will be at the end of October 2025.

Current Status: Project Draft Public Participation Plan has been created. Data collection and Existing Conditions Analysis has begun.

MPO Contact: James Cromar, Deputy Executive Director Federal Grants
cromarj@browardmpo.org

Prioritization Process Pilot Program (PPPP)



The Broward MPO was awarded $2M. The purpose of PPPP is to support data-driven approaches to planning that, upon completion, can be evaluated for public benefit. The program provides funding to develop and implement a publicly accessible, transparent prioritization process for the ranking and selection of projects for inclusion in short-range and long-range transportation plans.

Next Steps: Moving forward! Obligation deadline is September 30, 2026.

Current Status: Kickoff meeting with FHWA on August 5, 2025.

MPO Contact: Kerrie MacNeil, Senior Planner macneilk@browardmpo.org

Safe Streets and Roads for All (SS4A)

- Apply
- Review
- Won
- Pre-award
- Execution

Planning and Demonstration Grants provide Federal funds to develop, complete, or supplement a comprehensive safety action plan. They also fund supplemental planning and/or demonstration activities that inform the development of a new or existing Action Plan.

Current Status: Broward County applied before the deadline on June 26, 2025.

MPO Contact: James Cromar, Deputy Executive Director Federal Grants and Fazal Qureshi, Transportation Engineering Project Manager SS4A@browardmpo.org

Open Grant Applications (As of 08/15/2025)

Opening Date	NOFO	Closing Date
01/31/2025	Port Infrastructure Development Program	09/10/2025
09/08/2025	Rural and Tribal Assistance Pilot Program	10/08/2025

Upcoming Grant Applications (As of 08/15/2025)

Opening Date	NOFO	Closing Date
Fall 2025	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Stage 2	
2025	All Stations Accessibility Program	
2025	Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM)	
2025	Reduction of Truck Emissions at Port Facilities	

Upcoming Grant Applications (As of 08/15/2025)

Opening Date	NOFO	Closing Date
2025	Ferry Programs: Electric or Low Emitting Ferry; Ferry Service for Rural Communities; Passenger Ferry Boat Program	
2025	Consolidated Rail Infrastructure and Safety Improvements	
2025	Federal-State Partnership for Intercity Passenger Rail (NEC)	
2025	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	
2025	Pilot Program for Transit Oriented Development	

Upcoming Grant Applications (As of 08/15/2025)

Opening Date	NOFO	Closing Date
2025	Congestion Relief Program	
2025	Charging & Fueling Infrastructure Grants (Community & Corridor charging) & NEVI 10% set-aside	
2025	Corridor Identification and Development Solicitation	
2025	Federal-State Partnership for Intercity Passenger Rail (National)	

Questions and Discussion

Contact:

Jennipher Tucy

Government Relations, Broward MPO

(954) 876-0055 | tucyj@browardmpo.org

Broward MPO
Metropolitan Planning Organization

Non-Action Items 4.

Technical Advisory Committee (TAC)
Meeting Date: 08/27/2025

Housing Coordination Plan (HCP) Introduction

SUMMARY EXPLANATION/BACKGROUND:

The Broward MPO, in coordination with the Infrastructure Hardening and Housing Coordination Committee, is developing a Housing Coordination Plan (HCP) to address transportation cost burden in the MPO's core products. At the upcoming meeting, MPO staff will present an overview of the goals of the HCP, current status, and insights into the data related to transportation cost burden.

For the PowerPoint presentation, please see the Attachment. MPO staff will be available at the upcoming meeting to address any questions or comments.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions about this item, please contact Karen Friedman at (954) 876-0039 or **friedmank@browardmpo.org**.

Attachments

Housing Coordination Plan - PowerPoint Presentation

Housing Coordination Plan

Presentation to TAC

Housing Coordination Plan Introduction

Purpose and Response to Federal Policy Shift

IIJA amended 23 U.S. Code § 134:

Address the integration of housing, transportation, and economic development strategies through a process that provides for effective integration, including by developing a Housing Coordination Plan.

I. Develop regional goals for the integration of housing, transportation, and economic development strategies

II. Identify the location of existing and planned housing and employment, and transportation options that connect housing and employment; and

III. Include a comparison of transportation plans to land use management plans, including zoning plans, that may affect road use, public transportation ridership, and housing development.

Ensure HCP is consistent with BMPO mission and scope of influence:

- The BMPO is focused on its core mission: to plan, prioritize, and fund ***transportation projects*** in Broward County.
- BMPO influence directly pertains to the ***transportation network*** and related infrastructure.
- BMPO has no authority over land use or housing directly
- BMPO strategic transportation investments can alleviate ***transportation cost-burden*** and ***enhance transportation options***.

Housing Coordination Plan Introduction

Goals and Outcomes

1. Incorporate *(alleviation of)* Transportation Cost Burden into BMPO Core Products.

- ✓ REV Guidance:
  - Policies
  - Call For Projects: Minimum Requirements & Ranking Criteria
  - Project Prioritization Criteria
- ✓ MTP 2055 Guidance:
  - Performance Measures
  - Modified REV Guidance
  - Transportation Projects
- ✓ Additional Guidance needed for Core Products

2. Ensure the HCP is aligned with the BMPO Mission: Plan, prioritize, and fund transportation options.

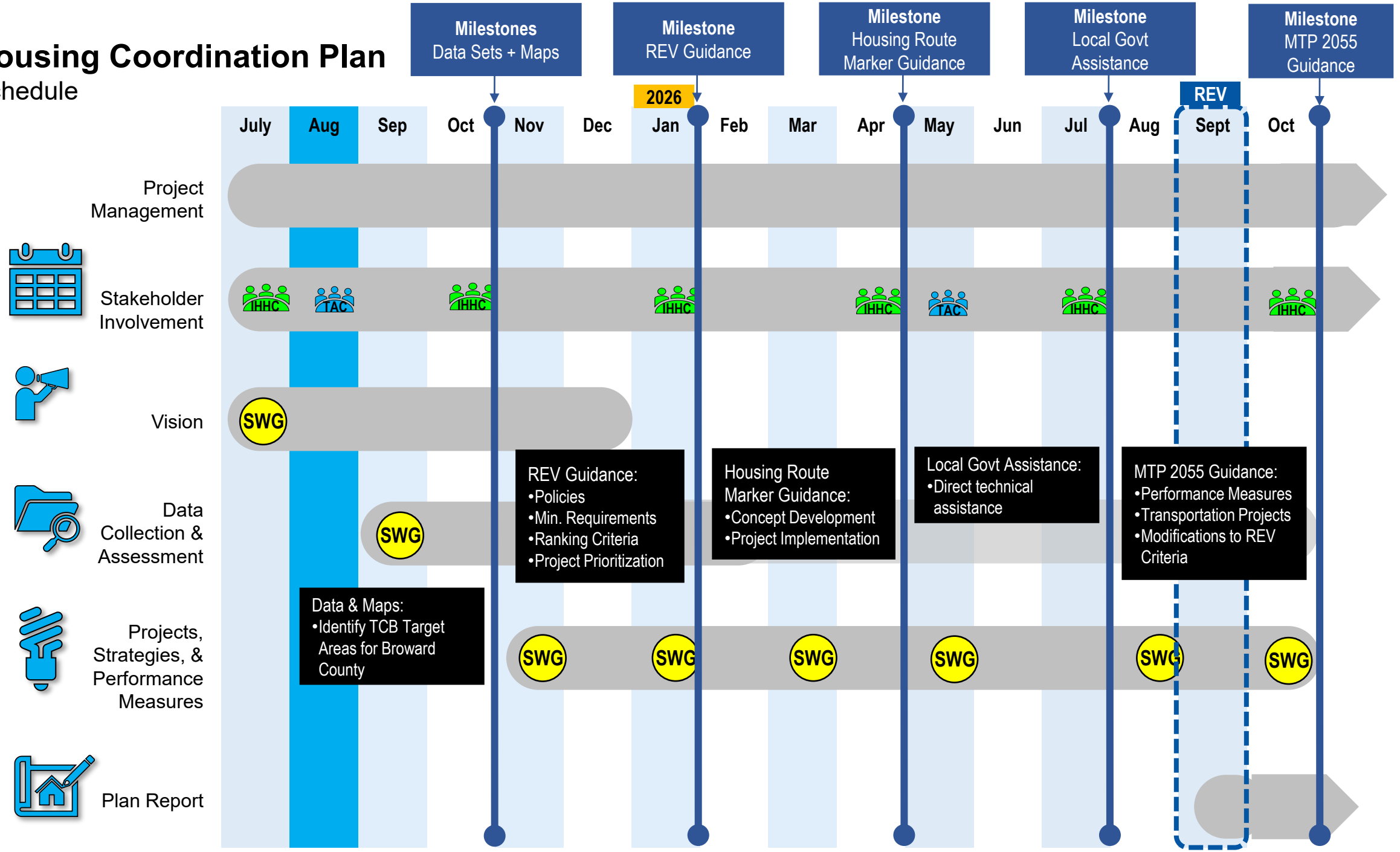
- ✓ Provide technical assistance to local governments: Determine how BMPO's assets (funding, technical expertise, partnerships, and data) can be used to address transportation cost-burden
- ✓ Identify Transportation Projects that address transportation cost burden

3. Develop guidance for implementing MTP 2050 projects that were assigned the Housing Route Marker

- ✓ Guidance for Concept Development
- ✓ Guidance for Project Implementation

Housing Coordination Plan

Schedule



Transportation Cost Burden

Data Insights from US Bureau of Labor Statistics (BLS)

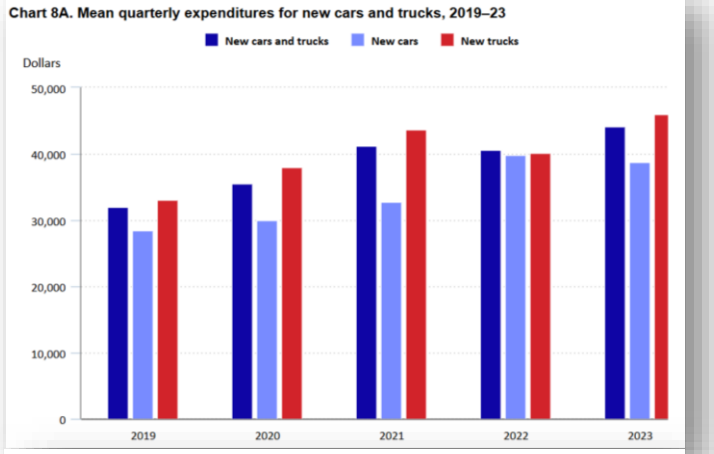
National Trends for Consumer Expenditures (2023)

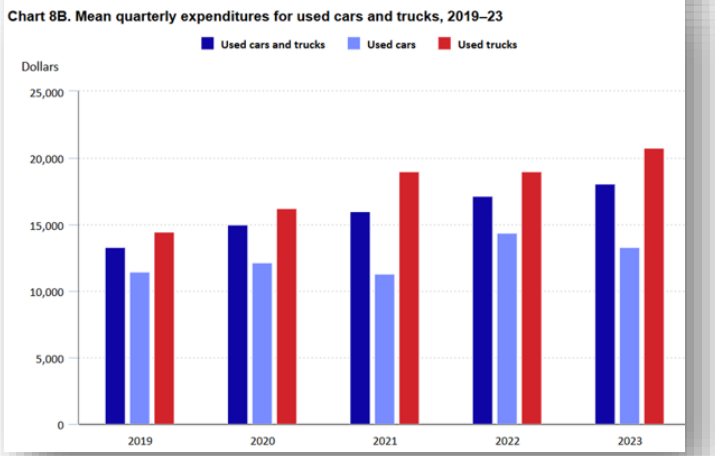
Transportation: 17% of total 2023 household expenditures – 2nd largest category after housing

- Spending rose **7.1%** from 2022 (following **12.2%** increase in 2022)
  - **Public & other transportation:** +29.7% (more workers returning to offices in major MSAs)
  - **Vehicle purchases:** +23.2%
- **Gasoline:** −12.2% (after +44% in 2022)

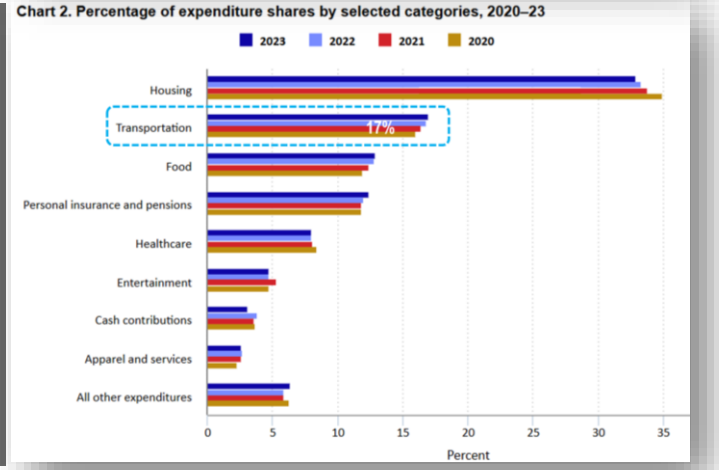
Source: https://www.bls.gov/opub/reports/consumer-expenditures/2023/

2019 - 2023 Car / Truck Expenditures





2020 - 2023 US Consumer Expenditures



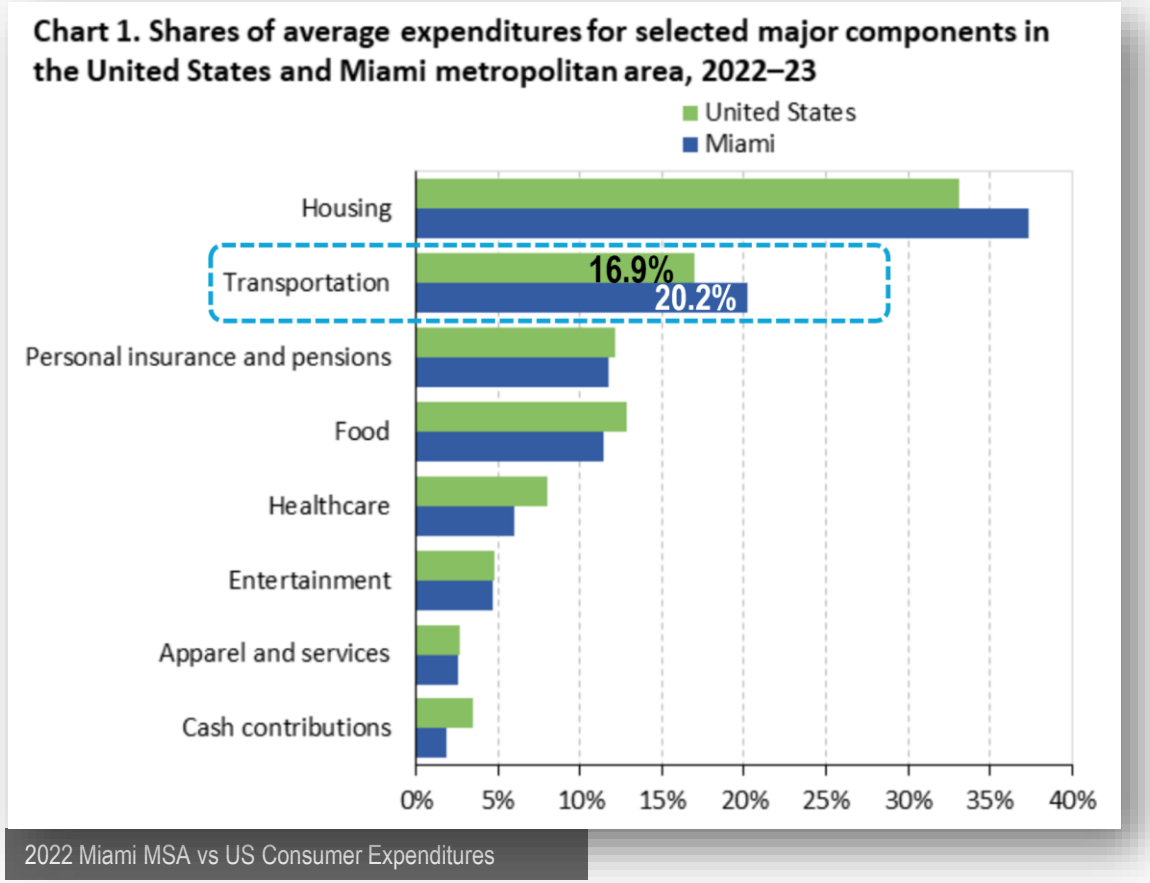
Transportation Cost Burden

Data Insights from US Bureau of Labor Statistics (BLS)

Miami MSA (Broward, Miami-Dade, & Palm Beach Counties) Transportation Expenditures (2022)

- 20.2% of total 2022 household expenditures – 2nd largest category after housing
- Transportation Cost Burden (TCB) 3.3% higher than national average (2022–2023)
- Highest TCB among 22 metro areas (tied with Houston)

