

RESOLUTION NO.

1 A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD
2 COUNTY, FLORIDA, TRANSMITTING TO DESIGNATED STATE AGENCIES
3 PROPOSED AMENDMENTS TO THE TRANSPORTATION ELEMENT, THE CAPITAL
4 IMPROVEMENTS ELEMENT, AND THE BROWARD MUNICIPAL SERVICES
5 DISTRICT ELEMENT OF THE BROWARD COUNTY COMPREHENSIVE PLAN; AND
6 PROVIDING AN EFFECTIVE DATE.

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8 WHEREAS, Broward County adopted the Broward County Comprehensive Plan
9 on April 25, 2017 (the Plan);

10 WHEREAS, the Department of Commerce has found the Plan in compliance with
11 the Community Planning Act;

12 WHEREAS, Broward County now wishes to propose amendments to the
13 Transportation Element, the Capital Improvements Element, and the Broward Municipal
14 Services District Element of the Broward County Comprehensive Plan;

15 WHEREAS, the Public Works and Environmental Services Department, as the
16 local planning agency for the Broward County Comprehensive Plan, held its hearing on
17 the proposed amendments on May 13, 2026, with due public notice; and

18 WHEREAS, the Board of County Commissioners held its transmittal public hearing
19 on June 9, 2026, at 10:00 a.m., having complied with the notice requirements specified
20 in Subsection 163.3184(11), Florida Statutes, NOW, THEREFORE,

Transportation Element

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Policy History

- 1989 The Traffic Circulation Element is adopted as part of the County's first Comprehensive Plan.
- 1999 Transportation Element replaces the Traffic Circulation Element.
- 2004 Transportation Concurrency adopted with standards that prioritize transit investments.
- 2014 Complete Streets policies are adopted into the Transportation Element.
- 2026 Transportation Concurrency and Road Impact fees are eliminated.

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Goals, Objectives & Policies

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GOAL TRANSPORTATION

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POLICY T1.1.1 Broward County shall utilize its interdepartmental and interdisciplinary "Complete Streets Team," ~~represented, at a minimum, by County Administration, Human Services, Environmental Protection and Growth Management (Environmental Planning and Community Resilience, Planning and Development Management), Parks and Recreation, Public Works (Highway and Bridge Maintenance, Highway Construction and Engineering, Traffic Engineering), and Transportation (Transit). The Broward County Complete Streets Team~~ which shall meet at least once quarterly, establish subcommittees as needed, which may and include non-County staff participation as needed, and is charged with for the following:

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GOAL T2

Plan Broward County's mobility and built environment to foster (re)development that complement multimodal transportation investments.

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OBJECTIVE T2.2 Broward County shall emphasize mobility improvements and development patterns that foster continued economic prosperity and enhance Broward County's attractiveness for new investments.

POLICY T2.2.1 Broward County, in collaboration with municipalities and Broward County Planning Council, shall maintain and explore additional opportunities for Activity Centers and mobility hubs along areas with high capacity transit as well as those programmed for future transit enhancements. The following considerations should be addressed in transportation and land use decisions:

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5. Evaluate development incentives needed to encourage transit-oriented development (TOD) within Activity Centers. These incentives could include any combination of the following: reduced parking requirements; ~~transportation concurrency fee credits~~; and density bonuses.

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OBJECTIVE T2.3

~~Broward County will maintain its concurrency system, while exploring opportunities for improvement that provide multimodal transportation enhancements~~ Broward County will explore opportunities that provide and improve the transportation system, including multimodal transportation enhancements.

POLICY T2.3.1 ~~By 2023,~~ Broward County shall collaborate with municipalities and transportation partners to study and identify opportunities to enhance the ~~Transportation Concurrency System~~ transportation system.

POLICY T2.3.2 ~~Broward County will continue to be divided into Concurrency Districts, as illustrated in Map T-10. Each District shall be one of the following types:~~

- ~~1. A Transportation Concurrency Management Area (TCMA) shall be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. An areawide level of service standard shall be established for each such District, for the purpose of issuing development orders and permits, based on how mobility will be accomplished within the District.~~
- ~~2. A Standard Concurrency District shall be an area where roadway improvements are anticipated to be the dominant form of transportation enhancement. A roadway level of service standard shall be established for each such District, based on the peak-hour standard volumes contained in the Florida Department of Transportation Level of Service Manual.~~

Broward County shall be divided into Transportation Districts, as illustrated in Map T-10, with each District comprising a compact geographic area and utilizing areawide level-of-service (LOS) standards to identify projects and allocate resources for transportation improvements.

