

Broward County Connects

Live, Learn, Work, and Play

Premium Mobility Plan



Agenda

- Introduction/Background
- The Plan Overview
- Implementation Plan
- Program Risks
- Summary



An aerial photograph of a city skyline, likely Miami, featuring several prominent high-rise buildings. In the foreground, there's a waterfront area with boats docked and palm trees. The sky is blue with some light clouds. The right side of the image is faded to accommodate text.

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**



**Enhance Economic
Development and Ensure
Financial Stability**



**Integrate and Serve
Communities**



**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.



According to the American Public Transportation Association, investing in public transportation can create 49,700 jobs for one billion dollars invested and for every one dollar spent yields a five to one economic return.

- New construction and related jobs
- Catalyst for economic development
- A foundation for transit oriented development and affordable housing
- Expanded small business opportunities



Methodology



Analytical Tools

- ISOCHRON



Data Modeling

- FTA Approved STOPS Model



National Cost Analysis

- National Transit Database/APTA







Community Involvement

- Meetings & Community Events



Premium Transit Service Characteristics

Services	Branded Service with Traffic Signal Priority (TSP)	Transit Guideway	Frequency of Service (min)	Potential Capacity per Trip	Capital Cost Estimates	O&M* Cost Estimates
Commuter Rail	Yes	Dedicated	30		\$\$\$	\$\$\$
Light Rail Transit (LRT)	Yes	Shared/Dedicated	5-10		\$\$\$\$	\$\$\$\$
Bus Rapid Transit (BRT)	Yes	Shared/Dedicated	10-15		\$\$	\$\$
High Frequency	Yes	Shared	15**		\$	\$

*Operations and Maintenance

**Minimum Headway in Peak Service Only

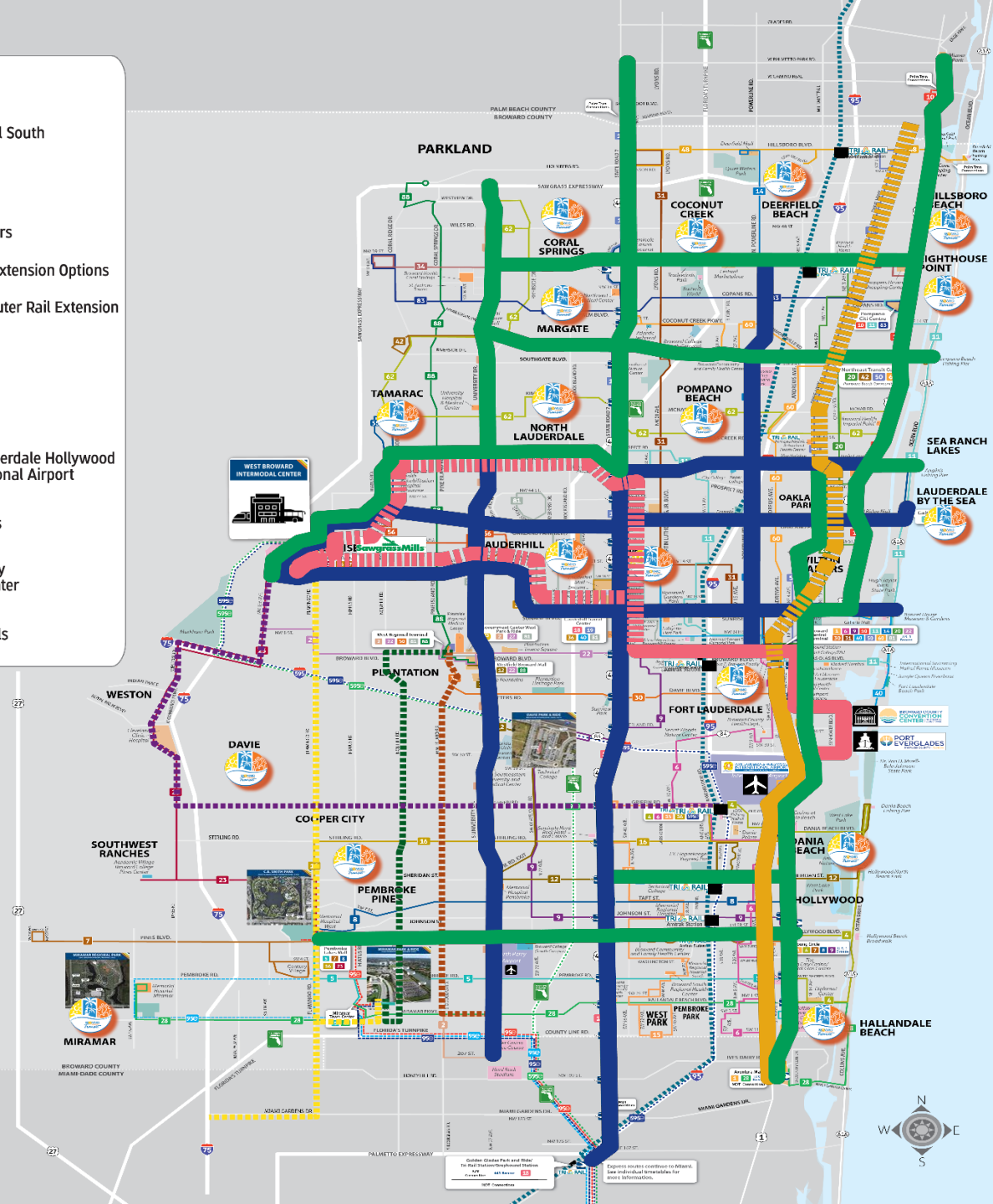
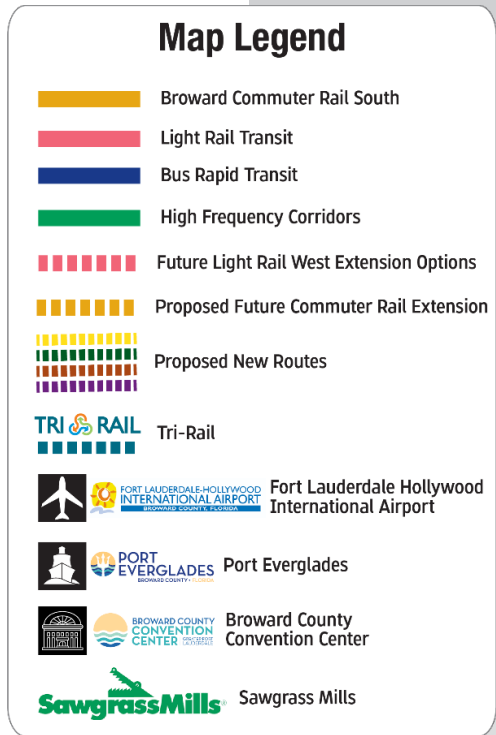