Key factors: lower gas prices, lower wages, higher vehicle & insurance costs, limited transit options



2022 Miami MSA vs US Consumer Expenditures

Source: https://www.bls.gov/regions/southeast/news-release/consumerexpenditures_miami.htm#:~:text=Transportation:%20Miami%2Darea%20households%20spent,national%20average%20of%2092.3%20percent

Transportation Cost Burden

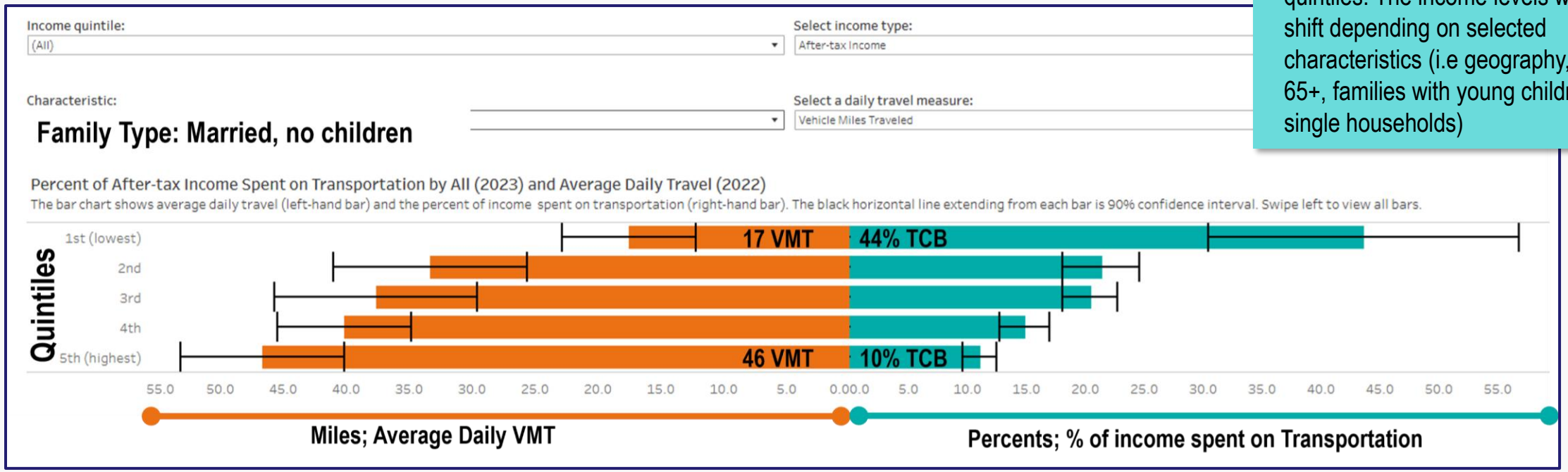
Data Insights from USDOT Bureau of Transportation Statistics (BTS)

Income Quintile = BLS divides households into five groups based on their income before taxes, with each quintile representing 20% of the population.

- 1st quintile is the lowest income, and the 5th quintile is the highest income
- There are no set income levels for quintiles. The income levels will shift depending on selected characteristics (i.e geography, age 65+, families with young children, single households)

Income Based Trends

BTS interactive data tool measures transportation cost burden by comparing average daily Vehicle Miles Traveled (VMT) and transportation expenditures of various household geographic and socio-economic characteristics and income levels (*income quintiles*) for three most recent years of data available.



Source: https://data.bts.gov/stories/s/wb5m-jbi7#percent-of-after-tax-income-spent-on-transportation-

Transportation Cost Burden

Data Insights

Rising Costs Nationwide: Transportation expenses and the share of income spent on them continue to increase, with little flexibility for households to reduce this essential expense.

Regional Cost Burden: The Miami MSA's TCB is higher than the national average and most major metro areas, despite the state's lower-than-average gasoline prices.

Contributing Factors: Higher insurance rates, vehicle prices, limited transit options, and lower incomes may contribute to the Miami MSA's elevated TCB.

Impact on Lower-Income Households:

- Quintile 1 (lowest 20% income) has the highest TCB, even with significantly fewer vehicle miles traveled (VMT).
- This disproportionate burden is consistent across household types.

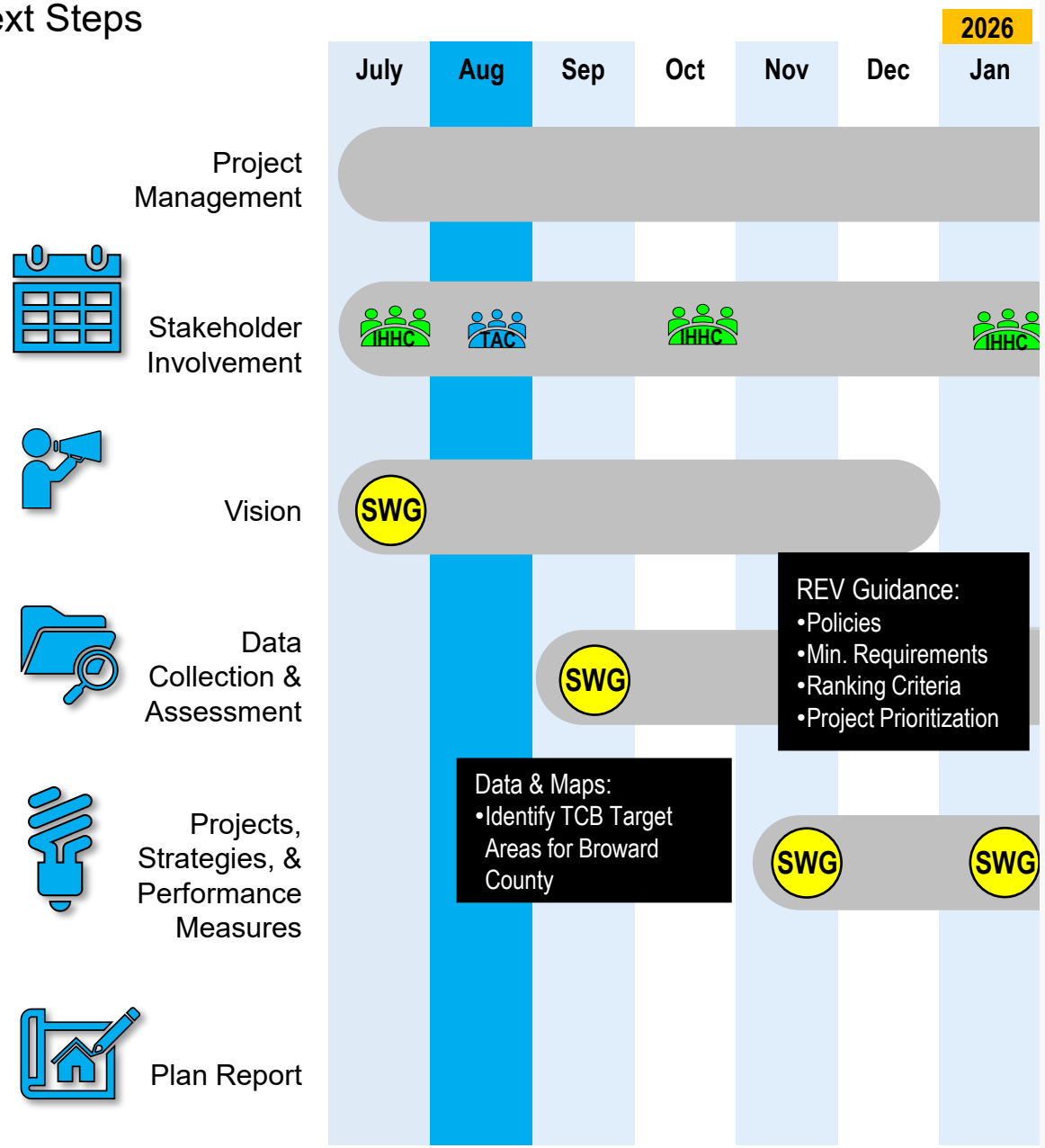
Household Patterns: Households with school-aged children drive more (VMT) than those without children.

Demographic Considerations:

- Cost-burden measures that exclude household income overlook the disproportionate impact on lower-income families.
- Targeting households with school-aged children, single parents, older adults, or similar characteristics can better identify areas with high TCB and guide transportation solutions.

Housing Coordination Plan

Next Steps



- Identify Data Sets from US Census Data (Block Group) to highlight areas of County with higher or disproportionate TCB
- Develop TCB guidance for the REV program with the goal of beta testing during the 2026 REV cycle.

Questions

Contact Information:
Karen Friedman, AICP
Senior Transportation Planner
friedmank@browardmpo.org

Broward MPO
Metropolitan Planning Organization

Non-Action Items 5.

Technical Advisory Committee (TAC)

Meeting Date: 08/27/2025

SUMMARY:

Report from Partner Agency - Florida Department of Transportation - SR-9 / I-95 PD&E Study from Miami-Dade / Broward County Line to North of Griffin Rd.

Attachments

SR-9 / I-95 PD&E Study from Miami-Dade / Broward County Line to North of Griffin Rd. - PowerPoint Presentation

SR-9 / I-95 PD&E STUDY

from Miami-Dade / Broward County Line to North of Griffin Rd.

FPID No. 439170-1-22-02 / ETDM No. 14500

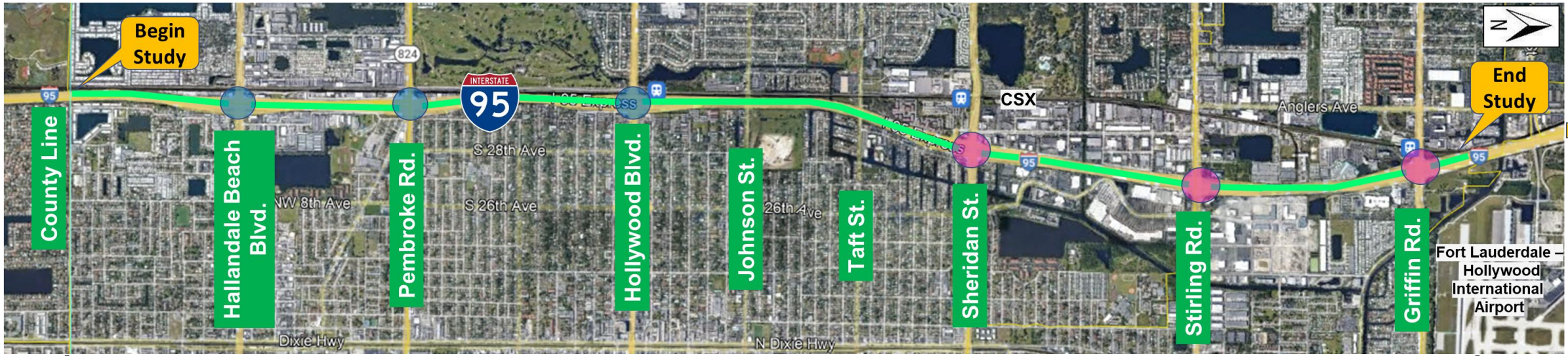
95 EXPRESS

TAC/CAC Meetings – August 27, 2025

MPO Board Meeting – September 4, 2025

I-95 PD&E Study Overall Project

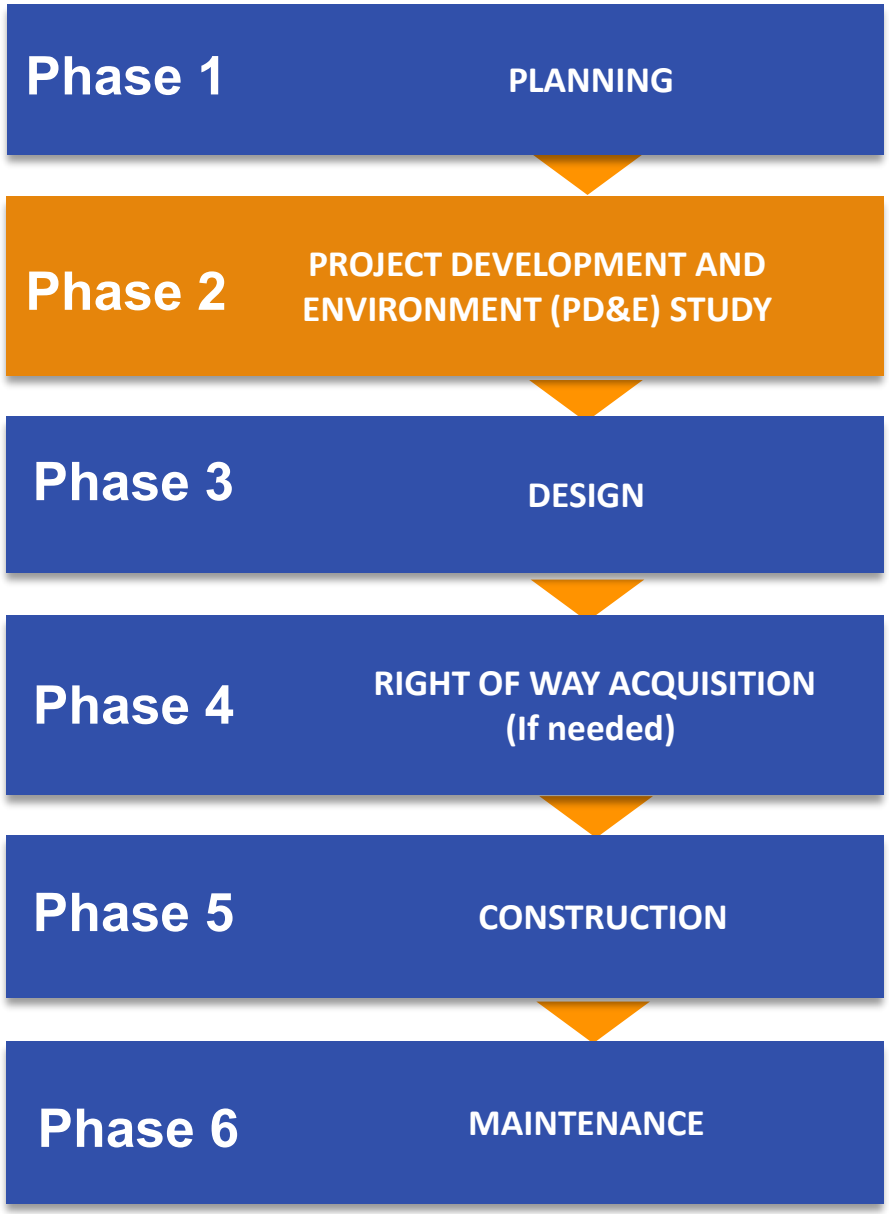
FPID 436903-1: Study Interchanges



FPID 439170-1: Express Lane Study Limits

FPID 439170-1: Study Interchanges

What is a PD&E Study?



