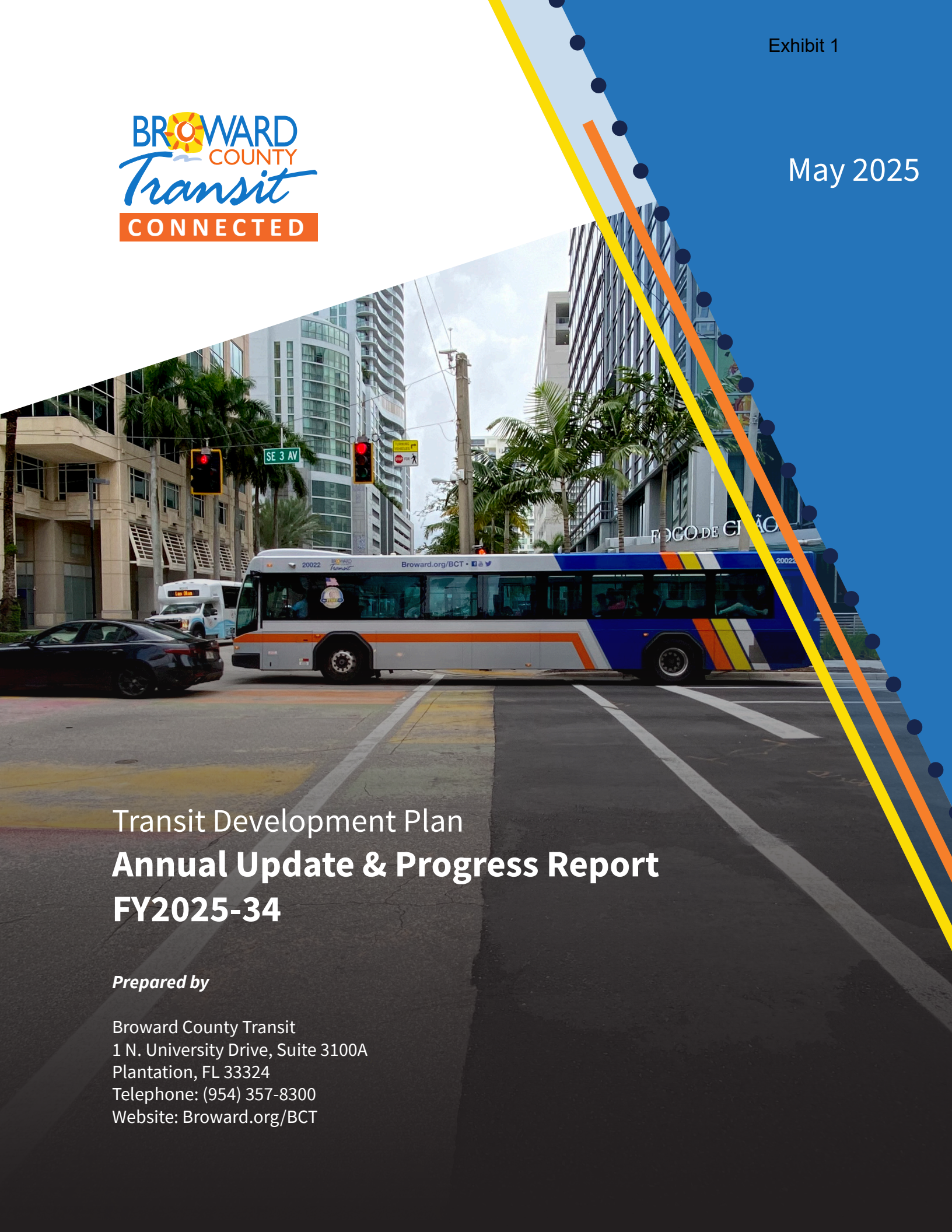




May 2025



Transit Development Plan Annual Update & Progress Report FY2025-34

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Section 1: Introduction

Known as *BCT Connected*, Broward County's Transit Development Plan (TDP) is the blueprint for Broward County Transit's (BCT) growth over the next 10 years. This Annual Progress Report (APR) provides an update to the original TDP FY2024-2033 that was adopted in December 2023 and is the first APR following the Major Update.

This APR provides an overview of the accomplishments of the past year, an update on progress related to achieving the agency's goals, and an update to the Ten-Year Operating and Capital Program by adding a new tenth year to cover FY2025-2034.

BCT's fiscal year runs from October 1 to September 30.

Adoption of Current TDP

The State of Florida Public Transit Block Grant (PTBG) Program was enacted by the Florida Legislature to provide a stable source of state funding for public transportation. The PTBG Program requires public transit service providers to develop and adopt a 10-year TDP, per the requirements in Chapter 14-73 of the *Florida Administrative Code* (Fla. Admin. Code). The TDP is a strategic guide for public transportation in the community over the next decade and represents the transit agency's vision for public transportation in its service area during this period.

Transit agencies are required to update the TDP ("TDP Major Update") every five (5) years. By doing so, BCT remains in compliance with the PTBG Program, which provides state funding for transit. The most recent TDP Major Update was adopted on December 12, 2023, by the Broward County Board of County Commissioners.

In between TDP Major Update years, transit agencies must complete an Annual TDP Update, or Annual Progress Report (APR). Fla. Admin. Code 14-73.001 – Public Transportation requires that transit agencies submit an APR annually by March 1st. Broward County was granted an extension by the Florida Department of Transportation (FDOT) and prepared this APR for submission by the approved deadline. Together with other information, FDOT uses the APR to develop its five-year Work Program, its Transportation Improvement Program (TIP), and its Program and Resource Plan.

Revisions to the TDP Rule

To be found compliant by FDOT, the TDP must follow Fla. Admin. Code 14-73.001, commonly referred to as the "TDP Rule." Effective July 9, 2024, the state legislature implemented changes to Fla. Admin. Code 14-73.001 that revised the requirements for TDP Major Updates and APRs. The key changes of the revised TDP rule include:

- A more streamlined TDP process to simplify the preparation and submission of TDPs
- Increased collaboration between transit agencies and Metropolitan Planning Organizations (MPOs) to ensure comprehensive regional transit planning
- Greater emphasis on prioritizing key projects that align with goals and funding
- A new submission deadline for TDP Major Updates and APRs

These revisions streamline the APR by removing several previous requirements and establishing the primary purpose of the APR as an update and extension of the Ten-Year Operating and Capital Program. BCT has chosen to retain certain elements of the previous APR requirements, such as the inclusion of an assessment on the performance of goals and objectives over the past year. Though this is no longer required as part of the APR, it continues to be a valuable way for BCT to track progress towards achieving the agency's goals and objectives.

APR Checklist

APRs are intended to provide an update to FDOT, stakeholders, customers, and the public on a transit agency's efforts over the past year. It also provides for the addition of a tenth year to the Ten-Year Operating and Capital Program so the TDP maintains a ten-year planning horizon. APR requirements are provided in **Table 1-1**.

Table 1-1 APR Requirements

#	Requirement	Status	Location in APR
1	Formatted table presenting the ten-year schedule of projects, financial plan, and list of priority projects	✓	Section 4
2	Any updated modifications to the previous year's ten-year operating and capital program	✓	Section 4
3	Extending this ten-year operating and capital program to a new tenth year	✓	Section 4
4	Brief narrative overview of the TDP process specifically addressing progress	✓	Sections 2 & 3
5	Achievements of the Metropolitan Planning Process Coordination Program	✓	Section 5
6	APR presented to the local MPO governing board	✓	Section 5

Organization of Report

The APR is divided into the following five (5) sections:

- Section 1 | Introduction
- Section 2 | Overview and Accomplishments for FY2024
- Section 3 | Goals and Objectives Update and Assessment for FY2024
- Section 4 | Ten-Year Operating and Capital Program for FY2025-2034
- Section 5 | Metropolitan Transportation Planning Process Coordination

Section 2: Overview and Accomplishments for FY2024

This section provides an overview of BCT's services and its achievements over the past fiscal year, between October 1, 2023 and September 30, 2024.

BCT System

As the major public transportation provider in the county, BCT operates several different modes: local fixed routes, limited stop (Breeze) routes, express routes, community shuttles, and paratransit services. BCT operates seven (7) days per week, with services starting as early as 4:34 A.M. and ending as late as 1:31 A.M. BCT funds 36 local fixed routes, two (2) Breeze routes, five (5) express routes, and 52 community shuttle routes. **Figure 2-1** provides a map of local, Breeze, and express routes, while **Figure 2-2** provides a map of the community shuttle network. BCT also operates Transportation OptionS (TOPS!), a complementary paratransit service serving those who qualify.

BCT services a number of transfer facilities that support its fixed route services. They are:

- Broward Central Terminal in Fort Lauderdale
- Lauderhill Transit Center in Lauderhill
- West Regional Terminal in Plantation
- Northeast Transit Center in Pompano Beach

Complementing the four (4) transfer terminals are additional transfer nodes located throughout the county, most notably at Broward Mall, Young Circle in Hollywood, Pompano Citi Centre, Sawgrass Mills Mall, and Pembroke Lakes Mall. BCT also prioritizes connections to other transportation modes by connecting to six (6) park-and-ride lots, eight (8) Tri-Rail stations, and one (1) Brightline station, as well as Miami-Dade Transit and Palm Tran routes.

BCT Ridership

Transit System Ridership Overview

Since the sudden steep downturn in ridership caused by the COVID-19 pandemic, BCT's ridership has been slowly growing. As shown in **Table 2-1**, there was an 8.66% increase in total ridership from FY2023 to FY2024. TOPS! service grew the most at 14.62% while express routes experienced the lowest growth, at the rate of 4.13%. **Tables 2-2**, **Table 2-3**, and **Table 2-4** provide a more detailed review of ridership data by mode.

Table 2-1 Transit System Annual Ridership

Service Type	FY2024	FY2023	Percent Change
Local	22,625,249	20,869,828	8.41%
Breeze	1,176,425	1,040,672	13.04%
Express	405,118	389,066	4.13%
Community Shuttles	1,329,929	1,251,925	6.23%
TOPS!	1,054,400	919,940	14.62%
System Total	26,591,120*	24,471,431	8.66%

**Service totals are rounded to the nearest whole number, while system total reflects the sum of actual ridership numbers*

[illegible]

Community Shuttle Routes

- Coconut Creek North
- Coconut Creek South
- Coral Springs Blue
- Coral Springs Green
- Dania Beach Route 1 East
- Dania Beach Route 2 West
- Davie Blue
- Davie Green
- Deerfield Beach 1
- Deerfield Beach 2
- FTL-Beach Link
- FTL-Downtown Link
- FTL-Las Olas Link
- FTL-Neighborhood Link
- FTL-NW Community Link
- Hallandale Beach 1
- Hallandale Beach 2
- Hallandale Beach 3
- Hallandale Beach 4
- Hillsboro Beach
- Lauderdale Lakes E/W
- Lauderdale Lakes N/S
- Lauderhill Route 1
- Lauderhill Route 2
- Lauderhill Route 3
- Lauderhill Route 4
- Lauderhill Route 5
- Lauderhill Route 6
- Lauderhill Route 7
- LBTS Pelican Hopper
- Lighthouse Point
- Margate Route A&As
- Margate Route C
- Margate Route D
- Miramar Green
- Miramar Orange
- Miramar Red
- Miramar Yellow
- Pembroke Pines Blue East
- Pembroke Pines Blue West
- Pembroke Pines Gold Eastbound
- Pembroke Pines Gold Westbound
- Pembroke Pines Green
- Pompano Beach Blue
- Pompano Beach Green
- Pompano Beach Orange
- Pompano Beach Red
- SFC/Tri-Rail Express
- Tamarac Red Extension
- Tamarac Red Peak

Map Legend

- Street
- County Line
- Interstate
- State Road
- Federal Highway
- Florida's Turnpike
- Broward County Transit Bus Route
- Miami-Dade Transit Bus Route
- Palm Tran Bus Route
- Tri-Rail

Commuter Limited Stop Service

- 95 Express (Route 100)
- 95 Express (Route 101)
- 95 Express (Route 102)
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Fixed Route Ridership

While ridership levels have not yet returned to Pre-Pandemic levels, overall monthly fixed route ridership appears to follow a pattern similar to Pre-Pandemic years. As shown in **Figure 2-3**, FY2024 monthly fixed route ridership is exceeding FY2023 fixed route ridership over the same timeframe. Notably, FY2024 ridership in the months of July and August was close to the FY2019 levels, and ridership is showing progressive improvement in each successive fiscal year, suggesting continued fixed route ridership recovery.