The Plan



Existing and Recommended Network

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



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

TRI & RAIL

Tri-Rail

FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT

Fort Lauderdale Hollywood International Airport

PORT EVERGLADES

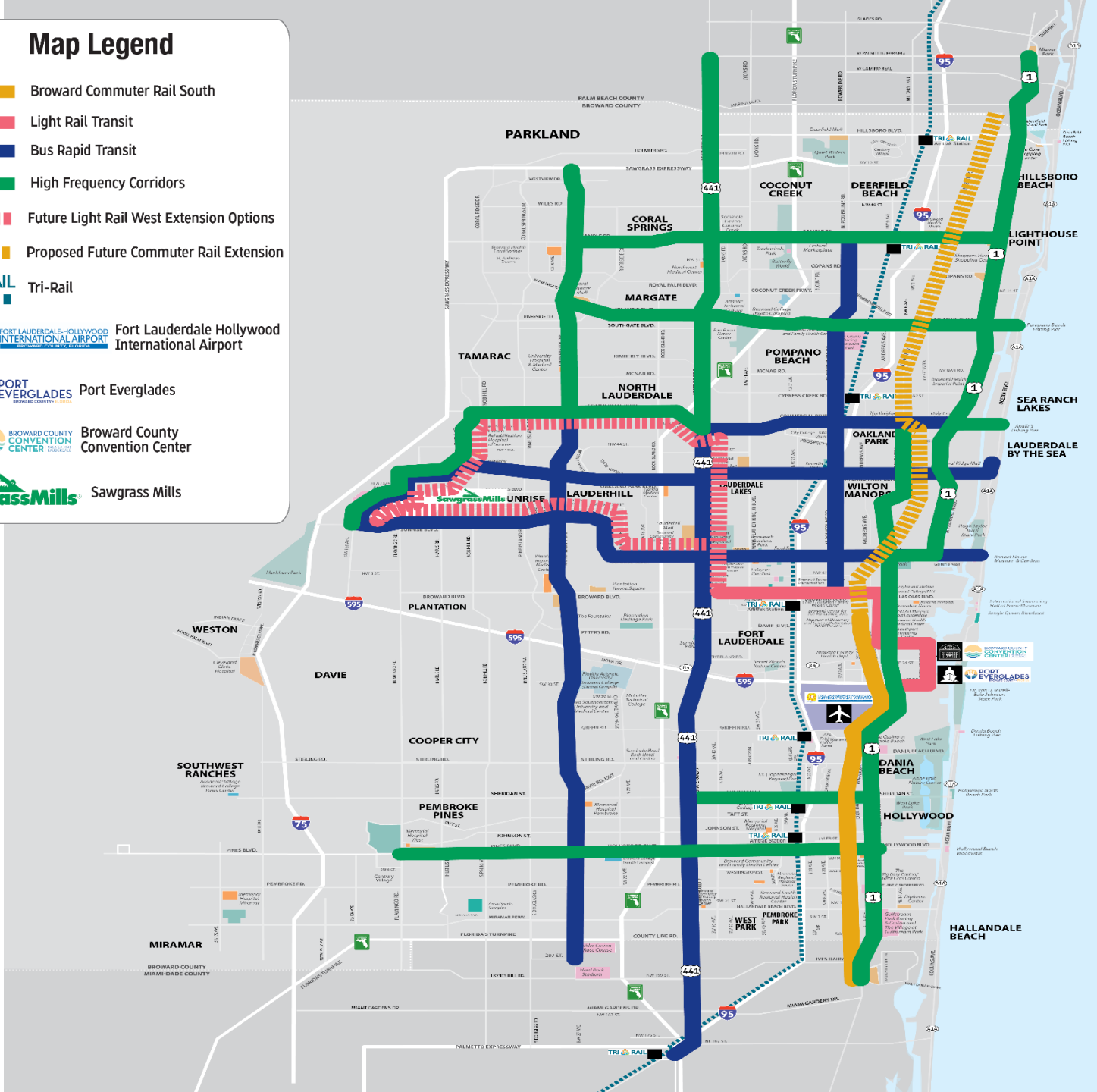
Port Everglades

BROWARD COUNTY CONVENTION CENTER

Broward County Convention Center

Sawgrass Mills

Sawgrass Mills



Broward Commuter Rail South

Project Overview: Provides a regional connection between Broward and Miami-Dade Counties. Includes:

- 11.5 miles of commuter rail on the Florida East Coast (FEC) Railway corridor
- Three stations in Hollywood, Fort Lauderdale-Hollywood International Airport and Fort Lauderdale.

Anticipated Annual Ridership: 1.2M and up to 4.8M including Miami-Dade

Projected Opening: EOY 2027

Estimated Investment: \$297M*

* Does not include PD&E and there are unknown commercial fees for track access.