PHASE 2: PD&E Study

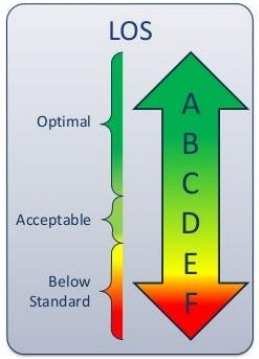
- ✓ Formal FDOT process to ensure that consideration is given to environmental impacts, social impacts, public input, engineering design, and project costs
- ✓ Required to satisfy the National Environmental Policy Act
- ✓ Involves engineering analysis and environmental evaluation, all accomplished within the context of a public participation plan

This PD&E Study is next logical step from previously conducted I-95 Master Plan (completed 2015)

Needs of Project – Traffic

Future Traffic

- Traffic demand projected to continue increasing at 0.5% per year.
- Projected 2050 AADT estimated between 248,000 and 333,400 vehicles.
- Level of Service (LOS) is failing at Griffin Road, Stirling and Sheridan Street Intersections



I-95 Segment	2045 'No-Build'					
	Lanes	AADT	AM	PM	Volume/ Capacity	Year of Failure
Griffin Road to I-595	5	134,000	9,424	8,372	1.13	2020
Stirling Road to Griffin Road	5	137,000	9,316	7,724	1.12	2020
Sheridan Street to Stirling Road	5	141,000	9,338	7,748	1.12	2020

Alternatives - Sheridan Street Interchange

Diamond Interchange Improvements (Modify Existing)

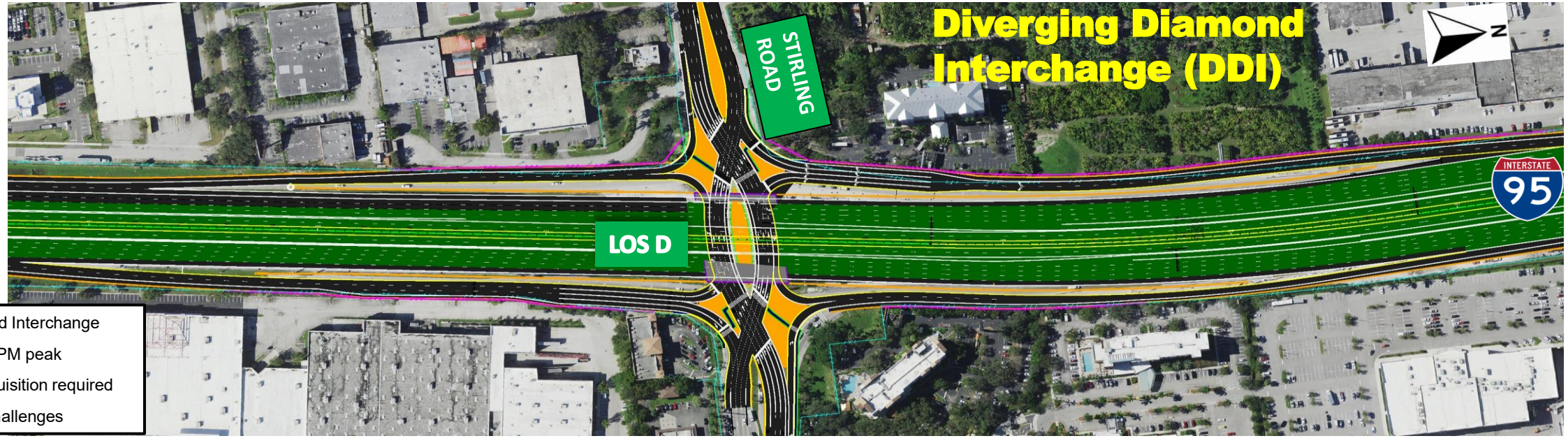
- Diamond Interchange additional turn lanes at the terminal intersections
- NB Off-Ramp – 3 LT + 2 RT Lanes
- SB Off Ramp – 3 LT + 2 RT Lanes
- LOS E (60 – 70 sec delay) – AM and PM peak
- Moderate ROW acquisition required

- Construct Flyover within the median for NB to WB Movement (eliminates one major movement)
- LOS C/D – AM and PM peaks
- Substantial ROW acquisition required
- Constructability challenges
- High-cost Solution

NB to WB Flyover (Median Alignment)

Alternatives - Stirling Road Interchange

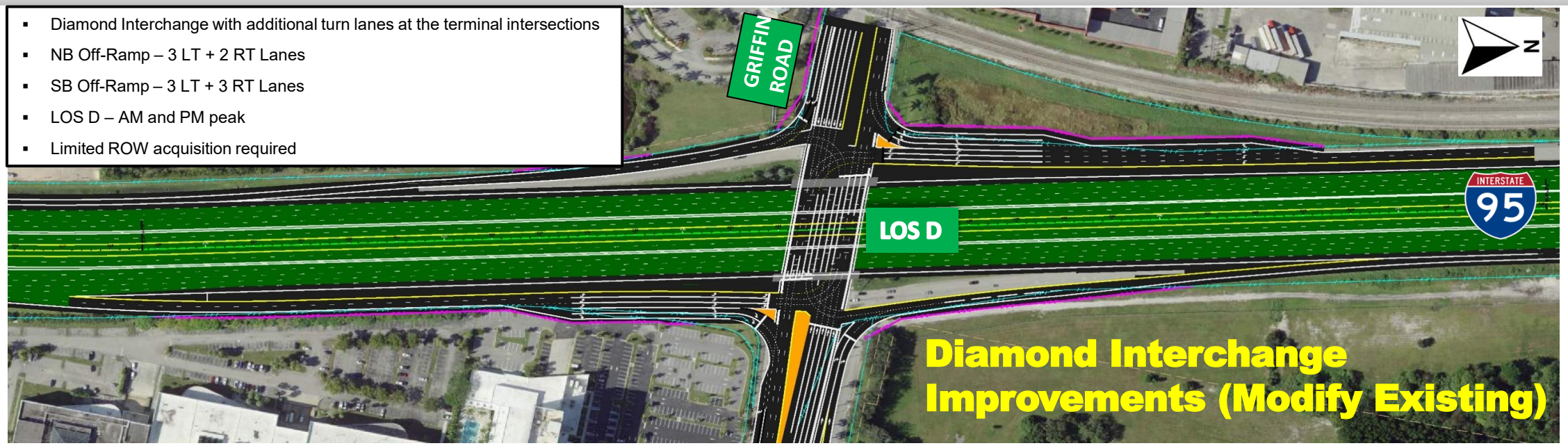
- Diamond Interchange with additional turn lanes at the terminal intersections
- NB Off-Ramp – 3 LT + 2 RT Lanes
- SB Off-Ramp – 2 LT + 2 RT Lanes
- LOS D – AM and PM peak
- Limited ROW acquisition required



- Diverging Diamond Interchange
- LOS D – AM and PM peak
- Limited ROW acquisition required
- Constructability challenges

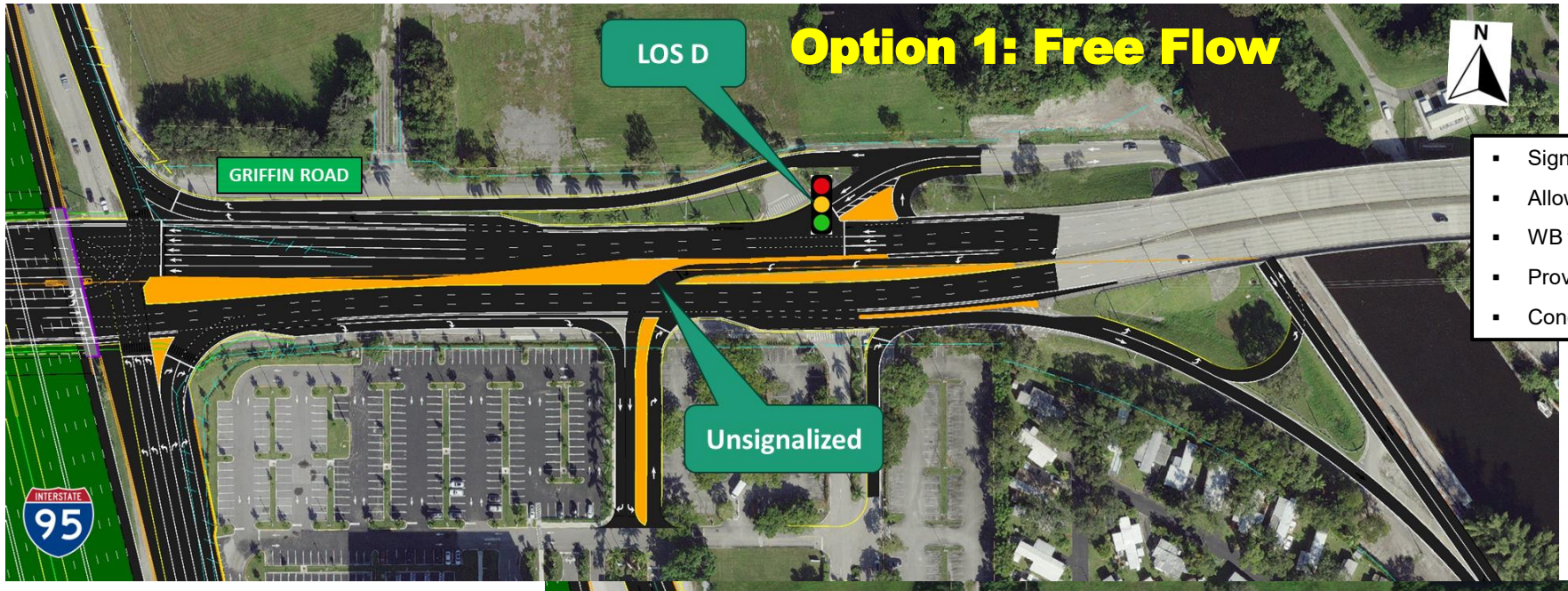
Alternatives - Griffin Road Interchange

- Diamond Interchange with additional turn lanes at the terminal intersections
- NB Off-Ramp – 3 LT + 2 RT Lanes
- SB Off-Ramp – 3 LT + 3 RT Lanes
- LOS D – AM and PM peak
- Limited ROW acquisition required

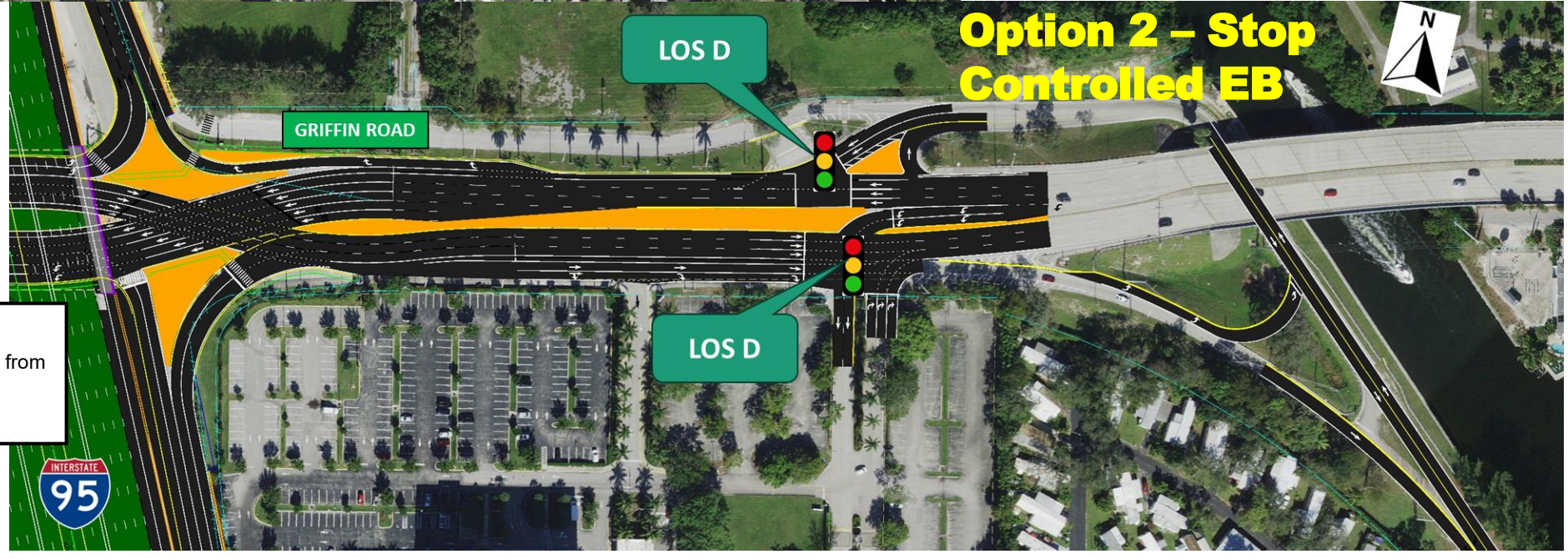


- Diverging Diamond Interchange
- LOS D – AM and PM peak
- Limited ROW acquisition required
- Constructability challenges

Alternatives - Griffin Road at Old Griffin Road Intersection



- Signal only in westbound direction (LOS D)
- Allows free flow movement eastbound
- WB to SB left turn made when there is a gap in traffic
- Provides WB ramp with direct connect to I-95 northbound
- Concept stays within ROW



- Signals in both directions (LOS D)
- Provides right turn lane to go northbound on I-95 from Griffin Road
- Concept stays within ROW

I-95 POTENTIAL MAINLINE IMPROVEMENTS

1. Interchange Improvements plus Express Lanes Elevated Access Points (Braided Ramps where Feasible)

2. Considering Combinations of 1 above plus other improvements between interchanges
   - Dual on and off-ramps
   - Continuous auxiliary lanes (to maintain local connectivity between interchanges)

PD&E Study Milestone Schedule

Activity	2023				2024				2025				2026				2027
	Jan - March	April - June	July - Sept	Oct – Dec	Jan - March	April - June	July - Sept	Oct – Dec	Jan - March	April - June	July - Sept	Oct – Dec	Jan - March	April - June	July - Sept	Oct – Dec	Jan –March
Begin Study		★															
Data Collection		◄——►															
Hybrid Public Kick-off Meeting				★													
PAG Meeting #1						★											
Eng. & Env. Analysis				◄———	———	———	———►										
PAG Meeting #2										★							
Hybrid Public Alternatives Workshop												★					
PAG Meeting #3												★					
Draft Documentation										◄———	———	———	———►				
PAG Meeting #4													★				
Hybrid Public Hearing														★			
PD&E Study Approval - Location and Design Concept Acceptance (LDCA)																★	

We are here

Next Phases:
Design (Partially Funded)
Right of Way (Unfunded)
Construction (Unfunded)

◄——— Public Engagement ———►

Public Engagement

Public Engagement Conducted

- ✓ Hybrid Public Kick-off Meeting: April 2023
- ✓ Broward TAC/CAC: August 2023
- ✓ Broward MPO: September 2023
- ✓ Project Advisory Group Meeting #1: April 2024
- ✓ Project Advisory Group Meeting #2: June 2025

Current/Upcoming Public Engagement

- ✓ **Broward TAC/CAC: August 2025**
- ✓ **Broward MPO: September 2025**
- ✓ Hybrid Public Alternatives Workshop
  - ✓ Virtual: October 29, 2025
  - ✓ In-Person: November 6, 2025
- ✓ Project Advisory Group Meeting #3: December 2025
- ✓ Project Advisory Group Meeting #4: March 2026
- ✓ Public Hearing: May 2026

Safety Message

Contact Information

Email:
Leslie Wetherell, P.E. / FDOT Project Manager
Leslie.Wetherell@dot.state.fl.us

Mail:
FDOT District Four
Consultant Management
Leslie Wetherell, P.E.
3400 W. Commercial Boulevard
Fort Lauderdale, FL 33309

Call:
(954) 777-4438 or
(866) 336-8435, extension 4438

www.fdot.gov/projects/i95southbrowardpde

95 EXPRESS

Committee Reports 1.

Technical Advisory Committee (TAC)
Meeting Date: 08/27/2025

SUMMARY:
Broward Metropolitan Planning Organization Actions of the July 10, 2025 Meeting

Attachments
Broward Metropolitan Planning Organization Actions of the July 10, 2025 Meeting

SUMMARY

July 10, 2025 MPO Board Meeting: Action & Non-Action Items

The following items were approved at the July 10, 2025 Broward MPO Board meeting:

Agreement No. 26-01 Between Broward Metropolitan Planning Organization and Replica, Inc. for Cellphone/Location-based Data Services in an Amount Not to Exceed $331,000

Replica, Inc. will provide the MPO with a subscription for cellphone data that geolocates travel patterns and conducts origin/destination analysis.

2026 Broward MPO Federal and State Legislative Priorities

The MPO's locally funded advocacy teams will proceed with the approved Federal and State legislative priorities to guide the upcoming year of the legislative initiatives program.

Executive Committee Recommendations Regarding General Counsel Performance Review

General Counsel's satisfactory rating by the Executive Committee was accepted by the MPO Board.

Executive Committee Recommendation Regarding Executive Director's Performance Review

The Executive Director's satisfactory rating by the Executive Committee was accepted by the MPO Board.

Draft FY 2026-2030 Transportation Improvement Program (TIP)

The approved $5.1 billion TIP includes highway, transit, safety, maintenance, and complete streets projects to be implemented over the next five years.

Hourly Rate Increase for the MPO's Legal Firm of Weiss Serota

The MPO legal firm's hourly rate will increase from $284 per hour to $325 per hour starting retroactively on July 1, 2025.

Retention Bonus to the MPO Executive Director in the Amount of $47,000

Mr. Gregory Stuart will receive a $47,000 one-time retention bonus. After additional discussion by the Board, this item was amended to include a provision allowing for the ability to claw back the amount paid on a prorated basis should the Executive Director leave prior to June 30, 2026.

The July 10, 2025 Broward MPO Board meeting non-action items are summarized below:

Report from Partner Agency – Broward County Transit (BCT) – Transit Development Plan (TDP)

BCT staff provided a presentation of the 2025-34 TDP which represents the vision for public transportation in Broward County over the next 10 years, and at the same time, functions as the strategic guide for public transportation in the County.

For further information on the items listed here, please see the agenda for July 10, 2025. For this agenda and a list of all past agendas (as well as minutes) for Broward MPO meetings, please see: http://browardmpo.org/index.php/agendas-minutes.

NEXT MEETING: SEPTEMBER 4, 2025

Committee Reports 2.

Technical Advisory Committee (TAC)
Meeting Date: 08/27/2025

SUMMARY:
Citizens' Advisory Committee (CAC) Actions of the June 25, 2025 Meeting

Attachments
Citizens' Advisory Committee (CAC) Actions of the June 25, 2025 Meeting

Citizens' Advisory Committee (CAC) Actions

June 25, 2025
6:00 p.m. Meeting

ACTION ITEMS	Action
PUBLIC MEETING AND MOTION TO RECOMMEND BROWARD MPO APPROVE the Draft Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP)	APPROVED

Administrative Items 2.

