

DRAFT Proposed Plan for Regional Mobility & Transportation Enhancements

2018 Surtax Initiative

Broward County Ranks #67/67 in per Capita Road and Street Expenditures

* list inclusive of Florida
counties with populations of
75,000+

Source: *Florida Association of
Counties*

County	2015 Population	2015 Road/Street Facilities Expenditures	2015 Road/Street Facilities Expenditures per Capita
Alachua	254,893	\$ 17,187,291	\$ 67.43
Broward	1,827,367	\$ 62,472,000	\$ 34.19
Charlotte	167,141	\$ 77,968,960	\$ 466.49
Collier	343,802	\$ 62,807,431	\$ 182.68
Dade	2,653,934	\$ 110,454,807	\$ 41.62
Duval	905,574	\$ 33,738,725	\$ 37.26
Hillsborough	1,325,563	\$ 97,647,986	\$ 73.67
Indian River	143,326	\$ 29,812,672	\$ 208.01
Lee	665,845	\$ 57,671,900	\$ 86.61
Leon	284,443	\$ 22,942,287	\$ 80.66
Manatee	349,334	\$ 50,436,000	\$ 144.38
Martin	150,062	\$ 12,430,118	\$ 82.83
Monroe	74,206	\$ 12,993,107	\$ 175.10
Orange	1,252,396	\$ 149,772,491	\$ 119.59
Osceola	308,327	\$ 52,976,638	\$ 171.82
Palm Beach	1,378,417	\$ 63,315,954	\$ 45.93
Pasco	487,588	\$ 72,878,788	\$ 149.47
Pinellas	944,971	\$ 52,251,990	\$ 55.29
Saint Johns	213,566	\$ 40,105,962	\$ 187.79
Saint Lucie	287,749	\$ 24,371,660	\$ 84.70
Santa Rosa	162,925	\$ 13,926,492	\$ 85.48
Sarasota	392,090	\$ 62,242,678	\$ 158.75
Seminole	442,903	\$ 41,716,772	\$ 94.19
Volusia	510,494	\$ 35,116,437	\$ 68.79

Why a penny for mobility?

- 64 households move to Broward each day
- In 2017, 12.8 visitors to Broward
 - expected to increase annually
 - **place stress on roads, create traffic congestion, use transit systems**
- Gas tax revenues used for transit and road projects are flat or declining
- **Around 50% of the air pollution in Broward County is caused by vehicle emissions**

- Broward County is “Built Out”
- Need to move people & goods



What is taxed?

- Items Subject to Sales Tax*



And what is not?

- Items **Not** Subject to Sales Tax



What's in it for me?

[Link to Interactive Web Map of Proposed
Surtax Mobility Plan Projects](#)

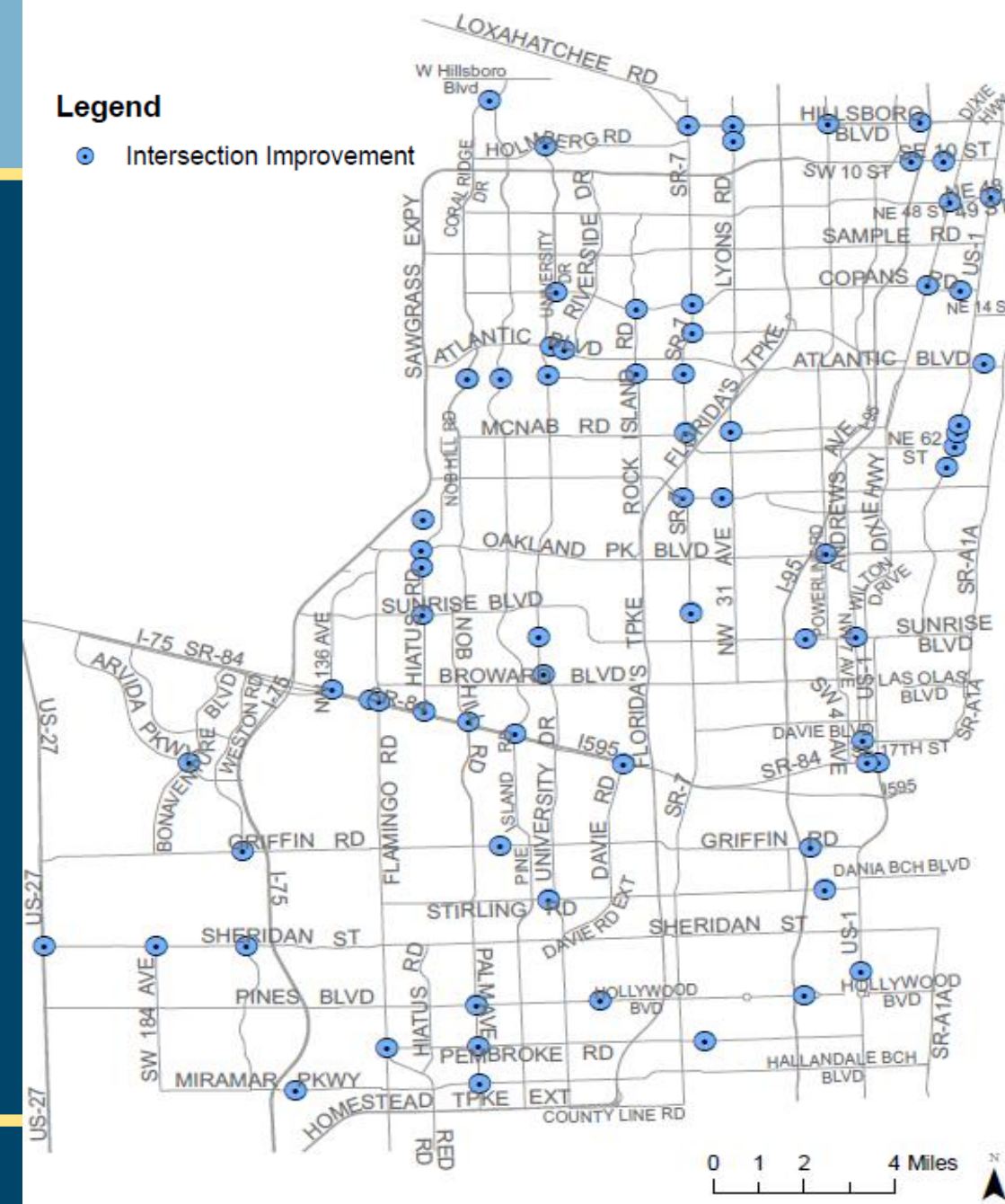
Road, Safety & Congestion Relief Projects