POLICY T2.3.3 ~~The concurrency management system shall establish the following transportation level of service (LOS) standards:~~

- ~~1. Within Transportation Concurrency Management Areas, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2023:~~

Broward County will support and encourage improvements to the transportation system that advance the following District transportation level-of-service (LOS) standards.

TCMA District	Concurrency LOS Level-of-Service Standard
Overall	Increase transit ridership 10%.
	Provide 1.4 million annual fixed-route revenue service hours.
	Construct bus shelters at 1/3 of stop locations.
	Maintain average fleet age of 6 years or less.
	Expand network of Adaptive Traffic Signal Control technology.
	Maximum vehicular traffic volume 75% above LOS standard.
	Ensure adequate transit maintenance infrastructure to accommodate fleet demand.
	Study and develop two additional intermodal transit centers.
	Increase fixed-route fleet by up to 15 vehicles to support new and expanded service.
	Procure up to 40 vehicles to support Community shuttle operations.
Northeast	30-minute peak hour headways on 70% of bus routes.
	Maintain and enhance Northeast Transit Center.
North Central and Northwest	30-minute peak hour headways on 70% of bus routes.
Central	30-minute peak hour headways on 60% of bus routes.
	Maintain and enhance Lauderhill Transit Center and West Regional Terminal.
Port/Airport	Maintain at least one fixed-route with direct service to Fort Lauderdale-Hollywood International Airport.
	Continue studies to examine intermodal connections between Port Everglades, Fort Lauderdale-Hollywood International Airport, and the Greater Fort Lauderdale / Broward County Convention Center.
Eastern Core	30-minute peak hour headways on 60% of bus routes.
	Maintain and enhance the Broward Central Bus Terminal.
Sawgrass	30-minute peak hour headways on 70% of bus routes.

	Maintain operations BB&T Center park & ride <u>Park-and-Ride</u> lot.
Southeast	30-minute peak hour headways on 60% of bus routes.
	Enhance transfer facility at Young Circle.
South Central and <u>Southwest</u>	30-minute peak hour headways on 60% of bus routes.
	Implement new I-75 Express Bus Service.
	Maintain operations at new park and ride lots.
<u>Northwest</u> ¹	<u>Generalized two-way peak-hour LOS "D" volumes for urbanized areas.</u>
<u>Southwest</u> ¹	<u>Generalized two-way peak-hour LOS "D" volumes for urbanized areas.</u>

¹ Note: Service volumes are calculated from the most recent edition of the Florida Department of Transportation's Multimodal Quality/Level of Service Handbook. "Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas" on Table 4, Quality/Level of Service Handbook published by the Florida Department of Transportation, 2012.

*Peak Hour Two-Way Maximum Service Volumes		
	Eastern Core TCMA	All Other TCMA
Two-lane arterials	2,468	2,800
Four-lane arterials	5,320	6,265
Six-lane arterials	8,033	9,433
Eight-lane arterials	10,728	12,618

**Note: The maximum service volumes are calculated from "generalized peak hour two-way volumes for Florida's urbanized areas", published by the Florida Department of Transportation, as 75% above the volumes for Class II State two-way arterials, for Level of Service E, for the Eastern Core District; and as 75% above the volumes for Class I State two-way arterials, for Level of Service D, for all other Districts.*

2. ~~Within standard concurrency districts, the transportation LOS standards, for the purpose of issuing development orders and permits, are:~~

Standard District	LOS Standard
Northwest	Generalized two-way peak-hour LOS "D" volumes for urbanized areas
Southwest	Generalized two-way peak-hour LOS "D" volumes for urbanized areas

Note: Service volumes are calculated from "Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas" on Table 4, Quality/Level of Service Handbook published by the Florida Department of Transportation, 2012.

