

Broward County Connects

Live, Learn, Work, and Play

May 23, 2023

Premium Mobility Plan



Agenda

- Overview
- What We've Heard
- Outreach Activities
- Capital Cost Summary
- Funding Framework
- Next Steps
- Discussion



An aerial photograph of a city skyline, likely Miami, featuring several prominent high-rise buildings. A large, modern building with a blue glass facade is a central focus. The foreground shows a mix of lower-rise buildings, greenery, and a waterfront area with boats. The sky is blue with some clouds.

Strategy

To invest in a countywide network of premium transit services that provide modern convenient mobility that is attractive, safe, reliable, and frequent

GOALS



Improve Mobility for All



**Implement Equitable
Transit Solutions**



**Integrate and Serve
Communities**



**Enhance Economic
Development and Ensure
Financial Stability**



**Improve Safety, Security, and
Ensure Environmental
Stewardship**

What we gain?

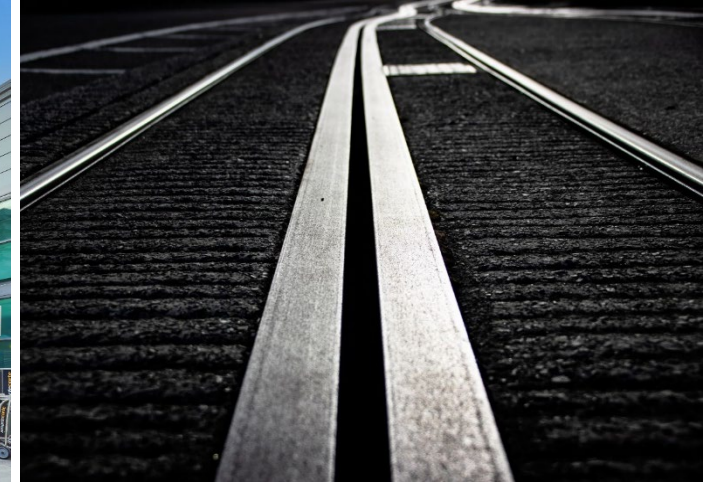
- Over 200 miles of new premium service
- Approximately 23 million annual ridership
- 100% electrified bus fleet
- New Intelligent Transportation Systems (ITS) technology
- Localized aesthetic and architectural enhancements



Connecting Activity Centers

With direct connections to the Airport, Seaport, and Convention Center; Broward County will be one of the leading intermodal transit providers in the country.

Through PREMO we have a unique opportunity to connect Broward County's three major economic engines with fast, reliable and convenient transit service.



Why, What, Where



DATA DRIVEN



FEDERAL AND STATE
FUNDING ELIGIBILITY



RIDERSHIP DEMAND
FOCUSED

Recommended Network

Mode	Miles
Commuter Rail South	11.5
Light Rail Transit (LRT)	23.3
Bus Rapid Transit (BRT)	76
High Frequency Bus	100

Broward Commuter Rail South

Light Rail Transit

Bus Rapid Transit

High Frequency Corridors

Future Light Rail West Extension Options

Proposed Future Commuter Rail Extension

Proposed New Routes

Fort Lauderdale Hollywood International Airport

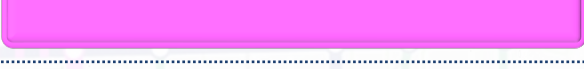
Port Everglades

Broward County Convention Center

Sawgrass Mills



Proposed 15 Year Program Implementation Schedule

Corridor	Service	Schedule																		Project Duration	Current Status	Target Revenue Service
		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040			
Broward Commuter Rail South	Commuter Rail																			2023-2027	Conceptual Design	2027
Oakland Park Blvd.	BRT																			2023-2028	Conceptual Design*	2028
Airport-Seaport-Convention Center	LRT																			2023-2028	Conceptual Design	2028
Downtown Connection	LRT																			2023-2031	Planning	2031
Broward Blvd LRT	LRT																			2023-2035	Conceptual Design	2035
US 441 / SR 7	BRT																			2024-2030	Planning	2030
Powerline Rd.	BRT																			2026-2033	Planning	2033
University Dr.	BRT																			2027-2035	Planning	2035
Commercial Blvd.	BRT																			2028-2036	Planning	2036
Sunrise Blvd.	BRT																			2030-2038	Planning	2038

*Pending Notice to Proceed

Five-Year Look Ahead

2023

PREMO Study
Complete

2024

Pre-Launch Activities

- Service integration
- Bus procurement
- NEPA/PD&E
- Design development
- Workforce readiness

2025

2026

High Frequency
Corridors
Launched

2027

Commuter Rail
Opens

2028

BRT and LRT
Open

How do we get there?