- Widening roads/adding lanes (46 miles)
- 73 intersections redesigned to improve traffic flow
- Traffic signal changes using real time information
- 75 miles of fiber optic cables
- Countywide traffic video system maintenance
- 40 miles of sidewalks (where there are none currently)— 40 miles
- 72 miles of bike lanes
- Safety improvements: 70 miles of street lighting & 80 school safety zones
- Mast arms at 80 intersections
- 95 miles of greenways, connecting to existing greenways (biking, pedestrian friendly corridors countywide)
- Resiliency improvements (9 miles)
- 27,500 feet of drainage along roadways
- 7 bridges/overpasses rehabilitated
- Future technology adaptation (preparing for autonomous vehicles and other trends)

Intersection Improvement

73 CONGESTED INTERSECTIONS WILL BE RECONFIGURED TO:

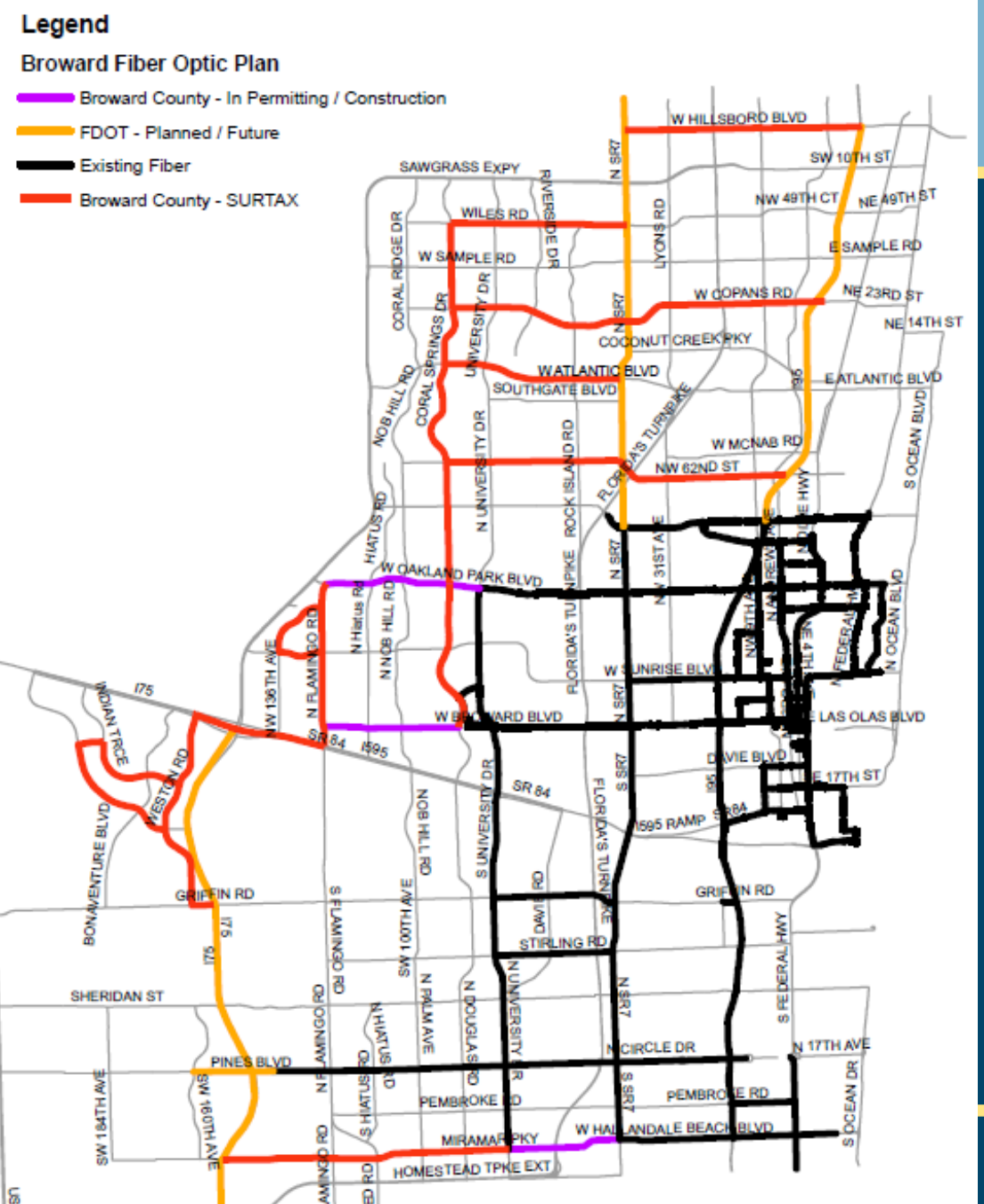
- Eliminate physical bottlenecks
 - County, State, and city intersections
 - Add turn lanes and through lanes
 - Increase turn lane length (contains more cars)
- Improve traffic flow (less congestion)
- Improve synchronization of entire corridor (allows for more green-time of light signals along a stretch of roadway)
- Additional locations under review by FDOT and may be added to State workplan or surtax plan in the near future