Technical Advisory Committee (TAC)
Meeting Date: 08/27/2025

SUMMARY:
2025 Participation Record

Attachments

2025 Participation Record

Broward Metropolitan Planning Organization
Technical Advisory Committee Meetings
Members 2025 Participation Record

Members	City/Agency	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
District 1		**W**	**W**					**NM**					**NM**
Lane, Jenna	City of Coral Springs	x	x	x	x	x	x						
Williams, Tanya	City of Tamarac	x	x	x	x	x	x						
Gratz, Christopher	City of Margate	x	x	x	x	x	x						
Disbury, Andrew	City of North Lauderdale	x	x	x	x	x	x						
Biagini, Richard	City of Parkland	x		x									
District 2													
Barszewski, Maggie	City of Pompano Beach	x	x	x	x	x	x						
Suneson, Christopher	City of Deerfield Beach	x	x	x	x	x	x						
Righetti, Michael	City of Coconut Creek	x	x	x	x		x						
Metzler, Brittany	City of Lighthouse Point		x	x	x	x	x						
Battle, Alexander	Town of Lauderdale-By-The-Sea	○	x	x		x							
Serda, Mac	Town of Hillsboro Beach	x	x	x	x		x						
District 3													
Ekwere, Ekaete	City of Fort Lauderdale	x	x	x	x	x							
Warfel, Karen	City of Fort Lauderdale		x	x	x	E	x						
Keester-O'Mills, Daniel	City of Lauderhill	x	x	x	x	x	x						
Dornevil, Lenoard	City of Plantation	x	x	x	x	x							
Goldstein, Matthue	City of Sunrise	x		x	x		x						
Nasir, Maqsood Mohammad	City of Lauderdale Lakes	x	x	x	x	x	x						
Marrero, Sierra	City of Oakland Park		x			x	x						
Moore, Roberta	City of Wilton Manors	x			x	x							
Vacant	Village of Sea Ranch Lakes												
Vacant	Village of Lazy Lake												
District 4													
Ip, Clarissa	City of Hollywood	x	x	x	x	x	x						
Colmenares, Igor	City of Hallandale Beach	x	x	x	x		x						
Batista, Vivian (Claudia)	City of Dania Beach	x	x	x	x	x							
District 5													
Coyle, Matthew	Town of Davie	x	x	x	x	x							
Zuniga, Salvador	City of Miramar	x		x			x						
Kennedy, Karl	City of Pembroke Pines		x	x	x	x	x						
Chon Kan, Pablo	City of Weston	x	x	x	x	x	x						
Aldajuste, Junias	City of Cooper City						x						
Aceti, Emily	Town of Southwest Ranches	x	x	x	x	x	x						
Merantus, Stanley	Town of Pembroke Park			x		x							
David, Stephen	City of West Park	x	x	x		x							
Agencies													
Yesbeck, Natalie	SFRTA/Planning & Capital Development	x	x	x	x	E	x						
Gordon, Glennika	Broward County School Board												
Tineo, Armando	Br. Co. Aviation Department	x		x	x	x	x						
Tornese, Richard	Br. Co. Highway Construction & Engineering Divis	x	x	x		x	x						
Ffrench, Khalilah	Br. Co. Transportation Department	x	x	x	x	x	x						
Teetsel, Dawn	Br. Co. Planning Council	x		x	x	x	x						
Cunniff, Heather	RED UPD; Resilient Env Dept Urban Planning Div	x	x	x	x	E	x						
Holober, Justin	Port Everglades Department	x	x		x	x	x						
Awwad, Rasem	Br. Co. Traffic Engineering Division	x	x	x	x	E	x						
Cirminiello, Jeffrey	Broward Sheriffs Office												
Rahaman, Emran	Seminole Tribe of Florida			x									
Miskis, Christina	SFRPC												
Nonvoting advisory member(s)	FDOT Representatives												

x - Appointed voting member present
○ - Nonvoting substitute attendee present

Last updated: 8/20/2025

Broward MPO
Metropolitan Planning Organization

Non-Action Items 3.

Technical Advisory Committee (TAC)
Meeting Date: 08/27/2025

Projects Transitioning to the Florida Department of Transportation's (FDOT) Local Agency Program (LAP)

SUMMARY EXPLANATION/BACKGROUND:

The Florida Department of Transportation's (FDOT) Local Agency Program (LAP) allows qualified local agencies to manage and deliver transportation projects that use Federal-aid funds, while ensuring compliance with all applicable State and Federal requirements. Through LAP, FDOT authorizes the local agency to oversee project design, permitting, right-of-way (ROW) acquisition, construction, and contract administration, following established guidelines. FDOT provides oversight, training, and certification to ensure the local agency meets all regulatory, technical, and financial standards. This program streamlines project delivery by enabling local governments to directly manage Federally funded transportation improvements on facilities they own or maintain, while still benefiting from FDOT's technical support and quality assurance.

FDOT will be transitioning five off-state system projects currently programmed in the Broward MPO's Transportation Improvement Program (TIP) to the LAP for construction. To ensure a smooth transition, the Broward MPO and FDOT have coordinated a strategy to clearly define roles and responsibilities throughout project development. Under this strategy, FDOT will perform the Project Development and Environment (PD&E) phases, ROW acquisition phases, and Design phases for projects requiring ROW. For two projects requiring conceptual development prior to PD&E, the Broward MPO will conduct feasibility studies.
The following projects are included in this transition:

- **4369801** – Pembroke Road from Douglas Road (Southwest 89th Avenue) to State Road (SR) 817/University Drive – Requires ROW; FDOT will perform design.
- **4463811** – Southwest 130th Avenue from Southwest 8th Street to SR 84 – FDOT to manage PD&E.
- **4496431** – Southwest 148th Avenue from Bass Creek Road to Miramar Parkway – FDOT to manage PD&E.
- **4533241** – Southeast 2nd Street / Hibiscus Street / Church Street Extension from US 1 to Church Street – Broward MPO to perform feasibility study.
- **4533251** – East Orange Drive from Davie Road to SR 7 – Broward MPO to perform feasibility study.

This coordinated approach will help maintain project programming schedules, ensure technical

readiness, and facilitate the successful delivery of these off-system improvements under the LAP framework. For the fiscal year 2026-2030 TIP project pages, please see the Attachment.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions about this item, please contact Christopher Restrepo at (954) 876-0061 or **restrepoc@browardmpo.org**.

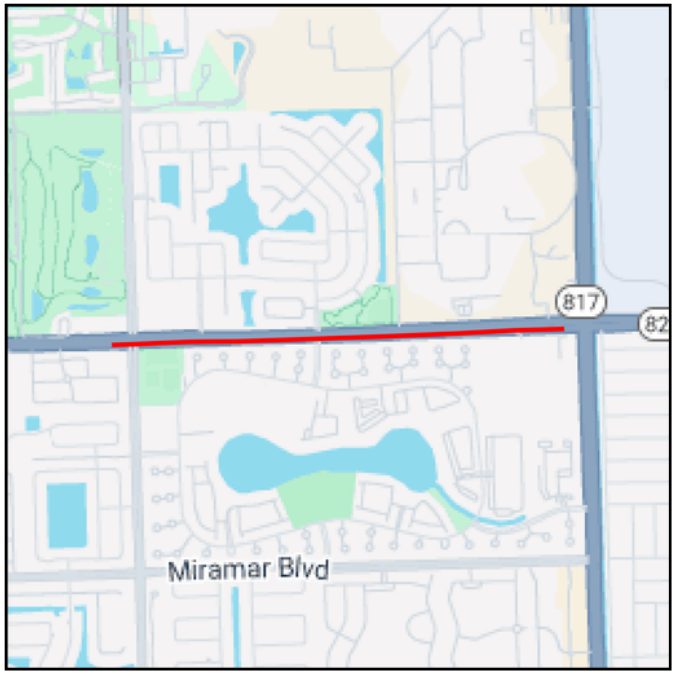
Attachments

Projects Transitioning to LAP - Pages from FY 2026 - 2030 TIP

Section 1 - HIGHWAYS

4369801 - PEMBROKE ROAD FROM DOUGLAS ROAD (SW 89 AV) TO SR-817/UNIVERSITY DRIVE

Non-SIS



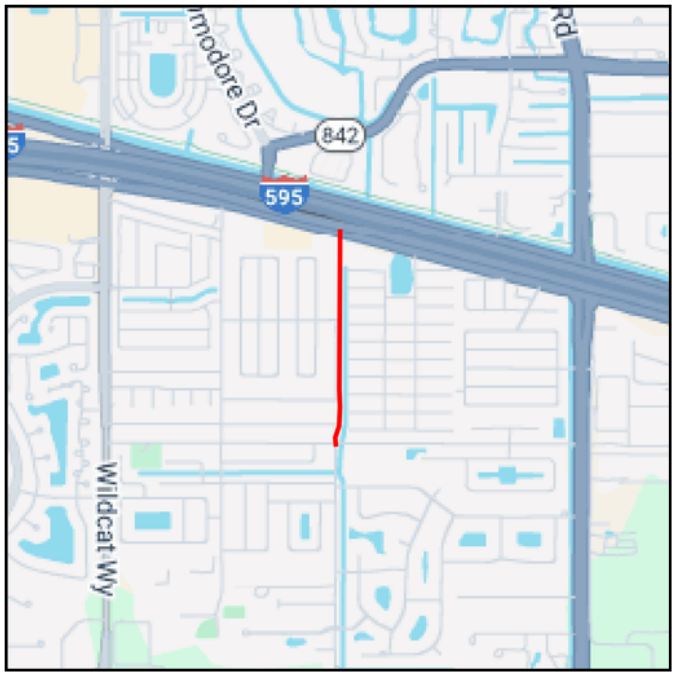
Type of Work: ADD LANES & RECONSTRUCT
Length: 1.107
Lead Agency: MANAGED BY FDOT
MTP ID/Pg.: TI054

Phase	Fund Source	2026	2027	2028	2029	2030	Total
CST	SU	0	0	11,260,573	38,075	0	11,298,648
CST	TRIP	0	0	4,408,771	0	0	4,408,771
CST	TRWR	0	0	647,645	0	0	647,645
ROW	SU	1,439,581	889,548	0	0	0	2,329,129
Total		**1,439,581**	**889,548**	**16,316,989**	**38,075**	**0**	**18,684,193**

Prior Cost <2026: 2,460,883
Future Cost >2031: 0
Total Project Cost: 21,145,076
Project Description: 2023 MPO ROADWAY PRIORITY #1 WIDEN 4 TO 6 LANES

4463811 - SW 130TH AVE FROM SW 8TH ST TO SR-84

Non-SIS



Type of Work: FEASIBILITY STUDY

Length: 0.442

Lead Agency: MANAGED BY FDOT

MTP ID/Pg.: TI363

Phase	Fund Source	2026	2027	2028	2029	2030	Total
PDE	SU	500,000	0	0	0	0	500,000
Total		**500,000**	**0**	**0**	**0**	**0**	**500,000**

Prior Cost <2026: 0

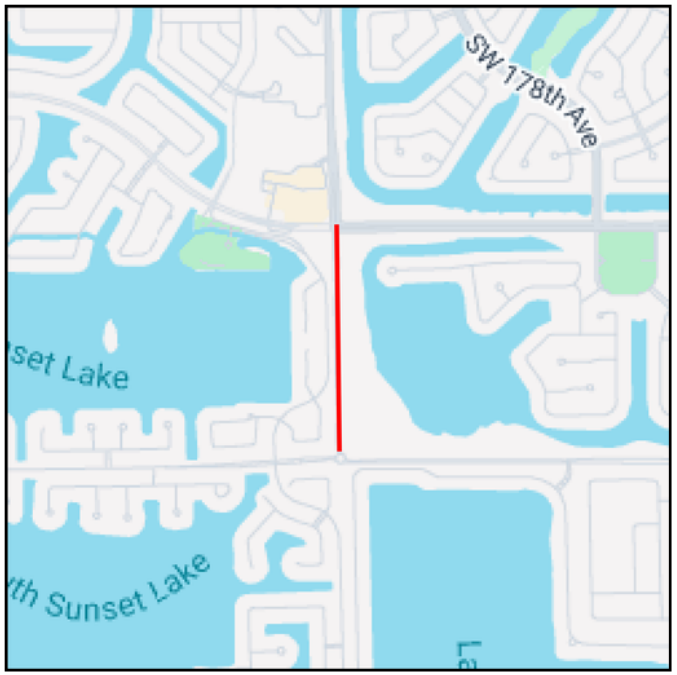
Future Cost >2031: 0

Total Project Cost: 500,000

Project Description: 2025 MPO ROADWAY PRIORITY# 6 R/W IS NEEDED

4496431 - SW 148TH AVE FROM BASS CREEK RD TO MIRAMAR PKWY

Non-SIS



Type of Work: PD&E/EMO STUDY

Length: 0.969

Lead Agency: MANAGED BY FDOT

MTP ID/Pg.: TI367

Phase	Fund Source	2026	2027	2028	2029	2030	Total
PDE	SU	0	500,000	1,500,000	0	0	2,000,000
Total		**0**	**500,000**	**1,500,000**	**0**	**0**	**2,000,000**

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 2,000,000

Project Description:

4533241 - SE 2ND ST/HIBISCUS ST/CHURCH ST EXTENSION PROJECT FR US-1 TO CHURCH ST

Non-SIS

Type of Work: FEASIBILITY STUDY

Length: 0.0

Lead Agency: MANAGED BY FDOT

MTP ID/Pg.: TI377

Phase	Fund Source	2026	2027	2028	2029	2030	Total
PDE	SU	0	0	0	805,000	0	805,000
Total		**0**	**0**	**0**	**805,000**	**0**	**805,000**

Prior Cost <2026: 0

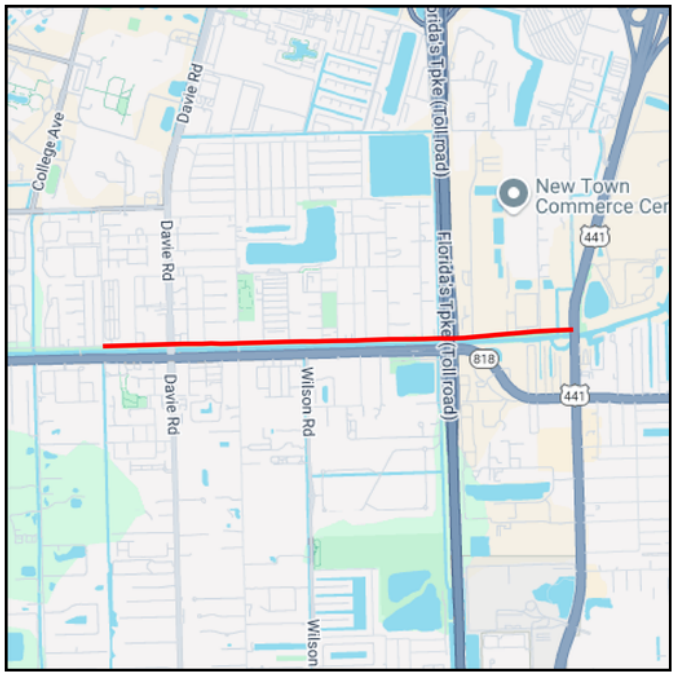
Future Cost >2031: 0

Total Project Cost: 805,000

Project Description:

4533251 - E ORANGE DRIVE FROM DAVIE ROAD TO SR-7

Non-SIS



Type of Work: FEASIBILITY STUDY

Length: 1.762

Lead Agency: MANAGED BY FDOT

MTP ID/Pg.: TI378

Phase	Fund Source	2026	2027	2028	2029	2030	Total
PDE	SU	0	0	0	805,000	0	805,000
Total		**0**	**0**	**0**	**805,000**	**0**	**805,000**

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 805,000

Project Description: MPO PRIORITY #31 INVESTIGATE FEASIBILITY OF CENTER TURN LANE AND LIGHTING IMPROVEMENTS. INVESTIGATE POTENTIAL RIGHT OF WAY IMPACTS.

Administrative Items 4.

Technical Advisory Committee (TAC)
Meeting Date: 08/27/2025

2050 Strategic Intermodal System (SIS) Multimodal Unfunded Needs Plan

SUMMARY EXPLANATION/BACKGROUND:

The Florida Department of Transportation (FDOT) is currently updating its 2050 Strategic Intermodal System (SIS) Multimodal Unfunded Needs Plan (MMUNP). The SIS MMUNP is one of four plans produced by FDOT as part of its SIS Funding Strategy and represents a compilation of transportation projects on or that impact the SIS that promote increased mobility and reduce congestion, but funding for those projects is not expected to be available during the 25-year timeframe of the SIS Funding Strategy. As part of the update to the SIS MMUNP, FDOT is coordinating with partner agencies, including the MPO, and is seeking input on these unfunded projects. Specifically, FDOT is seeking input on the 2050 Metropolitan Transportation Plan's (MTP) unfunded project list, which was compiled from partner agencies' submissions as part of the 2050 MTP development.

For the MTP unfunded project list, please see the Attachment.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions about this item, please contact Paul Flavien at (954) 876-0045 or flavienp@browardmpo.org.