Figure 2-3 Fixed Route (Local, Breeze, and Express) Ridership - Average Weekday

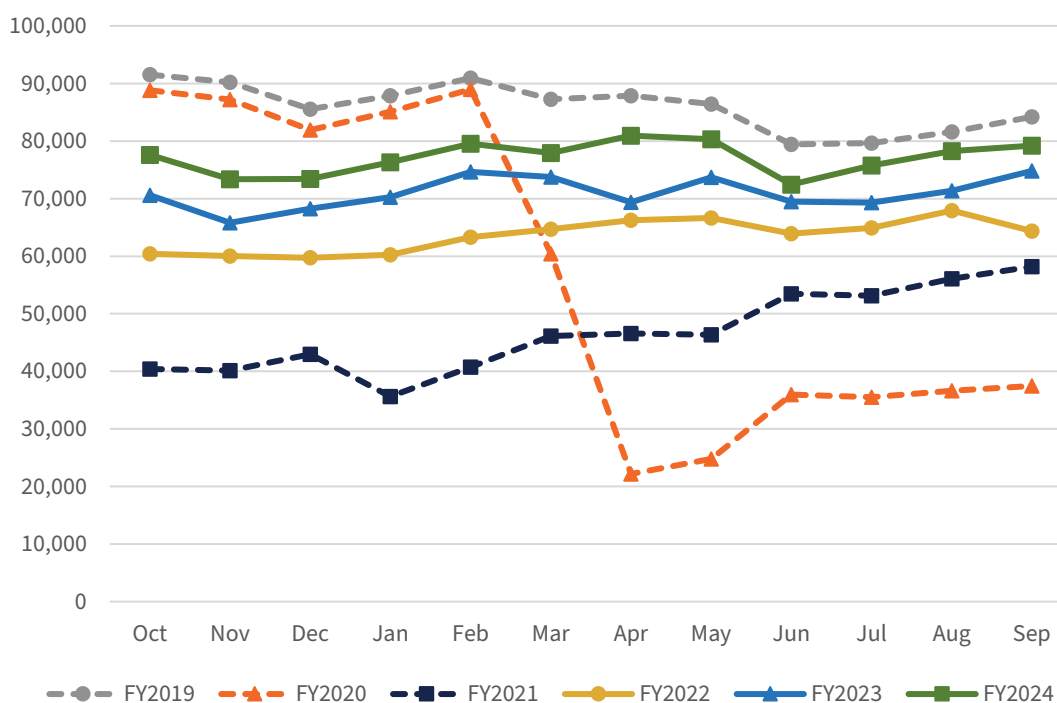


Table 2-2 through **Table 2-4** provide a year-over-year comparison between FY2024 and FY2023. Local fixed route, Breeze, and express services are all showing higher ridership in FY2024 than FY2023.

In addition to the breakdown of ridership by route, **Table 2-2** through **Table 2-4** also identify whether any service changes occurred in FY2024 for each route. Type A service changes encompass changes to the schedule, span of service, or frequency to improve On-Time Performance (OTP). Type B service changes aim to improve OTP and meet other objectives, such as addressing ridership levels, customer concerns, or route alignment issues.

For detailed information on services changes implemented during FY2024, see **Appendix A**.

Table 2-2 Local Fixed-Route Ridership

Bus Route	FY2024	FY2023	Percent Change	Service Changes
1	1,236,200	1,188,588	4.01%	Type A
2	1,193,905	1,107,888	7.76%	Type B
4	248,456	254,426	-2.35%	
5	264,364	242,297	9.11%	Type B
6	303,367	305,256	-0.62%	Type A
7	619,736	567,717	9.16%	Type A
8	138,397	128,063	8.07%	
9	323,144	327,505	-1.33%	Type A
10	719,333	675,418	6.50%	Type A
11	463,883	465,401	-0.33%	Type A
12	358,560	304,225	17.86%	Type A
14	794,833	749,005	6.12%	Type A
15	24,671	24,348	1.33%	
16	252,251	236,318	6.74%	Type A
18	1,434,894	1,338,370	7.21%	Type A
19	1,933,564	1,652,676	17.00%	Type A
20	194,948	188,184	3.59%	Type B
22	731,706	744,022	-1.66%	Type A
23	49,227	47,333	4.00%	
28	991,996	879,152	12.84%	Type A
30	373,148	370,083	0.83%	Type A
31	666,267	591,051	12.73%	Type A
34	723,627	654,420	10.58%	Type A
36	1,144,675	1,077,788	6.21%	
40	743,812	709,867	4.78%	Type A
42	351,211	323,516	8.56%	Type A
48	145,681	142,634	2.14%	Type A
50	800,346	770,654	3.85%	Type A
55	575,806	546,652	5.33%	Type A
56	70,930	65,129	8.91%	
60	783,607	701,977	11.63%	Type A
62	711,404	641,753	10.85%	
72	1,849,459	1,620,917	14.10%	Type B
81	983,027	823,037	19.44%	Type A
83	236,126	227,995	3.57%	
88	185,823	170,212	9.17%	Type A
Unclassified*	2,864	5,952	-51.88%	
Total	22,625,249	20,869,828	8.41%	

Note: Type A service changes encompass changes to the schedule, span of service, or frequency to improve OTP. Type B service changes aim to improve OTP and meet other objectives, such as addressing ridership levels, customer concerns, or alignment issues.

*Unclassified ridership is a function of "Unclassified Revenue" divided by average fare. "Unclassified Revenue" is defined as monies placed in the farebox but not assigned to a specific fare type.

Table 2-3 Breeze Ridership

Breeze Route	FY2024	FY2023	Percent Change	Service Changes
101	392,088	330,600	18.60%	Type A
441	784,336	710,071	10.46%	Type B
Total	1,176,425	1,040,672	13.04%	

Note: Type A service changes encompass changes to the schedule, span of service, or frequency to improve OTP. Type B service changes aim to improve OTP and meet other objectives, such as addressing ridership levels, customer concerns, or alignment issues.

Table 2-4 Express Ridership

Express Route	FY2024	FY2023	Percent Change	Service Changes
106	74,130	80,426	-7.83%	Type A
108	92,466	88,167	4.88%	
109	78,915	73,469	7.41%	
110	61,768	54,515	13.30%	Type A
114	97,839	92,489	5.78%	Type B
Total	405,118	389,066	4.13%	Type B

Note: Type A service changes encompass changes to the schedule, span of service, or frequency to improve OTP. Type B service changes aim to improve OTP and meet other objectives, such as addressing ridership levels, customer concerns, or alignment issues.

Community Shuttle Ridership

Figure 2-4 depicts the average weekday community shuttle ridership trends on a monthly basis from fiscal year 2019 to fiscal year 2024. Fiscal year 2019 recorded the highest ridership levels. The decline occurred between February and April of fiscal year 2020, followed by consistent annual growth in subsequent years. Ridership in fiscal year 2024 closely aligns with fiscal year 2023, with a noticeable uptick in the latter half of the year.

Figure 2-4 Community Shuttle Ridership - Average Weekday

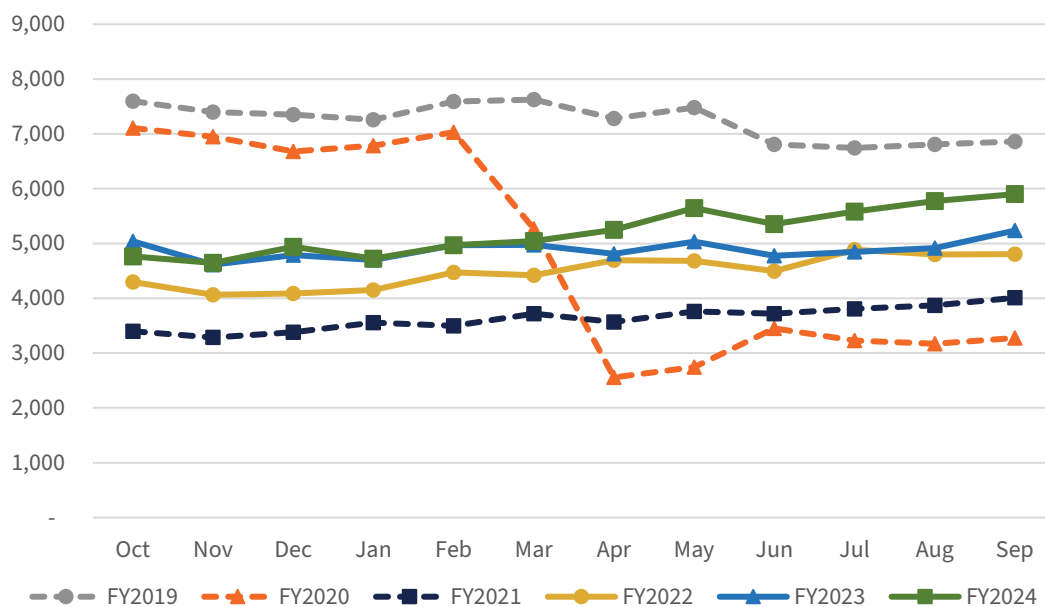


Table 2-5 compares route ridership data over a two-year period. While overall ridership on the community shuttles increased by 6.2% in the comparison timeframe, ridership on individual routes grew as much as 70.5% on the Pompano Beach Orange route and dropped as much as 35.3% on the Dania Beach Green route. The Lauderdale-by-the-Sea Pelican Hopper route was discontinued in June 2023.

Table 2-5 Community Shuttle Annual Ridership

Community Shuttle Route	FY2024	FY2023	Percent Change
Coconut Creek N	11,154	10,459	6.6%
Coconut Creek S	20,637	20,627	0.0%
Coral Springs-Green	21,373	24,972	-14.4%
Coral Springs-Blue	28,131	26,964	4.3%
Dania Beach-Blue	17,042	11,183	52.4%
Dania Beach-Green	12,459	19,244	-35.3%
Davie-Green	7,821	8,145	-4.0%
Davie-Blue	23,186	22,813	1.6%
Davie-SFEC	20,274	21,050	-3.7%
Deerfield Beach 1	15,323	14,885	2.9%
Deerfield Beach 2	20,361	21,542	-5.5%
FTL-Downtown Loop	25,116	26,573	-5.5%
FTL-Las Olas Link	12,008	11,052	8.7%
FTL-Beach Link	42,243	35,467	19.1%
FTL-Neighborhood Link	24,201	18,598	30.1%
FTL-NW Community Link	65,341	40,057	63.1%
Hallandale Beach 1	59,722	70,483	-15.3%
Hallandale Beach 2	57,038	40,177	42.0%
Hallandale Beach 3	27,514	32,434	-15.2%
Hallandale Beach 4	38,026	33,058	15.0%
Hillsboro Beach	5,254	5,460	-3.8%
Lauderdale-by-the-Sea Pelican Hopper*	0	7,880	-100.0%
Lauderdale Lakes-Route 1	38,957	28,479	36.8%
Lauderdale Lakes-Route 2	49,160	44,937	9.4%
Lauderhill-Route 1	46,090	52,054	-11.5%
Lauderhill-Route 2	41,951	53,715	-21.9%
Lauderhill-Route 3	53,385	57,006	-6.4%
Lauderhill-Route 4	36,097	29,697	21.6%
Lauderhill-Route 5	48,083	46,895	2.5%
Lauderhill-Route 6	39,041	27,427	42.3%
Lauderhill-Route 7	15,089	15,327	-1.6%
Lighthouse Point	5,642	6,153	-8.3%
Margate A	22,404	22,860	-2.0%
Margate As	3,944	3,474	13.5%
Margate C	29,084	29,389	-1.0%
Margate D	19,006	15,067	26.1%

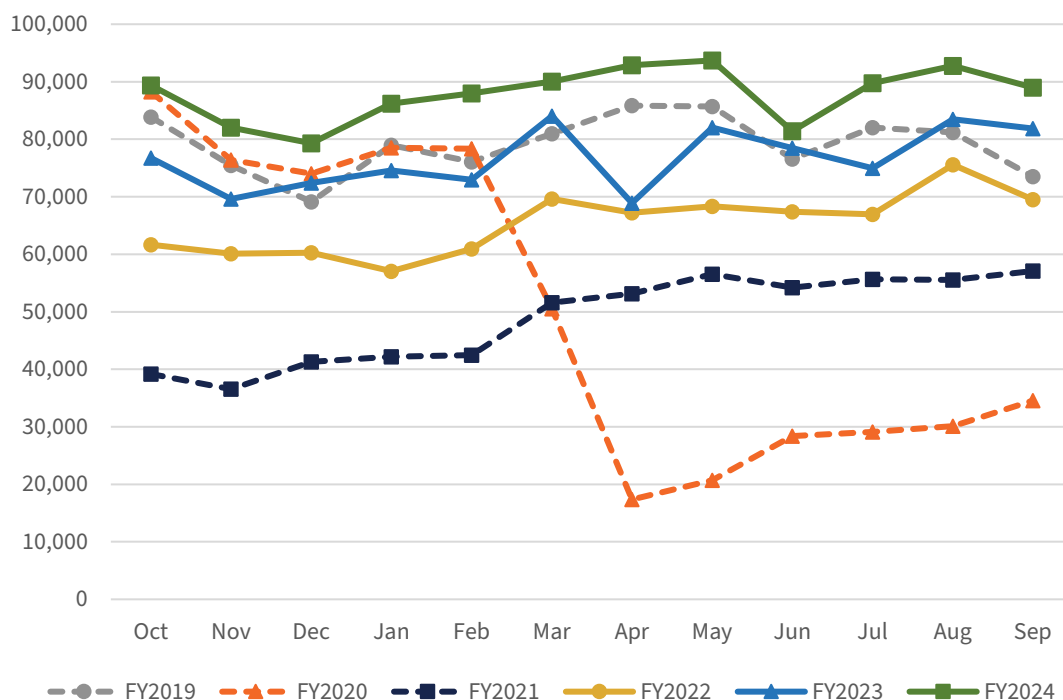
Community Shuttle Route	FY2024	FY2023	Percent Change
Miramar-Green	5,822	4,885	19.2%
Miramar-Red	7,975	7,741	3.0%
Miramar-Orange	2,092	2,177	-3.9%
North Lauderdale - East	13,127	11,495	14.2%
North Lauderdale - West	15,265	9,716	57.1%
Pembroke Pines-Green	34,066	33,368	2.1%
Pembroke Pines-Gold East	77,110	73,010	5.6%
Pembroke Pines-Gold West	26,852	27,801	-3.4%
Pembroke Pines-Blue East	8,019	7,601	5.5%
Pembroke Pines-Blue West	10,964	10,532	4.1%
Pompano Beach-Blue	14,658	14,729	-0.5%
Pompano Beach-Green	16,612	15,946	4.2%
Pompano Beach-Red	30,207	23,582	28.1%
Pompano Beach-Orange	19,427	11,394	70.5%
Tamarac Red	45,576	42,345	7.6%
Total	1,329,929	1,251,925	6.2%

* The Lauderdale-by-the-Sea Pelican Hopper was discontinued in June 2023.