Fiber Optic Network

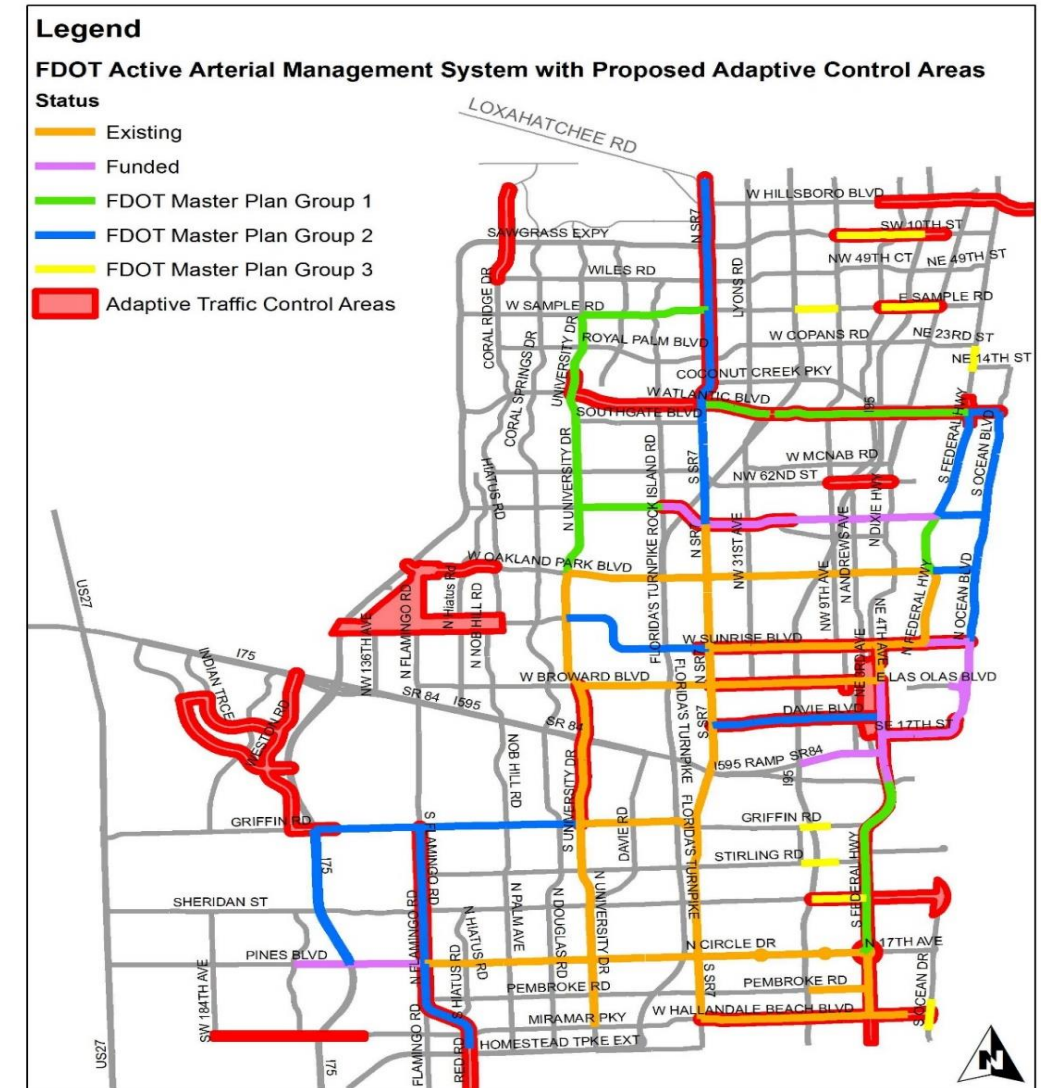
EXPAND EXISTING NETWORK

- Create fiber optic “backbone”
- “Close-the-loop” with existing fiber
- Shared use and installation with FDOT
- Support new signal technologies
- Support new transit technologies:
 - Transit Signal Priority
 - Queue Jumping
- Improve traffic network reliability and resiliency