Attachments

Draft 2050 MTP/SIS Multimodal Unfunded Needs Plan Projects

Broward MPO

DRAFT 2050 SIS Multimodal Unfunded Needs Plan Projects

8/20/2025

Broward MPO
Metropolitan Planning Organization

Feasibility Studies

With Unfunded Design and Construction Phases

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Economic Development

MTP ID: BM187 **Electrification of the SFRC**

Project Length: 0.00 **FM#:** 0 **Funding Source:** State

Type of Work: Feasibility Study **Additional Work Type** Rail **Program:** Economic Development

Study to evaluate the feasibility of electrifying the South Florida Rail Corridor. Regional study, needs SEFTC coordination.

Other	$350,000	$0	$406,000	$0	$0	$0	**$406,000**
Total Cost:	**$350,000**	**$0**	**$406,000**	**$0**	**$0**	**$0**	**$406,000**

Municipality: Various **Ownership:** State **Project Sponsor:** Broward MPO

MTP ID: BM116 **Oakland Park Blvd @ SFRC Tri-Rail Station** !

Project Length: 0.00 **FM#:** **Funding Source:** State

Type of Work: Feasibility Study **Additional Work Type** **Program:** Economic Development

Study the feasibility of adding a Tri-Rail Station on Oakland Park Blvd @ SFRC.

Other	$350,000	$0	$0	$0	$0	$721,000	**$721,000**
Total Cost:	**$350,000**	**$0**	**$0**	**$0**	**$0**	**$721,000**	**$721,000**

Municipality: Oakland Park **Ownership:** State **Project Sponsor:** Broward MPO

MTP ID: BM134 **Race Track Rd @ SFRC Tri-Rail Station** ! !

Project Length: **FM#:** **Funding Source:** State

Type of Work: Feasibility Study **Additional Work Type** **Program:** Economic Development

Study the feasibility of adding a Tri-Rail Station on Race Track Rd @ SFRC.

Other	$350,000	$0	$0	$0	$0	$721,000	**$721,000**
Total Cost:	**$350,000**	**$0**	**$0**	**$0**	**$0**	**$721,000**	**$721,000**

Municipality: Pompano Beach **Ownership:** State **Project Sponsor:** Broward MPO

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Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							

MTP ID: **MG006** **Atlantic Blvd @ SR-7**

Project Length:
FM#:
Funding Source: State
Type of Work: Feasibility Study
Additional Work Type Grade Separation
Program: Highways & Freight

Add dedicated right turn lanes to west bound Atlantic and south bound State Road 7. Provide dual left turn lanes for both north and south bound State Road 7. Add storage to intersection. Consider creating a depressed intersection.

Other	$250,000	$0	$290,000	$0	$0	$0	**$290,000**
Total Cost:	**$250,000**	**$0**	**$290,000**	**$0**	**$0**	**$0**	**$290,000**

Municipality: Margate
Ownership: State, County
Project Sponsor: Margate

MTP ID: **BM136** **FEC from Broward/Miami-Dade County Line to FLL Airport**

Project Length: 6.94
FM#: 0
Funding Source: State
Type of Work: Feasibility Study
Additional Work Type Grade Separation
Program: Highways & Freight

Railroad Grade Separation Study

Other	$250,000	$0	$0	$342,500	$0	$0	**$342,500**
Total Cost:	**$250,000**	**$0**	**$0**	**$342,500**	**$0**	**$0**	**$342,500**

Municipality: Broward County, Hallandale Beach, Hollywood, Dania Beach
Ownership: State
Project Sponsor: Broward MPO

MTP ID: **BM117** **Countyline Rd/HEFT Extension from Turnpike to I-95**

Project Length: 0.00
FM#:
Funding Source: State
Type of Work: Feasibility Study
Additional Work Type
Program: Highways & Freight

Conduct multimodal feasibility study.

Other	$250,000	$0	$0	$342,500	$0	$0	**$342,500**
Total Cost:	**$250,000**	**$0**	**$0**	**$342,500**	**$0**	**$0**	**$342,500**

Municipality: Miramar, Pembroke Park, West Park
Ownership: State
Project Sponsor: Broward MPO

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Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: DB001 **Dania Beach Blvd from US-1 to A1A**							
Other	$250,000	$0	$290,000	$0	$0	$0	**$290,000**
Total Cost:	**$250,000**	**$0**	**$290,000**	**$0**	**$0**	**$0**	**$290,000**

Project Length: 2.00 **FM#:** **Funding Source:** Federal/State

Type of Work: Feasibility Study **Additional Work Type** **Program:** Highways & Freight

Assess the vulnerability of Dania Beach Blvd looking at sea level rise adaptation.

Municipality: Hollywood, Dania Beach **Ownership:** State, County, Local **Project Sponsor:** Dania Beach

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Other	$250,000	$0	$290,000	$0	$0	$0	**$290,000**
Total Cost:	**$250,000**	**$0**	**$290,000**	**$0**	**$0**	**$0**	**$290,000**

MTP ID: HB004 **Hallandale Beach Boulevard Corridor from I-95 to NE 8th Avenue**

Project Length: 2.10 **FM#:** **Funding Source:** Federal/State

Type of Work: Feasibility Study **Additional Work Type** Grade Separation **Program:** Highways & Freight

The two most deficient intersections along Hallandale Beach Boulevard are at Dixie Highway and NE/SE1st Avenue and at US-1. Hallandale Beach Boulevard is the only form of access to the beach, and one of only two connections west of I-95.

Municipality: Hallandale Beach, Pembroke Park **Ownership:** State, County, Local **Project Sponsor:** Hallandale Beach

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Other	$250,000	$0	$0	$342,500	$0	$0	**$342,500**
Total Cost:	**$250,000**	**$0**	**$0**	**$342,500**	**$0**	**$0**	**$342,500**

MTP ID: BM138 **FEC from North of Sunrise Blvd to Broward/Palm Beach County Line**

Project Length: 11.03 **FM#:** 0 **Funding Source:** State

Type of Work: Feasibility Study **Additional Work Type** Grade Separation **Program:** Highways & Freight

Railroad Grade Separation Study

Municipality: Deerfield Beach, Pompano Beach, Fort Lauderdale, Oakland Park, Boca Raton **Ownership:** State **Project Sponsor:** Broward MPO

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: BM135 **Oakland Park Blvd @ Powerline Rd**							
Project Length:			**FM#:**		**Funding Source:** State		
Type of Work: Feasibility Study			**Additional Work Type**		**Program:** Highways & Freight		
Intersection Improvement.							
Other	$250,000	$0	$0	$342,500	$0	$0	**$342,500**
Total Cost:	**$250,000**	**$0**	**$0**	**$342,500**	**$0**	**$0**	**$342,500**
Municipality: Oakland Park, Wilton Manors			**Ownership:** State		**Project Sponsor:** Broward MPO		
MTP ID: FL015 **Old Dixie Highway over S Fork Middle River Bridge**							
Project Length: 0.03			**FM#:**		**Funding Source:** Federal		
Type of Work: Feasibility Study			**Additional Work Type** Bridge		**Program:** Highways & Freight		
Structural repairs to the bridge including concrete repairs to elements in close proximity to the water. Addition of bike lanes and sidewalks on the bridge.							
Other	$250,000	$0	$0	$0	$402,500	$0	**$402,500**
Total Cost:	**$250,000**	**$0**	**$0**	**$0**	**$402,500**	**$0**	**$402,500**
Municipality: Fort Lauderdale, Wilton Manors			**Ownership:** Local		**Project Sponsor:** Fort Lauderdale		
MTP ID: DF016 **South Florida Rail Corridor @ Hillsboro Boulevard**							
Project Length:			**FM#:**		**Funding Source:** State		
Type of Work: Feasibility Study			**Additional Work Type** Grade Separation		**Program:** Highways & Freight		
Grade separation at Railroad crossing							
Other	$250,000	$0	$0	$0	$402,500	$0	**$402,500**
Total Cost:	**$250,000**	**$0**	**$0**	**$0**	**$402,500**	**$0**	**$402,500**
Municipality: Deerfield Beach			**Ownership:** State		**Project Sponsor:** Deerfield Beach		

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Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: FD050 **SR 814/Atlantic Boulevard at South Florida Rail Corridor**							
Project Length: 0.00			**FM#:**		**Funding Source:** State		
Type of Work: Feasibility Study			**Additional Work Type** Grade Separation		**Program:** Highways & Freight		
Road/rail grade separation							
Other	$250,000	$0	$0	$342,500	$0	$0	**$342,500**
Total Cost:	**$250,000**	**$0**	**$0**	**$342,500**	**$0**	**$0**	**$342,500**
Municipality: Pompano Beach			**Ownership:** State		**Project Sponsor:** FDOT SIS		
MTP ID: FD048 **SR 834/Sample Road & Copans Road at South Florida Rail Corridor**							
Project Length: 0.00			**FM#:**		**Funding Source:** State		
Type of Work: Feasibility Study			**Additional Work Type** Grade Separation		**Program:** Highways & Freight		
Road/rail grade separation							
Other	$250,000	$0	$0	$342,500	$0	$0	**$342,500**
Total Cost:	**$250,000**	**$0**	**$0**	**$342,500**	**$0**	**$0**	**$342,500**
Municipality: Deerfield Beach, Pompano Beach			**Ownership:** State		**Project Sponsor:** FDOT SIS		
MTP ID: BM094 **SR-84 @ FEC Railway**							
Project Length:			**FM#:**		**Funding Source:** State		
Type of Work: Feasibility Study			**Additional Work Type** Rail Crossing		**Program:** Highways & Freight		
Grade separation at Railroad Crossing							
Other	$250,000	$0	$290,000	$0	$0	$0	**$290,000**
Total Cost:	**$250,000**	**$0**	**$290,000**	**$0**	**$0**	**$0**	**$290,000**
Municipality: Fort Lauderdale			**Ownership:** State		**Project Sponsor:** Broward MPO		

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Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID: LH003 **Sunrise Blvd @ State Road 7**							
Project Length:			**FM#:**			**Funding Source:** State	
Type of Work: Feasibility Study			**Additional Work Type**			**Program:** Highways & Freight	
Conduct multimodal feasibility study.							
Other	$250,000	$0	$0	$342,500	$0	$0	**$342,500**
Total Cost:	**$250,000**	**$0**	**$0**	**$342,500**	**$0**	**$0**	**$342,500**
Municipality: Lauderhill, Plantation			**Ownership:** State			**Project Sponsor:** Lauderhill	
MTP ID: BM120 **US-27 Rail Corridor**							
Project Length:			**FM#:**			**Funding Source:** State	
Type of Work: Feasibility Study			**Additional Work Type**			**Program:** Highways & Freight	
Conduct study to explore the feasibility of freight and passenger rail along US-27.							
Other	$1,000,000	$0	$0	$0	$1,610,000	$0	**$1,610,000**
Total Cost:	**$1,000,000**	**$0**	**$0**	**$0**	**$1,610,000**	**$0**	**$1,610,000**
Municipality: Broward County, Weston, Miramar, Southwest Ranches, Pembroke Pines			**Ownership:** State			**Project Sponsor:** Broward MPO	

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Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Roads for Families
MTP ID: FD028	**SR 7 from NW 11th Place to NW 39th Street**						
Project Length: 2.40			**FM#:**			**Funding Source:** State	
Type of Work: Feasibility Study			**Additional Work Type** Bike Lane/Sidewalk			**Program:** Roads for Families	
Buffered Bike Lanes							
Other	$250,000	$0	$0	$0	$402,500	$0	**$402,500**
Total Cost:	**$250,000**	**$0**	**$0**	**$0**	**$402,500**	**$0**	**$402,500**
Municipality: Lauderdale Lakes, Lauderhill			**Ownership:** State			**Project Sponsor:** FDOT Modal	
MTP ID: FD024	**SR 842/ Broward Blvd from SR7 to I-95**						
Project Length: 2.10			**FM#:**			**Funding Source:** State	
Type of Work: Feasibility Study			**Additional Work Type** Bike Lane/Sidewalk			**Program:** Roads for Families	
Buffered Bike Lanes							
Other	$250,000	$0	$0	$0	$402,500	$0	**$402,500**
Total Cost:	**$250,000**	**$0**	**$0**	**$0**	**$402,500**	**$0**	**$402,500**
Municipality: Lauderhill, Fort Lauderdale, Plantation			**Ownership:** State			**Project Sponsor:** FDOT Modal	

DRAFT

Highways & Freight Program

The Highways & Freight Program includes initiatives that improve roadway capacity and operating conditions through geometric improvements on roadway networks. This program includes projects to enhance freight movement and alleviate congestion.

DRAFT

Unfunded Needs Plan

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **CLEARY BLVD FROM HIATUS RD TO UNIVERSITY DR** ! ! ! !
TI369

Project Length: 0.08 **FM#:** 4496781 **Funding Source:** Federal

Type of Work: TRAFFIC SIGNALS **Additional Work Type:** **Program:** Highways & Freight

CST	$14,500,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$14,500,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Plantation **Ownership:** Local **Project Sponsor:**

MTP ID: **Atlantic Blvd @ Powerline Rd** ! ! ! ! !
BM114

Project Length: **FM#:** **Funding Source:** State

Type of Work: Grade Separation **Additional Work Type:** **Program:** Highways & Freight

Construct center turn overpass. Relieve congestion from left turns.

PE	$25,512,687	$0	$0	$0	$0	$0	**$0**
ROW	$57,983,380	$0	$0	$0	$0	$0	**$0**
CST	$115,966,760	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$199,462,827**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pompano Beach **Ownership:** State **Project Sponsor:** Broward MPO

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total

Highways & Freight

MTP ID: **Atlantic Blvd bridge, west of Banks Rd, east of Lakeside Dr**
MG005

Project Length: 0.08 **FM#:** **Funding Source:** State

Type of Work: Bridge **Additional Work Type:** Grade Separation **Program:** Highways & Freight

Elevate Atlantic Blvd over local roads and canal. Elevate bridge over canal high enough to allow boats to cross Atlantic Blvd.

PE	$5,005,000	$0	$0	$0	$0	$0	**$0**
CST	$22,750,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$27,755,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Margate **Ownership:** State **Project Sponsor:** Margate

MTP ID: **Atlantic Blvd Truck Parking**
BM089

Project Length: 1.50 **FM#:** **Funding Source:** State

Type of Work: Freight **Additional Work Type:** Parking Facility **Program:** Highways & Freight

Truck parking at 1255 W Atlantic Blvd. Current Use: Pompano State Farmer's Market.

PE	$7,616,325	$0	$0	$0	$0	$0	**$0**
CST	$34,619,661	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$42,235,986**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pompano Beach **Ownership:** State **Project Sponsor:** Broward MPO

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Banks Rd from Atlantic Blvd to Sample Rd**
MG002

Project Length: **FM#:** **Funding Source:** Federal/State

Type of Work: Intersection **Additional Work Type:** Add Turn Lane **Program:** Highways & Freight

Banks Rd improvements from Atlantic Blvd to Sample Rd. Add turn lanes so that each signlaized intersection within scope has two left turn lanes and a right turn lane for each direction. Signalize intersection of Sample Rd and Banks Rd. Convert typical 4-w

PE	$1,960,620	$0	$0	$0	$0	$0	**$0**
CST	$8,911,911	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$10,872,531**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Margate, Coconut Creek **Ownership:** State, County, Local **Project Sponsor:** Margate

MTP ID: **Basscreek Road from SW 160th Ave to SW 172nd Avenue**
MM006

Project Length: 1.10 **FM#:** **Funding Source:** Federal

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

Expand road from 2 to 4 lanes with bike lanes, median, lighting and landscape

PE	$2,283,043	$0	$0	$0	$0	$0	**$0**
CST	$10,377,466	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$12,660,509**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Miramar **Ownership:** Local **Project Sponsor:** Miramar

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Bridge Replacements**
PL006

Project Length: **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Bridges included in this project have been inspected by FDOT and found to be "structurally deficient" or "functionally obsolete" and in need for replacement. Bridges included are: 868049 (SW 125 Ave - intersection of SW 125 Ave & SR84), 868024 (SW 16 St -

PE	$2,629,000	$0	$0	$0	$0	$0	**$0**
CST	$11,950,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$14,579,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Plantation **Ownership:** Local **Project Sponsor:** Plantation

MTP ID: **Commercial Blvd Truck Parking**
BM088

Project Length: 1.00 **FM#:** **Funding Source:** State

Type of Work: Freight **Additional Work Type:** Parking Facility **Program:** Highways & Freight

Truck parking at 55 W Commercial Blvd. Current Use: Parking lot/Goodwill Donation Center.

PE	$5,077,550	$0	$0	$0	$0	$0	**$0**
CST	$23,079,774	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$28,157,324**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** State **Project Sponsor:** Broward MPO

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: Copans Road at South Florida Rail Corridor
FD047

Project Length: 0.00 **FM#:** **Funding Source:** Federal/State
Type of Work: Feasibility Study **Additional Work Type:** Grade Separation **Program:** Highways & Freight
Road/rail grade separation

Other	$250,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pompano Beach **Ownership:** State, County **Project Sponsor:** FDOT SIS

MTP ID: Coral Hills Drive from Sample Rd to NW 31st Ct
CS003

Project Length: 0.20 **FM#:** **Funding Source:** Federal
Type of Work: Intersection **Additional Work Type:** Add Turn Lane **Program:** Highways & Freight
Extend left-turn lane on Coral Hills Dr at Sample Rd, widen Coral Hills Dr between Sample Rd and NW 31St to 3-lane cross section including curb and gutter, bike lanes, and new sidewalk on east side.

