

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





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

Map Legend

-  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	[Orange bar from 2023 to 2027]																			2023-2027	Conceptual Design	2027
Oakland Park Blvd.	BRT	[Dark blue bar from 2023 to 2028]																			2023-2028	Conceptual Design*	2028
Airport-Seaport-Convention Center	LRT	[Pink bar from 2023 to 2028]																			2023-2028	Conceptual Design	2028
Downtown Connection	LRT	[Pink bar from 2023 to 2031]																			2023-2031	Planning	2031
Broward Blvd LRT	LRT	[Pink bar from 2023 to 2035]																			2023-2035	Conceptual Design	2035
US 441 / SR 7	BRT	[Dark blue bar from 2024 to 2030]																			2024-2030	Planning	2030
Powerline Rd.	BRT			[Dark blue bar from 2026 to 2033]																	2026-2033	Planning	2033
University Dr.	BRT			[Dark blue bar from 2027 to 2035]																	2027-2035	Planning	2035
Commercial Blvd.	BRT				[Dark blue bar from 2028 to 2036]																2028-2036	Planning	2036
Sunrise Blvd.	BRT						[Dark blue bar from 2030 to 2038]														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 background is blurred, showing what appears to be a window with a view of a building. The overall tone is professional and focused.

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 the 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

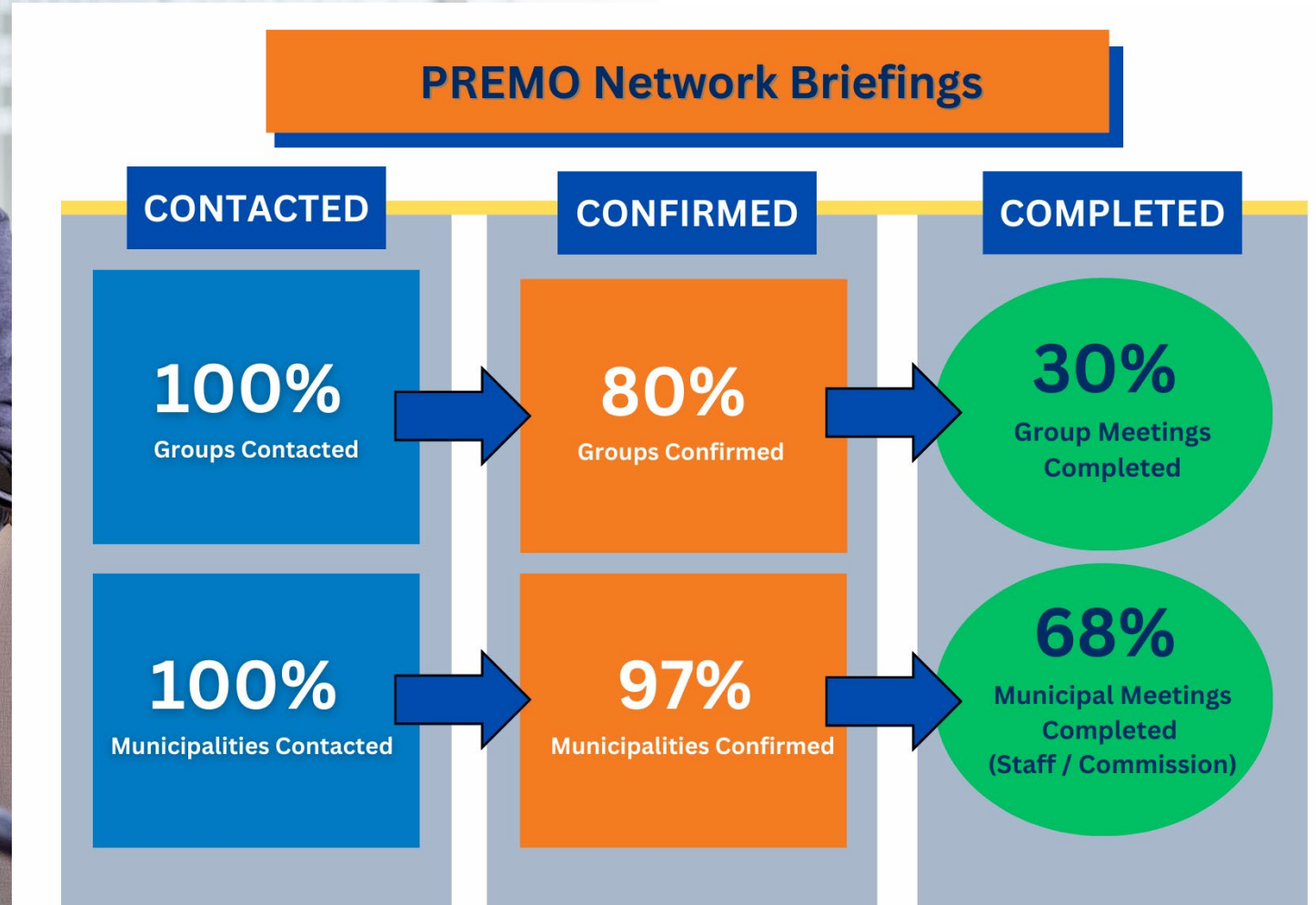
- First phase is called the Ultimate Urban Circulator and it will provide a 3-mile autonomous shuttle line in downtown Jacksonville. This will connect major sports stadiums and entertainment venues along Bay Street with the existing Skyway monorail.
- The initial estimated cost is \$60 million, and the 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



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 cityscape featuring several modern skyscrapers with illuminated windows. In the foreground, a road is shown with yellow lane markings. A long-exposure photograph of light trails from vehicles is visible, creating horizontal streaks of white, yellow, and red light across the middle of the image. A street sign and a street lamp are also visible on the right side.

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