

Johnson Street Business District Meeting

January 10, 2024

PREMO

Premium Mobility Plan

Adopted June 2023



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



**Integrate and Serve
Communities**



**Implement Equitable
Transit Solutions**



**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.



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

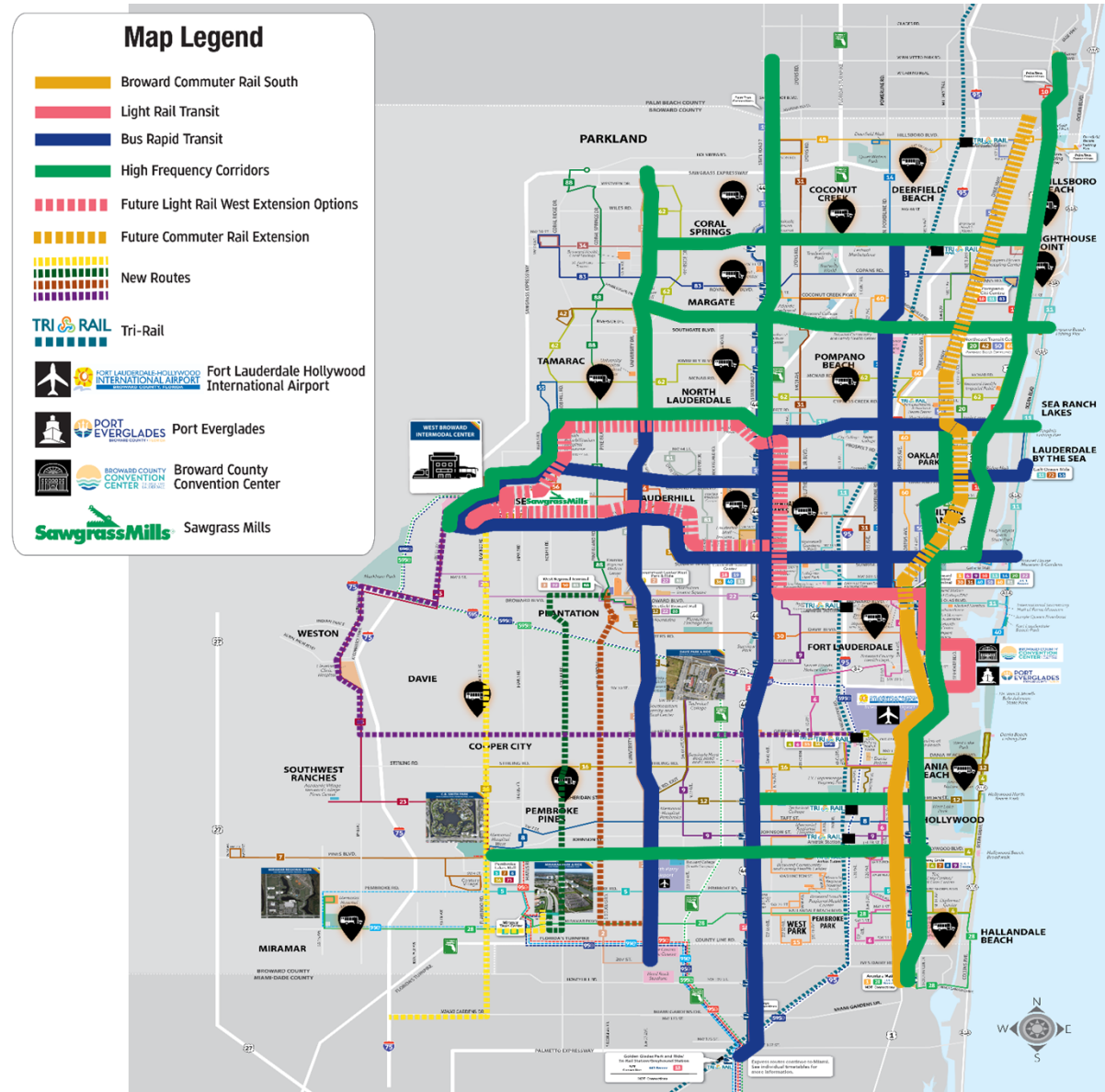


The Plan



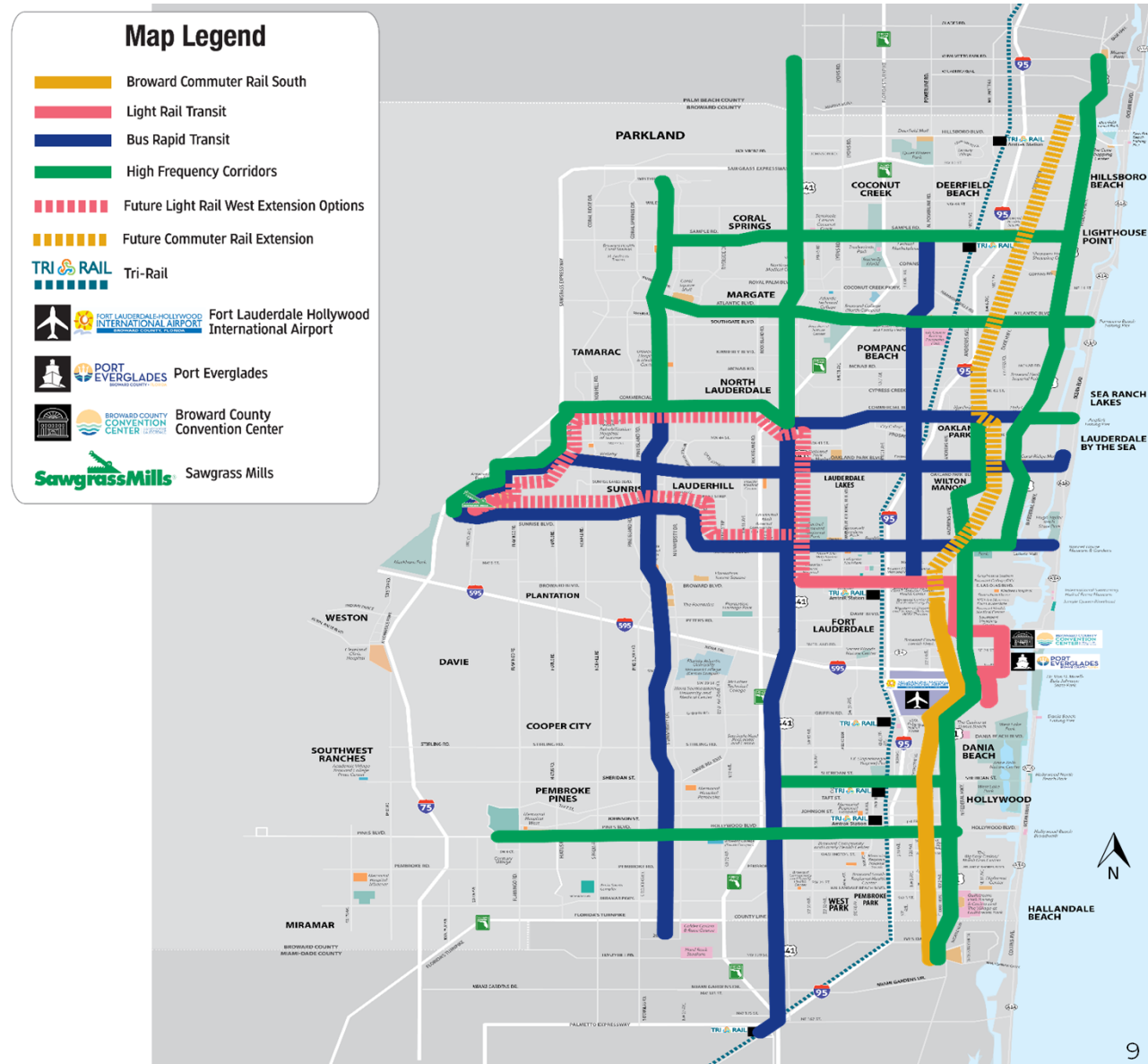
Existing and Approved PREMO Network

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