Paratransit Ridership

While fixed route services have not yet returned to Pre-Pandemic ridership levels, BCT's paratransit service, TOPS!, has rebounded. In FY2024, every month has been the highest ridership month in TOPS! history as shown in **Figure 2-5**.

Figure 2-5 Paratransit | Monthly Ridership



Strategic Accomplishments

BCT is making significant strides toward its strategic initiatives. Updates regarding these initiatives are provided below.

Mobility Advancement Program

Following the passage of the Broward County Transportation Surtax in November 2018, the one-cent sales tax is funding projects across Broward County under the [Mobility Advancement Program](#) (MAP). MAP will provide the local match to leverage federal and state funds to move the Premium Mobility (PREMO) Plan forward. It is also used to fund BCT's Community Shuttle program, which operates in 17 municipalities.

In FY2024, BCT staff participated in several Independent Transportation Surtax Oversight Board meetings and workshops. BCT's CEO/General Manager, Coree Cuff Lonergan, gave presentations to the Oversight Board on the following topics: BCT Updates (October 20, 2023), BCT FY2024 Accomplishments (August 2, 2024), FY2024 Surtax Budget Requests (August 2, 2024), and BCT's Five-Year Plan FY2025-FY2029 (August 9, 2024).

Premium Mobility Plan (PREMO)

Following [PREMO's](#) adoption by the Broward County Board of County Commissioners in June 2023, BCT has continued to advance its program of projects for a premium transit network in Broward County. In January 2024, BCT hosted more than 250 individuals for its Industry Day, providing industry representatives an update on upcoming PREMO projects. In addition, attendees toured the future transit corridors. The Industry Day included information on doing business with Broward County to prepare local contractors and consultants for upcoming opportunities. A meet-and-greet event was hosted to assist subcontractors in meeting prime contractors.

Broward Commuter Rail South Update

In August 2022, the Broward County Board of County Commissioners adopted a Locally Preferred Alternative (LPA) to move forward with the [Broward Commuter Rail South](#) (BCR South) Project Development and Environment (PD&E) Study. Currently, the project is in FTA's Project Development phase. In late spring 2024, the project team submitted environmental documents to FTA. Two (2) public meetings (one virtual and one in-person meeting) were held to present the environmental findings. FTA issued a Finding of No Significant Impact (FONSI) on September 5, 2024, marking the conclusion of the NEPA process. Thirty percent design plans and cost estimates were completed in November 2024.

Transit Development Plan

As required by state statute, BCT completed its [TDP Major Update FY2024-2033](#) with approval by the Broward County Board of County Commissioners on December 12, 2023. Submission of the TDP Major Update to FDOT allows BCT to access state funding. This document serves as an annual update to the TDP.

Comprehensive Operations Analysis

BCT started a [Comprehensive Operations Analysis](#) (COA) in August 2023. The COA focuses on operational improvements needed to meet community needs and to improve the efficiency and effectiveness of the transit agency. It also considers needed adjustments to current services as they link with planned PREMO services. Project goals include modernizing the transit network, boosting ridership, updating service standards and performance, and identifying inefficiencies.

Operational and Infrastructure Accomplishments

These accomplishments are related to operational and infrastructure updates to improve the customer experience and increase efficiency and effectiveness.

Electric Express Coach

In early 2024, BCT launched its first two (2) electric over-the-road coaches serving customers on express routes between Broward and Miami-Dade Counties. BCT's express bus service is provided in partnership with the Florida Department of Transportation (FDOT).

Project Homeless Connect

In February 2024, BCT launched Project Homeless Connect, a new program in partnership with Broward County's Housing Options, Solutions, and Supports Division (HOSSD) and other community partners. The program is focused on supporting individuals experiencing homelessness and ensuring customer safety. A dedicated team of outreach workers engage, assess, and provide housing referrals to individuals seeking shelter at transit facilities. The program has already engaged with more than 665 individuals to deliver 1,800 service sessions.

Threads

BCT created [Threads](#), which is an interactive map of historical black landmarks and the bus routes connecting to them. It was built in collaboration with the African American Research Library and Cultural Center. Landmarks include schools, religious properties, social entities, and homes of prominent black pioneers.

Propane Autogas Refueling Station

BCT opened a new propane autogas refueling station in May 2024. The station supports BCT's paratransit vehicle fleet, which is operated with 100% propane-fueled vehicles. BCT was awarded the *Energy for Everyone Hero Award* from the Propane Education and Research Council.

Operator Hiring

BCT has put special emphasis on addressing the operator shortage, which is an issue being experienced by BCT as well as many other transit agencies across the country. Thanks to special hiring events and on spot hiring, BCT graduated 50 new operators from its 10-week training program in January 2024. This is the largest graduating class in BCT's history.

Service Changes

BCT conducted transit service changes four (4) times in FY2024: October 15, 2023; January 21, 2024; March 31, 2024; and June 9, 2024. Details on service changes are found in **Appendix A**.

Public Outreach Accomplishments

BCT continues engaging transit customers, general public, and stakeholders on a regular basis. Several major outreach activities were undertaken during FY2024.

COA Outreach

Surveys

BCT conducted an on-board survey to support the COA. The survey instrument was prepared in three (3) languages – English, Spanish, and Haitian Creole. The COA survey focused on collecting origin and destination data from customers. The effort resulted in over 7,400 completed surveys sampled from all fixed route services and community shuttles in the fall of 2023.

BCT also launched an online survey to support the COA in February and March 2024. This survey focused on gathering input related to specific routes and priorities for improvements.

Public Meetings and Stakeholder Engagement

As part of the COA efforts, BCT hosted a virtual public meeting on February 6, 2024, with 25 people in attendance. The agenda included an overview of the COA project, existing conditions analysis, discussion, and an overview of how to provide input. BCT also conducted stakeholder listening sessions as part of the COA.

Pop-Up Events

the COA project team conducted “pop-up” engagement activities at BCT transit centers and community events between February and March 2024.

Public Meetings and Stakeholder Engagement

BCT held two sets of public meetings for the BCR South project. The first meeting was an in-person meeting on December 4, 2023, followed by a virtual meeting on December 6, 2023. The second set of meetings were on May 22, 2024 (in-person) and May 23, 2024 (virtual).

In September 2023, BCT held a public hearing related to the approval of its FY2024 Program of Projects. The hearing is a requirement to receive FTA \$5307 (Urbanized Area) and FTA \$5339 (Bus and Bus Facilities) grant funding.

BCT engaged Broward County residents in the TDP Major Update process through a series of engagement activities. In September and November 2023, BCT conducted 12 stakeholder interviews, three (3) stakeholder group discussions, and five (5) public workshops.

BCT Safety Campaigns

During this reporting period, BCT developed Safety Tips, a Social Media Organic Campaign for the purpose of sharing safety tips in BCT social media channels to:

- Promote Customer Awareness
- Enhance Public Trust: Showcase the transit system's commitment to safety
- Prevent Collisions
- Foster Community Engagement
- Support Transit Goals: Reinforce the system's image as safe, reliable and, user-friendly

From Sep 2023 – Sep 2024, BCT developed 72 assets that were launched as nine (9) posts across Facebook, X (formerly known as Twitter), Instagram, and YouTube. The posts included a combination of videos, animations, Facebook and Instagram stories, static images, and YouTube shorts.

The results based on the Key Performance Indicators (KPIs) measured are the following:

- Impressions: 1,768,339 impressions
- Page and profile reach: 1,291,410 users
- Post reach: 702,827
- Post impressions: 1,007,869
- Average post engagement rate: 6.22%
- Total Interactions: 19,590 (836 comments and replies, 6,146 link clicks, 11, 487 post reactions & likes, and 1,121 post shares)

Four (4) additional safety campaigns that BCT developed are:

1. C.A.R.E (Creating A Risk-free Environment)
2. Ride With Courtesy Campaign
3. Project Homeless Connect
4. See Something Say Something

Website and Social Media

BCT uses numerous digital tools to keep customers and the public informed on its activities. BCT regularly posts to social media including Facebook (5,500+ followers), Instagram (3,400+ followers), X (formerly Twitter) (1,600+ followers), LinkedIn (1,500+ followers), and YouTube (1,200+ followers).

In addition, BCT provides press releases to traditional media outlets to garner earned media attention. Customers are also encouraged to sign up to receive BCT's *Transit Flash*, an eNewsletter providing service updates and customer news.

Section 3: Goals & Objectives Update and Assessment for FY2024

Five (5) goals were established during the TDP Major Update. For each goal, a set of objectives, actions, measures, and targets were established. This section provides an update on BCT's progress in relation to each established target. Although this is no longer required per the rule changes, BCT believes that continuing to monitor and track these goals allows the agency to continuously improve.

The following symbols are used to indicate the FY2024 Performance Status:

✓ Target Met or Exceeded  Action in Progress ✗ Target Not Met

Goal 1 | Improve Safety and Security



The highest priority for BCT is to provide services in a manner that ensures the safety and security of customers, employees, and other roadway users. Goal 1 reflects BCT's commitment to continuous improvement in this area.

The target of decreasing safety events per 100,000 miles was not met because the action is still in progress. BCT is in the process of procuring the pedestrian avoidance system. In the meantime, BCT has implemented a number of safety promotion campaigns and a safety stand down. Refresher training is also being required for bus operators.

Reported verbal and physical transit worker assaults increased from 27 in FY2023 to 189 in FY2024. BCT has increased its efforts to discuss, define, and track transit worker assaults, which resulted in more occurrences being reported. FY2024 reporting is more in line with a true baseline for the agency as we strive to meet the goal established. The agency continues to discuss transit work assaults internally with workers as well remain engaged with law enforcement towards reducing occurrences. Additionally, BCT has implemented four (4) safety campaigns (detailed in Section 2 - Public Outreach Accomplishments), enhanced security at terminals, updated the de-escalation training, and instituted Project Homeless Connect to enhance the security of our transit workers.

Table 3-1 Goal 1 | Improve Safety and Security

OBJECTIVE | REDUCE SAFETY EVENTS AND TRANSIT WORKER ASSAULTS

Action	Measurement	Target	FY2024 Performance	Status
Implement Pedestrian Collision Avoidance System	Safety Events Per 100,000 Miles	Decrease by 5%	42% increase	
Semi-Annual Security Campaign	Transit Worker Assaults*	Decrease by 5%	189 reported transit worker assaults	
Pro-Active and Ongoing Law Enforcement Engagement				

*Includes verbal as well as physical assaults

Goal 2 | Improve Mobility for All and Implement Comprehensive Transit Solutions

The second goal relates to improving access to safe and reliable public transit for all transportation users and implementing services in a comprehensive manner. It focuses on improving service and the customer experience to draw more customers to the service.

As shown in **Table 3-2**, the target to meet National Environmental Policy Act (NEPA) requirements for PREMO projects was met for the current PREMO project underway, BCR South. The next PREMO project in the pipeline is Oakland Park BRT, which will not require federal funding. Therefore, the Oakland Park BRT project will need to adhere to State and local environmental requirements but will not need to meet NEPA requirements. Progress on the target to implement COA recommendations cannot be measured for FY2024, as BCT's COA is currently in progress. The recommendations are still being vetted with the expectation of including what is approved in the FY2025 TDP APR. BCT exceeded its target of making at least 50 bus stop improvements.

Table 3-2 Goal 2 | Improve Mobility for All and Implement Comprehensive Transit Solutions

OBJECTIVE | GROW TRANSIT USE AND INCREASE MARKET SHARE

Action	Measurement	Target	FY2024 Performance	Status
Provide Transit Services that Meet Customer Demand by Investing in Projects that Improve Service and Infrastructure	Progress towards the next phase in PREMO and COA	Meet NEPA requirements	Met for BCR South	✓
		Implementation of COA recommendations*	COA in Progress	⌚
	Infrastructure improvements	50 stop improvements annually**	15 shelters installed or relocated, 1,641 new signs, 310 solar lights on signs	✓
Improve the Customer Experience, Attract New customers, and Improve Customer Satisfaction	Outreach/ Presentations	Participate in/host outreach events and/or give presentations at least 12 times annually	Participated in 46 outreach events	✓
	Ridership	Increase ridership by 2% annually	Ridership increased by 8.66%	✓
	Survey	Customer satisfaction survey to increase Net Promoter Score annually	Not measured in FY2024	⌚

*Only in the first five (5) years ; ** This includes shelters, ADA improvements, and bus stop signs

BCT's target to participate in outreach events and increase ridership exceeded the target for FY2024. The Net Promoter Score could not be evaluated because it was not measured in FY2024. The Net Promoter Score is a standard metric used to measure customer loyalty to a brand. This KPI was first incorporated last year as part of the overall Major TDP Update process. The Net Promoter Score per the Major TDP was 29, which exceeded industry standards for several national private sector employers. The Customer Service Division is in the process of creating an implementation plan for annual customer outreach and surveying so this data can be captured moving forward.