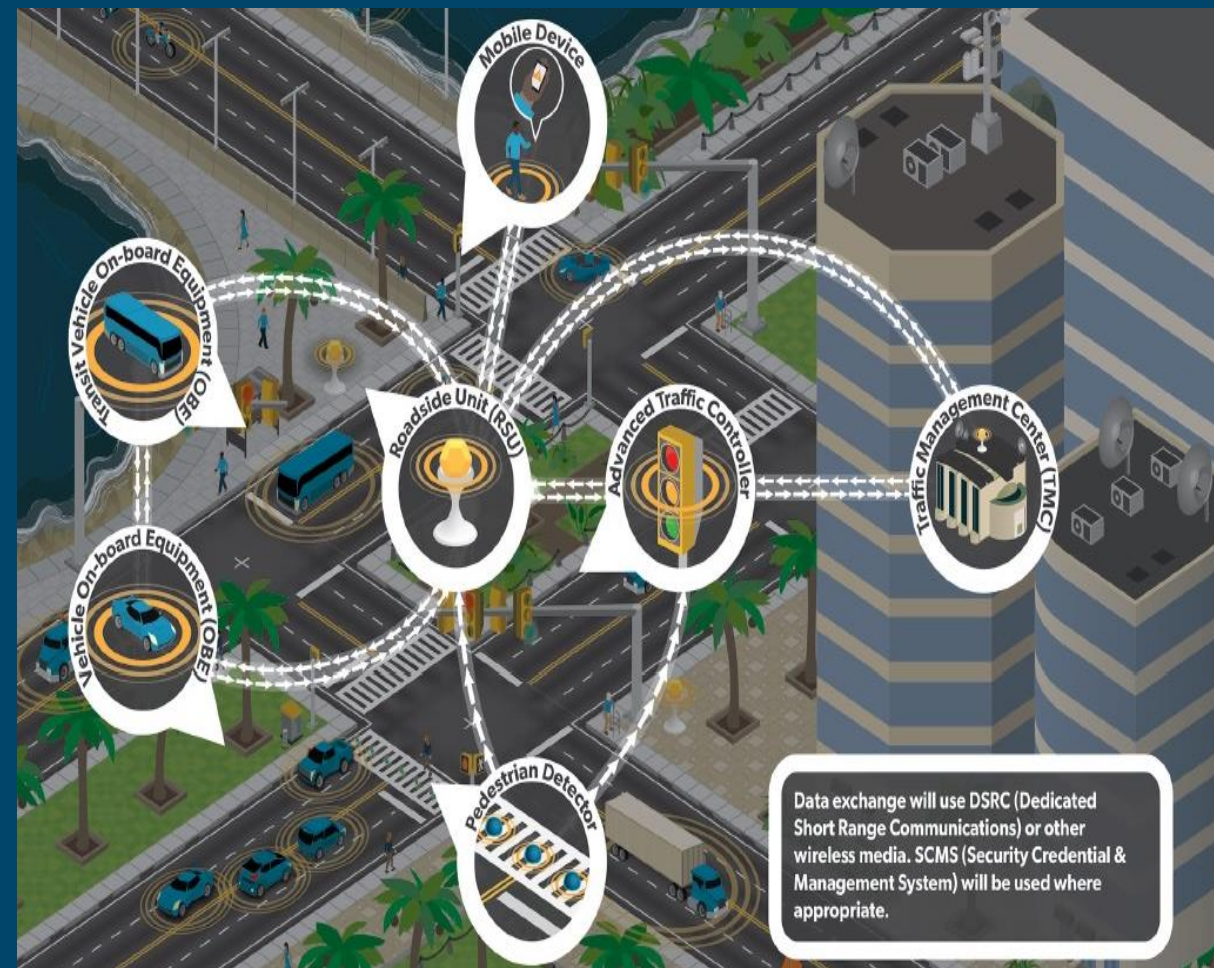
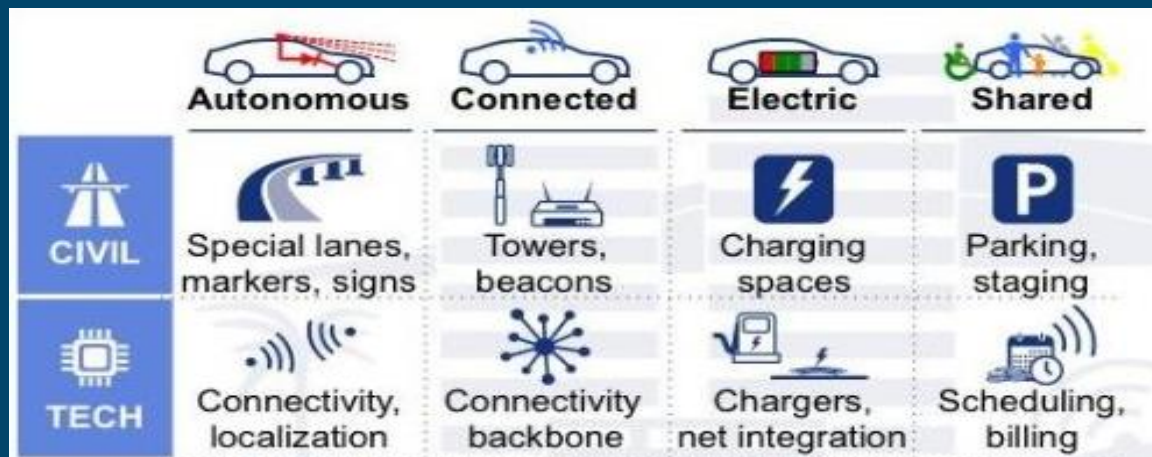
Adaptive Signal Control & Arterial Mgmt

- Requires fiber optic network
- Signal timing automatically “adapt” to real-time traffic
- Reduce delays due to train traffic and bridge openings
- Effective for areas with unpredictable traffic patterns
- Reduce duration of peak-hour congestion
- Potential impacts to side-street traffic will be carefully evaluated, monitored, addressed