Source: FDOT PD&E Study for the BCR-South Project

Airport-Seaport-Conv. Center LRT

Project Overview: Initial segment connects the Fort Lauderdale-Hollywood International Airport, Port Everglades, and the Broward County Convention Center. Includes:

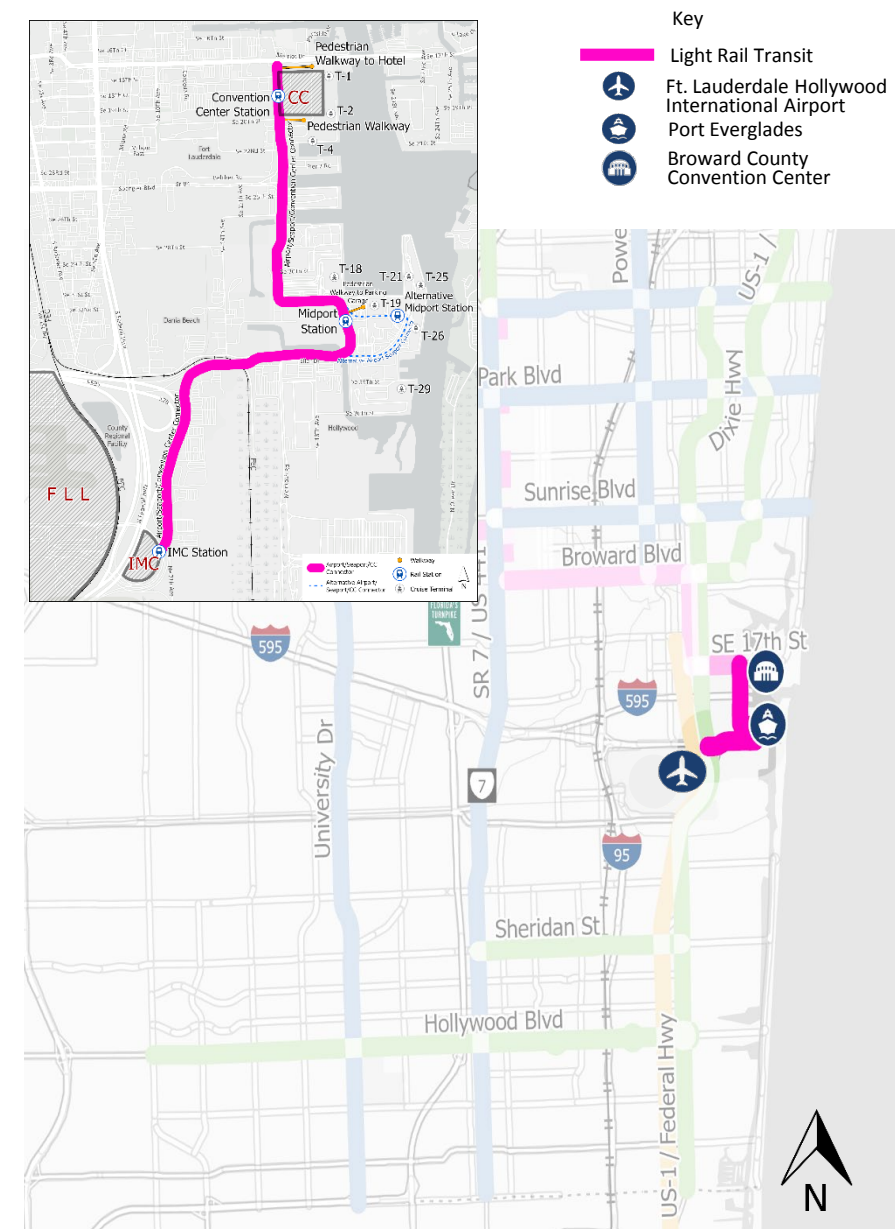
- 3.5 miles of Light Rail Transit (LRT)
- Three stations
- Elevated guideway primarily on Broward County property
- Maintenance facilities location to be determined
- Consideration for future extensions along Broward Boulevard, State Road 7 with east-west connections along Sunrise or Commercial Boulevards, after future performance and studies validate needs

Anticipated Annual Ridership:
130K - 665K

Projected Opening: EOY 2028

Estimated Investment: \$1.25B*

** Does not include permanent light rail maintenance facility/property acquisition costs.*



Downtown Connection LRT

Project Overview: Segment connects the Fort Lauderdale-Hollywood International Airport, Port Everglades, the Broward County Convention Center along SE 17th Street and then north to Downtown Fort Lauderdale. Includes:

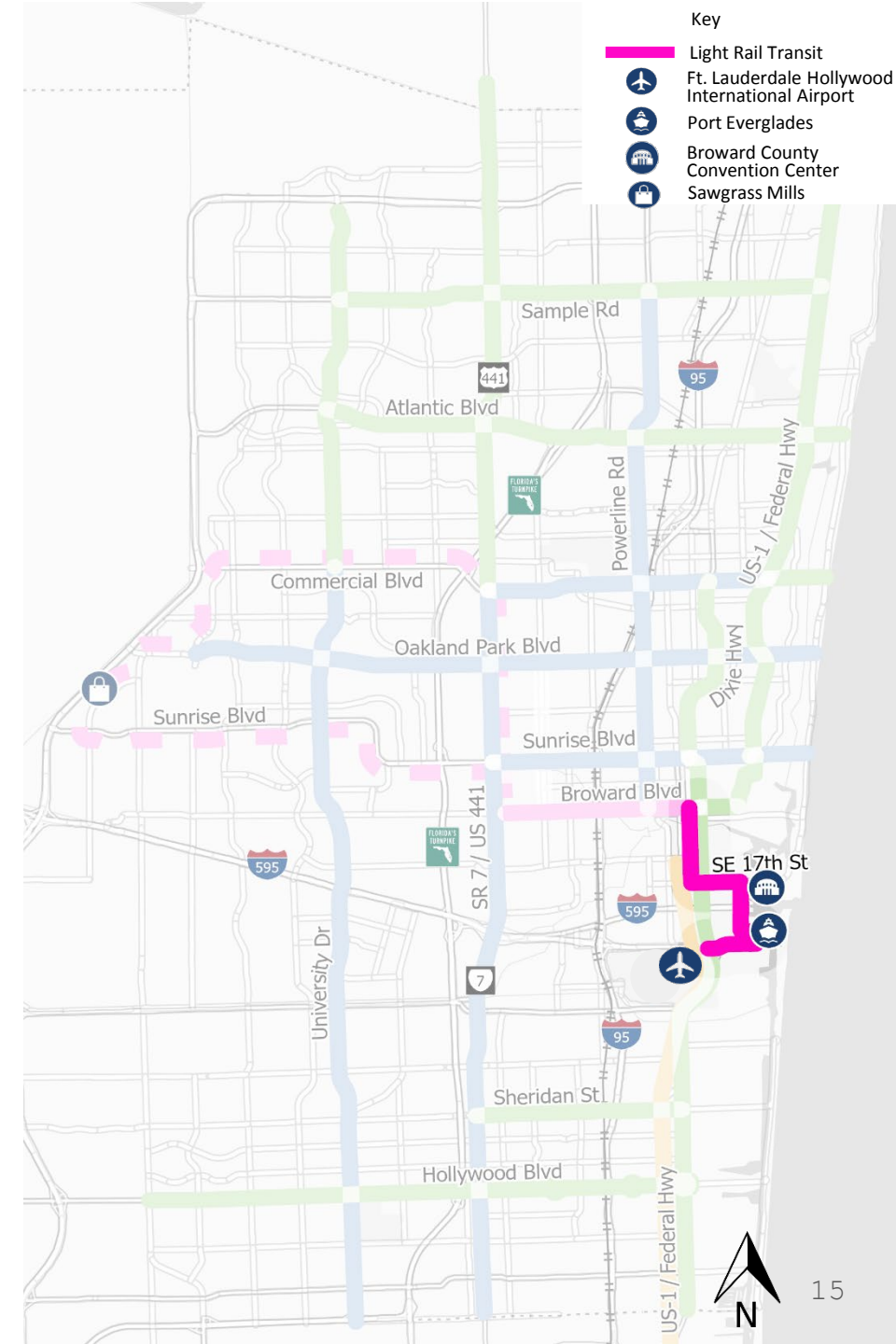
- 3 additional miles of Light Rail Transit (LRT)
- Tracks and stations at street level
- Consideration for future extensions along Broward Boulevard, State Road 7 with east-west connections along Sunrise or Commercial Boulevards, after future performance and studies validate needs

Anticipated Annual Ridership:
1.7M - 2.7M

Projected Opening: EOY 2031

Estimated Investment: \$442M*

** Does not include permanent light rail maintenance facility/property acquisition costs.*



Broward Boulevard LRT

Project Overview: Segment connects Downtown Fort Lauderdale to US 441/SR 7. Includes:

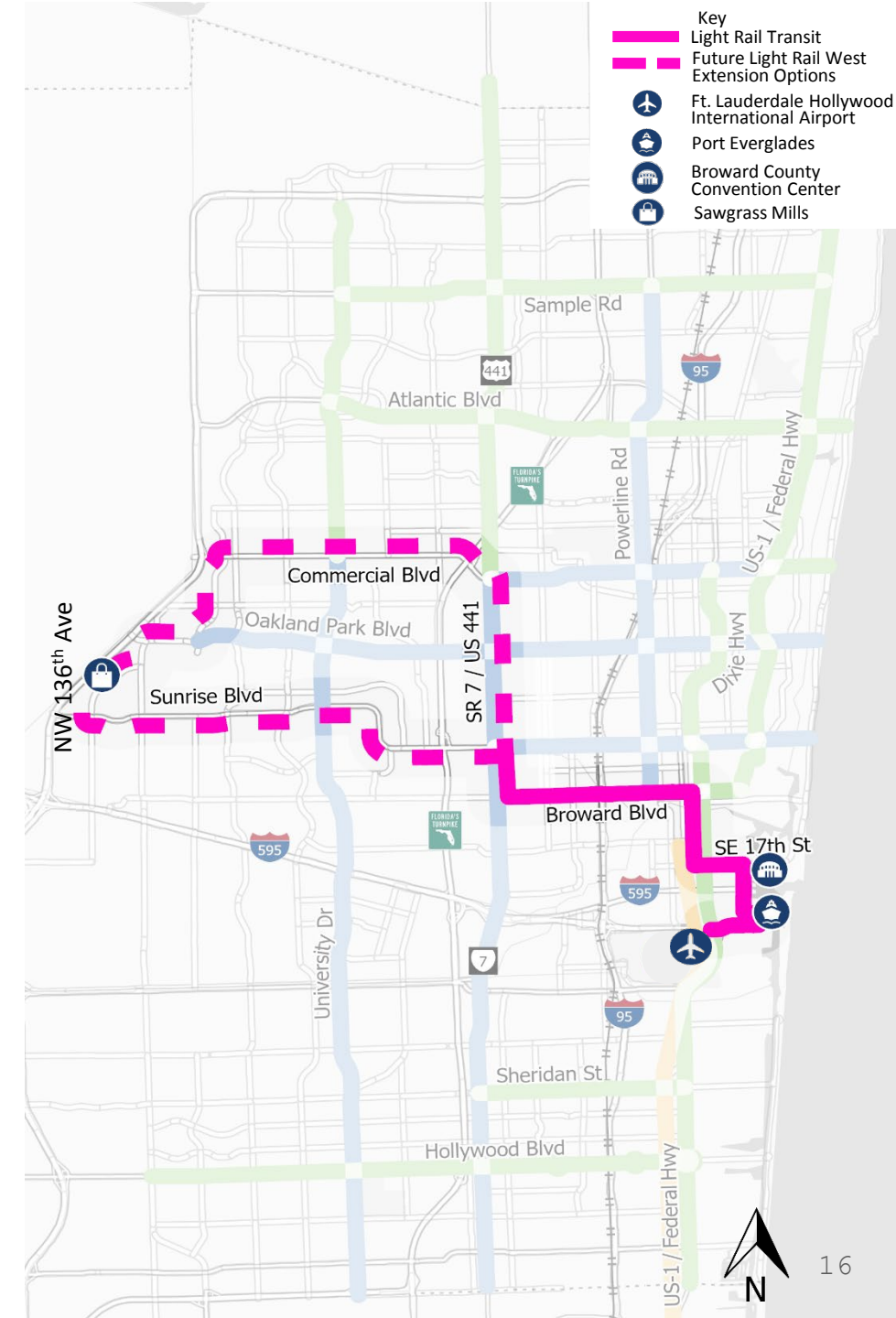
- 4 additional miles of Light Rail Transit (LRT)
- Consideration for extension east-west to State Road 7 north with extensions along Sunrise or Commercial Boulevards, after future performance and studies validate needs