PE	$383,722	$0	$0	$0	$0	$0	**$0**
ROW	$872,093	$0	$0	$0	$0	$0	**$0**
CST	$1,744,185	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$3,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Coral Springs **Ownership:** County, Local **Project Sponsor:** Coral Springs

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Countyline Road from Red Road to Flamingo Road**
MM008

Project Length: 1.00 **FM#:** **Funding Source:** Federal

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** Add Lanes & Reconstruct **Program:** Highways & Freight

Expand road from 2 to 4 lanes

PE	$2,075,493	$0	$0	$0	$0	$0	**$0**
CST	$9,434,060	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$11,509,553**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Miramar **Ownership:** County, Local **Project Sponsor:** Miramar

MTP ID: **Davie Road at Nova Drive Intersection**
FD037

Project Length: 0.00 **FM#:** **Funding Source:** Federal

Type of Work: Intersection **Additional Work Type:** **Program:** Highways & Freight

"Intersection improvements at Nova Drive as follows. - Add a third northbound through lane. - Add a second northbound exclusive left-turn lane. - Add a second southbound exclusive left-turn lane. - Add a second southbound exclusive right-turn lane. - Repl

PE	$1,241,900	$0	$0	$0	$0	$0	**$0**
ROW	$2,822,500	$0	$0	$0	$0	$0	**$0**
CST	$5,645,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$9,709,400**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Davie **Ownership:** County **Project Sponsor:** FDOT I595

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **E Las Olas Blvd Bridge at Sospiro Canal 860017, 860011, 860012**
FL024

Project Length: 0.05 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

Reconstruction of bridge including widening of bridge to include bike lanes and raising.

PE	$1,837,000	$0	$0	$0	$0	$0	**$0**
CST	$8,350,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$10,187,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

MTP ID: **Eisenhower Blvd - SE 17th St to SE 15th Street**
FL023

Project Length: **FM#:** **Funding Source:** Federal

Type of Work: Intersection **Additional Work Type:** **Program:** Highways & Freight

Redesign of intersection with Eisenhower Blvd and Grande Drive to close the median at Grande Drive and add a roundabout to the north to provide the turning movement.

PE	$248,322	$0	$0	$0	$0	$0	**$0**
ROW	$564,369	$0	$0	$0	$0	$0	**$0**
CST	$1,128,738	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$1,941,429**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local, County **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Flamingo Road & Griffin Road Intersection** ! ! ! !
SW004

Project Length: **FM#:** **Funding Source:** Federal/State

Type of Work: Intersection **Additional Work Type:** **Program:** Highways & Freight

Flamingo Road & Griffin Road Intersection intersection improvements

PE	$55,000	$0	$0	$0	$0	$0	**$0**
CST	$250,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$305,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Southwest Ranches **Ownership:** State, County **Project Sponsor:** Southwest Ranches

MTP ID: **FLL Airport to Oakland Park Blvd** ! ! ! ! !
BM137

Project Length: 6.94 **FM#:** 0 **Funding Source:** State

Type of Work: Feasibility Study **Additional Work Type:** Grade Separation **Program:** Highways & Freight

Railroad Grade Separation Study

Other	$250,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$250,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Various **Ownership:** State **Project Sponsor:** Broward MPO

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **SW001** **Griffin Road from US 27 to SW 184th Avenue**

Project Length: 2.50 **FM#:** **Funding Source:** Federal

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

Widening from 2 lanes to 4 lanes. Project includes bike path, sidewalks, guardrail, decorative intersection lighting, trail signage and crossings, and landscaping.

PE	$5,461,650	$0	$0	$0	$0	$0	**$0**
CST	$24,825,683	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$30,287,333**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Southwest Ranches **Ownership:** County **Project Sponsor:** Southwest Ranches

MTP ID: **HB002** **Hallandale Beach Blvd. at Dixie Hwy/1st Street @ Rail crossing grade separation. Design phase and Construction phase.**

Project Length: **FM#:** **Funding Source:** Federal/State

Type of Work: Grade Separation **Additional Work Type:** Add Lanes & Reconstruct **Program:** Highways & Freight

Install a 4 lane bi-directional express bypass on Hallandale Beach Blvd across FEC rail lines.

PE	$12,647,519	$0	$0	$0	$0	$0	**$0**
ROW	$28,744,361	$0	$0	$0	$0	$0	**$0**
CST	$57,488,721	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$98,880,601**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Hallandale Beach **Ownership:** State, County, Local **Project Sponsor:** Hallandale Beach

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: HB003 **Hallandale Beach Boulevard and US-1, grade separation. Design Phase and Construction Phase.**

Project Length: **FM#:** **Funding Source:** Federal/State

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** Grade Separation **Program:** Highways & Freight

Install a 4 lane bi-directional express bypass on Hallandale Beach Blvd above US-1 Installing an express left turn bypass on westbound Hallandale Beach Blvd to southbound US1.

PE	$4,861,336	$0	$0	$0	$0	$0	**$0**
ROW	$22,096,981	$0	$0	$0	$0	$0	**$0**
CST	$22,096,981	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$49,055,298**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Hallandale Beach **Ownership:** State, County, Local **Project Sponsor:** Hallandale Beach

MTP ID: PA001 **Hillsboro Boulevard Extension**

Project Length: 1.90 **FM#:** **Funding Source:** Federal

Type of Work: New Road Construction **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

Construct a 4-lane new facility between Parkside Drive and University Drive.

PE	$5,809,019	$0	$0	$0	$0	$0	**$0**
ROW	$26,404,632	$0	$0	$0	$0	$0	**$0**
CST	$26,404,632	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$58,618,283**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Parkland **Ownership:** County **Project Sponsor:** Parkland

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Himmarshee Canal Bridge #865729**
FL025

Project Length: 0.03 **FM#:** **Funding Source:** Federal
Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight
Reconstruction of bridge

PE	$2,156,000	$0	$0	$0	$0	$0	**$0**
CST	$9,800,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$11,956,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

MTP ID: **Hollywood Blvd Extension from 17th to Young Circle along with Harrison, Tyler and 17th Ave.**
HW005

Project Length: 1.00 **FM#:** **Funding Source:** Federal/State
Type of Work: New Road Construction **Additional Work Type:** Add Lanes & Reconstruct **Program:** Highways & Freight
The project consists of extending Evacuation Route State Road 820 (Hollywood Blvd) at the intersection of Hollywood Boulevard and 17th Avenue, and improvements to Tyler St, Harrison St and 17th Ave. The improvements include utility relocation and roadway

PE	$4,991,496	$0	$0	$0	$0	$0	**$0**
CST	$22,688,616	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$27,680,112**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Hollywood **Ownership:** State, Local **Project Sponsor:** Hollywood

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: HW006 **Hollywood Boulevard Bridge and A1A Interchange**

Project Length: **FM#:** **Funding Source:** State

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

Project scope consists of planning a project development/preliminary design review and analysis to accommodate and improved ramp configuration at the end of Hollywood Boulevard intersecting A1A. The scope will review options to reconfigure the ramps to im

PE	$330,000	$0	$0	$0	$0	$0	**$0**
ROW	$1,500,000	$0	$0	$0	$0	$0	**$0**
CST	$1,500,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$3,330,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Hollywood **Ownership:** State **Project Sponsor:** Hollywood

MTP ID: FD061 **I-595 and NW/SW 136th Avenue at SR 84/I-595 from SW 5th Street to NW 2nd Street**

Project Length: 0.00 **FM#:** **Funding Source:** Federal/State

Type of Work: Interchange **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

Modify Interchange at SR 84/I-595 as follows:- Construct westbound SR 84 to northbound NW/SW 136th Avenue right-turn lane bypass over canal.- Construct southbound NW/SW 136th Avenue to eastbound SR 84 flyover - requires shifting eastbound I-595 mainline g

PE	$21,070,573	$0	$0	$0	$0	$0	**$0**
ROW	$47,887,665	$0	$0	$0	$0	$0	**$0**
CST	$95,775,330	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$164,733,568**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Davie, Plantation **Ownership:** State, County, Local **Project Sponsor:** FDOT SIS

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **I-595 at 136th Avenue**
SI029

Project Length: 0.00 **FM#:** 4495601 **Funding Source:** State
Type of Work: MODIFY INTERCHANGE **Additional Work Type:** **Program:** Highways & Freight

ROW	$15,891,342	$0	$0	$0	$0	$0	**$0**
CST	$71,510,503	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$87,401,845**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Davie **Ownership:** State **Project Sponsor:**

MTP ID: **I-75/Pembroke Rd Express Lane Ramps**
PP003

Project Length: 0.00 **FM#:** **Funding Source:** Federal/State
Type of Work: Interchange **Additional Work Type:** **Program:** Highways & Freight
Add on and off ramps from I-75 Express lanes to Pembroke Road

PE	$6,512,000	$0	$0	$0	$0	$0	**$0**
CST	$29,600,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$36,112,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pembroke Pines **Ownership:** State, Local **Project Sponsor:** Pembroke Pines

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **I-95 at Oakland Park Boulevard**
FD054

Project Length: 0.00 **FM#:** **Funding Source:** State
Type of Work: Interchange **Additional Work Type:** **Program:** Highways & Freight
Modification at interchange

PE	$11,761,896	$0	$0	$0	$0	$0	**$0**
ROW	$26,731,581	$0	$0	$0	$0	$0	**$0**
CST	$53,463,162	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$91,956,639**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Oakland Park **Ownership:** State **Project Sponsor:** FDOT SIS

MTP ID: **I-95 from N. of Broward Blvd. to Sunrise Blvd.**
SI028

Project Length: 1.00 **FM#:** 4480181 **Funding Source:** State
Type of Work: ADD LANES & RECONSTRUCT **Additional Work Type:** **Program:** Highways & Freight

CST	$53,368,471	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$53,368,471**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** State **Project Sponsor:**

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **I-95 from SR 84 to S. of Broward Blvd.** ! ! ! ! !
SI027

Project Length: 2.27 **FM#:** SIS-3398 **Funding Source:** State

Type of Work: ADD LANES & RECONSTRUCT **Additional Work Type:** **Program:** Highways & Freight

ROW	$27,500,000	$0	$0	$0	$0	$0	**$0**
CST	$376,159,995	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$403,659,995**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** State **Project Sponsor:**

MTP ID: **Intersection of Atlantic Blvd and Rock Island Rd** ! ! ! ! !
MG004

Project Length: **FM#:** **Funding Source:** Federal

Type of Work: Intersection **Additional Work Type:** **Program:** Highways & Freight

Provide dedicated right turn lanes from all approaches and extend existing dual left turn lanes

PE	$884,728	$0	$0	$0	$0	$0	**$0**
ROW	$2,010,747	$0	$0	$0	$0	$0	**$0**
CST	$4,021,493	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$6,916,968**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Margate **Ownership:** County, Local **Project Sponsor:** Margate

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Laguna Terrace over Diane River Bridge #865770** !
FL032

Project Length: 0.03 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Bridge reconstruction

PE	$121,000	$0	$0	$0	$0	$0	**$0**
CST	$550,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$671,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

MTP ID: **Miramar Boulevard from Flamingo road to Hiatus Road**
MM009

Project Length: 1.10 **FM#:** **Funding Source:** Federal

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

Expand from 2 to 4 lanes with median, landscape, drainage, lighting, sidewalks and bike facilities

PE	$2,283,043	$0	$0	$0	$0	$0	**$0**
CST	$10,377,466	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$12,660,509**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Miramar **Ownership:** Local **Project Sponsor:** Miramar

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **NE 23rd Ave over Rio Aragon Canal Bridge - #865740** !
FL054

Project Length: 0.02 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Bridge reconstruction

PE	$1,012,000	$0	$0	$0	$0	$0	**$0**
CST	$4,600,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$5,612,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

MTP ID: **NE 23rd Ave over Rio Giraldo Canal Bridge - #865742** !
FL052

Project Length: 0.03 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Bridge reconstruction

PE	$1,089,000	$0	$0	$0	$0	$0	**$0**
CST	$4,950,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$6,039,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **NE 23rd Ave over Rio Toledo Canal Bridge - #865741** !
FL053

Project Length: 0.02 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Bridge reconstruction

PE	$1,100,000	$0	$0	$0	$0	$0	**$0**
CST	$5,000,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$6,100,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

MTP ID: **NE 26th Ter over Rio De Sota Bridge - #865743** !
FL056

Project Length: 0.03 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Bridge reconstruction

PE	$1,276,000	$0	$0	$0	$0	$0	**$0**
CST	$5,800,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$7,076,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **New Bridge on NW 18 St, east of Rock Island, West of NW 65 Ter** ! !
MG003

Project Length: 0.03 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Build a new bridge over existing canal to connect NW 18 St

PE	$1,056,000	$0	$0	$0	$0	$0	**$0**
CST	$4,800,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$5,856,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Margate **Ownership:** Local **Project Sponsor:** Margate

MTP ID: **Nob Hill Road over the C-13 (Middle River) Canal Bridge Replacement** ! ! ! !
SU003

Project Length: 0.00 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** Safety Project **Program:** Highways & Freight

Perform design, construction, and inspection for the replacement of the Nob Hill Road Bridge over the C-13 (Middle River Canal). Anticipated work consists of the design, permitting, construciton and inspection services for the replacmeent of the existing

PE	$2,083,840	$0	$0	$0	$0	$0	**$0**
CST	$9,472,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$11,555,840**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Sunrise **Ownership:** Local **Project Sponsor:** Sunrise

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **NW 3rd Street Expansion. From NW 6th Avenue to NW 8th Ave.**
HB011

Project Length: 0.28 **FM#:** **Funding Source:** Federal

Type of Work: New Road Construction **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

New 2-lane roadway extending NW 3rd Street between NW 6th Avenue and NW 8th Ave. Providing on-street parking on both sides. Provide 4 foot bike lanes in each direction and sidewalks on both sides of the street. Project also includes new "manyway" access d

PE	$714,111	$0	$0	$0	$0	$0	**$0**
CST	$3,245,961	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$3,960,072**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Hallandale Beach **Ownership:** Local **Project Sponsor:** Hallandale Beach

MTP ID: **Oakland Park Blvd Intercoastal Bridge**
BM095

Project Length: 0.00 **FM#:** **Funding Source:** State

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Replacement of Oaklant Park Blvd bridge over the intercoastal waterway. Include bicycle and pedestrian facilities.

PE	$748,000	$0	$0	$0	$0	$0	**$0**
CST	$3,400,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$4,148,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** State **Project Sponsor:** Broward MPO

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Orange Drive from SW 142nd Ave to SW 38th Ct**
DV004

Project Length: 1.40 **FM#:** **Funding Source:** Federal/State

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** Traffic Signals **Program:** Highways & Freight

Widen Orange Drive to three lane major collector between SW 142nd Ave and SW 145 Ave bridge. Add traffic signal to Orange Drive/SW 145th bridge intersection and Griffin Road/SW 145th bridge intersection. Widen Orange Drive to two lane local road with medi

PE	$2,768,470	$0	$0	$0	$0	$0	**$0**
CST	$12,583,955	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$15,352,425**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Davie **Ownership:** State, Local **Project Sponsor:** Davie

MTP ID: **Pat Salerno Northbound Ramps on Sawgrass Expwy (SR- 869)**
SU008

Project Length: 0.00 **FM#:** **Funding Source:** Federal/State

Type of Work: Interchange **Additional Work Type:** Grade Separation **Program:** Highways & Freight

Project includes the design, permitting, construction and inspection services for interchange improvements at Pat Salerno Drive to and from N along the Sawgrass Expressway (SR-869).

PE	$31,900,000	$0	$0	$0	$0	$0	**$0**
ROW	$72,500,000	$0	$0	$0	$0	$0	**$0**
CST	$145,000,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$249,400,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Sunrise **Ownership:** State, County **Project Sponsor:** Sunrise

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Pine Island Road at Nova Drive Intersection** ! ! !
FD033

Project Length: 0.00 **FM#:** **Funding Source:** Federal

Type of Work: Intersection **Additional Work Type:** **Program:** Highways & Freight

"Intersection improvements at Nova Drive as follows.- Add an eastbound exclusive right-turn lane, resulting in one exclusive right-turn lane, one through lane, and an exclusive left-turn lane.- Add a westbound exclusive right-turn lane resulting in one ex

PE	$868,560	$0	$0	$0	$0	$0	**$0**
ROW	$1,974,000	$0	$0	$0	$0	$0	**$0**
CST	$3,948,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$6,790,560**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Davie **Ownership:** County, Local **Project Sponsor:** FDOT I595

MTP ID: **Riverland Road @ S Branch of New River #864025** ! !
FL026

Project Length: 0.02 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Reconstruction of bridge, raising of bridge

PE	$737,000	$0	$0	$0	$0	$0	**$0**
CST	$3,350,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$4,087,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Rock Island Road Realignment @ Oakland Park Blvd and NW 55th Ave**
LH001

Project Length: **FM#:** **Funding Source:** Federal/State

Type of Work: New Road Construction **Additional Work Type:** Intersection **Program:** Highways & Freight

Realignment of Rock Island road to align with new roadway to be constructed on an existing FP&L easement that would connect the new road to existing NW 55th Avenue by way of a new roundabout a depicted in conceptual design attached.