Future Technology Adaptation

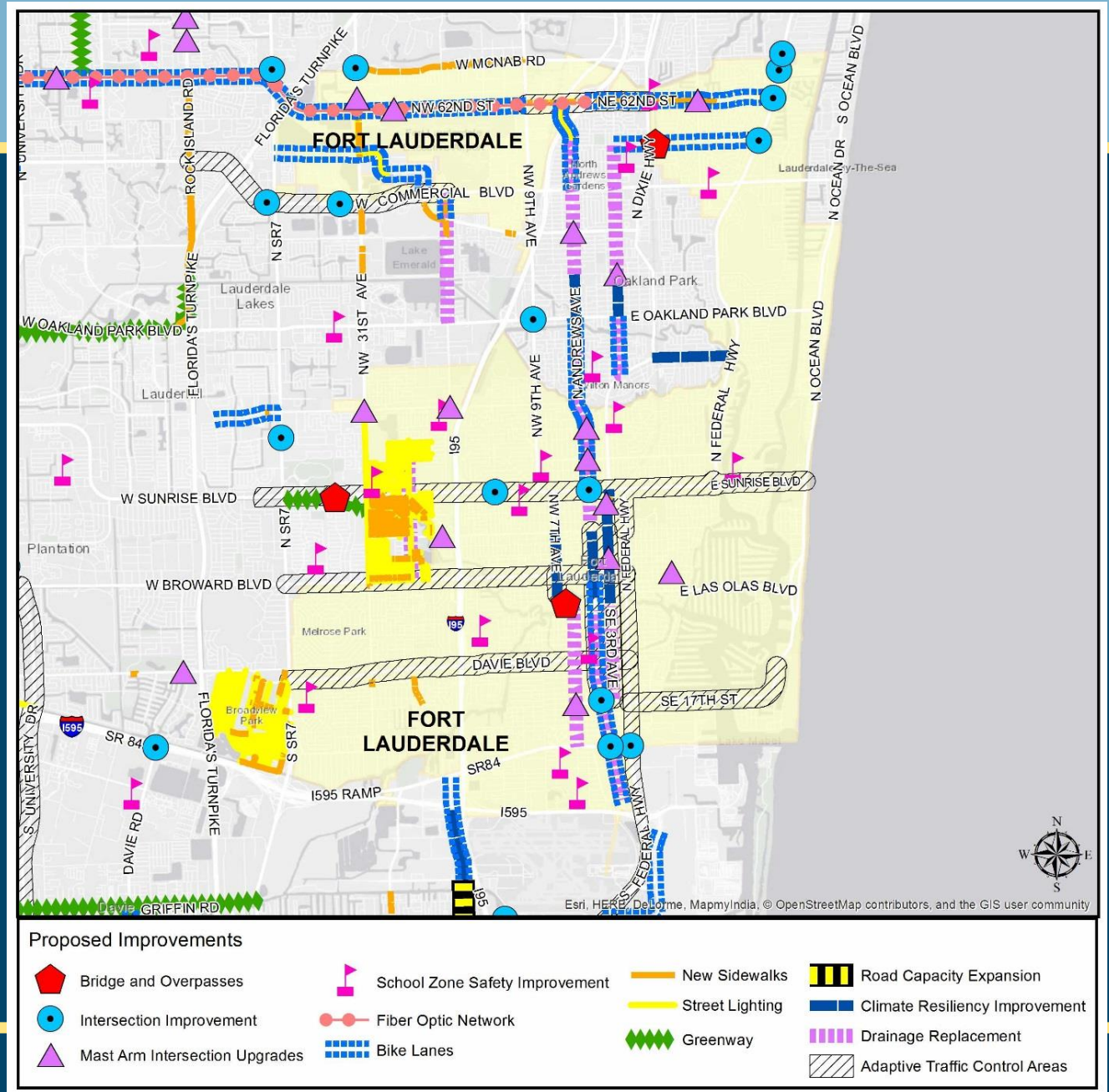
- Technology – Rapidly Evolving:
 - Autonomous and connected vehicles
 - Advanced wayfinding, trip-planning, and parking apps
 - Higher-occupancy travel modes
- New Communication and Infrastructure Needs