Anticipated Annual Ridership:
1.5M -3.3M without west extension

Projected Opening: EOY 2035

Estimated Investment: \$930M*

** Does not include permanent light rail maintenance facility/property acquisition costs.*



Oakland Park Blvd BRT

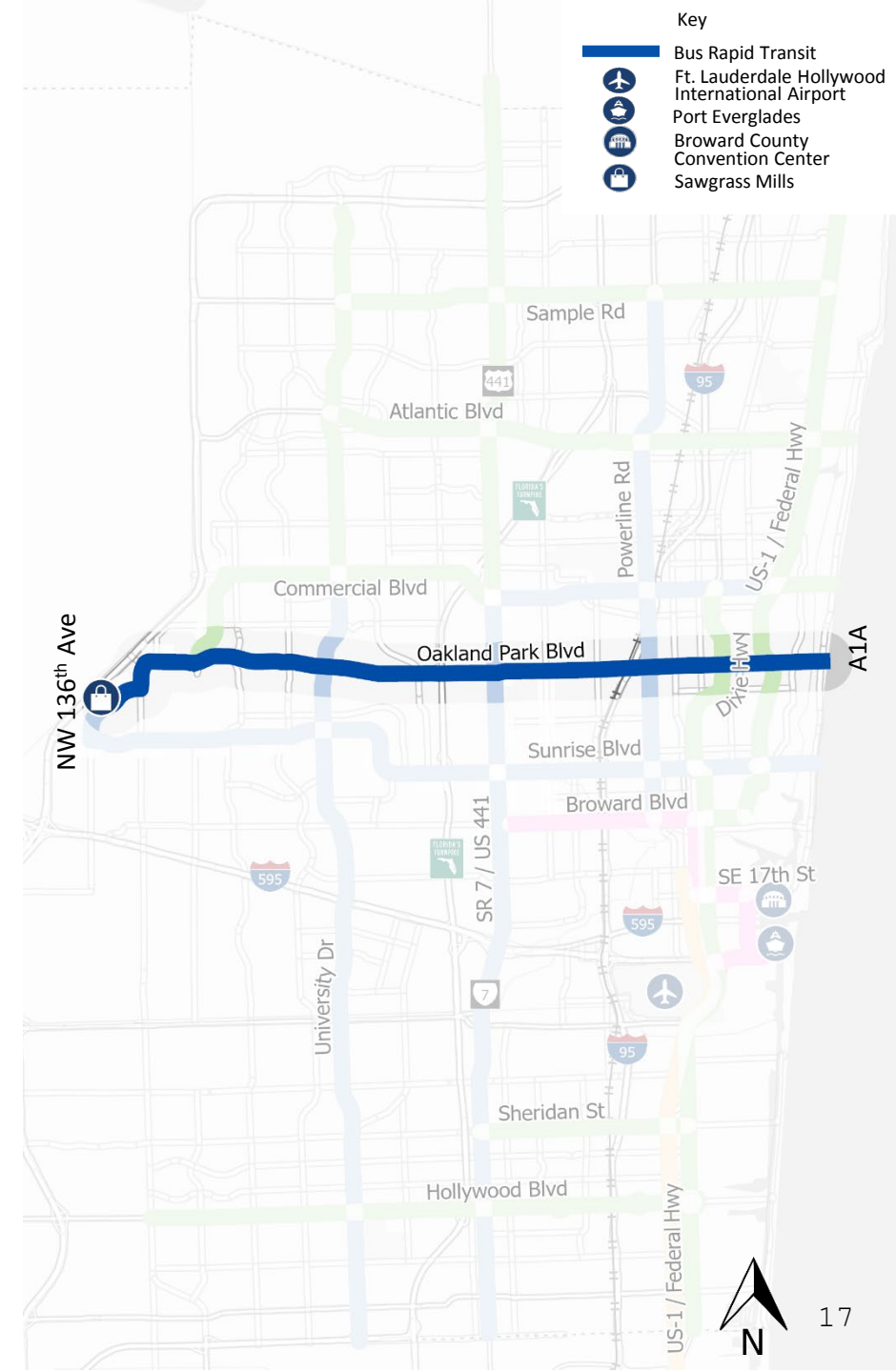
Project Overview: Connects activity centers between A1A and Sawgrass Mills Mall. Includes:

- 15 miles of Bus Rapid Transit (BRT) along Oakland Park Boulevard
- Approximately 16 branded stations
- Exclusive transit lanes where feasible
- Supplemental fixed route local service