PE	$488,400	$0	$0	$0	$0	$0	**$0**
ROW	$2,220,000	$0	$0	$0	$0	$0	**$0**
CST	$2,220,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$4,928,400**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Lauderhill **Ownership:** State, County, Local **Project Sponsor:** Lauderhill

MTP ID: **Rock Island Road widening southbound from McNab to Commercial Boulevard**
TA002

Project Length: 1.00 **FM#:** **Funding Source:** Federal/State

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** **Program:** Highways & Freight

The project would begin within the City's corporate limits on Rock Island Road beginning from McNab Road South bound to Commercial Boulevard

PE	$1,745,526	$0	$0	$0	$0	$0	**$0**
ROW	$7,934,208	$0	$0	$0	$0	$0	**$0**
CST	$7,934,208	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$17,613,942**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Tamarac **Ownership:** State, County **Project Sponsor:** Tamarac

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Royal Palm Blvd from State Road 7 to east of Rock Island Rd** ! ! ! !
MG001

Project Length: 1.30 **FM#:** **Funding Source:** Federal/State

Type of Work: Add Turn Lane **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

Add right turn lane to southbound State Road 7, extend existing left turn lanes from eastbound Royal Palm, add shared use paths to Royal Palm from west of State Road 7 to east of Rock Island Rd. Reconstruct or modify bridge to accommodate share use paths.

PE	$3,699,795	$0	$0	$0	$0	$0	**$0**
CST	$16,817,248	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$20,517,043**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Margate **Ownership:** State, Local **Project Sponsor:** Margate

MTP ID: **S Gordon Dr over Las Olas Canal #865731**
FL036

Project Length: 0.03 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Bridge reconstruction

PE	$1,144,000	$0	$0	$0	$0	$0	**$0**
CST	$5,200,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$6,344,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Sample Rd @ Powerline Rd** ! ! ! ! !
BM115

Project Length: **FM#:** **Funding Source:** State

Type of Work: Grade Separation **Additional Work Type:** **Program:** Highways & Freight

Construct a grade separation alternative to relieve congestion.

PE	$26,710,895	$0	$0	$0	$0	$0	**$0**
ROW	$60,706,580	$0	$0	$0	$0	$0	**$0**
CST	$121,413,160	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$208,830,635**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Deerfield Beach, Pompano Beach **Ownership:** State **Project Sponsor:** Broward MPO

MTP ID: **SE 10th St over Rio Cordova Bridge - #865763**
FL062

Project Length: 0.03 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Bridge reconstruction

PE	$1,232,000	$0	$0	$0	$0	$0	**$0**
CST	$5,600,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$6,832,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **SE 11th St over Rio Cordova Bridge - #865764**
FL063

Project Length: 0.03 **FM#:** **Funding Source:** Federal
Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight
Bridge reconstruction

PE	$1,144,000	$0	$0	$0	$0	$0	**$0**
CST	$5,200,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$6,344,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

MTP ID: **SE 13th St over Cerro Gordo River Bridge #865765**
FL039

Project Length: 0.04 **FM#:** **Funding Source:** Federal
Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight
Bridge replacement

PE	$1,793,000	$0	$0	$0	$0	$0	**$0**
CST	$8,150,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$9,943,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **SE 23rd Ave over Rio Castilla Canal Bridge - #865739** !
FL055

Project Length: 0.03 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Bridge replacement

PE	$1,188,000	$0	$0	$0	$0	$0	**$0**
CST	$5,400,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$6,588,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

MTP ID: **SE 23rd Ave over Rio Del Mar Bridge #865738** !
FL051

Project Length: 0.03 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Bridge replacement

PE	$1,320,000	$0	$0	$0	$0	$0	**$0**
CST	$6,000,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$7,320,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: HB007 **SE 2nd St/Hibiscus St/Church St Extension Project. From US-1 to Church Street.**

Project Length: 0.60 **FM#:** 4533241 **Funding Source:** Federal

Type of Work: New Road Construction **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes- of Hibiscus Dr. from US-1 to SE 14th Ave (Approx. 0.6 mile.), + Land acquisition.

PE	$1,152,357	$0	$0	$0	$0	$0	**$0**
ROW	$5,237,987	$0	$0	$0	$0	$0	**$0**
CST	$5,237,987	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$11,628,331**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Hallandale Beach **Ownership:** Local **Project Sponsor:** Hallandale Beach

MTP ID: FL059 **SE 7th St over Rio Cordova Bridge - #865760**

Project Length: 0.02 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

SE 7th St over Rio Cordova Bridge - #865760

PE	$1,056,000	$0	$0	$0	$0	$0	**$0**
CST	$4,800,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$5,856,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **SE 8th St over Rio Cordova Bridge - #865761**
FL060

Project Length: 0.02 **FM#:** **Funding Source:** Federal
Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight
Bridge reconstruction

PE	$1,100,000	$0	$0	$0	$0	$0	**$0**
CST	$5,000,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$6,100,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

MTP ID: **SE 9th St over Rio Cordova Bridge - #865762**
FL061

Project Length: 0.03 **FM#:** **Funding Source:** Federal
Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight
Bridge reconstruction

PE	$1,144,000	$0	$0	$0	$0	$0	**$0**
CST	$5,200,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$6,344,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Solar Plaza Dr over Rio Canal #865745**
FL057

Project Length: 0.02 **FM#:** **Funding Source:** Federal
Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight
Bridge Reconstruction

PE	$869,000	$0	$0	$0	$0	$0	**$0**
CST	$3,950,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$4,819,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

MTP ID: **Solar Plaza Drive over Rio Placid Canal Bridge - #865746**
FL058

Project Length: 0.02 **FM#:** **Funding Source:** Federal
Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight
Bridge reconstruction

PE	$869,000	$0	$0	$0	$0	$0	**$0**
CST	$3,950,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$4,819,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **SR 7 / US-441 at Oakes Road Intersection**
FD038

Project Length: 0.00 **FM#:** **Funding Source:** Federal/State

Type of Work: Intersection **Additional Work Type:** Interchange **Program:** Highways & Freight

Intersection improvements at Oakes Road as follows.- New Oakes Road North at SR 7 signalized intersection to consist of:o Eastbound: Two exclusive left-turn lanes.o Northbound: Four northbound through lanes. The outer two lanes must be signed and marked a

PE	$3,361,600	$0	$0	$0	$0	$0	**$0**
ROW	$7,640,000	$0	$0	$0	$0	$0	**$0**
CST	$15,280,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$26,281,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Davie **Ownership:** State, County, Local **Project Sponsor:** FDOT I595

MTP ID: **SR 7 / US-441 at Riverland Road Intersection**
FD039

Project Length: 0.00 **FM#:** **Funding Source:** Federal/State

Type of Work: Intersection **Additional Work Type:** Interchange **Program:** Highways & Freight

Intersection improvements at Riverland Road as follows.- Add a second northbound exclusive left-turn lane.- Add second southbound exclusive left-turn lane.- Add an eastbound exclusive right-turn lane on SW 20th Street, resulting in an exclusive right-turn

PE	$2,334,200	$0	$0	$0	$0	$0	**$0**
ROW	$5,305,000	$0	$0	$0	$0	$0	**$0**
CST	$10,610,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$18,249,200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Broward County, Fort Lauderdale **Ownership:** State, County **Project Sponsor:** FDOT I595

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total

Highways & Freight

MTP ID: **SR-820/Pines Blvd. @ SR-817/University Dr**
BM113

Project Length: **FM#:** **Funding Source:** State
Type of Work: Grade Separation **Additional Work Type:** **Program:** Highways & Freight

Construct center turn overpass. Relieve congestion from left turns.

PE	$25,512,687	$0	$0	$0	$0	$0	**$0**
ROW	$57,983,380	$0	$0	$0	$0	$0	**$0**
CST	$115,966,760	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$199,462,827**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pembroke Pines **Ownership:** State **Project Sponsor:** Broward MPO

MTP ID: **SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN**
SI005 **ROAD**

Project Length: 10.03 **FM#:** 4391701 **Funding Source:** State
Type of Work: INTERCHANGE JUSTIFICA/MODIFI **Additional Work Type:** **Program:** Highways & Freight

CST	$494,848,437	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$494,848,437**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Broward County , Dania Beach, Hollywood, Pembroke Park **Ownership:** State **Project Sponsor:**

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Sunrise Blvd @ A1A Eastbound Lane Redesign** ! ! ! ! !
FL002

Project Length: **FM#:** **Funding Source:** State

Type of Work: Add Turn Lane **Additional Work Type:** TSM&O **Program:** Highways & Freight

Redesign of the alignment of eastbound turn lanes to improve vehicle flow by lengthening the northern turn lane consistent with the concept developed through the Beach Mobility Plan. Adding a second southbound through lane at the intersection with Sunrise

PE	$88,939	$0	$0	$0	$0	$0	**$0**
CST	$404,269	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$493,208**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** State **Project Sponsor:** Fort Lauderdale

MTP ID: **SW 148th Avenue from Basscreek Road to Miramar Parkway** ! ! ! ! !
MM010

Project Length: 1.00 **FM#:** **Funding Source:** Federal

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** New Road Construction **Program:** Highways & Freight

Expand from 2 to 4 lanes with median, landscape, drainage, lighting.

PE	$2,075,493	$0	$0	$0	$0	$0	**$0**
CST	$9,434,060	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$11,509,553**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Miramar **Ownership:** Local **Project Sponsor:** Miramar

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **SW 14th Street from SW 160th Ave to SW 136th Ave**
DV001

Project Length: 2.00 **FM#:** **Funding Source:** Federal

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** Bridge **Program:** Highways & Freight

Widen to 4 lane major collector from SW 160th Ave to SW 148th Ave including new bridge over I-75. Widen to 3 lane major collector with sidewalks and bike lanes from SW 148th Ave to SW 136th Ave with alternative design to avoid disrupting existing equestri

PE	$5,778,878	$0	$0	$0	$0	$0	**$0**
ROW	$26,267,625	$0	$0	$0	$0	$0	**$0**
CST	$26,267,625	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$58,314,128**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Davie **Ownership:** Local **Project Sponsor:** Davie

MTP ID: **SW 184th Avenue from Griffin Road to Sheridan Street Construction**
SW003

Project Length: 2.24 **FM#:** **Funding Source:** Federal

Type of Work: New Road Construction **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

The project includes construction of a two lane road with traffic calming, landscaping, bike lanes, sidewalks, and multi-purpose trail.

PE	$3,957,331	$0	$0	$0	$0	$0	**$0**
ROW	$17,987,868	$0	$0	$0	$0	$0	**$0**
CST	$17,987,868	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$39,933,067**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Southwest Ranches **Ownership:** Local **Project Sponsor:** Southwest Ranches

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **SW 184th Avenue from Miramar Parkway to Pembroke Road**
MM007

Project Length: 1.00 **FM#:** **Funding Source:** Federal

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** Bike Path/Trail (off road) **Program:** Highways & Freight

Expand from 2 to 4 lanes with shared use path, median, drainage, lighting and landscape

PE	$2,075,493	$0	$0	$0	$0	$0	**$0**
ROW	$9,434,060	$0	$0	$0	$0	$0	**$0**
CST	$9,434,060	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$20,943,613**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Miramar **Ownership:** Local **Project Sponsor:** Miramar

MTP ID: **SW 202 Avenue Roadway Extension**
WE001

Project Length: 0.83 **FM#:** **Funding Source:** Federal

Type of Work: New Road Construction **Additional Work Type:** Bridge **Program:** Highways & Freight

The scope of work includes the construction of a 2-lane, 2-way roadway along SW 202 Avenue from Manatee Isles Drive / SW 36th Street south to Griffin Road to accommodate the movement of traffic in the north and south direction due to the recent closure at

PE	$1,323,846	$0	$0	$0	$0	$0	**$0**
CST	$6,017,482	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$7,341,328**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Weston **Ownership:** Local **Project Sponsor:** Weston

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **SW 61st Avenue Bridge from Orange Drive to Griffin Road**
DV003

Project Length: 0.03 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** Add Lanes & Reconstruct **Program:** Highways & Freight

Widen SW 61st Ave bridge between Orange Drive and Griffin road from 2 to 6 lanes and construct sidewalk.

PE	$1,650,000	$0	$0	$0	$0	$0	**$0**
CST	$7,500,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$9,150,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Davie **Ownership:** Local **Project Sponsor:** Davie

MTP ID: **University Drive from north of SR 84 to Broward Boulevard**
FD036

Project Length: 1.50 **FM#:** **Funding Source:** Federal/State

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** Intersection **Program:** Highways & Freight

"Capacity improvements on University Drive as follows.University Drive North of SR 84- Widen University Drive to add a fourth northbound and southbound through lane. - Replace buffered bicycle lanes along University Drive northbound and southbound for the

PE	$3,253,800	$0	$0	$0	$0	$0	**$0**
ROW	$14,790,000	$0	$0	$0	$0	$0	**$0**
CST	$14,790,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$32,833,800**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Plantation **Ownership:** State, County **Project Sponsor:** FDOT I595

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: FD059 **US 27 from Krome Avenue (Miami-Dade County) to Broward/Palm Beach C/L**

Project Length: 28.00 **FM#:** **Funding Source:** State

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** **Program:** Highways & Freight

Addition of freight capacity

PE	$78,428,349	$0	$0	$0	$0	$0	**$0**
CST	$356,492,495	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$434,920,844**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Miramar, Pembroke Pines, Southwest Ranches, Weston **Ownership:** State **Project Sponsor:** FDOT SIS

MTP ID: SI035 **US 27 from Krome Avenue (Miami-Dade County) to Broward/Palm Beach County Line**

Project Length: 27.63 **FM#:** 4480201 **Funding Source:** State

Type of Work: ADD LANES AND RECONSTRUCT **Additional Work Type:** **Program:** Highways & Freight

Add Freight Capacity

CST	$325,483,289	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$325,483,289**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Weston, Southweset Ranches, Pembroke Pines, Miramar **Ownership:** State **Project Sponsor:**

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **US 27 from Pembroke Rd. to SW 26th St. (N. of Griffin Rd.)**
SI034

Project Length: 4.59 **FM#:** 4480191 **Funding Source:** State

Type of Work: INTERCHANGE - C/D SYSTEM **Additional Work Type:** **Program:** Highways & Freight

Add Service-Frontage-Connector/Distributor System and New Interchanges

CST	$196,513,294	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$196,513,294**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Southwest Ranches, Pembroke Pines **Ownership:** State **Project Sponsor:**

MTP ID: **US 27 from Pembroke Road to SW 26th Street (N. of Griffin Road)**
FD058

Project Length: 6.50 **FM#:** **Funding Source:** Federal/State

Type of Work: Grade Separation **Additional Work Type:** **Program:** Highways & Freight

Addition of service/frontage/C-D system and five interchanges/ grade separations (at Pembroke Road, SR 820/Pines Boulevard, Johnson Street, Sheridan Street, Griffin Road)

PE	$47,746,127	$0	$0	$0	$0	$0	**$0**
CST	$217,027,848	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$264,773,975**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Miramar, Pembroke Pines, Southwest Ranches, Weston **Ownership:** State, County, Local **Project Sponsor:** FDOT SIS

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **West Lake Dr Bridge over Lucille River #865773** !
FL031

Project Length: 0.03 **FM#:** **Funding Source:** Federal
Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight
Bridge Reconstruction

PE	$1,463,000	$0	$0	$0	$0	$0	**$0**
CST	$6,650,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$8,113,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

MTP ID: **West Lake Drive Bridge over Diane River** !
FL014

Project Length: 0.03 **FM#:** **Funding Source:** Federal
Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight
Replacement of Bridge

PE	$1,463,000	$0	$0	$0	$0	$0	**$0**
CST	$6,650,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$8,113,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **West Lake Drive over Mercedes River Bridge #865774** !
FL033

Project Length: 0.03 **FM#:** **Funding Source:** Federal

Type of Work: Bridge **Additional Work Type:** **Program:** Highways & Freight

Bridge reconstruction

PE	$1,375,000	$0	$0	$0	$0	$0	**$0**
CST	$6,250,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$7,625,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** Local **Project Sponsor:** Fort Lauderdale

MTP ID: **Widening Pines Blvd (186th Ave - US 27)** ! ! ! !
PP001

Project Length: 2.10 **FM#:** **Funding Source:** State

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** Bike Lane/Sidewalk **Program:** Highways & Freight

Widening Pines Blvd From 186th Ave To US 27 (From four lanes to six lanes)

PE	$3,665,604	$0	$0	$0	$0	$0	**$0**
CST	$16,661,837	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$20,327,441**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pembroke Pines **Ownership:** State **Project Sponsor:** Pembroke Pines

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Widening Sheridan St. (193th to US 27)**
PP005

Project Length: 1.80 **FM#:** **Funding Source:** Federal

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** **Program:** Highways & Freight

Widening Sheridan 196th to US 27 (From two lanes to four lanes includes sidewalk on one side). Min 100 ft ROW available, in BC and COPP. Most of roadway in BC

PE	$3,735,888	$0	$0	$0	$0	$0	**$0**
ROW	$16,981,307	$0	$0	$0	$0	$0	**$0**
CST	$16,981,307	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$37,698,502**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pembroke Pines **Ownership:** County, Local **Project Sponsor:** Pembroke Pines

MTP ID: **Widening Sheridan St. (Dykes to NW 172 Ave)**
PP007

Project Length: 4.00 **FM#:** **Funding Source:** Federal

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** **Program:** Highways & Freight

Widening Sheridan St. Flamingo to NW172 Ave (From four lanes to six lanes). 200 ft ROW available. West of I-75 to Dykes is currently 6 lanes.