Fort Lauderdale

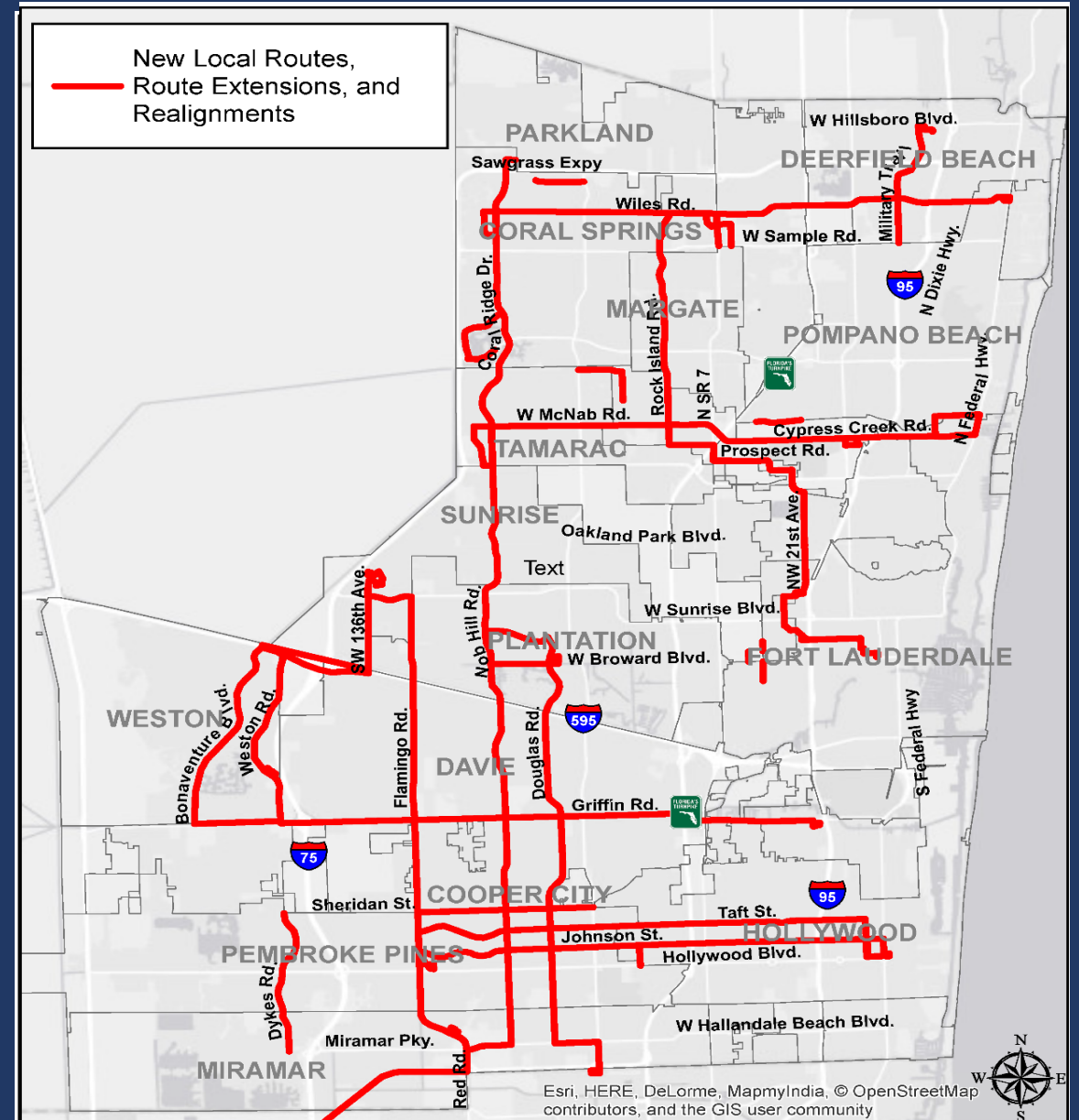
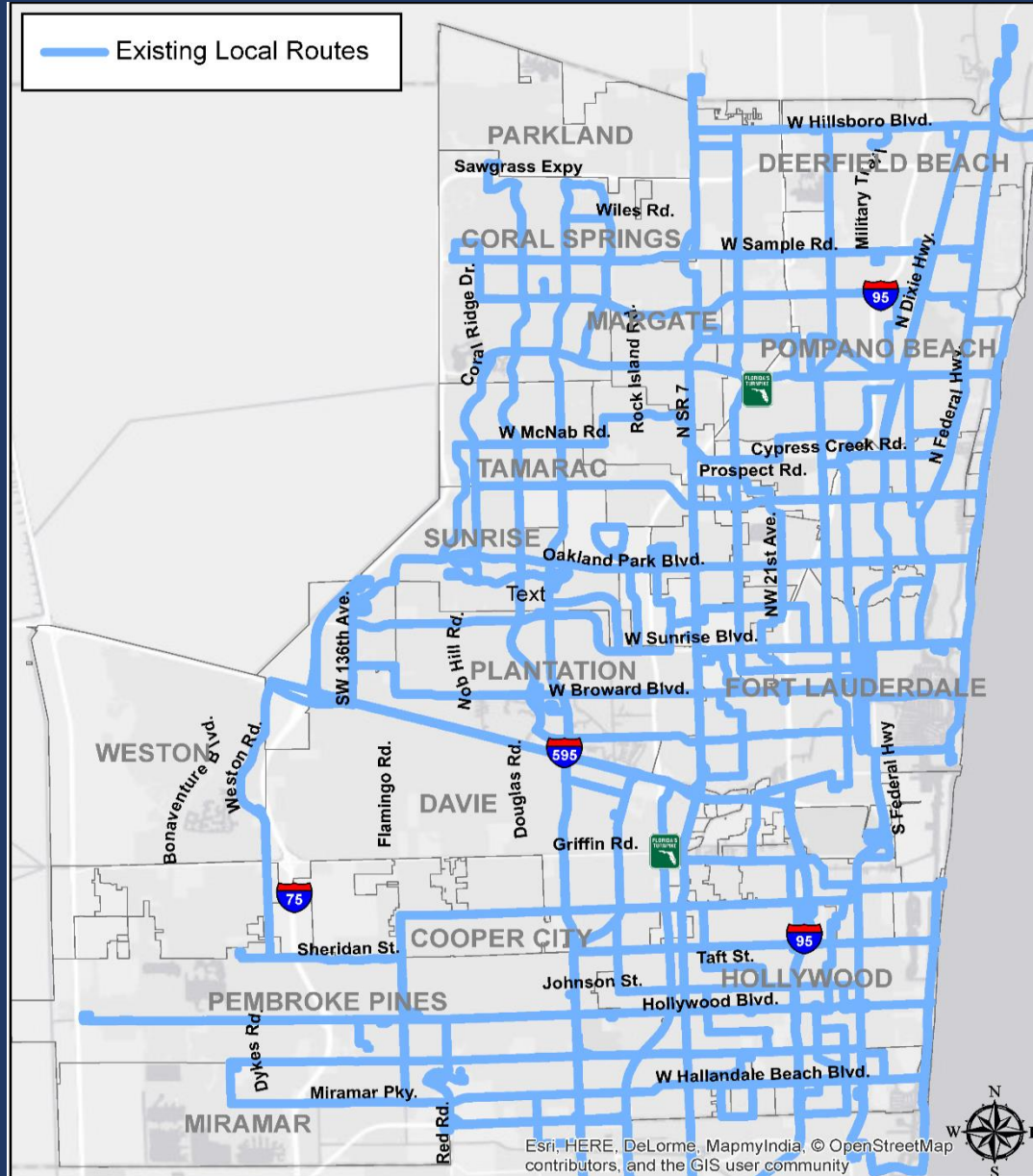
Road/Trafficway Projects:

- 10 Intersection improvements
- 8 Adaptive traffic signal control areas
- Traffic signal video detection predictive maintenance program (countywide)
- Fiber optic cables along NE 62 St
- 12 Mast arm upgrades
- 12 School zone safety improvements
- Bike lanes along NE 62 St, NE 56 St, Prospect Rd, NW 21 Ave & Andrews Ave
- Climate resiliency improvements along Andrews Ave, NW 7 Ave & NE 3 Ave.
- Drainage replacement along SW 4 Ave, Andrews Ave & SE 3 Ave
- 2 Bridge/overpass improvements
- Sidewalks