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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: \$317M*

* 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:

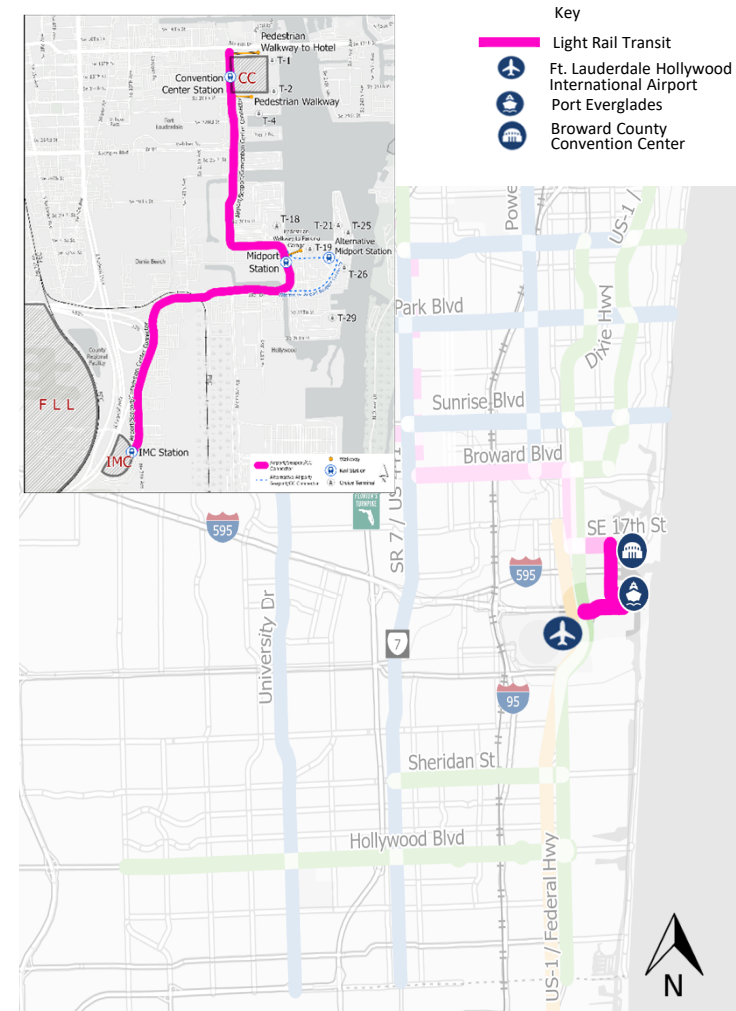
- 3.5 miles of Light Rail Transit (LRT)
- Three stations
- Elevated guideway primarily on Broward County property
- Maintenance facilities location to be determined
- Consideration for future extensions along Broward Boulevard, State Road 7 with east-west connections along Sunrise or Commercial Boulevards,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