3. ~~The traffic volumes described above for TCMA and Standard Districts do not apply to Strategic Intermodal System (SIS) roadway facilities and cannot be used in a manner~~

~~that would result in interference with mainline operations on SIS roadway corridors. Countywide, the automobile mode LOS for the SIS, including connectors, shall be consistent with FDOT LOS Policy for the State Highway System during peak travel hours:~~

- ~~a. LOS "D" for roadways within urbanized areas~~
- ~~b. LOS "C" for roadways outside urbanized areas.~~

~~POLICY T2.3.4 Broward County shall include in its adopted Capital Improvement Element projects that are projected to achieve the level of service standards for each District listed in Policy T2.3.3. The Board of County Commissioners (Board) shall ensure that the Capital Program is a financially feasible plan. The Capital Program shall be updated annually, and its transportation component shall be consistent with the Long-Range Transportation Plan adopted by the Broward MPO. Broward County shall include in its adopted Capital Improvement Element projects that are expected to advance the level-of-service standards.~~

~~POLICY T2.3.5 Prior to approval for a building permit with any local government within Broward County, the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. No municipal government shall issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented. The Board may adopt land development codes which exempt categories of building permits from this requirement that clearly do not create additional transportation impacts. Section 5-182 of the Broward County Land Development Code provides regulations for the implementation and administration of Transportation Concurrency. The Board of County Commissioners (Board) shall ensure that the Capital Improvement Program is a financially feasible plan, that shall be updated annually, and its transportation component shall be consistent with the Broward Metropolitan Planning Organization's Metropolitan Transportation Plan.~~

~~POLICY T2.3.6 A building permit application that is subject to a Transportation Concurrency Assessment by Broward County shall not be subject to additional impact fees for regional transportation facilities by Broward County or by a Broward County municipality. Reserved.~~

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~~POLICY T2.3.10 Broward County shall monitor progress towards LOS attainment within TCMA's on an annual basis, prior to the development of its Capital Improvement Program and Capital Improvements Element. In so doing, a high priority shall be assigned to transportation projects designed to improve a deficient LOS. Broward County shall monitor the advancement of the level-of-service standards and assign a high priority to transportation projects designed to improve deficiencies when developing its Capital Improvement Program and Capital Improvement Element.~~

OBJECTIVE T2.4

Broward County shall ~~adapt analysis of~~ analyze long-range transportation impacts from land use changes from a traditional automobile-oriented methodology to a based on context-sensitive methodology that will result in the best possible outcomes for residents and businesses.

~~POLICY T2.4.1 In accordance with the Broward County Land Use Plan,~~ Broward County shall coordinate with the Broward County Planning Council to develop recommendations for analyzing level-of-service analysis for long term assessments of advancement when assessing mobility impacts from new development, ~~accounting for that consider~~ lands use distributions, and access to transit, and bicycle, and pedestrian facilities, ~~among others.~~

~~POLICY T2.4.2 The transportation LOS~~ level-of-service standards for the purpose of long-range transportation planning, shall be:

1. Consistent with ~~FDOT LOS~~ the Florida Department of Transportation Level-of-Service Policy for the State Highway System (SHS), effective April 19, 2017, and reviewed August 30, 2019 (Topic No: 000-525-006-c), automobile mode ~~LOS~~ level-of-service targets during peak travel hours are “D” in urbanized areas and “C” outside urbanized areas:

SHS/SIS¹ Corridor	Corridor End Points	LOS
Florida Turnpike & Homestead Extension	Miami-Dade County line to Palm Beach County line	D
Interstate 95	Miami-Dade County line to Palm Beach County line	D
Interstate 595	Interstate 75 to US 1	D
Sawgrass Expressway	Interstate 75 to east of I-95 ramps via SW 10 Street (State Road 869)	D
Interstate 75	Miami-Dade County line to west of US-27	D
Interstate 75	West of US-27 to Collier County line	C
US 27	Miami-Dade County line to Interstate 75	D
US 27	Interstate 75 to Palm Beach County line	C
SIS Connectors	SIS Connectors as designated by FDOT	D

^{*1} Note: As of November 2017, SHS State Highway System corridors in Broward County include Strategic Intermodal System (SIS) Corridors.

2. For all other streets, the generalized two-way peak-hour LOS “E” within the Eastern Core TCMA and the generalized two-way peak-hour LOS “D” within all other TCMA/Districts, as depicted on Table 4, Quality/Level of Service Handbook, Florida Department of Transportation, (2012).