PE	$5,236,578	$0	$0	$0	$0	$0	**$0**
ROW	$23,802,625	$0	$0	$0	$0	$0	**$0**
CST	$23,802,625	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$52,841,828**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pembroke Pines **Ownership:** County **Project Sponsor:** Pembroke Pines

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Highways & Freight

MTP ID: **Widening Stirling Rd. (196th to US 27)** ! ! !
PP006

Project Length: 1.50 **FM#:** **Funding Source:** Federal

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** **Program:** Highways & Freight

Widening Stirling Rd. 196th to US 27 (From two lanes to four lanes sidewalk on one side). 110 ft ROW available in many locations, with half of roadway in BC. Some land acquisition needed.

PE	$3,113,240	$0	$0	$0	$0	$0	**$0**
ROW	$14,151,089	$0	$0	$0	$0	$0	**$0**
CST	$14,151,089	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$31,415,418**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pembroke Pines **Ownership:** County, Local **Project Sponsor:** Pembroke Pines

MTP ID: **Widening SW 196th Ave (Pines Blvd to Pembroke Rd)** ! ! !
PP008

Project Length: 1.00 **FM#:** **Funding Source:** Federal

Type of Work: Add Lanes & Reconstruct **Additional Work Type:** **Program:** Highways & Freight

Widening SW 196th Ave - Pines Blvd. to Pembroke Rd(From two lanes to four lanes). ROW available in COPP

PE	$863,682	$0	$0	$0	$0	$0	**$0**
ROW	$3,925,828	$0	$0	$0	$0	$0	**$0**
CST	$3,925,828	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$8,715,338**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pembroke Pines **Ownership:** Local **Project Sponsor:** Pembroke Pines

DRAFT

Economic Development Program

The Economic Development Program supports investments in transit infrastructure and enhancing accessibility to existing and planned transit stops and stations. It includes Economic Development Projects, which seek to improve the first/last mile connectivity between different modes of transportation and enhance the overall transit passenger experience. The Economic Development Projects identified are intended to support the premium transit network identified in Broward County's PREMO plan.

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Economic Development

MTP ID: **Cypress Creek Park and Ride Pedestrian Bridge**
BM091

Project Length: 0.00 **FM#:** **Funding Source:** Federal

Type of Work: Pedestrian Bridge **Additional Work Type:** **Program:** Economic Development

Pedestrian bridge from the west side of the existing Cypress Creek Park and Ride lot across Andrews Avenue to connect to Andrews Way and the existing Cypress Creek Tri-Rail station

PE	$135,929	$0	$0	$0	$0	$0	**$0**
ROW	$1,359,292	$0	$0	$0	$0	$0	**$0**
CST	$2,718,583	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$4,213,804**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Fort Lauderdale **Ownership:** County **Project Sponsor:** Broward MPO

MTP ID: **EV Bus Transit Type 2 Facility at Department of Public Works for EV Fleet Parking, Battery harging, EV Fleet Maintenance and Management "**
HB005

Project Length: **FM#:** **Funding Source:** Federal

Type of Work: Transit Improvement **Additional Work Type:** Parking Facility **Program:** Economic Development

The City of Hallandale Beach has purchased a fleet of 9 EV K7M BYD Transit Buses. The City is designing and constructing a new transit type II facility for fleet parking, battery charging, execution and control of fleet operations and maintenance, solar a

PE	$398,990	$0	$0	$0	$0	$0	**$0**
CST	$7,979,790	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$8,378,780**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Hallandale Beach **Ownership:** Local **Project Sponsor:** Hallandale Beach

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Economic Development

MTP ID: **I-95 Express Bus**
FD022

Project Length: **FM#:** **Funding Source:** State
Type of Work: Transit Improvement **Additional Work Type:** **Program:** Economic Development
New Passenger Service (bus purchases

Other	$3,792,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$3,792,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Broward County, Hallandale Beach, Hollywood, Deerfield Beach, Pembroke Park, Pompano Beach, Dania Beach, Fort Lauderdale, Oakland Park **Ownership:** State **Project Sponsor:** FDOT Modal

MTP ID: **Main Street Pedestrian Circulation and Economic Development Project**
OP003 **Improvements**

Project Length: 0.50 **FM#:** **Funding Source:** Federal
Type of Work: Intermodal Hub **Additional Work Type:** Bike Lane/Sidewalk **Program:** Economic Development
The scope of work includes a design update to NE 12th Avenue. The design project will provide for new traffic circulation for NE 12th Avenue to promote a more walkable Culinary Arts District which would connect residents and visitors to the Culinary Arts

PE	$918,931	$0	$0	$0	$0	$0	**$0**
CST	$18,378,620	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$19,297,551**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Oakland Park **Ownership:** Local **Project Sponsor:** Oakland Park

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Economic Development

MTP ID: **Miramar Regional Park** !
FD017

Project Length: **FM#:** **Funding Source:** Federal

Type of Work: Park and Ride Lots **Additional Work Type:** **Program:** Economic Development

Miramar Regional Park project would be in conjunction with the City of Miramar to construct a surface lot that would be used by City of Miramar on the weekend and 95 express bus on the weekdays.

PE	$500,000	$0	$0	$0	$0	$0	**$0**
CST	$10,000,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$10,500,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Miramar **Ownership:** Local **Project Sponsor:** FDOT Modal

MTP ID: **Pompano Beach Commuter Rail And Parking Garage** !
PB001

Project Length: **FM#:** **Funding Source:** Federal

Type of Work: Economic Development Project **Additional Work Type:** Park and Ride Lots **Program:** Economic Development

Construction of a 600-car garage facility to house a centralized location for parking in support of Downtown development efforts. This facility will provide space for bus drop-off and pick-up as well as similar services from companies like "Circuit".

PE	$1,326,773	$0	$0	$0	$0	$0	**$0**
CST	$26,535,462	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$27,862,235**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pompano Beach **Ownership:** County **Project Sponsor:** Pompano Beach

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Economic Development

MTP ID: **Pompano Crossover FEC connection to SFRC**
SF006

Project Length: 1.30 **FM#:** **Funding Source:** Federal

Type of Work: Rail **Additional Work Type:** **Program:** Economic Development

FEC Corridor Connection to SFRC Corridor

PE	$3,885,000	$0	$0	$0	$0	$0	**$0**
CST	$77,700,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$81,585,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Pompano Beach **Ownership:** Local **Project Sponsor:** SFRTA

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Economic Development
PE	$450,000	$0	$0	$0	$0	$0	**$0**
CST	$9,000,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$9,450,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

MTP ID: **SFRC Dania Cut Off Canal Bridge Replacement**
SF001

Project Length: 0.00 **FM#:** **Funding Source:** State
Type of Work: Rail **Additional Work Type:** Bridge **Program:** Economic Development
Bridge Deck Rehabilitation

Municipality: Dania Beach **Ownership:** State **Project Sponsor:** SFRTA

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
PE	$546,119	$0	$0	$0	$0	$0	**$0**
CST	$10,922,376	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$11,468,495**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

MTP ID: **SFRC System Overhaul Control Point Cypress**
SF002

Project Length: 0.00 **FM#:** **Funding Source:** State
Type of Work: Rail **Additional Work Type:** **Program:** Economic Development
System Overhaul at Control Points

Municipality: Fort Lauderdale **Ownership:** State **Project Sponsor:** SFRTA

DRAFT

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
							Economic Development

MTP ID: **Sheridan Street Tri-Rail Station**
FD018

Project Length: **FM#:** **Funding Source:** State

Type of Work: Park and Ride Lots **Additional Work Type:** Intermodal Hub **Program:** Economic Development

Includes a 688-space public parking structure at the Sheridan Station multimodal facility that will service park-and-ride users of Tri-Rail, 95 Express buses, and intercity bus services that operate at the facility. The Sheridan Station is in the process

PE	$1,050,000	$0	$0	$0	$0	$0	**$0**
CST	$21,000,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$22,050,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Hollywood **Ownership:** State **Project Sponsor:** FDOT Modal

MTP ID: **SW 10th Street Connector FAU/Yamato Rd**
FD021

Project Length: **FM#:** **Funding Source:** State

Type of Work: Transit Improvement **Additional Work Type:** **Program:** Economic Development

Sawgrass Expressway Express Bus – New Passenger Service (bus purchases FAU/Yamato Rd

Other	$3,792,000	$0	$0	$0	$0	$0	**$0**
Total Cost:	**$3,792,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Municipality: Broward County, Sunrise, Tamarac, Coconut Creek, Coral Springs, Deerfield Beach, Parkland, Davie **Ownership:** State **Project Sponsor:** FDOT Modal

DRAFT

Administrative Items 5.

Technical Advisory Committee (TAC)
Meeting Date: 08/27/2025

Safe Routes to School - Grant Application Workshop - September 4, 2025

SUMMARY EXPLANATION/BACKGROUND:

The Safe Routes to School (SRTS) program is a statewide program that aims to make it safer for more children to walk and bicycle to school. This grant program is funded by the Florida Department of Transportation (FDOT) for the development and implementation of roadway improvement projects that will improve safety in the vicinity of schools.

FDOT would like to invite interested parties to participate in a free training workshop hosted by FDOT and the University of South Florida focused on the SRTS grant application. This workshop will cover the necessary application criteria, provide resources, and offer guidance on creating a strong application for grant funds for SRTS initiatives. For more information, please visit **https://floridaltap.org/safe-routes-to-school-application-workshop/** or see the flier in the Attachment.

ADDITIONAL INFORMATION/PREPARER:

If you have any questions about this item, please contact Jennifer Shipley, FDOT, at (954) 777-4451 or **Jennifer.Shipley@dot.state.fl.us**.

Attachments

Safe Routes to School Grant Application Workshop - Flier

FLORIDA

SAFE ROUTES TO SCHOOL

Grant Application Workshop

September 4, 2025

10:30 AM – 12:00 PM

Safety Infrastructure Grants

The Florida's Safe Routes to School (SRTS) program is a statewide program that aims to make it safer for more children to walk and bicycle to school. This grant program is funded by the Florida Department of Transportation (FDOT) for the development and implementation of roadway improvement projects that will improve safety in the vicinity of schools.

Eligible Applicants for the grant include schools or local government agencies that will be the maintaining agency responsible for the project.

The Grant Application Portal will open September 30th, 2025

Participate in a free training workshop hosted by the Florida Department of Transportation and the University of South Florida focused on the Safe Routes to School grant application. This workshop will cover the necessary application criteria, provide resources, and offer guidance on creating a strong application for grant funds for Safe Routes to School initiatives.

Completion of the workshop is a requirement of the application process. The workshop will be recorded for those unable to participate live.

To Register:
Click the URL link or scan the QR code

Safe Routes to School Application Workshop - Florida LTAP Center

SCAN ME

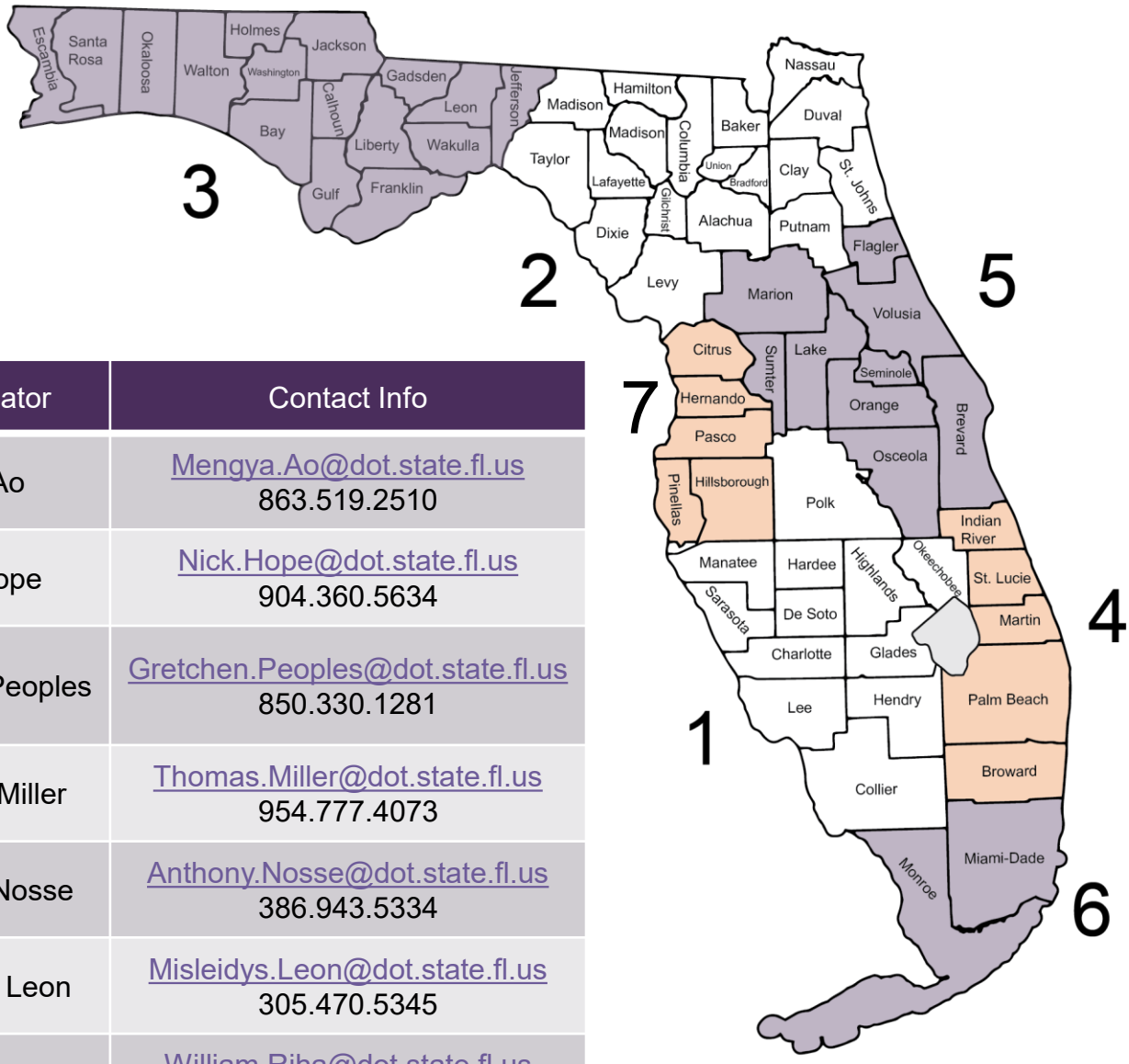
FDOT

For more information on Florida's Safe Routes to School Program, please visit:
https://www.fdot.gov/Safety/programs/safe-routes.shtm

TARGET ZERO
FATALITIES & SERIOUS INJURIES

Contact Information

The state of Florida has eight Safe Routes to School Coordinators that represent various geographic areas throughout the state. Contact information is listed below for each geographic area.



District	Coordinator	Contact Info
1	Amy Ao	Mengya.Ao@dot.state.fl.us 863.519.2510
2	Nick Hope	Nick.Hope@dot.state.fl.us 904.360.5634
3	Gretchen Peoples	Gretchen.Peoples@dot.state.fl.us 850.330.1281
4	Thomas Miller	Thomas.Miller@dot.state.fl.us 954.777.4073
5	Anthony Nosse	Anthony.Nosse@dot.state.fl.us 386.943.5334
6	Misleidys Leon	Misleidys.Leon@dot.state.fl.us 305.470.5345
7	William Riha	William.Riha@dot.state.fl.us 813.402.0320
Statewide	Jessica Josselyn	Jessica.Josselyn@dot.state.fl.us 954.770.6463

For more information on Florida's Safe Routes to School Program, please visit:
https://www.fdot.gov/Safety/programs/safe-routes.shtm