US441/SR 7 BRT

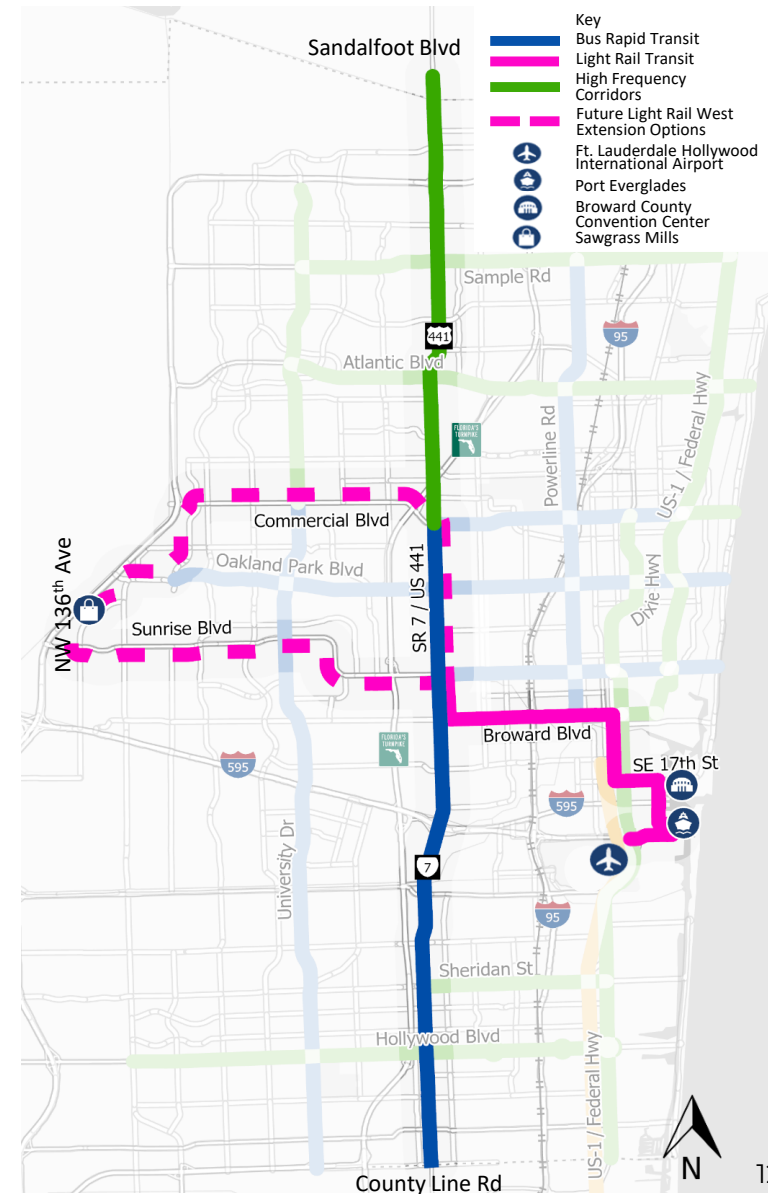
Project Overview: Connects activity centers between Commercial Boulevard and County Line Road. Includes:

- 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

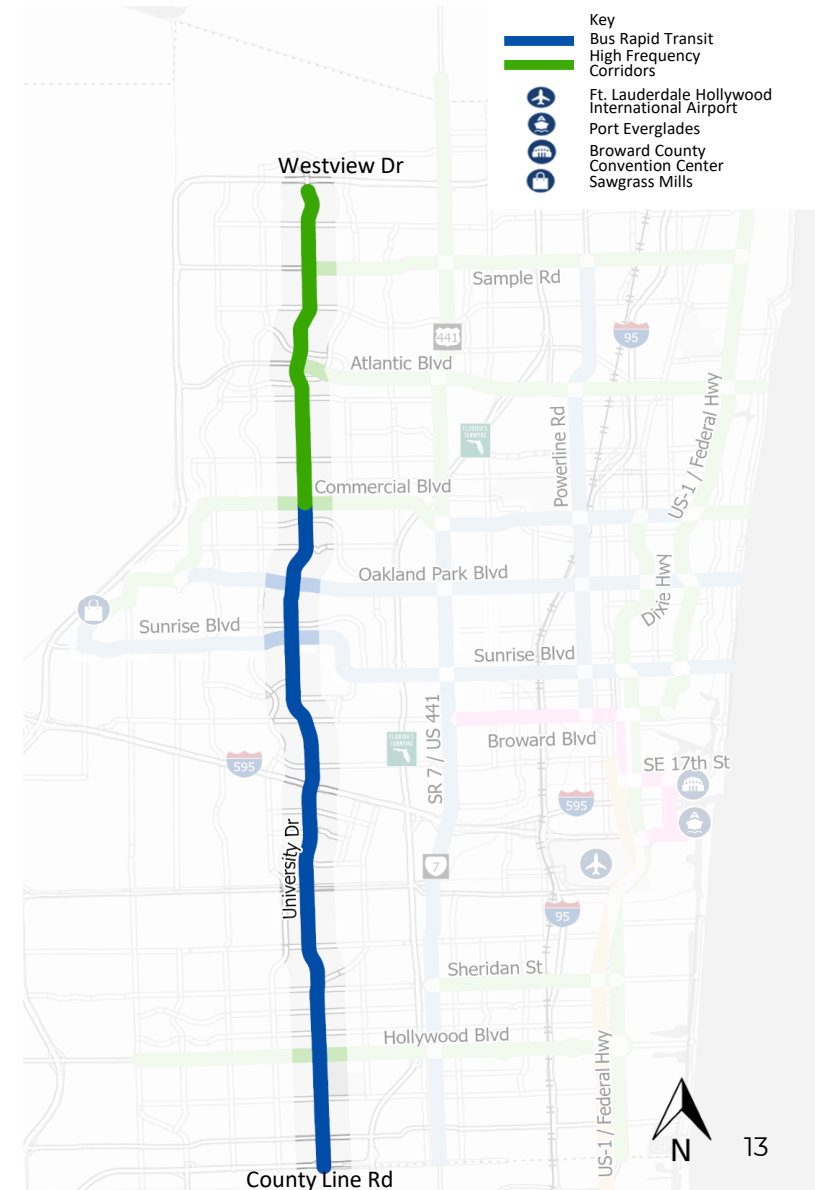
Project Overview: Transit improvements between Sample Road and County Line Road. Includes:

- 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





Capital Cost Summary

Mode	Estimated Capital Investment* (\$Million)
Commuter Rail South	317
Light Rail Transit	2,620
Bus Rapid Transit	1,332
High Frequency	125
Total	4,394

* Does not include:

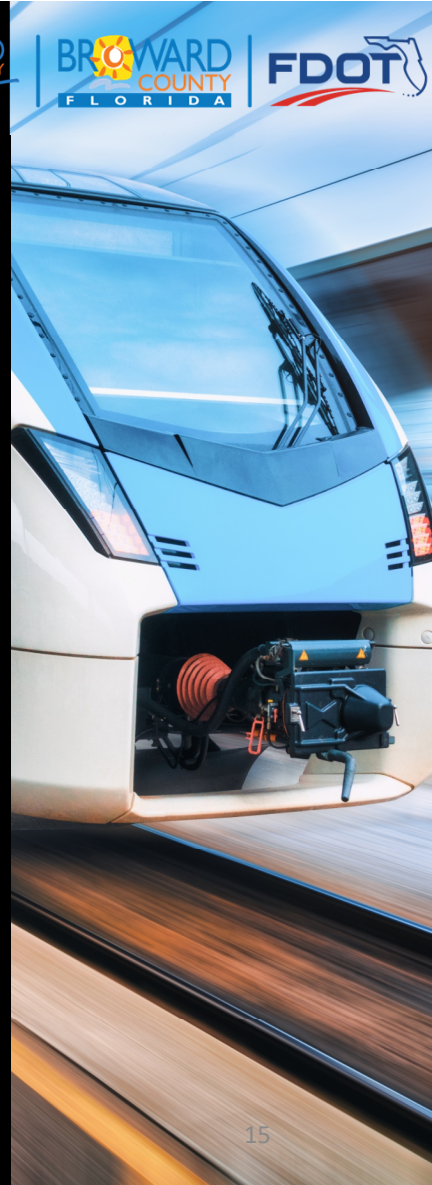
- Unknown commercial fees for track access
- Light Rail west extension or permanent maintenance facility/property acquisition costs
- Operations and maintenance costs

Broward Commuter Rail South

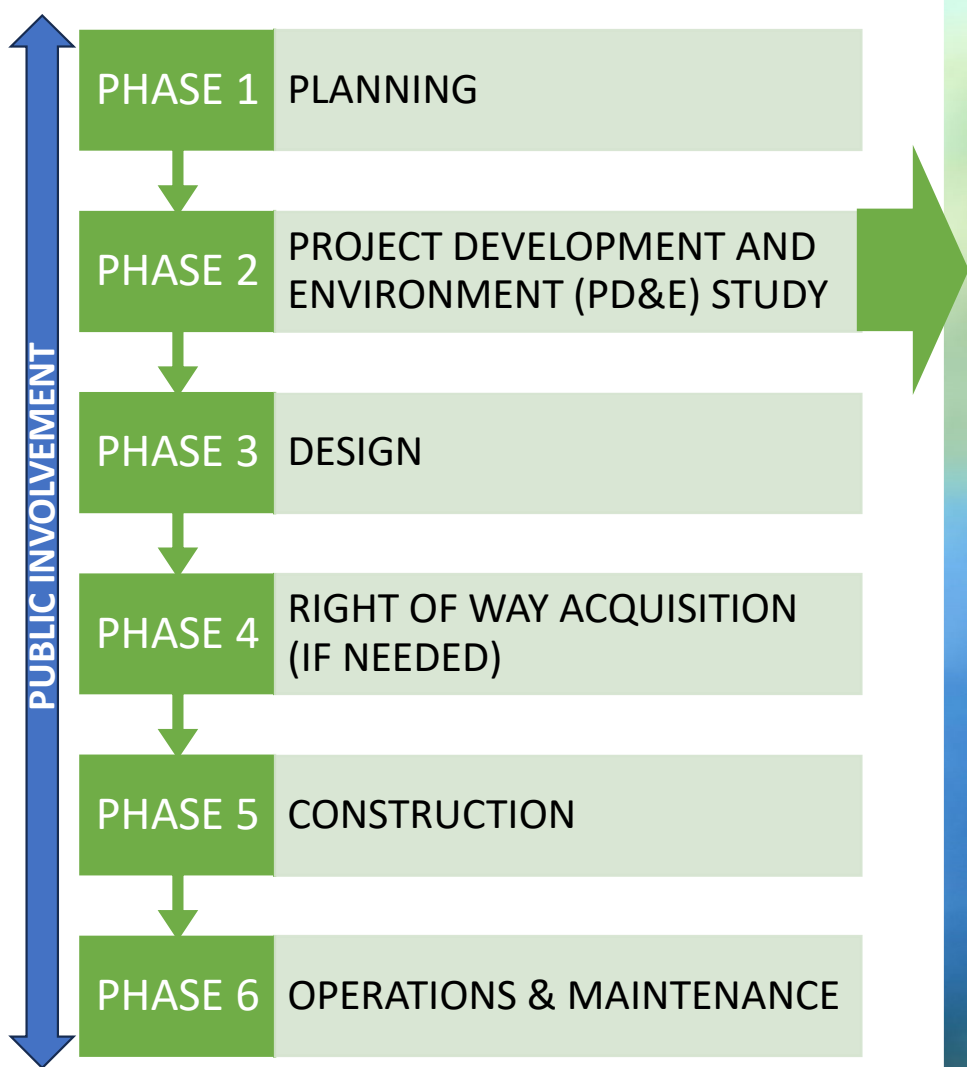
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January 10, 2024

Florida Department of Transportation (FDOT), District 4
Broward County, Florida
FDOT Project No. 452240-1



PD&E STUDY PROCESS



WHAT IS A PD&E STUDY?