Anticipated Annual Ridership:
2.4M - 3.2M

Projected Opening: EOY 2028

Estimated Investment: \$226M



US441/SR 7 BRT

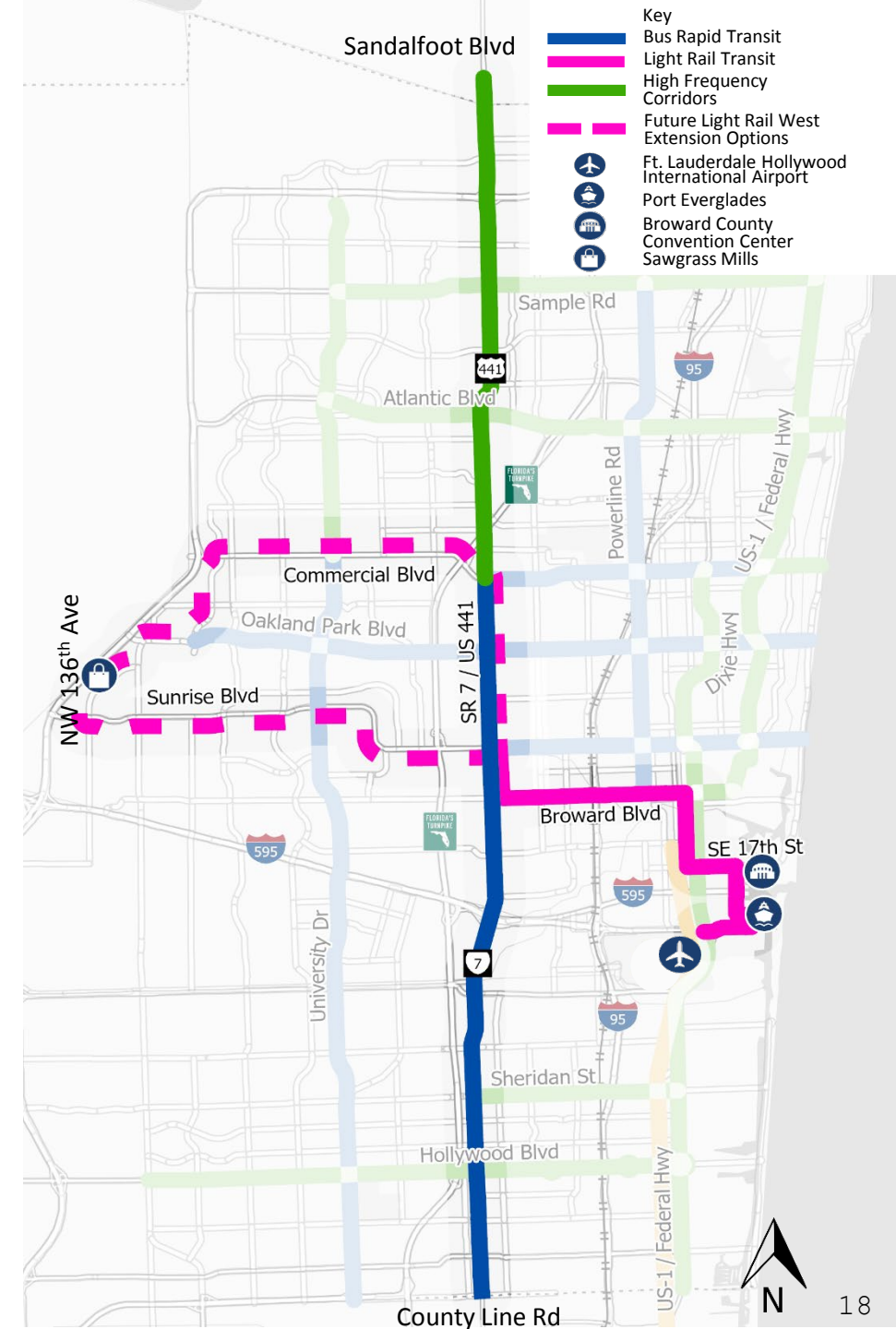
Project Overview: Connects activity centers between Commercial Boulevard and County Line Road. Includes:

- 15 miles of Bus Rapid Transit (BRT) along US441/SR 7 from Commercial Boulevard to County Line Road
- Supplemental High Frequency service from Sample Road to Commercial Boulevard
- Approximately 16 branded stations
- Exclusive transit lanes where feasible
- Potential Light Rail connections

Anticipated Annual Ridership:
1.6M - 3M

Projected Opening: EOY 2030

Estimated Investment: \$221M



University Drive BRT

Project Overview: Transit improvements between Sample Road and County Line Road. Includes:

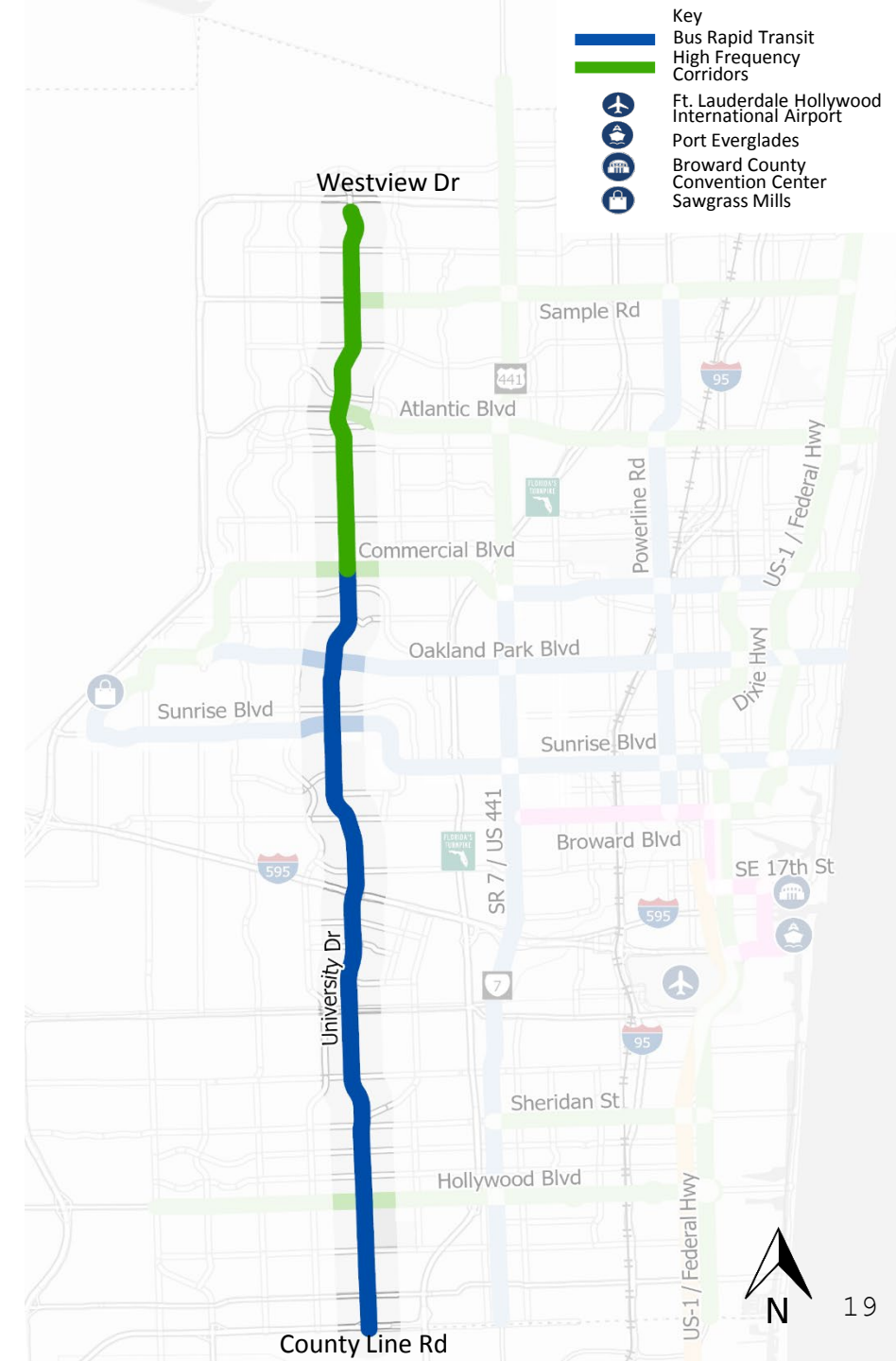
- 16 miles of Bus Rapid Transit (BRT) along University Drive from Commercial Boulevard to County Line Road
- Supplemental High Frequency service from Sample Road to Commercial Boulevard
- Approximately 16 branded stations
- Exclusive transit lanes where feasible

Anticipated Annual Ridership:

2M - 3M

Projected Opening: Mid 2035

Estimated Investment: \$334M



Commercial Boulevard BRT

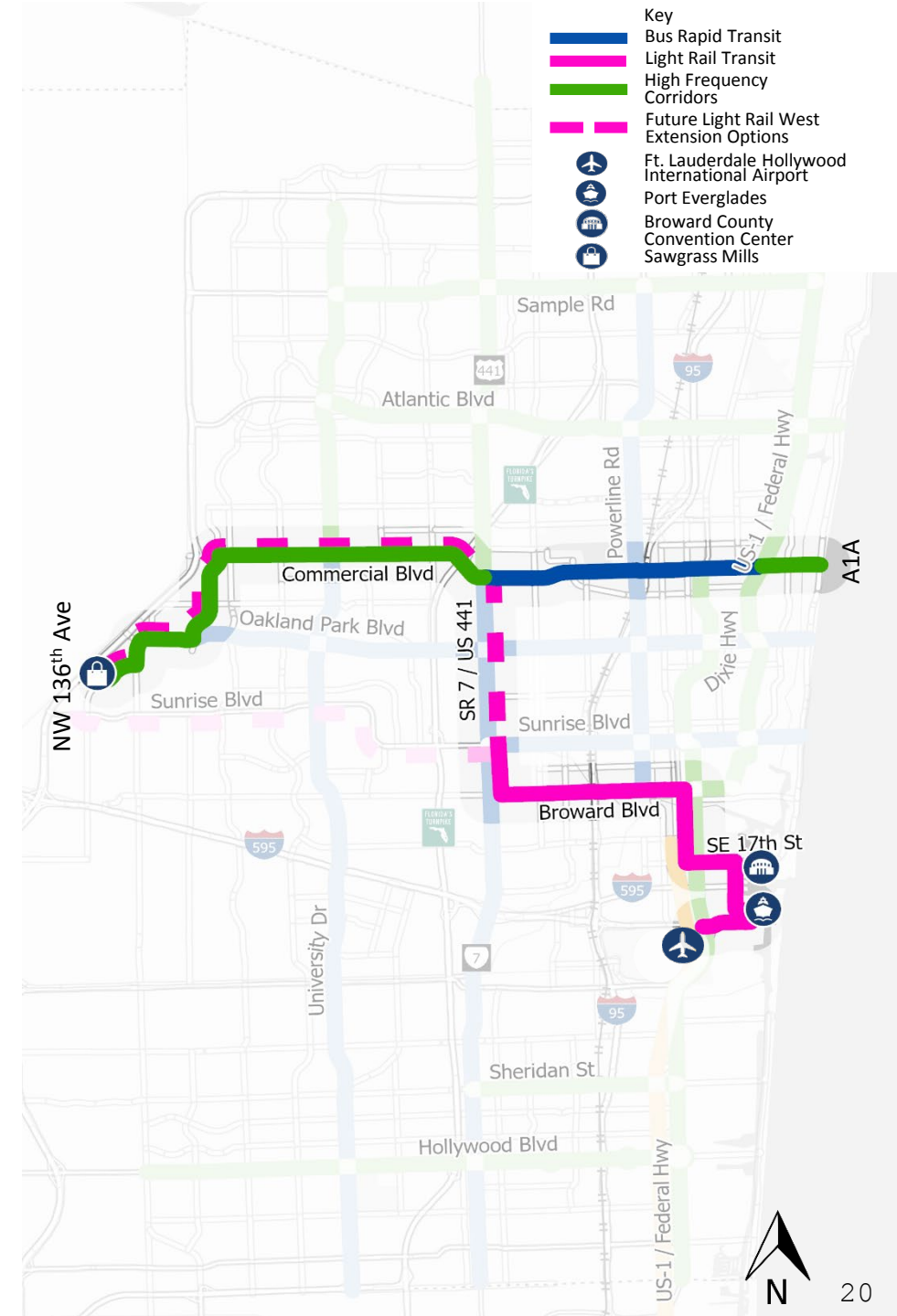
Project Overview: Connects activity centers between A1A and Sawgrass Mills Mall. Includes:

- 5.5 miles of Bus Rapid Transit (BRT) along Commercial Boulevard from US 1 to US441/SR 7
- Supplemental High Frequency service from US441/SR7 to Sawgrass Mills Mall
- Approximately 10 branded stations
- Exclusive transit lanes where feasible
- Potential Light Rail Extension

Anticipated Annual Ridership:
600K - 900K

Projected Opening: EOY 2036

Estimated Investment: \$113M



Sunrise Boulevard BRT

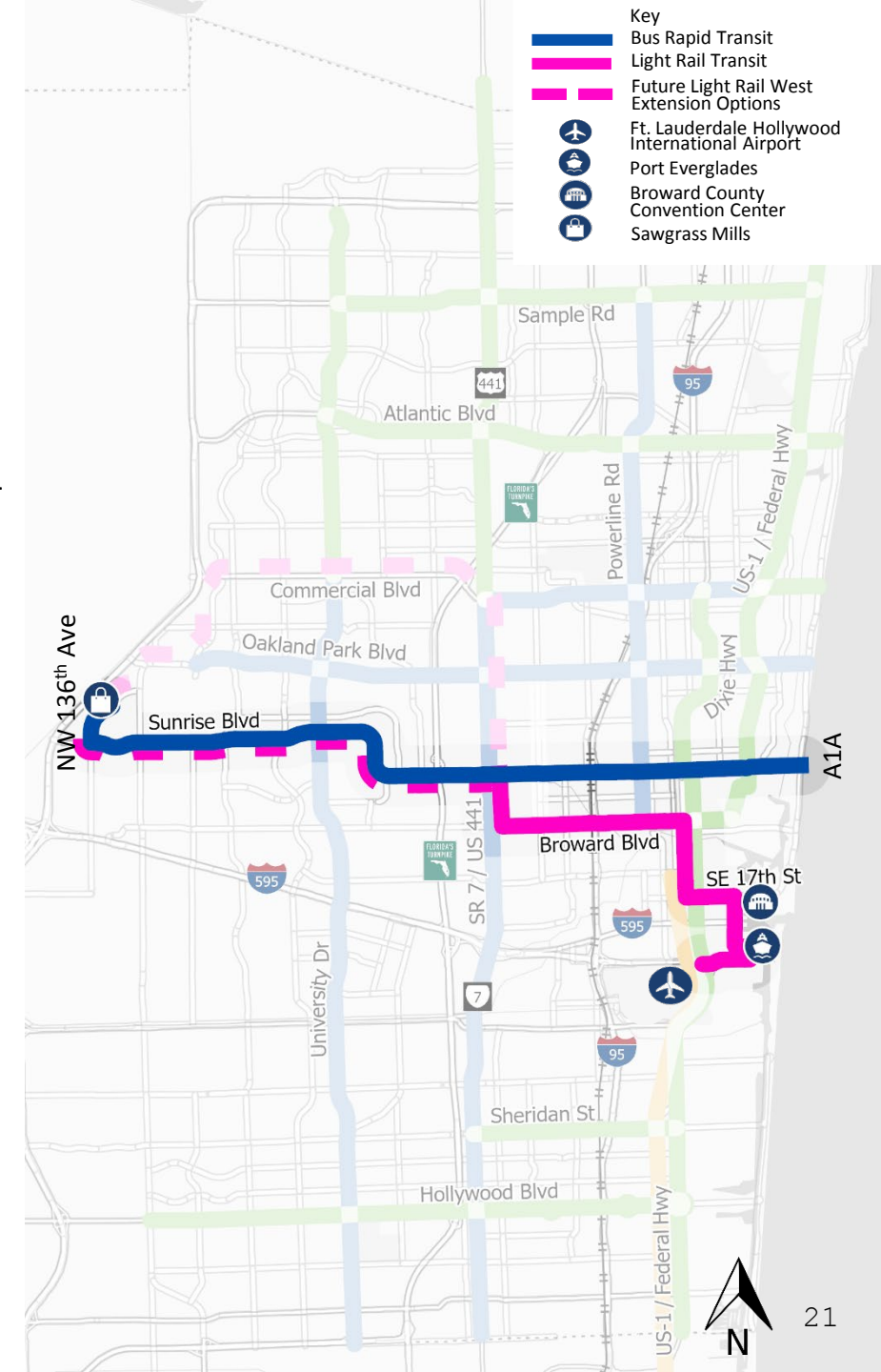
Project Overview: Transit improvements between activity centers from A1A to Sawgrass Mills Mall. Includes:

- 14 miles of Bus Rapid Transit (BRT) along Sunrise Boulevard between US 1 and Sawgrass Mills Mall
- Approximately 12 branded stations
- Exclusive transit lanes where feasible
- Potential Light Rail Extension

Anticipated Annual Ridership:
1.7M - 2.6M

Projected Opening: EOY 2038

Estimated Investment: \$240M















Implementation



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

High Frequency Service*

Corridor	Implementation
Sample Road	2026
Hollywood Boulevard	2026
US1/Federal Highway South	2027
US1/Federal Highway North	2027
Atlantic Boulevard	2028
Sheridan Street	2028
Dixie Highway	2029

*May not apply to the entire corridor. Actual limits to be determined through future analysis.



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





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



Summary Next Steps



Summary

- This transformational effort will redefine service delivery, mobility and connectivity throughout Broward County
- At the end, we will have:
 - Over 200 miles of new premium service (Commuter Rail, Light Rail, Bus Rapid Transit and High Frequency)
 - Connections between the Major County Activity Centers and Communities
 - Enhanced Economic Development Potential



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



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Premium Mobility Plan