Goal 3 | Strive to Be an Employer of Choice

BCT continues its commitment to its employees through the third goal by striving to be an employer of choice. By continuing to actively recruit employees, BCT will continue to grow its employee base.

In FY2024, BCT's target to participate in career events was exceeded but an Annual Employee Satisfaction Survey was not conducted. BCT is in the process of implementing BCT 2.0, which is an agency wide reorganization effort to modernize the existing structure for efficient delivery of PREMO services. The agency made the decision to postpone the annual surveys until the full implementation of BCT 2.0 to allow an adjustment and stabilizing period. BCT plans to conduct the survey and report the findings in the FY2025 TDP APR. The Human Resources Division is in the process of creating an implementation plan for an Annual Employee Satisfaction Survey.

Table 3-3 Goal 3 | Strive to be an Employer of Choice

OBJECTIVE | ATTRACT AND RETAIN A HIGH-PERFORMING WORKFORCE

Action	Measurement	Target	FY2024 Performance	Status
Participate in Job/ Career Outreach Events	Events	Participate in/host two (2) career events annually	13 career events	✓
Conduct Employee Survey	Survey	Conduct annual employee satisfaction survey	BCT did not conduct an annual satisfaction survey	✗

Goal 4 | Ensure Resiliency and Maintain a State of Good Repair

The fourth goal relates to reducing the agency's emissions while also maintaining its fleet and facilities in a state of good repair.

At the end of FY2024, BCT's fleet included 76 no- or low-emission vehicles, of which 33 were battery electric buses and 43 were hybrid buses. BCT planned to add 32 battery electric buses to the fleet in FY2024. However, due to the bankruptcy of electric bus vendor Proterra, only 21 battery electric buses have been delivered. Despite this setback, BCT exceeded the annual target of increasing no- or low-emission vehicles. Although having met the goal, BCT decided to stop the growth and expansion of its electric fleet due to continued dependability issues. These dependability issues were across the entire fleet of electric buses. BCT will, however, continue to monitor developments with the technology for possible future opportunity.

Table 3-4 Goal 4 | Ensure Resiliency and Maintain a State of Good Repair

OBJECTIVE | PRACTICE AND PROMOTE ENVIRONMENTAL SUSTAINABILITY AS A CULTURE

Action	Measurement	Target	FY2024 Performance	Status
Increase No/Low Emission Vehicles in BCT Fleet such as Electric and Sustainable Propane	Vehicles	*Increase no/low emission vehicles by 3% annually	8% increase	✓

**This is predicated on availability of funding and vehicles*


Goal 5 | Support Economic Development and Ensure Financial Stability

Finally, BCT seeks to implement cost-effective, quality transit service and infrastructure that connects people to jobs and tourist destinations. These activities promote economic development in the county. The agency is also committed to ensuring its financial stability.

BCT is undergoing a COA of its Fixed Route and Community Shuttle System. The recommendations will modernize the BCT network, boost ridership, update service standards and performance measures, and identify inefficiencies. BCT will use these recommendations to determine where improvements can be made for operational effectiveness and efficiency to specifically address low-performing routes and services. To ensure uniformity in the responses and alternatives provided, BCT is pending recommendations from the COA prior to prescribing corrective actions. Therefore, the Goal 5 Action has not yet been implemented.

Table 3-5 Goal 5 | Support Economic Development and Ensure Financial Stability

OBJECTIVE | ENSURE EFFICIENCY FOR SERVICES PROVIDED

Action	Measurement	Target	FY2024 Performance	Status
Monitor Low-Performing Routes and Create a Performance Improvement Plan	Passengers Per Revenue Hour	Find Alternatives	COA in Progress	

Section 4: Ten-Year Operating and Capital Program

This section provides an update on the Ten-Year Operating and Capital Program. Under the revised TDP Rule, the Implementation and Financial Plans, which were previously separate, have been streamlined within the Ten-Year Operating and Capital Program, which also adds a new element of project prioritization. The Ten-Year Operating and Capital Program provides an update on any changes to the prior year's Implementation Plan and Financial Plan since it was approved in 2023. This update also shifts the planning horizon forward one (1) year to cover the period spanning FY2025 to FY2034.

Overview

The Ten-Year Operating and Capital Program is broken down into capital and operating costs and revenues. It is important to note that the Ten-Year Operating and Capital Program is not intended to be a budget. Approval of this plan by the Broward County Board of County Commissioners does not obligate funds. The Broward County Board of County Commissioners must approve BCT's budget annually.

Table 4-3 presents the Ten-Year Schedule of Operating and Capital Projects and Financial Plan. The project titles provide a description of the project, which are organized by type. The project locations (where applicable), estimated costs, and implementation years are also included. This format fulfills the requirements outlined in the Fla. Admin. Code 14-73.001 Public Transit.

Over the ten-year program, BCT maintains the cost of existing service operations, which account for an anticipated three percent annual increase due to moderate inflation. The operating and capital costs are balanced by identified, recurring revenue streams each year, through 2034.

Operating Program

Operating expenses total approximately \$3.43 billion over the ten-year period and are paid for by several funding sources, including the transportation surtax with \$2.17 billion and existing local revenue from transit operations, which provides an additional \$1.06 billion. State block grants and anticipated farebox revenues from new service expansions such as High Frequency Bus (HFB), Bus Rapid Transit (BRT), Commuter Rail (BCR South), and Light Rail (LRT) add another \$200 million. A five percent reserve deduction is applied to recurring revenues to ensure budget conservatism and resilience against fluctuations. With these combined sources, the plan maintains fiscal discipline by matching projected operating costs to reliable funding without deficits.

Capital Program

In addition to operations, the plan identifies \$5.19 billion in capital investments needed to support service expansion, infrastructure improvements, fleet modernization, and major projects in the PREMO Plan, like BRT, LRT and BCR South. Major capital initiatives include nearly \$2.5 billion allocated for new transitways (including Oakland Park Boulevard BRT and Airport-Seaport-Convention Center LRT), over \$745 million for new service vehicles, and more than \$625 million for new or expanded transit facilities. These capital costs are primarily funded through transportation surtax capital revenues (\$3.07 billion), federal grants (\$362 million), and a mix of non-local matching

funds, FTA formula grants, and trust fund transfers. The capital revenues align with planned capital expenditures to ensure a balanced budget without funding gaps.

Transportation surtax capital provides more than \$3 billion across the plan period, with additional funding from federal transportation grants, state trust funds, and other sources including FTA formula grants for BRT and LRT. Major capital expenditures, such as the transitways, new vehicle acquisitions, and fixed guideway systems, are aligned year-by-year to match incoming revenue and implementation readiness, ensuring no shortfalls.

Together, the operating and capital program total \$8.62 billion over the ten-year planning horizon and are funded by identified revenue streams.

Project Prioritization

Projects have been prioritized to align both with capital readiness and operating capacity. This approach is demonstrated in the phasing and funding outlined in **Table 4-3**. Additional details are provided below for new premium services as well as vehicle replacement and expansion. Improvements to existing local bus, express bus, Breeze, and Community Shuttle networks will be guided by the findings and recommendations from the COA and incorporated into future APRs.

Premium Services

The implementation plan and projects for PREMO presented in the Major Update have been updated to include the new tenth year and reflect up to date implementation timelines (see **Table 4-1**).

Table 4-1 Anticipated Service Start Date

Project/Corridor	Anticipated Service Start Date									
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Sample Road High Frequency Bus (HFB)		X	X	X	X	X	X	X	X	X
Hollywood Boulevard HFB		X	X	X	X	X	X	X	X	X
Oakland Park Boulevard Bus Rapid Transit (BRT)					X	X	X	X	X	X
US 1/Federal Highway South HFB						X	X	X	X	X
US 1/Federal Highway North HFB										
Broward Commuter Rail South										
Airport-Seaport-Convention Center LRT										
Downtown Connection LRT										
Atlantic Boulevard HFB										
Sheridan Street HFB										
Dixie Highway HFB										
SR 7/US 441 BRT/HFB										

Note: HFB = High Frequency Bus; BRT = Bus Rapid Transit; and LRT = Light Rail Transit.

High Frequency Bus (HFB) corridors such as Sample Road, Hollywood Boulevard, and Federal Highway are introduced between 2026 and 2033, with both operating and capital funds timed to support the prioritized approach. The implementation schedule staggers capital investments, such as transitways, facility expansions and charging infrastructure.

Broward Commuter Rail South, which will connect Fort Lauderdale to Miami along the Florida East Coast Railway corridor, is scheduled for implementation in 2030, with major capital investment occurring in 2025 and 2030. Similarly, the Oakland Park Boulevard BRT project receives significant capital funding in 2025–2026 and transitions into operations by 2029. This corridor spans 15 miles and features 16 stations to serve a key east-west mobility need. The Airport-Seaport-Convention Center LRT is another major investment, with over \$1.3 billion in capital spending scheduled for 2026 and operations ramping up in 2030. It is expected to enhance mobility between Fort Lauderdale-Hollywood International Airport, Port Everglades and the Convention Center.

The schedule also includes capital investments for premium services that will be implemented outside the ten-year period. For example, capital funding is scheduled for the Powerline BRT in 2029 and 2032, though implementation will occur after 2034.

Vehicle Replacement and Expansion

The vehicle replacement and expansion plan in **Table 4-2** has been updated to include the new tenth year. The previous plan used a replacement ratio of 1 diesel vehicle to 1.33 electric vehicles for fixed route buses. This update uses a 1:1 vehicle replacement ratio, reflecting BCT’s decision to stop the growth of the electric vehicle fleet due to dependability issues. The vehicle expansion numbers have been updated to align with BCT’s scheduled service expansions.

Table 4-2 Vehicle Replacement and Expansion by Year and Service Type

Year	Replacement Fixed Route		Replacement Express		Expansion	Total		
	New	Retired	New	Retired	New	New	Retired	Fleet Size
2025	91	-91				91	-91	415
2026					11	11	0	426
2027	26	-26	5	-5		31	-31	426
2028			9	-9	13	22	-9	439
2029			30	-30		30	-30	439
2030	30	-30			24	54	-30	463
2031	110	-110			28	138	-110	491
2032	74	-74	5	-5	20	99	-79	511
2033	15	-15	5	-5	18	38	-20	529
2034	47	-47	2	-2		49	-49	529
10-Yr Total	393	-393	56	-56	114	563	-449	529