- A Project Development and Environment (PD&E) Study is FDOT’s procedure for complying with the National Environmental Policy Act (NEPA) of 1969 and associated federal and state laws and regulations

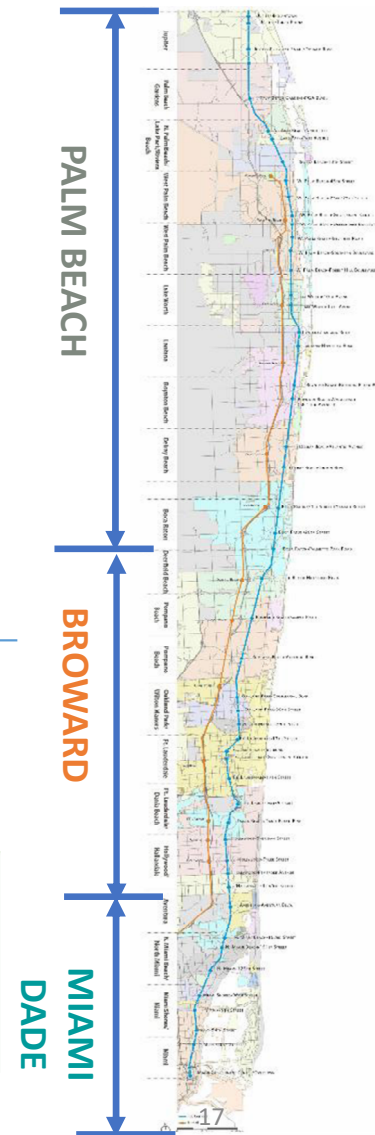
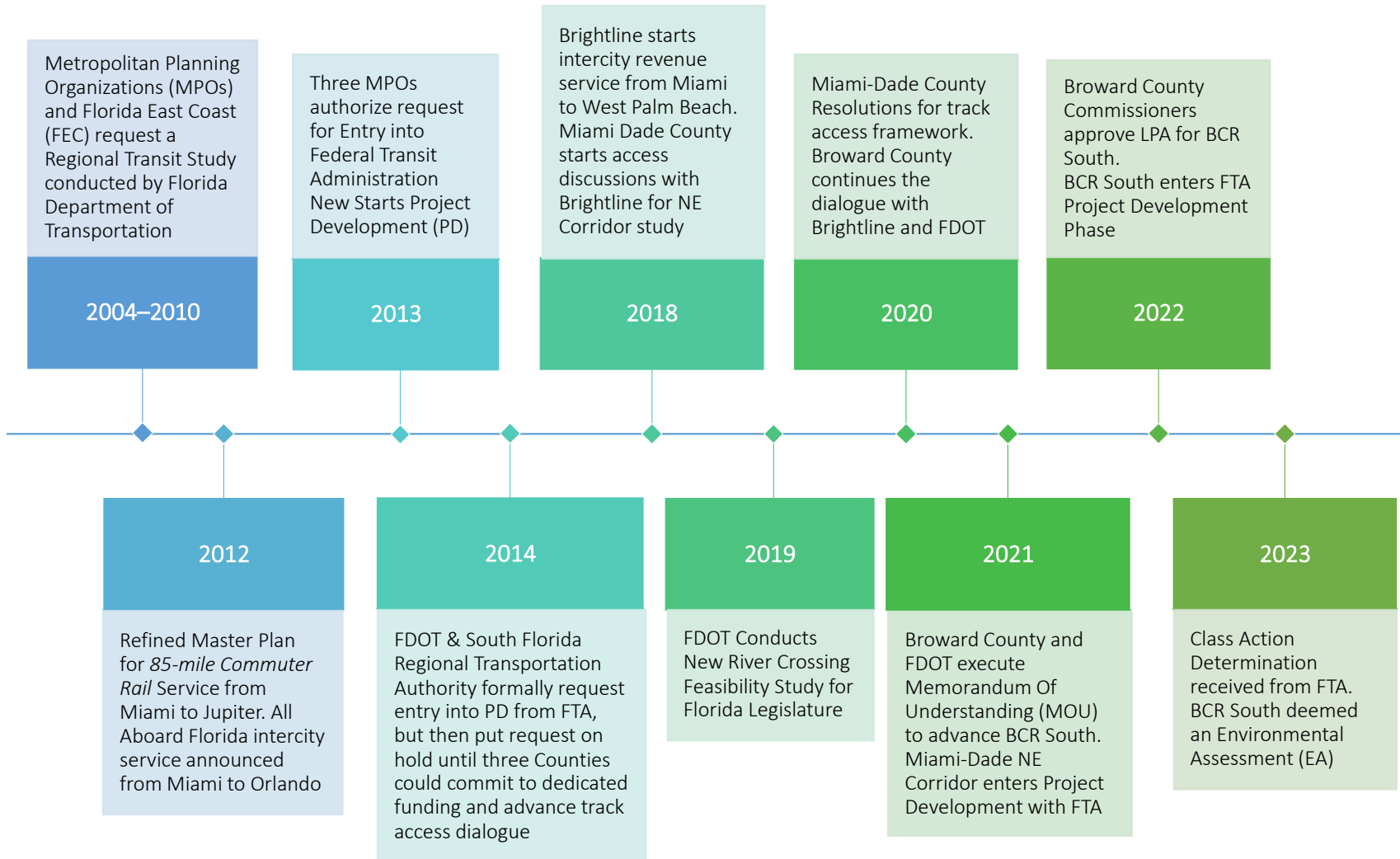
WHY IT’S DONE:

- The objective of a PD&E Study is to support decisions concerning if, where, and what should be built to address the identified transportation needs
- Evaluate project feasibility, alternatives, and potential environmental impacts (natural, physical, social, and cultural)
- Comply with federal (NEPA) and state environmental laws
- Required to secure federal regulatory approval and funding

WHAT IT INVOLVES:

- Conducting preliminary engineering
- Evaluating alternatives that meet the Purpose and Need while enhancing, avoiding, minimizing, or mitigating potential environmental impacts
- Coordinating with stakeholders, federal, state, and local agencies
- Engaging the public in evaluation of the alternatives (a key aspect throughout the life of a project)
- Select a Locally Preferred Alternative (LPA) that will move forward with the Federal Transit Administration NEPA Process

HISTORY OF THE CORRIDOR





PURPOSE AND NEED

Purpose

- The purpose of the Broward Commuter Rail (BCR) South Project Development and Environment (PD&E) is to determine if a continuation of Northeast Corridor into Broward County is an alternative and reliable transportation option for north-south travel in southeastern Broward County that connects major activity centers and neighborhoods while enhancing intermodal connectivity, supporting economic and land development policies in eastern Broward County

Primary Needs

- Increase North-South Travel Opportunities
- Accommodate Existing and Future Population Growth
- Encourage Sustainable Land Use and Economic development

Secondary Needs

- Enhance Intermodal Connectivity
- Improve Transit Service To High Density Travel Market
- Preserve And Enhance The Environment And Safety



PROJECT OVERVIEW – LPA FOR BCR SOUTH

Alignment: Along FEC Railway Corridor from the planned station in Aventura to a terminus located near Broward Health Medical Center

Mode: Commuter Rail Transit

Technology: Push-pull locomotive

Recommended Station Locations:

- Hollywood Station
- Fort Lauderdale/Hollywood International Airport Station
- South Fort Lauderdale Station (Broward Health)

Project Length: Approximately 11.5 miles

Service:

Weekday vs. Weekend Frequency

Service Span 5:00 AM - 11:30 PM weekdays

6:00 AM - 11:30 PM weekends and holidays

Hours of Operation	Headway (minutes)
Monday to Friday	
5 – 9 A.M.	30
9 A.M. – 4 P.M.	60
4 – 8 P.M.	30
8 – 11:30 P.M.	60
Weekends and Holidays	
6:00 A.M. – 11:30 P.M.	60

Vehicle Maintenance Facility: Anticipated to be at the existing Hialeah Yard (NE Corridor will provide environmental and design analysis)

IMPORTANCE AND BENEFITS OF COMMUTER RAIL



ECONOMIC & RESIDENTIAL GROWTH

- Increase business investment
- Increase tax base
- Cities provide incentives for affordable housing
- Serve multiple downtown areas
- Provide rapid transit connection between counties



ENHANCE QUALITY OF LIFE

- Increased mobility and transportation choices
- Greater access to employment, education, and essential services



TRANSIT INCENTIVES TO THE PUBLIC

- Reduces travel times and provides more reliable commute times
- Save money on gas, parking, and car maintenance/repairs
- Increased ridership leads to a reduction in traffic and less need for additional travel lanes



ENVIRONMENTAL

- Cleaner air by reducing traffic congestion and greenhouse gas emissions



COMMUTER RAIL BENEFITS EMPLOYERS

- Access to a wider pool of talent
- Dependable and reliable transit service may boost and enhance productivity



RAIL SERVICES IN THE FEC CORRIDOR

- Study is being conducted in coordination with many parties that have an interest in the FEC railroad corridor
- Shared-use corridor with FEC freight trains and intercity (Brightline) passenger trains
- Florida East Coast Railway, L.L.C. owns the FECR right of way and operates freight service
- Brightline operates inter-city passenger rail trains via a passenger easement in the corridor

PROPOSED STATION CHARACTERISTICS

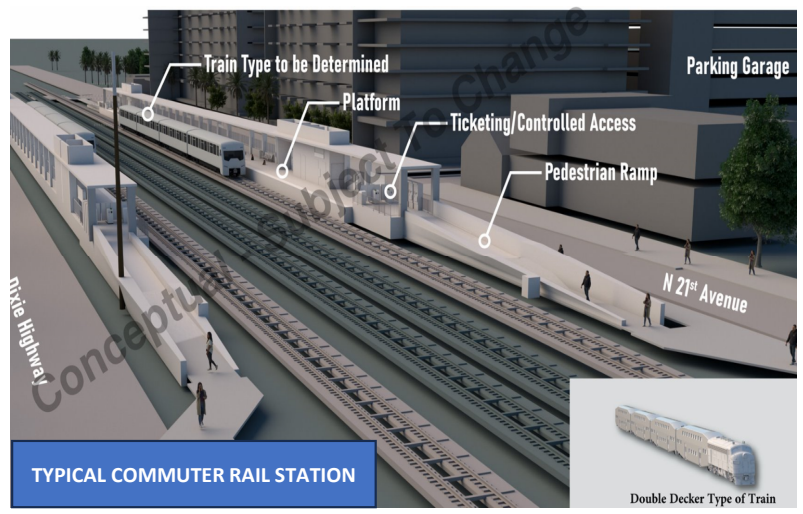
HOW IS A TYPICAL COMMUTER RAIL STATION DIFFERENT FROM A BRIGHTLINE STATION?