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Capital Improvements Element

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Policy History

1985 Florida Local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163, Part II, Florida Statutes) and infrastructure concurrency provisions.

1989 The Capital Improvements Element is adopted as part of the County's first Comprehensive Plan.

2011 Chapter 163, Part II, Florida Statutes, was amended to allow local governments to adopt the Schedule of Capital Improvements by ordinance.

2026 Transportation Concurrency and Road Impact fees are eliminated.

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POLICY CI1.1 Capital projects will be evaluated using the following criteria:

1. Elimination of hazards that impact public health and safety,
2. Promotion of efficient development and prevention of urban sprawl,
3. Level of impact on operating budget,
4. Protection of prior infrastructure investments,
5. Consistency with County plans and the plans of other agencies,
6. Elimination of existing deficiencies,
7. Maintenance or advancement, as appropriate, of adopted levels-of-service (LOS),
8. Availability of funds and reflection of sound fiscal policies,
9. Implementation of County Commission adopted goals, and
10. Climate resilience, including to intensifying flooding and sea level rise.

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~~POLICY CI1.6 Budget appropriations for road improvement projects must meet the adopted LOS standards concurrent with development. Projects which are approved based on budgeted appropriations shall not be eliminated or reallocated, unless alternative sources are allocated to ensure construction~~ to maintain or advance, as appropriate, the level-of-service standards and assign a high priority to transportation projects designed to improve deficiencies when developing its Capital Improvement Program and Capital Improvement Element.

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OBJECTIVE CI3 – Implement and Regulate Infrastructure in a Sustainable Manner

Land use decisions and development orders will be issued based on the planned availability of resources to provide sufficient improvements to maintain ~~adopted LOS~~ or advance, as appropriate, level-of-service standards identified in the various Comprehensive Plan elements.

POLICY CI3.1 Future development will bear a proportionate share of the cost of providing infrastructure required to maintain or advance, as appropriate, adopted LOS level-of-service standards contained in other elements of this Comprehensive Plan.

POLICY CI3.2 Recommendations on proposed land use changes will ~~be based on~~ include an analysis of infrastructure planned to support the area.

POLICY CI3.3 Development orders will be issued based on the availability of infrastructure required to maintain or advance, as appropriate, the adopted LOS level-of-service discussed in other elements of this Comprehensive Plan.

~~POLICY CI3.4 The transportation concurrency management system districts, as described within the Transportation Element and Land Development Code, will be implemented to determine whether development orders will be issued in areas with existing roadway and other transportation deficiencies used to support and encourage improvements to the transportation system that advance areawide level-of-service standards.~~

POLICY CI3.5 Public facilities required to eliminate or minimize, as appropriate, existing deficiencies for which the County is financially responsible will be included in the County's annually adopted five-year CIP Capital Improvement Plan.

POLICY CI3.6 The County will construct infrastructure necessary to maintain or advance, as appropriate, the adopted LOS level-of-service standards as identified in the respective elements of the Broward County Comprehensive Plan.

~~POLICY CI3.7 As further described in the Land Development Code, within Standard Concurrency Districts, transportation projects included in the first two (2) years of the adopted municipal five (5) year schedule of improvements will satisfy the transportation concurrency requirement if such municipality has entered into an interlocal agreement with the County.~~

~~POLICY CI3.8 Within Standard Concurrency Districts, and Concurrency Management Areas, proposed future land use map amendments and/or development proposals that will cause the roadway LOS to deteriorate below the adopted minimum LOS, shall require a mitigation plan to be approved by the County to address mobility needs. The Florida Department of Transportation (FDOT) will be consulted on mitigation plans that include SIS facilities.~~

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Broward Municipal Services District Element

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POLICY BMSD 1.1.11 The BMSD Map Series shall designate Transportation Concurrency Management Areas and Transportation Concurrency Districts that apply Countywide.

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POLICY BMSD 1.4.4 Broward County shall maintain ~~level of service standards and concurrency management systems for those portions of the regional roadway network within the Broward Municipal Services District, as identified in the Broward County Comprehensive Plan's Transportation Element~~ will support and encourage improvements to the transportation system that advance District transportation level-of-service (LOS) standards identified in the Transportation Element.