Table 4-3 Ten-Year Operating and Capital Program

Fiscal Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Operating Costs											
Maintain Existing Fixed Route & TOPS Service Operations	\$260,347,230	\$268,157,647	\$276,202,376	\$284,488,448	\$293,023,101	\$301,813,794	\$310,868,208	\$320,194,254	\$329,800,082	\$339,694,084	\$2,984,589,224
Maintain Existing Fixed Route Services	\$197,427,220	\$203,350,036	\$209,450,537	\$215,734,053	\$222,206,075	\$228,872,257	\$235,738,425	\$242,810,578	\$250,094,895	\$257,597,742	\$2,263,281,819
Maintain Existing Paratransit Services	\$47,671,326	\$49,101,466	\$50,574,510	\$52,091,745	\$53,654,497	\$55,264,132	\$56,922,056	\$58,629,718	\$60,388,609	\$62,200,268	\$546,498,327
Maintain Transit Security Operations	\$15,248,684	\$15,706,145	\$16,177,329	\$16,662,649	\$17,162,529	\$17,677,405	\$18,207,727	\$18,753,958	\$19,316,577	\$19,896,075	\$174,809,078
Maintain Existing Community Shuttle	\$11,385,930	\$11,727,510	\$12,079,340	\$12,441,720	\$12,814,970	\$13,199,419	\$13,595,402	\$14,003,264	\$14,423,362	\$14,856,062	\$130,526,979
New Community Shuttle Expansion	\$3,711,960	\$3,823,320	\$3,938,020	\$4,056,160	\$4,177,850	\$4,303,186	\$4,432,281	\$4,565,249	\$4,702,207	\$4,843,273	\$42,553,506
Maintain Late Shift Connect	\$2,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
Maintain MicroTransit Program	\$2,750,000	\$2,750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000
New High Frequency Expansion	\$0	\$2,963,030	\$3,051,921	\$3,143,479	\$3,237,783	\$8,201,524	\$13,049,092	\$15,376,670	\$18,142,232	\$18,686,499	\$85,852,228
Implement PREMO - Corridor: Sample Road HFB (2026)	\$0	\$951,096	\$979,629	\$1,009,018	\$1,039,288	\$1,070,467	\$1,102,581	\$1,135,658	\$1,169,728	\$1,204,820	\$9,662,286
Implement PREMO - Corridor: Hollywood Blvd HFB (2026)	\$0	\$2,011,934	\$2,072,292	\$2,134,461	\$2,198,495	\$2,264,449	\$2,332,383	\$2,402,354	\$2,474,425	\$2,548,658	\$20,439,451
Implement PREMO - Corridor: US/1/Federal Hwy South HFB (2030)	\$0	\$0	\$0	\$0	\$0	\$1,906,088	\$1,963,271	\$2,022,169	\$2,082,834	\$2,145,319	\$10,119,680
Implement PREMO - Corridor: US/1/Federal Hwy North HFB (2030)	\$0	\$0	\$0	\$0	\$0	\$2,960,520	\$3,049,335	\$3,140,815	\$3,235,040	\$3,332,091	\$15,717,801
Implement PREMO - Corridor: Atlantic Blvd HFB (2031)	\$0	\$0	\$0	\$0	\$0	\$0	\$2,882,196	\$2,968,662	\$3,057,722	\$3,149,454	\$12,058,035
Implement PREMO - Corridor: Sheridan Street HFB (2031)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,719,326	\$1,770,905	\$1,824,032	\$1,878,753	\$7,193,017
Implement PREMO - Corridor: Dixie Hwy HFB (2032)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,936,105	\$1,994,188	\$2,054,014	\$5,984,308
Implement PREMO - Corridor: US 441 HFB (2033)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,304,262	\$2,373,389	\$4,677,651
New Broward Commuter Rail South (BCR)	\$0	\$0	\$0	\$0	\$6,160,868	\$21,025,907	\$21,528,806	\$22,045,284	\$22,575,706	\$23,120,451	\$116,457,021
Implement PREMO - Corridor: Broward Commuter Rail (2030)	\$0	\$0	\$0	\$0	\$6,160,868	\$21,025,907	\$21,528,806	\$22,045,284	\$22,575,706	\$23,120,451	\$116,457,021
New Bus Rapid Transit (BRT)	\$0	\$0	\$5,725,076	\$10,899,822	\$11,226,817	\$11,563,621	\$11,910,530	\$28,687,266	\$42,935,018	\$26,056,594	\$149,004,745
Implement PREMO - Corridor: Oakland Park Blvd BRT (2029)	\$0	\$0	\$5,725,076	\$10,899,822	\$11,226,817	\$11,563,621	\$11,910,530	\$28,687,266	\$29,547,884	\$12,267,846	\$121,828,862
Implement PREMO - Corridor: SR7/US 441 BRT (2033)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,387,134	\$13,788,748	\$27,175,883
New Light Rail Transit (LRT)	\$0	\$0	\$0	\$0	\$2,883,298	\$9,610,994	\$18,475,706	\$19,029,977	\$19,600,876	\$20,188,903	\$89,789,753
Implement PREMO - Corridor: Airport-Seaport-Convention Center LRT (2030)	\$0	\$0	\$0	\$0	\$2,883,298	\$9,610,994	\$9,899,323	\$10,196,303	\$10,502,192	\$10,817,258	\$53,909,368
Implement PREMO - Corridor: Downtown Connection LRT (2031)	\$0	\$0	\$0	\$0	\$0	\$0	\$8,576,382	\$8,833,674	\$9,098,684	\$9,371,645	\$35,880,385
Total Operating Costs	\$260,347,230	\$271,120,677	\$284,979,373	\$298,531,748	\$316,531,867	\$352,215,840	\$375,832,341	\$405,333,451	\$433,053,914	\$427,746,530	\$3,425,692,971

Fiscal Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Capital Costs											
Grants and Concurrency	\$40,608,360	\$40,520,510	\$40,532,360	\$40,558,360	\$40,572,360	\$42,501,599	\$51,395,573	\$52,690,111	\$52,953,858	\$56,978,372	\$350,778,969
Bus and Vehicle Acquisition/Replacement/Maintenance Program	\$30,264,300	\$28,575,970	\$26,584,580	\$29,323,590	\$29,114,070	\$30,816,560	\$39,476,983	\$39,331,533	\$40,674,697	\$44,530,297	\$338,692,580
Infrastructure Improvement/Maintenance Program	\$1,277,800	\$1,052,710	\$1,091,970	\$1,137,520	\$1,185,080	\$1,220,632	\$1,257,251	\$1,274,276	\$1,281,256	\$1,307,894	\$12,086,390
Security Program	\$1,661,740	\$1,583,800	\$2,147,110	\$1,774,450	\$1,821,120	\$1,875,754	\$1,932,026	\$1,932,026	\$1,989,987	\$1,989,987	\$18,708,000
Information Technology Program	\$2,999,520	\$4,990,880	\$6,379,700	\$3,967,800	\$4,083,090	\$4,205,583	\$4,331,750	\$5,754,714	\$4,595,429	\$4,737,704	\$46,046,170
Non-Grant Projects	\$4,405,000	\$4,317,150	\$4,329,000	\$4,355,000	\$4,369,000	\$4,383,070	\$4,397,562	\$4,397,562	\$4,412,489	\$4,412,489	\$43,778,322
Transit	\$27,872,750	\$46,337,550	\$71,552,540	\$33,323,500	\$39,352,270	\$87,393,542	\$158,221,033	\$176,551,060	\$109,739,081	\$126,442,470	\$876,785,796
New 30-yr Bus Service Plan (New Vehicles)	\$12,521,250	\$33,598,700	\$55,185,410	\$18,534,140	\$27,176,630	\$70,847,506	\$148,779,763	\$165,863,318	\$97,074,740	\$116,311,431	\$745,892,888
Existing Fixed Route Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PREMO - High Frequency Buses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Paratransit Vehicles	\$10,351,500	\$7,738,850	\$10,512,130	\$7,234,360	\$7,175,640	\$11,546,036	\$4,441,270	\$4,789,992	\$4,981,591	\$5,131,039	\$73,902,408
Planning Studies	\$5,000,000	\$5,000,000	\$5,855,000	\$7,555,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,897,750	\$7,682,750	\$5,000,000	\$56,990,500
Transitways	\$6,411,750	\$1,583,950,080	\$0	\$0	\$8,163,750	\$206,879,460	\$0	\$192,237,640	\$8,800,000	\$467,935,957	\$2,474,378,637
BRT	\$6,260,000	\$275,157,850	\$0	\$0	\$8,163,750	\$200,466,950	\$0	\$192,237,640	\$8,800,000	\$0	\$691,086,190
PREMO - Oakland Park Boulevard	\$4,260,000	\$262,577,380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$266,837,380
PREMO - US 441/State Road 7	\$2,000,000	\$12,580,470	\$0	\$0	\$0	\$200,466,950	\$0	\$0	\$0	\$0	\$215,047,420
PREMO - Powerline Road	\$0	\$0	\$0	\$0	\$8,163,750	\$0	\$0	\$192,237,640	\$0	\$0	\$200,401,390
PREMO - University Drive	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800,000	\$0	\$8,800,000
PREMO - Commercial Boulevard	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LRT	\$151,750	\$1,308,792,230	\$0	\$0	\$0	\$6,412,510	\$0	\$0	\$0	\$467,935,957	\$1,783,292,447
PREMO - Airport-Seaport-Convention Center	\$151,750	\$1,308,792,230	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,308,943,980
PREMO - Downtown Connector	\$0	\$0	\$0	\$0	\$0	\$6,412,510	\$0	\$0	\$0	\$467,935,957	\$474,348,467
Transit Infrastructure	\$118,801,170	\$22,839,450	\$26,236,470	\$69,854,110	\$33,190,000	\$105,730,861	\$209,373,568	\$344,296,625	\$28,010,954	\$26,200,009	\$984,533,216
Bus Shelters	\$7,026,930	\$7,609,930	\$7,930,580	\$8,332,910	\$8,686,420	\$9,077,309	\$9,485,788	\$9,912,648	\$10,358,717	\$10,824,860	\$89,246,092
Bus Stop Improvements	\$3,777,930	\$3,962,930	\$4,157,180	\$1,840,350	\$1,927,170	\$2,013,893	\$2,104,518	\$2,199,221	\$2,298,186	\$2,401,604	\$26,682,982
Local Bus Infrastructure	\$0	\$2,571,250	\$1,333,370	\$1,460,460	\$1,600,090	\$0	\$0	\$0	\$0	\$0	\$6,965,170
Electric Bus Charging Infrastructure	\$16,003,050	\$5,503,050	\$5,503,050	\$5,587,400	\$19,720,400	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$62,316,950
Reconstruction of Copans Facility	\$9,725,420	\$2,905,420	\$2,905,420	\$87,230	\$87,230	\$0	\$0	\$0	\$0	\$0	\$15,710,720
Copans Facility - Control Center	\$60,000,000	\$0	\$0	\$0	\$0	\$64,041,672	\$0	\$0	\$0	\$0	\$124,041,672
Hollywood Transit Transfer Facility	\$250,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,500
Future Transit Facility	\$924,220	\$286,870	\$4,406,870	\$52,545,760	\$1,168,690	\$26,244,789	\$193,359,468	\$327,688,249	\$10,782,648	\$8,325,000	\$625,732,564
IT Enhancements	\$21,093,120	\$0	\$0	\$0	\$0	\$2,353,198	\$2,423,794	\$2,496,507	\$2,571,403	\$2,648,545	\$33,586,566
Commuter Rail	\$4,500,000	\$0	\$0	\$0	\$0	\$393,000,000	\$0	\$0	\$0	\$0	\$397,500,000
Broward Commuter Rail South	\$4,500,000	\$0	\$0	\$0	\$0	\$393,000,000	\$0	\$0	\$0	\$0	\$397,500,000
Total BCT Capital Costs	\$198,194,030	\$1,693,647,590	\$138,321,370	\$143,735,970	\$121,278,380	\$835,505,461	\$418,990,173	\$765,775,436	\$199,503,892	\$677,556,807	\$5,192,509,110

Fiscal Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	10-Year Total
Operating Revenues											
Transportation Surtax Operating	\$153,682,830	\$162,771,350	\$174,520,960	\$183,859,860	\$197,598,760	\$222,983,255	\$241,322,159	\$263,806,089	\$285,085,523	\$283,104,778	\$2,168,735,564
Existing Transit Operations	\$96,396,540	\$96,648,065	\$97,426,691	\$100,506,829	\$104,047,019	\$108,508,891	\$110,986,362	\$114,290,030	\$117,339,351	\$116,071,365	\$1,062,221,142
State Block Grants	\$11,647,010	\$12,603,409	\$13,021,587	\$13,447,256	\$14,275,749	\$14,185,248	\$14,610,806	\$15,049,130	\$15,500,604	\$15,965,622	\$140,306,422
State Block Grants - High Frequency	\$0	\$139,262	\$143,440	\$147,743	\$152,176	\$385,472	\$613,307	\$722,703	\$852,685	\$878,265	\$4,035,055
State Block Grants - New BRT	\$0	\$0	\$229,003	\$435,993	\$449,073	\$462,545	\$476,421	\$1,147,491	\$1,717,401	\$1,042,264	\$5,960,190
State Block Grants - New BCR	\$0	\$0	\$0	\$0	\$0	\$1,015,629	\$1,043,051	\$1,071,213	\$1,100,136	\$1,129,840	\$5,359,868
State Block Grants - New LRT	\$0	\$0	\$0	\$0	\$0	\$473,821	\$913,725	\$944,037	\$975,285	\$1,007,496	\$4,314,363
Farebox revenues - High Frequency	\$0	\$385,191	\$396,752	\$408,650	\$420,913	\$1,080,599	\$1,709,600	\$2,010,937	\$2,369,145	\$2,438,515	\$11,220,303
Farebox revenues - New BRT	\$0	\$0	\$744,260	\$1,416,977	\$1,459,486	\$1,503,271	\$1,548,369	\$3,729,345	\$5,581,552	\$3,387,357	\$19,370,617
Farebox revenues - BCR South	\$0	\$0	\$0	\$0	\$0	\$2,593,870	\$2,648,117	\$2,703,498	\$2,760,038	\$2,817,760	\$13,523,283
Farebox revenues - New LRT	\$0	\$0	\$0	\$0	\$0	\$1,153,319	\$2,217,085	\$2,283,597	\$2,352,105	\$2,422,668	\$10,428,775
Operating Reserves	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Less 5% only recurring revenues	-\$1,379,150	-\$1,426,600	-\$1,503,320	-\$1,691,560	-\$1,871,310	-\$2,130,080	-\$2,256,660	-\$2,424,620	-\$2,579,910	-\$2,519,400	-\$19,782,610
Total Operating Revenues	\$260,347,230	\$271,120,677	\$284,979,373	\$298,531,748	\$316,531,867	\$352,215,840	\$375,832,341	\$405,333,451	\$433,053,914	\$427,746,530	\$3,425,692,971
Capital Revenues											
Transportation Surtax Capital	\$145,586,684	\$658,007,330	\$91,740,879	\$98,648,148	\$78,555,225	\$642,653,650	\$367,594,601	\$568,907,095	\$146,550,035	\$269,626,468	\$3,067,870,116
Federal Grants Transportation	\$36,203,360	\$36,203,360	\$36,203,360	\$36,203,360	\$36,203,360	\$36,203,360	\$36,203,360	\$36,203,360	\$36,203,360	\$36,203,360	\$362,033,600
Transfer from Transportation Concurrency Trust Fund	\$4,405,000	\$4,317,150	\$4,329,000	\$4,355,000	\$4,369,000	\$4,383,070	\$4,397,562	\$4,397,562	\$4,412,489	\$4,412,489	\$43,778,322
FTA Formula Grants (New Bus) - High Frequency & Fixed Route	\$0	\$0	\$0	\$0	\$0	\$132,140	\$354,916	\$490,778	\$582,136	\$685,897	\$2,245,866
FTA Formula Grants (New BRT)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,138,384	\$1,138,384	\$1,138,384	\$1,693,673	\$5,108,824
FTA Formula Grants (New LRT)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,099,595	\$2,212,582	\$2,323,211	\$3,659,775	\$9,295,163
FTA Formula Grants (New LRT Fixed Guideway)	\$0	\$0	\$0	\$0	\$0	\$0	\$3,317,779	\$3,317,779	\$3,317,779	\$4,210,431	\$14,163,767
FTA Formula Grants (New LRT) - BCR	\$0	\$0	\$0	\$0	\$0	\$1,783,029	\$1,827,604	\$1,873,294	\$1,920,127	\$3,056,373	\$10,460,427
FTA Formula Grants (New LRT Fixed Guideway) - BCR	\$0	\$0	\$0	\$0	\$0	\$0	\$3,056,373	\$3,056,373	\$3,056,373	\$3,056,373	\$12,225,492
Non-Local Match	\$3,375,000	\$981,594,170	\$0	\$0	\$0	\$150,350,213	\$0	\$144,178,230	\$0	\$350,951,968	\$1,630,449,580
Interest Earnings	\$8,623,986	\$13,525,580	\$6,048,131	\$4,529,462	\$2,150,795	\$0	\$0	\$0	\$0	\$0	\$34,877,953
Total BCT Capital Revenues	\$198,194,030	\$1,693,647,590	\$138,321,370	\$143,735,970	\$121,278,380	\$835,505,461	\$418,990,173	\$765,775,437	\$199,503,892	\$677,556,807	\$5,192,509,110
Total Operating Costs & Revenue Summary											
Total Revenues	\$458,541,260	\$1,964,768,267	\$423,300,743	\$442,267,718	\$437,810,247	\$1,187,721,301	\$794,822,514	\$1,171,108,887	\$632,557,807	\$1,105,303,337	\$8,618,202,081
Total Costs	\$458,541,260	\$1,964,768,267	\$423,300,743	\$442,267,718	\$437,810,247	\$1,187,721,301	\$794,822,514	\$1,171,108,887	\$632,557,807	\$1,105,303,337	\$8,618,202,081