1

Fully Leverage
Internal and
External
Resources

2

Pursue Alternative
Delivery Strategies

3

Generate Fast
Tracked
Procurements

4

Seek and Secure
Alternative
Funding Sources

5

Continuous
Improvement



Program Risks

- Market Pricing Volatility
- Schedule Uncertainty
 - Material and Equipment Availability
 - Consensus Building
 - Federal and State Reviews
- Project Delivery Adoption
- Major Third-Party Agreements (Commercial Terms)
- Regulatory Risk
 - Environmental Reviews
 - Funding Requirements
- Property Availability and Acquisition
- Workforce Readiness and Agency Organizational Maturity
- Public Expectations

A close-up photograph of a person's hands writing in a notebook. The person is wearing a light-colored, textured sweater. The left hand holds a black pen with a wooden barrel, and the right hand rests on the notebook. The notebook is open, and the person is writing on the right page. The background is blurred, showing more of the person's sweater and the notebook.

Here's What We've Heard

- Customer Experience
- Transit System Integration
- Transit Oriented Development
- Affordable Housing
- New Technologies
- Traffic Impacts

Customer Experience

- Modern, Attractive, and Comfortable Vehicles
 - Enhanced System Security
 - Connectivity on Vehicles and at Stations
 - Digital Signage/Customer Communications
-



System Integration

- PREMO will connect with existing and future services to create a total transit network
- Comprehensive Operational Analysis (COA) to be conducted in FY2024
- First Mile/Last Mile Connections will be developed for Premium Services
- Regional Connectivity

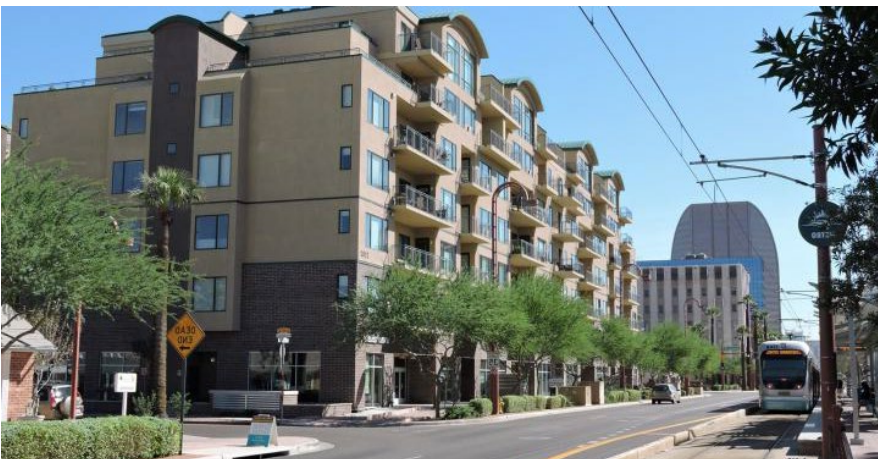




Transit Oriented Development (TOD)

- Transit Oriented Development (TOD) creates dense, walkable and mixed-use spaces near transit that support vibrant, sustainable, and equitable communities
- A mix of land uses allows TOD residents to commute to work, run errands, recreate, and meet basic needs without the use of a car
- A variety of moderate and higher density housing options located within safe, easy walking distance (about 10-minutes) is a typical TOD feature
- A well-designed bicycle system and associated facilities can increase the radius that people will travel to access transit





TOD Success Stories

- The Valley Metro Rail is a 28.2-mile LRT line serving the cities of Phoenix, Tempe and Mesa AZ
- Valley Metro estimates that more than \$14.4 billion in private and public capital investment have occurred along the LRT line constructed at a cost of approximately \$2.1 billion
- The following TOD benefits have been identified:
 - Improved accessibility to jobs
 - Generates sales tax revenues
 - Provides affordable housing near a readily available source of transportation, creating a high level of mobility for households on limited incomes
 - Increases nearby property values
 - Improves foot traffic for retailers
 - Allows access to a more diverse work force