- Brightline stations include enclosed and air-conditioned terminals that feature security and lobby areas, lounge areas with snack and drink options, parking garages, and pedestrian overpasses
- Commuter rail stations are similar to SunRail stations

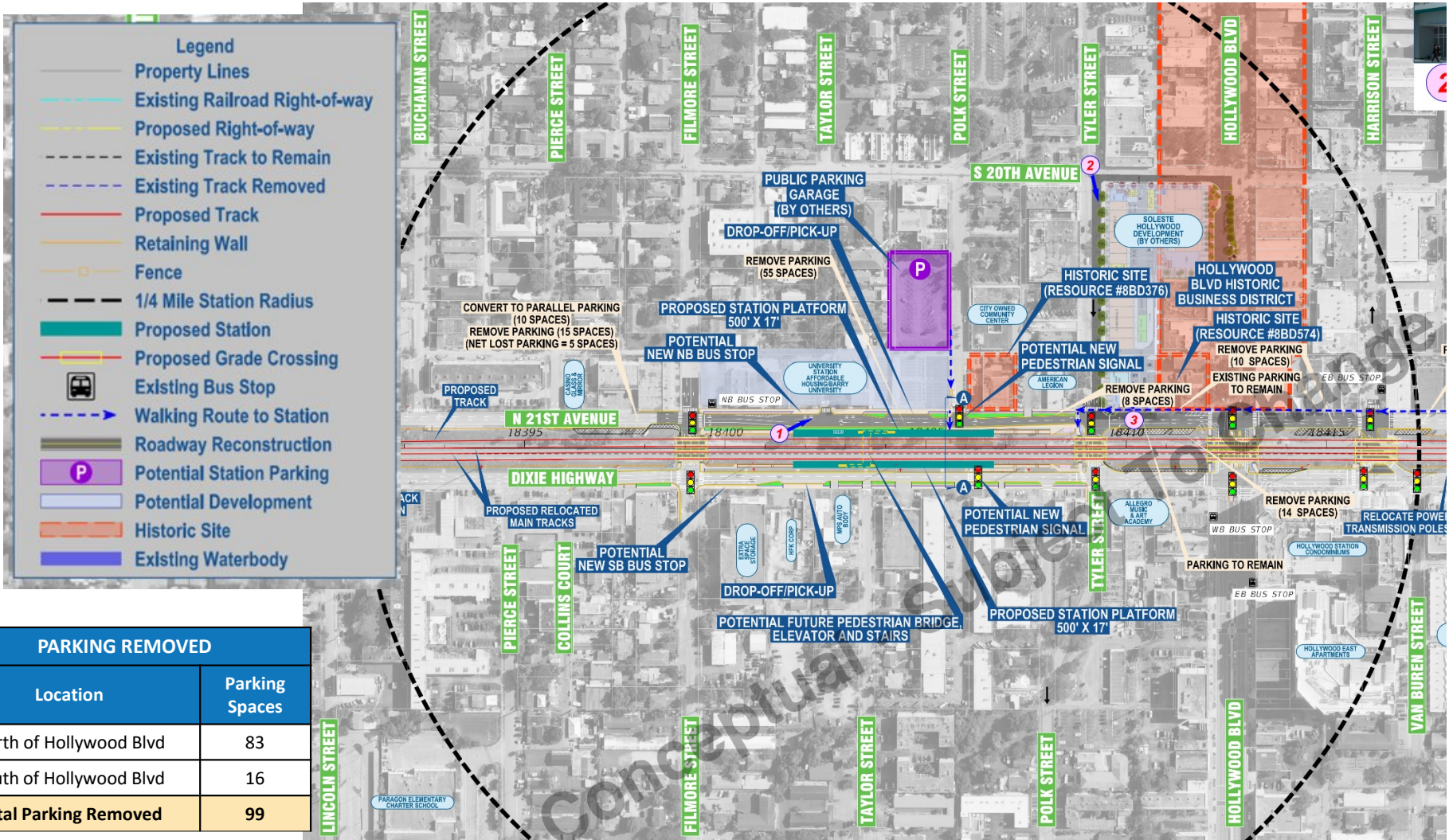
WHAT IS IN THE PROPOSED COMMUTER RAIL STATION?

- Approx. two 500' x 17' platforms to accommodate train sets of 4-5 cars
- Requires new siding tracks to avoid interference with freight and intercity service
- Potential pedestrian bridges
- Broward County is evaluating potential station features to include:
 - Bus Bays with Canopy
 - Drop-off/Pick-Up Areas
 - Customer Restrooms
 - Security Cameras
 - Protection Railings
 - Benches, Bike Racks, & Garbage Cans
 - Stairs and ADA Ramps
 - Real Time Passenger Information Signs
 - Wayfinding Signs & Audio
 - Ticket Vending Machines (TVM)
 - Parking (Site-Specific)