Section 5: Metropolitan Transportation Planning Process Coordination

BCT regularly coordinates with the Broward MPO through participation in the MPO's committees, including the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Complete Streets Advisory Committee (CSAC), and Transportation Disadvantaged (TD) Local Coordinating Board (LCB). In FY2024, BCT and the Broward MPO collaborated on a number of regional planning documents and processes, including:

- 2024-2028 Transportation Improvement Program (TIP)
- 2025-2029 TIP
- 2045 Metropolitan Transportation Plan (MTP)
- Route to 2050 MTP
- Draft List of Prioritized Projects for the 2050 MTP
- Complete Streets and Other Localized Initiatives Program (CSLIP) Priority List of Projects
- Multimodal Priorities List (MMPL)
- Broward Safety Action (Safe Streets for All) Plan
- Federal grant updates

In addition to the committee meetings, BCT and Broward MPO leadership hold quarterly coordination meetings to promote close collaboration and ensure cohesive regional planning, particularly as it relates to PREMO.

Per Fla. Admin. Code 14-73.001, this Annual Update will be presented to the MPO Board in June 2025.

Annual Update & Progress Report FY2025-34

Appendix A | Service Changes



SERVICE CHANGES EFFECTIVE MONDAY, OCTOBER 16, 2023

ROUTE 109 EXPRESS – CB Smith Park/Miramar Park & Ride to Downtown Miami/Brickell

- Weekday's new service span is from 5:30am to 9:36am during the morning peak hours and 3:20pm to 8:04pm during the afternoon peak hours with a 30-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 110 EXPRESS – FLA Live Arena to downtown Miami/Brickell

- Weekday's new service span is from 5:10am to 9:26am during the morning peak hours and 3:00pm to 7:50pm during the afternoon peak hours with a 30-minute frequency.

Additional changes made to improve on time performance.

ROUTE 114 EXPRESS – FLA Live Arena to Miami Civic Center

- Weekday's new service span is from 5:00am to 9:20am during the morning peak hours and 3:15pm to 9:08pm during the afternoon peak hours with a 25-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 441 BREEZE – Golden Glades Park and Ride to Turtle Creek Drive via US 441

- Weekday's new service span is from 4:51am to 9:26pm with a 32-minute frequency.

Additional changes were made to improve on time performance.

YOUR PHONE IS YOUR TICKET TO RIDE BCT!



1. Download the Broward County Transit Mobile Ticketing App

2. Purchase your ticket on your smartphone

3. Scan, Ride and Enjoy your trip!



Customer Service and Lost and Found:

954-357-8400

Hearing-speech impaired:

Florida Relay Service – 711

or 1-800-955-8771

TTY - 954-357-8302



BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
TRANSIT DIVISION

An equal opportunity employer and provider of services.

This publication can be made available in alternative formats upon request by contacting 954-357-8400 or TTY 954-357-8302

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED
Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324.

500 copies of this public document were promulgated at a gross cost of \$20, or \$0.04per copy, to inform the public about BCT service changes.
Printed 9/23 • SC9886

BCT SERVICE CHANGES EFFECTIVE SUNDAY, OCTOBER 15, 2023

FIXED ROUTES: 6, 7, 9, 10, 11, 12, 14, 19, 22, 28, 31, 40, 55, 81

BREEZE ROUTES: 441

EXPRESS ROUTES: 109, 110, 114



FOR NEW SCHEDULES:

Broward.org/BCT/Schedules

Wi-Fi available



954-357-8400 • Broward.org/BCT



SERVICE CHANGES EFFECTIVE SUNDAY, OCTOBER 15, 2023

Broward County Transit will implement the following changes to improve on-time performance.

To view the new timetables, visit:

Broward.org/BCT/Riders/Pages/ServiceChanges.aspx

ROUTE 6 – County Line Road and Dixie Highway to Broward Central Terminal

- Weekday's new service span is from 5:03am to 12:01am with a 51-minute frequency.
- Saturday's new service span is from 5:20am to 11:24pm with a 60-minute frequency. Sunday's new service span is from 8:20am to 10:04pm service with a 57-minute frequency.
- In the northbound direction, the far side timepoint, stop# 0490 at Pembroke Rd & S26th Ave/NW 8 Ave has been relocated to nearside stop #4119. The northbound timepoint at 23rd Ave & Hood St, stop # 0428 has been moved to nearside stop# 3670 at Sheridan St & N 23 Ave. Also, the northbound timepoint at SR84 & NW 9th Ave., stop# 4986 to new timepoint stop# 4984 at SR 84 & NW 14th Ave.
- In the southbound direction, the timepoint stop# 4946 at SR 84 & NW 9th Ave has been moved to new timepoint stop# 4948 at SR 84 & NW 14 Ave. Also, the stop# 0450 at Stirling Rd & N 29th Ave. will no longer be a timepoint location but will still be serviced.

Additional changes were made to improve on-time performance.

ROUTE 7 – NW 210th Avenue and Pines Boulevard to Young Circle via Pines/Hollywood Boulevard

- Weekday's new service span is from 4:56am to 11:33pm with a 28/55-minute frequency.
- Saturday's new service span is from 5:00am to 11:28pm with a 30/60-minute frequency.
- Sunday's service span is from 8:37am to 9:25pm with a 28/60-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 9 – Young Circle to Broward Central Terminal

- Weekday's new service span is from 5:23am to 10:20pm with a 55-minute frequency.
- Saturday's new service span is from 5:50am to 10:46pm with a 47-minute frequency.
- Sunday's new service span is from 8:30am to 8:12pm with a 60-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 10 – Broward Central Terminal to Camino Real and Dixie Highway via Federal Highway/US 1

- Weekday's new service span is from 5:05am to 12:09am with a 30-minute frequency.
- Saturday's new service span is from 5:10am to 11:33pm with a 31-minute frequency.
- Sunday's new service span is from 8:05am to 10:23pm with a 45-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 11 – Broward Central Terminal to Copans Rd. and U.S.1 via Las Olas Blvd. and Galt Mile

- Weekday's new service span is from 4:48am to 12:21am with a 52-minute frequency.
- Saturday's new service span is from 4:50am to 11:58pm with a 50-minute frequency.
- Sunday's new service span is from 6:55am to 10:07pm with a 51-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 12 – BC Central Campus and Broward Mall to Dania Beach Fishing Pier via Sheridan Street

- Weekday's new service span is from 4:50am to 11:42pm with a 40-minute frequency.
- Saturday's new service span is from 5:04am to 11:37pm with a 48-minute frequency.
- Sunday's new service span is from 6:15am to 10:32pm with a 46-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 14 – Broward Central Terminal to Hillsboro Blvd via Powerline Road

- Weekday's new service span is from 4:44am to 12:19am with a 27-minute frequency.
- Saturday's new service span is from 5:12am to 11:23pm with a 40-minute frequency.
- Sunday's new service span is from 7:41am to 9:05pm with a 53-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 19 – Sandalfoot Boulevard to Lauderhill Transit Center via Highway 441

- Weekday's new service span is from 4:34am to 1:28am with a 21-minute frequency.
- Saturday's new service span is from 5:01am to 12:33am with a 19-minute frequency.
- Sunday's new service span is from 5:37am to 12:31am with a 19-minute frequency. The northbound timepoint stop# 4286 at US441 & NW 18th St will be replaced with stop# 4288 to US441 & Copans Rd.

Additional changes were made to improve on time performance.

ROUTE 22 – Sawgrass Mills Mall to Broward Central Terminal via Broward Boulevard

- Saturday's new service span is from 5:10am to 11:49pm with a 30/46-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 28 – Memorial Hospital Miramar to Aventura Mall via Miramar Parkway/Hallandale Beach Boulevard

- Weekday's new service span is from 5:00am to 1:18am with a 32-minute frequency.
- Saturday's new service span is from 5:25am to 12:40am with a 32-minute frequency.
- Sunday's new service span is from 7:45am to 9:47pm with a 43-minute frequency.
- Timepoints at Miramar Parkway and 148th Avenue were removed in the East and West bound direction.

Additional changes were made to improve on time performance.

ROUTE 31 – Broward Central Terminal to Hillsboro Boulevard and Lyons Road via NW 31st Avenue/Lyons Road

- Weekday's new service span is from 5:25am to 12:22am with a 33-minute frequency.
- Saturday's new service span is from 5:26am to 12:05am with a 30-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 40 – Lauderhill Transit Center to The Galleria at Fort Lauderdale via Sistrunk Blvd./17th Street Causeway/A1A

- Weekday's new service span is from 5:30am to 11:03pm with a 27-minute frequency.
- Saturday's new service span is from 5:30am to 11:01pm with a 30-minute frequency.
- Sunday's new service span is from 6:40am to 8:27pm with a 40-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 55 – Hiatus Road to Galt Mile via Commercial Boulevard

- Weekday's new service span is from 4:51am to 11:39pm with a 36-minute frequency.
- Saturday's new service span is from 5:40am to 11:39pm with a 30-minute frequency.
- Sunday's new service span is from 7:00am to 10:38pm with a 38-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 81 – Broward Central Terminal to West Regional Terminal

- Weekday's new service span is from 4:35am to 12:21am with a 33-minute frequency.
- Saturday's new service span is from 5:05am to 11:58pm with a 36-minute frequency.
- Sunday's new service span is from 7:45am to 10:31pm with a 52-minute frequency.

Additional changes were made to improve on time performance.

ROUTE 81 – BROWARD CENTRAL TERMINAL TO WEST REGIONAL TERMINAL

- New Weekday service span is from 4:35am to 12:22am with a 33-minute frequency.
- New Saturday service span is from 5:05am to 11:58pm with a 36-minute frequency.
- New Sunday service span is from 7:20am to 10:34pm with a 42-minute frequency.
- Additional changes were made to improve on-time performance and Sunday frequency due to increased ridership levels.

ROUTE 88 – WESTFIELD BROWARD MALL TO HOLMBERG ROAD AND CORAL RIDGE DRIVE VIA PINE ISLAND ROAD/CORAL SPRINGS DRIVE

- New Weekday service span is from 5:10am to 11:36pm with a 50-minute frequency.
- New Saturday service span is from 6:30am to 11:00pm with a 48-minute frequency.
- New Sunday service span is from 6:50am to 10:14pm with a 47-minute frequency.
- Additional changes were made to improve on-time performance.