**Broward County's Plan
for Connectivity
includes faster, easier
and better Public
Transportation/Transit
Options**

Provide New Local Bus Service Enhancements



New Local Service Enhancements

Restoration of Discontinued Routes (2019)

- Route 15 (Griffin Rd. to County Line Rd.)
- Route 16 (Pembroke Lakes Mall to Dania Beach City Hall via Stirling Rd.)
- Route 23 (Pembroke Lakes Mall to Sawgrass Mall)
- Route 48 (US 441 to A1A via Hillsboro Blvd.)
- Route 56 (Welleby Plaza-Jacaranda Plaza via Sunrise Lakes Blvd.)
- Route 88 (West Regional Terminal to Holmberg Rd.-Coral Ridge Dr.)
- **Route Extensions, Realignments and longer hours of operation**
- **Improved Frequencies**
 - All routes will have 30-minute maximum peak service

• New Routes on 10 Corridors

- Taft Street (2019)
- Rock Island Rd. (2020)
- Nob Hill Road (2021)
- McNab Road (2022)
- Flamingo Rd. (2023)
- Douglas Rd. (2024)
- Johnson Street (2025)
- Griffin Rd. (2026)
- Wiles Rd. (2027)
- Palm Avenue (2028)

New Rapid Bus Service

- Implement 8 Rapid Bus Routes (171 Miles):

- Limited-stop bus service
- 10/15-minute service all day
- Will operate in mixed traffic or semi-exclusive lanes
- Level boarding stations
- Transit signal priority (TSP) and queue jumpers
- Will operate on state roads

- 441/SR 7 (2021)
- Oakland Park Blvd. (2024)
- US 1 (2027)
- Hollywood/Pines Blvd. (2030)
- Broward Blvd. (2031)
- University Drive (2033)
- Sample Road (2036)
- Dixie Highway (2039)

New Light Rail on High-Ridership Corridors

- Proposed Light Rail Transit (LRT) Lines
 - Broward Blvd. (3.9 miles)
 - US 441/SR 7 Line (9.7 miles)
 - Broward Boulevard West Extension (9.7 miles)
 - University Drive-NOVA Extension (2.8 miles)

Every corridor would be (re)studied and approved. Light Rail is intended to operate in dedicated right-of-way (faster than a car can travel to make attractive to the choice rider), along high-demand corridors, using vehicles with large passenger capacities and the ability to be coupled (multiple cars connected together).

Summary of New Transit Capital Improvements

- Increase bus fleet from 359 to 642
- Increase rail fleet to 43 train cars
- New downtown intermodal center
- 1,400 new bus stops to support new local service
- 2,250 new bus shelters and related customer amenities
- 5 new neighborhood transit centers
- Modernize current bus facility (Copans Rd. campus)
- Construct light rail maintenance facility
- Construct a 3rd bus maintenance facility
- Transit security enhancements
- Continued upgrades to transit information technology (IT) systems (real time notifications)

Port-Airport Connectivity

- The long-term objective is to connect the Convention Center, Port and Airport
- Options being evaluated include using light rail, people-mover or combination
- Recognizing the growth at the International Airport (FLL) and Port Everglades (PEV), as well as the Convention Center's expansion and hotel, we are looking at previously-studied alignments and shaping them to take advantage of our economic engines' unique proximity
- The Port-Airport connection is not presently in the surtax plan since other funding sources are being evaluated

Develop New Funding Plan for Community Bus Program

- Proposed Plan directly funds a Community Bus Program:
 - Increases BCT community bus annual operating funding from \$2.6M to \$7.5M
 - Existing parameters for Community Bus continue
 - Assures neighborhood connectivity; first-mile, last-mile and one-transfer along proposed light rail routes
- Fund Community Bus Capital Costs:
 - Purchase and replacement of community bus vehicles