TOD Success Stories

- The HealthLine was constructed in 2008 at a cost of \$200 million as Cleveland's first Bus Rapid Transit (BRT) system, serving 7.1 miles of roadway on the Euclid Corridor
- The Greater Cleveland Regional Transit Authority estimates that the \$200 million invested in the HealthLine BRT has spurred about \$9.5 billion in development along Euclid Corridor including:
 - \$200+ million at East Ninth and Euclid Avenue
 - \$380 million invested by Cleveland State University
 - \$370 million invested by University Hospital
 - \$350 million invested by Cleveland Museum of Art
 - \$1.3 billion invested by Cleveland Clinic Foundation
 - 8,800+ new residential units
 - 1,800 + new dorm rooms
 - 1,300 + new hotel rooms
 - 23 million square feet in total development
 - 13,000 new jobs
- The HealthLine was the nation's first BRT to sell naming rights — in this case, to the Cleveland Clinic and University Hospitals





Affordable Housing Opportunities

- Lower-income families disproportionately rely on public transit to access jobs and other travel needs, yet housing near premium transit tends to be expensive
- Transportation is typically the second largest annual expense for families after housing
- Increasing the supply of affordable housing near transit can reduce the cost of living for lower-income families by reducing their transportation costs and better connect families to jobs and economic opportunities
- PREMO provides a significant opportunity to prioritize and plan affordable housing near stations





Affordable Housing Success Story

- Washington Metropolitan Area Transit Authority (Metro) and Amazon have a goal to create more than 1,000 new affordable housing units.
- Amazon is committing \$125 million in below market capital, available only to developers for mixed-use projects, who have joint development agreements with Metro.
- Examples of mixed-use projects that include affordable housing:
 - 451 Units at College Park, Maryland Metro Station
 - 291 units at New Carrollton, Maryland Metro Station



Emerging Technologies

Emerging new technologies:

- Multimodal Communications Center Enhancements
- Metaverse for Employee Training
- Enroute Inductive Electric Vehicle Charging
- Communications Based Train Control (CBTC)
- Collision Avoidance Detection
- Real-time Passenger Information
- Autonomous Vehicles

We will determine the right technology, right tool, at the right time.