Note: Train type to be determined



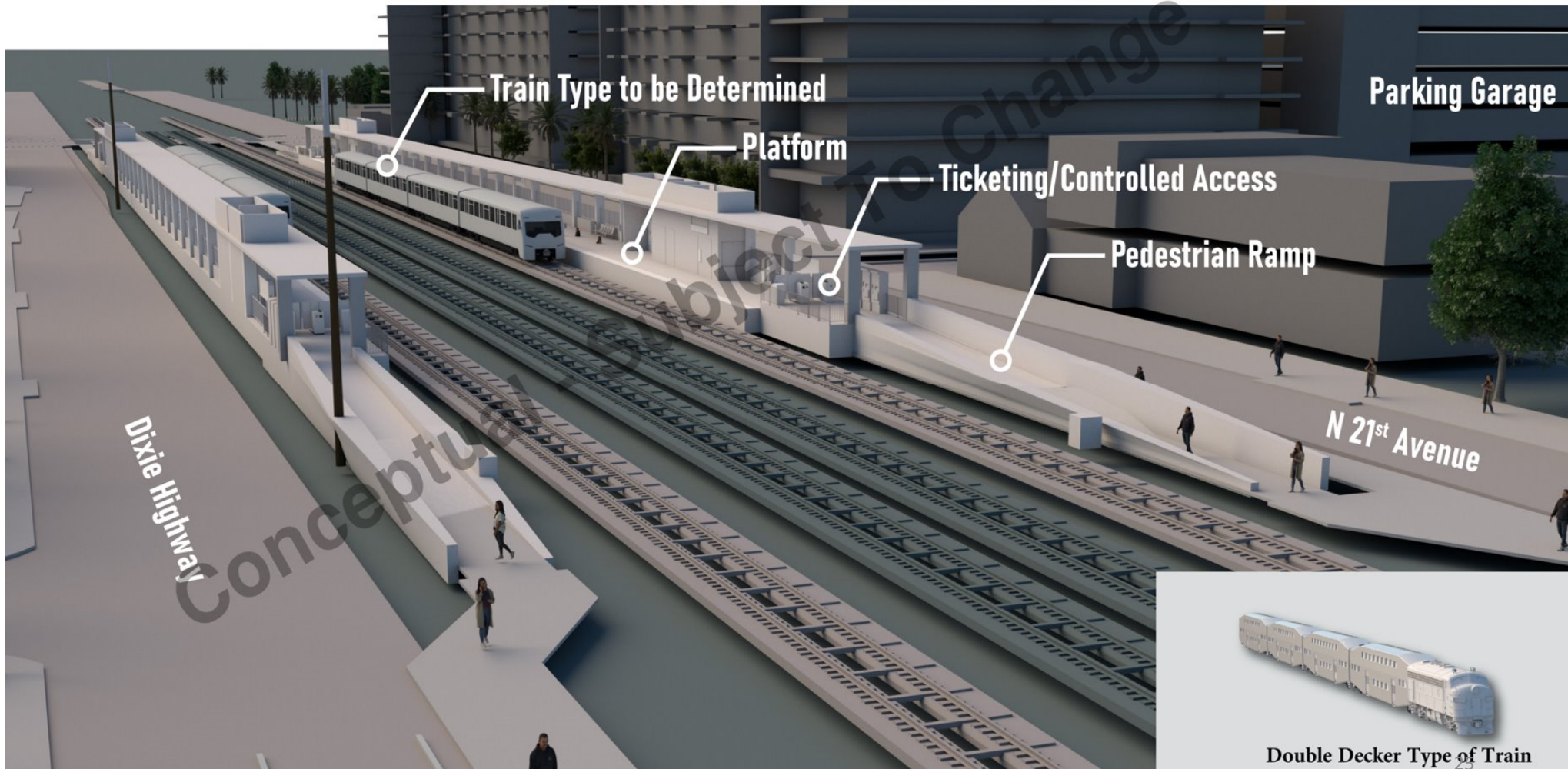
HOLLYWOOD STATION



Typical Section A-A: Hollywood Station - Looking South



HOLLYWOOD STATION RENDERING



ENVIRONMENTAL CONSIDERATIONS



Social Environment

Social Resources
Economic
Land Use Changes
Mobility
Aesthetic Effects
Relocation



Natural Environment

Wetlands
Protected Species
Essential Fish Habitat
Water Resources
Floodplains
Special Designations



Physical Environment

Farmlands
Noise
Air Quality
Contamination



Cultural Environment

Historic Resources
Archaeological Resources
Involves Coordination with
the State Historic
Preservation Officer
Recreational Section
4(f)(Parks and Preserves)

TRAFFIC ANALYSIS APPROACH

Roadway Traffic Analysis Locations

- East-West At-Grade Railroad Crossings at 25 locations
- Proposed Station Areas

Evaluation of Existing, No-Build, and Build Alternatives

- The PD&E Study is analyzing 7 crossings based on location, number of lanes, traffic volumes, proximity to a BCR Station, and proximity of adjacent intersections
- These 7 crossings will represent the operations of the 25 locations
- Three crossings were selected for a detailed microsimulation analysis to evaluate overlapping train events

Step-By-Step Process

1. Identify traffic analysis locations
2. Collect traffic data
3. Estimate future traffic demand
4. Perform traffic operational analysis (existing & future)
 - Intersections level of service
 - Queuing analysis
 - Four Train Events: No Trains, Freight Trains, Brightline Trains and BCR Trains





FUNDING APPROACH

BCR South:

- **Accepted into Project Development with FTA as Small Starts Project**
- **Project Capital Costs must be below \$400M. The current YOE Estimated Cost is \$317M**
- **Maximum Small Grant Agreement is just under \$150M**
- **No Engineering phase is required for the Small Starts Grant Agreement (SSGA)**

NE Corridor:

- **Accepted into Project Development with FTA as New Starts Project**
- **Project Capital Costs are estimated at approx. \$538M and anticipate the New Starts Grant to cover 49% of costs**
- **Expected to complete Project Development Phase in Spring 2024**
- **Project must go through an Engineering Phase for final approvals of the Full Funding Grant Agreement (FFGA)**

NEXT STEPS



Public Involvement

Public involvement and engagement will continue throughout the life of the study to ensure the corridor residents, businesses, the traveling public, and other interested parties have meaningful participation in the process.

**It is anticipated that federal funding and construction could begin as early as 2025 with a successful grant submission.*

*As we move forward with the plans
discussed here in, we move one
step closer to reducing congestion,
carbon emissions and closer to a
sustainable planet*





Broward County Transit

Mobility For All

BROWARD
COUNTY
Transit