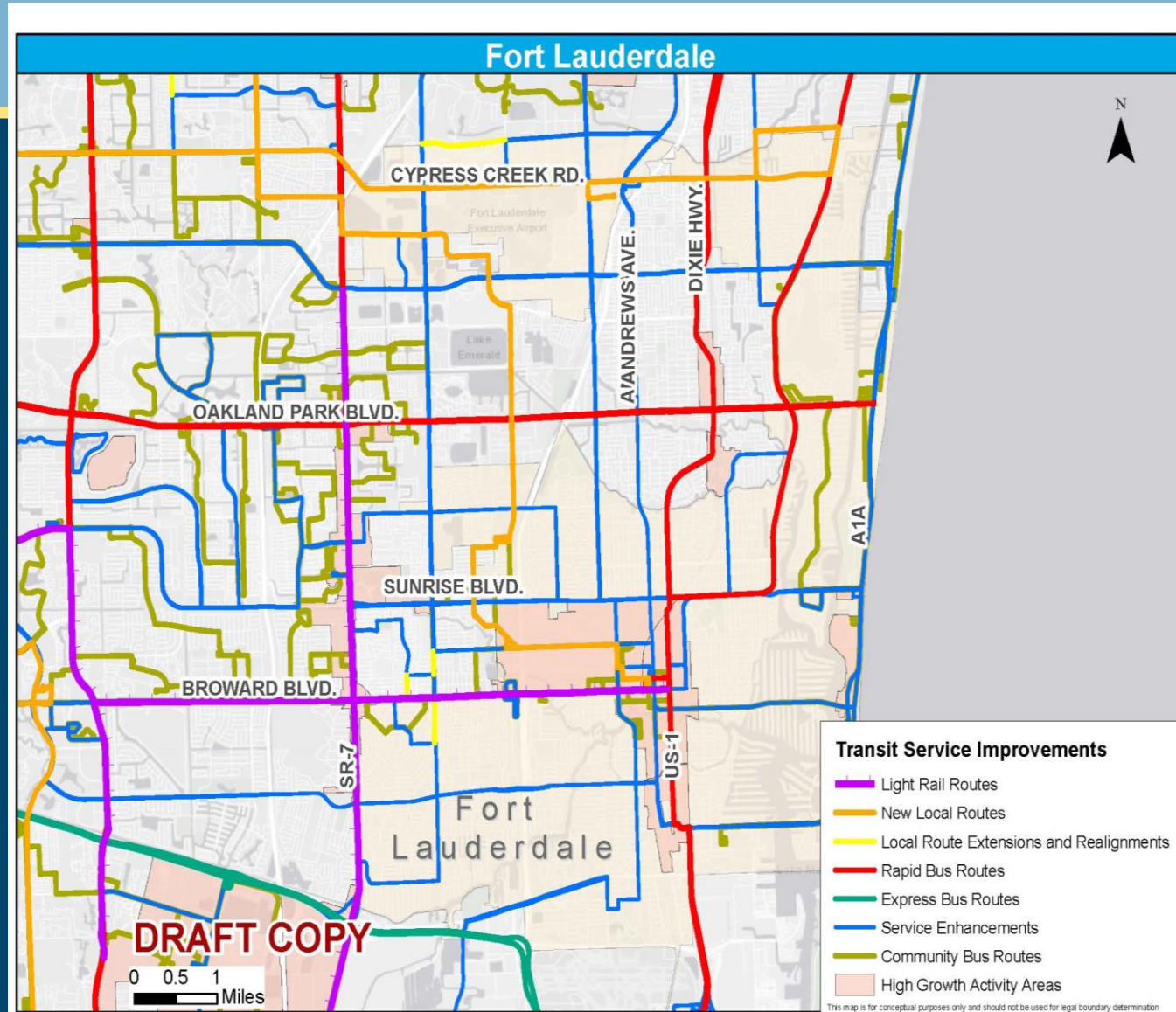
Paratransit/“TOPS”

The Proposed Plan for Regional Mobility and Transportation Enhancements:

- Allows Paratransit to continue to meet growing demand
- Provides funding to meet the estimated operations and capital needs of paratransit services over the next 30 years
- Continues the Countywide area service coverage, exceeding federal standards
- Maintains full compliance with BCT’s current federal obligations mandated by the Americans with Disabilities Act (ADA)

Fort Lauderdale

- 100% funding for Community Bus Program (annually)
- Install new/replacement bus shelters (2019-2048)
- Enhance BCT's Downtown Intermodal Terminal (by 2023)
- New Local Bus Route along McNab Rd./Cypress Creek Rd. (2022) and Griffin Rd. (2026)
- New Local Route Extension of Rt. 11 north-south along Rock Island Rd. to Wiles Rd. (2020)
- Headway/Schedule improvements to existing local bus routes (2019-2029)
- Rapid Bus service along US 441 (2021)
- Rapid Bus service along US 1 (south of downtown to Aventura, north of downtown to Sample Rd.) (2027)
- Rapid Bus service along Oakland Park Blvd. (2024)
- Rapid Bus service along Dixie Highway (2039)
- LRT service along Broward Blvd. to US 441 (2024)
- LRT service along US 441 from Commercial Blvd. to Stirling Rd. (in service 2028)
- LRT service to Sawgrass Mills Mall (in service 2032)



When we will see an impact?

In the **first five years**

- Traffic Congestion Relief/Traffic Flow Improvements, Bike, Pedestrian, Sidewalk, School Safety and Greenways projects
- Light Rail Infrastructure
- Express Bus route expansion
- Bus service in areas not currently served (new routes) improvements on existing routes (more frequency), as well as 7-day-per-week + longer service hours on many routes

Transportation Surtax Facts

- Many federal and state grants require us to show local match—a dedicated source of local revenue to cover long-term expenses (called operations and maintenance/O&M)
- Surtax revenues create the required dedicated funding source
- **Transportation surtax revenue could leverage approximately \$3.25B from federal, state, and other sources**
- Total surtax revenue currently proposed for capital projects = \$4B
- Total surtax revenue currently proposed for O&M = \$7.6B
- Total surtax revenue currently proposed in contingency and municipal projects = \$4B

Oversight Board

- A Transportation Surtax is required by statute to be separately accounted for and used only for eligible purposes defined by law (Sec. 212.055, Florida Statutes)
- To ensure accountability and transparency, revenues from the surtax will be monitored, audited and reported on to the public, no less than annually
- An **Oversight Board**, nominated by independent community members, is expected to:
 - act in a fiduciary role
 - evaluate surtax projects' appropriateness and eligibility
 - remove politics from the project review process
 - monitor revenue, expenses, assumptions, and forecasts
 - assure projects are delivered on time and within budget
 - track and report on progress milestones

Next Steps

Efforts Complimenting a 2018 Transportation Surtax Initiative:

- BCT's 2019-28 Transit Development Plan (TDP) development (2017-18)
 - Broward MPO 2045 Long Range Transportation Plan (2017-19)
 - Broward MPO Mobility Hubs concept development (2017-18)
-
- Plan is evaluated by community stakeholders; **input and feedback informs next steps**; consultants/campaign composition, etc.
 - Board consideration of Final Plan and passage of ballot language (May/June)
 - Community outreach/campaign (July-November)

Technology

Rapid transit

Alternative modes

Neighborhood connectivity

Safety zones

Partnerships

Outreach

Responsible oversight

Transparency