**SERVICE CHANGES EFFECTIVE
MONDAY, JANUARY 22, 2024**

ROUTE 101 – AVENTURA MALL TO BROWARD CENTRAL TERMINAL VIA US 1

- New Weekday service span is from 4:55am to 9:28pm with a 27-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 441 – GOLDEN GLADES PARK AND RIDE TO TURTLE CREEK DRIVE VIA US 441

- New Weekday service span is from 4:49am to 9:26pm with a 32-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 110 – SUNRISE PARK & RIDE TO DOWNTOWN MIAMI/BRICKELL

- New Weekday service span is from 5:10am to 9:45pm/3:00pm to 7:47pm with a 35-minute frequency.
- Additional changes were made to improve on-time performance.

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BCT SERVICE CHANGES
EFFECTIVE SUNDAY, JANUARY 21, 2024

**FIXED ROUTES: 1, 2, 10, 11, 12,
16, 18, 20, 22, 30, 31, 34, 48, 50,
60, 72, 81, 88**

BREEZE ROUTES: 101, 441

EXPRESS ROUTE: 110



FOR NEW SCHEDULES:

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SERVICE CHANGES EFFECTIVE SUNDAY, JANUARY 21, 2024

Broward County Transit will implement the following changes to improve on-time performance.

To view the new timetables, visit:

Broward.org/BCT/Riders/Pages/ServiceChanges.aspx

ROUTE 1 – AVENTURA MALL TO BROWARD CENTRAL TERMINAL VIA FEDERAL HIGHWAY/US 1

- New Weekday service span is from 4:51am to 12:23am with a 23-minute frequency.
- New Saturday service span is from 5:00am to 12:39am with a 20-minute frequency.
- New Sunday service span is from 5:45am to 10:31pm with a 30-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 2 – N.W. 207 STREET TO WESTVIEW DRIVE VIA UNIVERSITY DRIVE

- New Sunday service span is from 6:36m to 11:05pm with a 44-minute frequency.
- Additional changes were made to improve Sunday frequency due to increased ridership levels.

ROUTE 10 – BROWARD CENTRAL TERMINAL TO CAMINO REAL AND DIXIE HIGHWAY VIA FEDERAL HIGHWAY/U.S. 1

- New Weekday service span is from 5:05am to 12:09am with a 30-minute frequency.
- Changes were made to the last trip departing Broward Central Terminal for connection purposes.

ROUTE 11 – COMMERCIAL BOULEVARD & U.S. 441/S.R.7 TO COPANS ROAD AND U.S. 1

- New Weekday service span is from 4:48am to 12:21am with a 52-minute frequency.
- Changes were made to the last westbound trip departing Broward Central Terminal for connection purposes.

ROUTE 12 – BC CENTRAL CAMPUS AND BROWARD MALL TO DANIA BEACH FISHING PIER VIA SHERIDAN STREET

- New Weekday service span is from 4:50am to 11:43pm with a 33-minute frequency.
- New Saturday service span is from 5:04am to 11:42pm with a 49-minute frequency.
- New Sunday service span is from 6:15am to 10:27pm with a 47-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 16 – PEMBROKE LAKES MALL TO DANIA BEACH CITY HALL VIA STIRLING ROAD

- New Weekday service span is from 5:24am to 11:08pm with a 48-minute frequency.
- New Saturday service span is from 6:05am to 10:40pm with a 45-minute frequency.
- New Sunday service span is from 7:05am to 10:07pm with a 45-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 18 – GOLDEN GLADES PARK AND RIDE TO LAUDERHILL TRANSIT CENTER VIA HIGHWAY 441

- New Weekday service span is from 5:10am to 12:51am with a 18-minute frequency.
- New Saturday service span is from 5:10am to 12:36am with a 26-minute frequency.
- New Sunday service span is from 6:00am to 12:07am with a 30-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 20 – BROWARD CENTRAL TERMINAL TO BROWARD HEALTH NORTH

- New Weekday service span is from 4:45am to 10:06pm with a 51-minute frequency.
- New Saturday service span is from 5:50am to 9:16pm with a 50-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 22 – SAWGRASS MILLS MALL TO BROWARD CENTRAL TERMINAL VIA BROWARD BOULEVARD

- New Saturday service span is from 5:10am to 11:52pm with a 31-minute frequency.
- New Sunday service span is from 7:30am to 9:56pm with a 30-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 30 – WEST REGIONAL TERMINAL TO BROWARD CENTRAL TERMINAL VIA PETERS ROAD/DAVIE BOULEVARD

- New Weekday service span is from 5:59am to 10:36pm with a 29-minute frequency.
- New Saturday service span is from 6:00am to 10:51pm with a 32-minute frequency.
- New Sunday service span is from 9:30am to 7:36pm with a 47-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 31 – BROWARD CENTRAL TERMINAL TO HILLSBORO BLVD. AND LYONS ROAD VIA N.W. 31 AVENUE/LYONS ROAD

- Weekday's service span is from 5:25am to 12:22am with a 33-minute frequency.
- Changes were made to the last trip departing Broward Central Terminal for connection purposes.

ROUTE 34 – CORAL RIDGE DRIVE TO FEDERAL HIGHWAY VIA SAMPLE ROAD

- New Weekday service span is from 5:00am to 11:00pm with a 25-minute frequency.
- New Saturday service span is from 5:40am to 10:46pm with a 43-minute frequency.
- New Sunday service span is from 7:53am to 8:52pm with a 41-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 48 – US 441 TO DEERFIELD BEACH VIA HILLSBORO BOULEVARD

- New Weekday service span is from 5:30am to 9:30pm with a 37-minute frequency.
- New Saturday service span is from 6:05am to 9:26pm with a 36-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 50 – BROWARD CENTRAL TERMINAL TO HILLSBORO BLVD. VIA DIXIE HIGHWAY

- New Weekday service span is from 5:10am to 12:09am with a 33-minute frequency.
- Changes were made to the last trip departing Broward Central Terminal for connection purposes.

ROUTE 60 – BROWARD CENTRAL TERMINAL TO HIGHWAY 441 AND N.W. 15 STREET VIA ANDREWS AVENUE AND DR. MARTIN LUTHER KING JR. BLVD/ COCONUT CREEK PKWY

- New Weekday service span is from 5:13am to 12:07am with a 32-minute frequency.
- New Saturday service span is from 5:19am to 11:27pm with a 40-minute frequency.
- New Sunday service span is from 9:00am to 9:37pm with a 60-minute frequency.
- Changes were made to the last trip departing Broward Central Terminal for connection purposes and to improve on-time performance.

ROUTE 72 – SAWGRASS MILLS MALL TO GALT MILE VIA OAKLAND PARK BOULEVARD

- New Weekday service span is from 4:45am to 1:19am with a 20-minute frequency.
- New Saturday service span is from 5:00am to 12:50am with a 19-minute frequency.
- New Sunday service span is from 7:17am to 10:04pm with a 21-minute frequency.
- Additional changes were made to improve on-time performance.

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BCT SERVICE CHANGES EFFECTIVE SUNDAY, MARCH 31, 2024

FIXED ROUTES 1, 28

BREEZE: US 1 ROUTE 101



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SERVICE CHANGES EFFECTIVE SUNDAY, MARCH 31, 2024

Broward County Transit will implement the following changes to improve on-time performance.

To view the new timetables, visit:

Broward.org/BCT/Riders/Pages/ServiceChanges.aspx

ROUTE 1 – AVENTURA MALL TO BROWARD CENTRAL TERMINAL VIA FEDERAL HIGHWAY/US 1

- New weekday service span is from 4:50am to 12:41am with a 20-minute frequency.
- New Saturday service span is from 5:00am to 12:41am with a 23-minute frequency.
- New Sunday service span is from 5:45am to 10:38pm service with a 30-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 28 – MEMORIAL HOSPITAL MIRAMAR TO AVENTURA MALL VIA MIRAMAR PARKWAY/HALLANDALE BEACH BOULEVARD

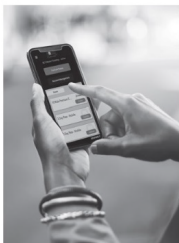
- New weekday service span is from 5:00am to 1:16am with a 26-minute frequency.
- New Saturday service span is from 5:25am to 1:00am with a 30-minute frequency.
- New Sunday service span is from 7:45am to 10:04pm service with a 44-minute frequency.
- Additional changes were made to improve on-time performance.

SERVICE CHANGES EFFECTIVE MONDAY, APRIL 1, 2024

US 1 BREEZE ROUTE 101 – BROWARD CENTRAL TERMINAL TO AVENTURA MALL VIA US 1

- New weekday service span is from 4:45am to 9:20pm with a 25-minute frequency.
- Additional changes were made to improve on-time performance.

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BCT SERVICE CHANGES EFFECTIVE SUNDAY, JUNE 9, 2024

**FIXED: ROUTES 2, 16, 18, 19, 20,
31, 40, 42, 48, 50, 72**

BREEZE: ROUTE 441

EXPRESS: ROUTE 106



FOR NEW SCHEDULES:

Broward.org/BCT/Schedules

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SERVICE CHANGES EFFECTIVE SUNDAY, JUNE 9, 2024

Broward County Transit will implement the following changes to improve on-time performance.

To view the new timetables, visit:

[Broward.org/BCT/Riders/Pages/ServiceChanges.aspx](https://www.browardtransit.org/BCT/Riders/Pages/ServiceChanges.aspx)

Route 2 – N.W. 207 Street to Westview Drive via University Drive

- New Saturday service span is from 5:00am to 12:44am with a 32-minute frequency.
- New Sunday service span is from 6:32am to 10:59pm with a 42/45-minute frequency.
- Additional changes were made to improve on-time performance.

Route 16 – Pembroke Lakes Mall to Dania Beach City Hall via Stirling Road

- New weekday service span is from 5:24am to 11:01am with a 51-minute frequency.
- Additional changes were made to improve on-time performance.

Route 18 – Golden Glades Park and Ride to Lauderhill Transit Center via US 441

- New weekday service span is from 5:00am to 12:59am with a 22-minute frequency.
- New Saturday service span is from 4:57am to 12:49am with a 26-minute frequency.
- New Sunday service span is from 6:00am to 12:15am with a 33-minute frequency.
- Additional changes were made to improve on-time performance.

Route 19 – Turtle Creek/Boca Raton Sandalfoot to Lauderhill Transit Center via US 441

- New weekday service span is from 4:34am to 1:31am with a 21-minute frequency.
- New Saturday service span is from 5:01am to 12:33am with a 21-minute frequency.
- New Sunday service span is from 5:37am to 12:28am with a 21-minute frequency.
- Additional changes were made to improve on-time performance.

Route 20 – Broward Central Terminal to Broward Health North

- New weekday service span is from 4:45am to 10:07pm with a 53-minute frequency.
- New Saturday service span is from 5:50am to 9:20pm with a 50-minute frequency.
- New Sunday service span is from 9:35am to 8:03pm with a 50-minute frequency.
- Additional changes were made to improve on-time performance and change the routing exiting the Broward Terminal. Due to the routing change, stops #1501 and #1503 will be removed. We will be adding stops #3188, #4751 and #3631 between Broward Boulevard and US1.

Route 31 – Broward Central Terminal to Hillsboro Boulevard and Lyons Road via N.W. 31 Avenue/Lyons Road

- New weekday service span is from 5:22am to 12:21am with a 35-minute frequency.
- Additional changes were made to improve on-time performance.

Route 40 – Lauderhill Transit Center to The Galleria at Fort Lauderdale via Sistrunk Boulevard/17th Street Causeway/A1A

- New weekday service span is from 5:26am to 10:59pm with a 25-minute frequency.
- New Saturday service span is from 5:30am to 11:10pm with a 26-minute frequency.
- New Sunday service span is from 6:40am to 8:26pm with a 40-minute frequency.
- Additional changes were made to improve on-time performance.

Route 42 – Atlantic Boulevard and Coral Ridge Drive to Atlantic Boulevard and A1A via Atlantic Boulevard

- New weekday service span is 5:10am to 11:07pm with a 37-minute frequency.
- New Saturday service span is from 5:20am to 10:56pm with a 45-minute frequency.
- New Sunday service span is from 8:35am to 9:20pm with a 60-minute frequency.
- Additional changes were made to improve on-time performance.

Route 48 – US 441 to Deerfield Beach via Hillsboro Boulevard

- New weekday service span is from 5:30am to 9:36pm with a 40-minute frequency.
- Additional changes were made to improve on-time performance.

Route 50 – Broward Central Terminal to Hillsboro Boulevard via Dixie Highway

- New weekday service span is from 5:10am to 12:12am with a 35-minute frequency.
- New Saturday service span is from 5:00am to 11:22pm with a 43-minute frequency.
- New Sunday service span is from 7:40am to 9:33pm with a 42-minute frequency.
- Additional changes were made to improve on-time performance.

Route 72 – Sawgrass Mills Mall to Galt Mile via Oakland Park Boulevard

- New weekday service span is from 4:45am to 1:29am with a 21-minute frequency.
- New Saturday service span is from 5:00am to 1:08am with a 20-minute frequency.
- New Sunday service span is from 7:14am to 10:20pm with a 21-minute frequency.
- Additional changes were made to improve on-time performance. The westbound timepoint at Oakland Park Boulevard/US 1 was moved from nearside to farside #3913. Eastbound timepoint moved to stop #2093 located at Oakland Park Boulevard/56th Street.