Jacksonville Autonomous Vehicle Project

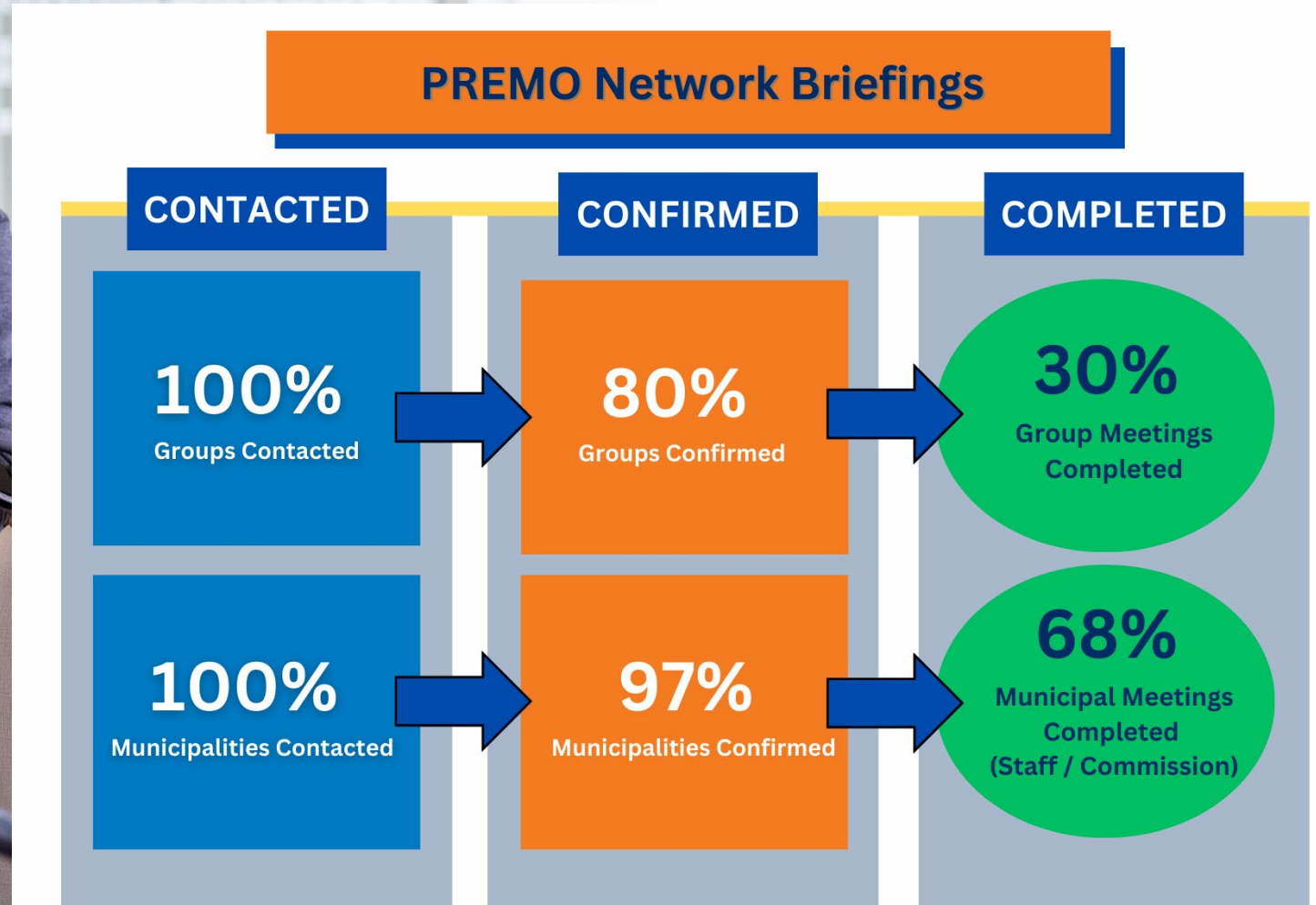
- First phase is called the Ultimate Urban Circulator and it will provide a 3-mile autonomous shuttle line in downtown Jacksonville. This will connect major sports stadiums and entertainment venues along Bay Street with the existing Skyway monorail.
- The initial estimated cost is \$60 million, and the project is scheduled to be in operation begin in 2025. Construction work will consist of installing cameras, antennas, lidar sensors, and radar sensors at every intersection on Bay Street in downtown Jacksonville.
- Second phase will connect the autonomous shuttle with the Skyway system. The existing monorail tracks will be converted into an elevated roadway for the autonomous shuttles.
- The autonomous vehicle technology is emerging and has great promise. Current limitations include slow operating speeds and limited vehicle capacity. These issues will have to be resolved prior to widespread implementation throughout the transit industry.

Traffic Impacts of Dedicated BRT and LRT Lanes

- Use of Signal Priority and other techniques when existing right of way does not have room for dedicated lanes
- One way pair options
- Additional Analysis
 - Traffic Analysis Project Development and Environmental (PD&E)
 - Lane Repurposing Study



Outreach Activities



*Information updated on 05/18/2023



Capital Cost Summary

Mode	Estimated Capital Investment* (\$Million)
Commuter Rail South	297
Light Rail Transit	2,620
Bus Rapid Transit	1,332
High Frequency	125
Total	4,374

* Does not include:

- Unknown commercial fees for track access
- Light Rail west extension or permanent maintenance facility/property acquisition costs
- Operations and maintenance costs

A blue pen with a silver tip is positioned diagonally across the left side of the slide. The background features a faint, stylized bar chart with blue bars of varying heights. The title 'Current Funding Framework' is written in a large, white, sans-serif font on the left side.

Current Funding Framework

- The PREMO Program will leverage potential federal and state funding sources
- The anticipated funding shares for most projects are expected to be:
 - 50% Federal
 - 25% State
 - 25% Local Transportation Surtax
- Grant opportunities beyond transit sources
- Potential Revenues:
 - Naming Rights
 - Joint Development



Changing Behaviors





Next Steps

County Commission
Feedback and Support

April 17 -26, 2023

Transportation Surtax
Oversight Review

April 27, 2023

Outreach

April 28 – June 15, 2023

Commission Workshop

May 23, 2023

County Board Adoption

June 13, 2023

Discussion



A nighttime photograph of a city street. In the background, several tall skyscrapers are illuminated with blue and white lights. In the foreground, a road with yellow lane markings is visible. A long-exposure light trail of a vehicle, showing streaks of yellow, orange, and red, stretches across the middle of the frame. A streetlight pole with a sign is visible on the right side of the road.

Broward County Connects

Premium Mobility Plan
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