Route 441 – Golden Glades Park and Ride to Turtle Creek Drive via US 441

- New weekday service span is from 4:52am to 9:32pm with a 35-minute frequency.
- Additional changes were made to improve on-time performance. Southbound timepoint moved from 441/Atlantic Boulevard to 441/Southgate Boulevard stop #1262. Northbound timepoint moved from 441/Atlantic Boulevard to 441/Kimberly Boulevard stop #1408.

Route 106 – Miramar Regional Park to Miami Civic Center

- New weekday service span is from 5:10am to 9:19am and 3:10pm to 9:11pm with a 20/30-minute frequency.
- Additional changes were made to improve on-time performance.

Annual Update & Progress Report FY2025-34

Appendix B | Farebox Recovery Ratio Report



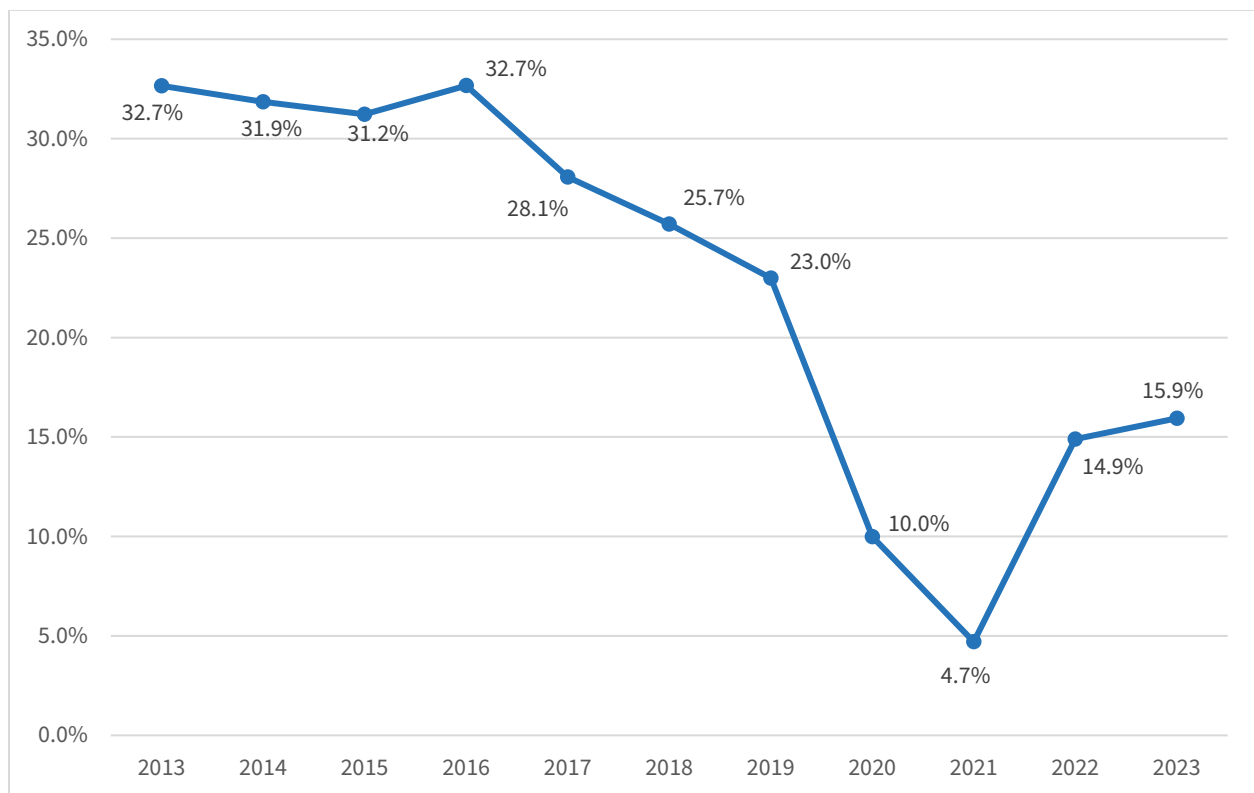
Annual Farebox Recovery Ratio Report

In accordance with HB 985 passed in FY2007, BCT monitors its farebox recovery report annually and is providing this report as part of the BCT FY2025-2034 TDP APR.

Current And Historical Farebox Recovery Ratio

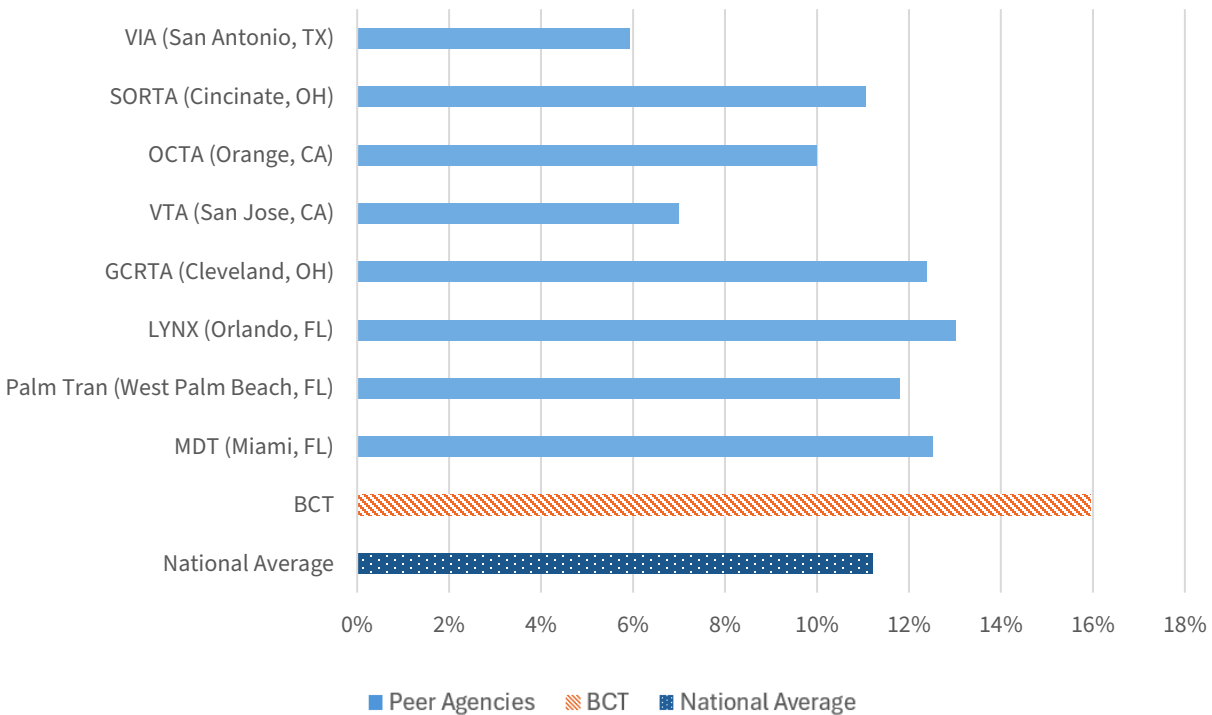
As seen in **Figure B-1**, the farebox recovery ratio for BCT for all Directly Operated Motorbus (fixed route) services in FY2023 was 15.9 percent. This number shows a 7.1 percent increase over FY2022. Based on the most recently available National Transit Database (NTD) statistics, BCT's farebox recovery ratio is gradually recovering post-Pandemic, and is above its peers and the national average for bus operators (see **Figure B-2**).

Figure B-1 BCT Farebox Recovery Ratio: FY 2013-2023



Source: NTD (FY2013-2023)

Figure B-2 Peer Agency Farebox Recovery



Source: NTD - FY2023 (latest NTD data set available for BCT's Peer agencies)

Table B-1 provides an overview of the year-to-year percent change in farebox recovery. Between FY2013 and FY2023, the farebox recovery rate declined from 32.7 percent to 15.9 percent. Declines in FY2017 and FY2018 are attributed to system-wide ridership decline. The ridership decline for those years were experienced by transit systems across the country and were part of a greater trend that reduced transit ridership overall. The decline in FY2021-2022 resulted from the suspension of fares during a large period of the Pandemic. BCT resumed fare collection on June 1, 2021, after which, farebox recovery ratio has gradually increased.

Table B-1 BCT Farebox Recovery Ratio Trends (FY2013-FY2023)

FY	Farebox Recovery	Change from Previous Year
2013	32.7%	
2014	31.9%	-2.5%
2015	31.2%	-2.0%
2016	32.7%	4.6%
2017	28.1%	-14.0%
2018	25.7%	-8.5%
2019	23.0%	-10.6%
2020	10.0%	-56.5%
2021	4.7%	-52.9%
2022	14.9%	216.7%
2023	15.9%	7.1%

Source: NTD Data for BCT (FY2013-2023)

Prior Year Fare Studies and Changes

From April 1995 to October 2007, a one-way fare ticket on BCT remained at \$1.00. Between October 2007 and October 2010, the cost of a one-way fare was increased to \$1.75. The increase was in response to the weakening economy, rise in fuel/O&M costs, and preference from our customers to increase fares in lieu of additional service cuts. In November 2014, the first step in a two-step fare increase was implemented. The second step of fare increases went into effect October 1, 2015 which increased the cost of a one-way fare to \$2.00. In January 2010, BCT began operation of its I-95 express service between Broward County and Downtown Miami, with a cost of \$2.35 one-way and \$85.00 for a monthly pass. Premium Express fares increased in November 2014 to \$2.65 one-way and \$95.00 for a monthly pass. BCT's community shuttles are free of cost.

In January 1991, BCT began offering Paratransit services starting at \$1.00 per trip. Currently, Paratransit service is offered at \$3.50 per trip.

After extensive outreach, budgetary review, and analysis of Title VI impacts to low-income and minority customers, the Broward County Board of County Commissioners approved a new 3-day pass as an additional fare option. The 3-Day Pass went into effect on July 1, 2016 and can be purchased for \$12. The pass allows for unlimited rides during any three (3) consecutive transit service days.

As of December 2024, BCT's one-way cash fare remains \$2.00. Currently, BCT offers multiple transit pass options, which include an unlimited daily pass for \$5, an unlimited 7-Day pass for \$20, a 10-Ride pass for \$20, and a 31-Day unlimited pass for \$70. Fares were suspended on all BCT services between March 2020 and June 2021 due to the COVID-19 pandemic.

Table B-2 displays the current fare structure.

Table B-2 BCT Current Fare Structure: FY2024

Fare Type	Current Cost	Notes
Adult		
One-way Cash Fare	\$2.00	
3-Day Bus Pass	\$12.00	Unlimited rides for 3 consecutive days.
7-Day Bus Pass	\$20.00	Unlimited rides for 7 consecutive days.
10-Ride Bus Pass	\$20.00	Expires after the 10th ride is taken.
All-Day Pass	\$5.00	Unlimited rides all day on BCT fixed routes.
31-Day Adult Bus Pass	\$70.00	Unlimited rides for 31 consecutive days.
Premium Express One-Way Cash Fare	\$2.65	
Premium Express 10-Ride Bus Pass	\$26.50	
Premium Express 31-Day Bus Pass	\$95.00	
Senior, Medicare, and Disability		
One-way Cash Fare	\$1.00	Senior Fare - 65 and older, proof of age required.
All-Day Bus Pass Reduced	\$4.00	
31-Day Bus Pass Reduced	\$40.00	Medicare or Disability Fares - Proof of disability required.
Premium Express One-Way Cash Fare Reduced	\$1.30	
Youth		
One-way Cash Fare	\$1.00	Proof of age required
All-Day Bus Pass Reduced	\$4.00	
31-Day Bus Pass Reduced	\$40.00	
Premium Express One-Way Cash Fare Reduced	\$1.30	
College Bus Pass		
31-Day College Bus Pass	\$50.00	
Veterans		
One-way Cash Fare	\$1.75	
One-way Paratransit Fare	\$3.50	

Source: <https://www.broward.org/BCT/Pages/FaresPasses.aspx>

Scheduled Fare Changes

No fare changes occurred in FY2023 or FY2024, and there are no fare changes scheduled for FY2025. BCT is conducting a Zero Fare and Reduced Fare Study to conduct an industry-based analysis of the feasibility of instituting a zero or reduced fare system or other fare policies within its current service area. As such the study will outline BCT's existing fare structure, policies and technology for all services. Those aspects will then be peer reviewed across all modes of service for peers identified in BCT's TDP.

Farebox Recovery Ratio Strategies

The FY2024 - 2033 TDP outlines a set of strategies geared towards upholding a comparable farebox recovery ratio. The targeted percentage for farebox recovery should be set by the Broward County Board of County Commissioners. Strategies that should still be maintained to ensure this farebox recovery are as follows:

- Assess the fares as part of the COA.
- Monitor key performance measures for fixed routes. Address underperforming routes.
- Adapt to regional fare structure trends and adjust rates accordingly.
- Ensure that transit serves major activity centers, potentially increasing the effectiveness of service.
- Increase ridership through enhanced marketing and community relations activities, including with major employers, schools, and homeowner associations.
- Minimize costs required to operate and administer transportation services.
- Determine the most cost-effective service type on all major corridors given demand, routings, and coverage areas.
- Increase ridership by increasing the use of technology to enhance the passenger experience.