# DRAFT Proposed Plan for Regional Mobility & Transportation Enhancements

## 2018 Surtax Initiative

BROWARD COUNTY FLORIDA

# 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 |

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# The Bigger Picture: How Broward Stacks Up

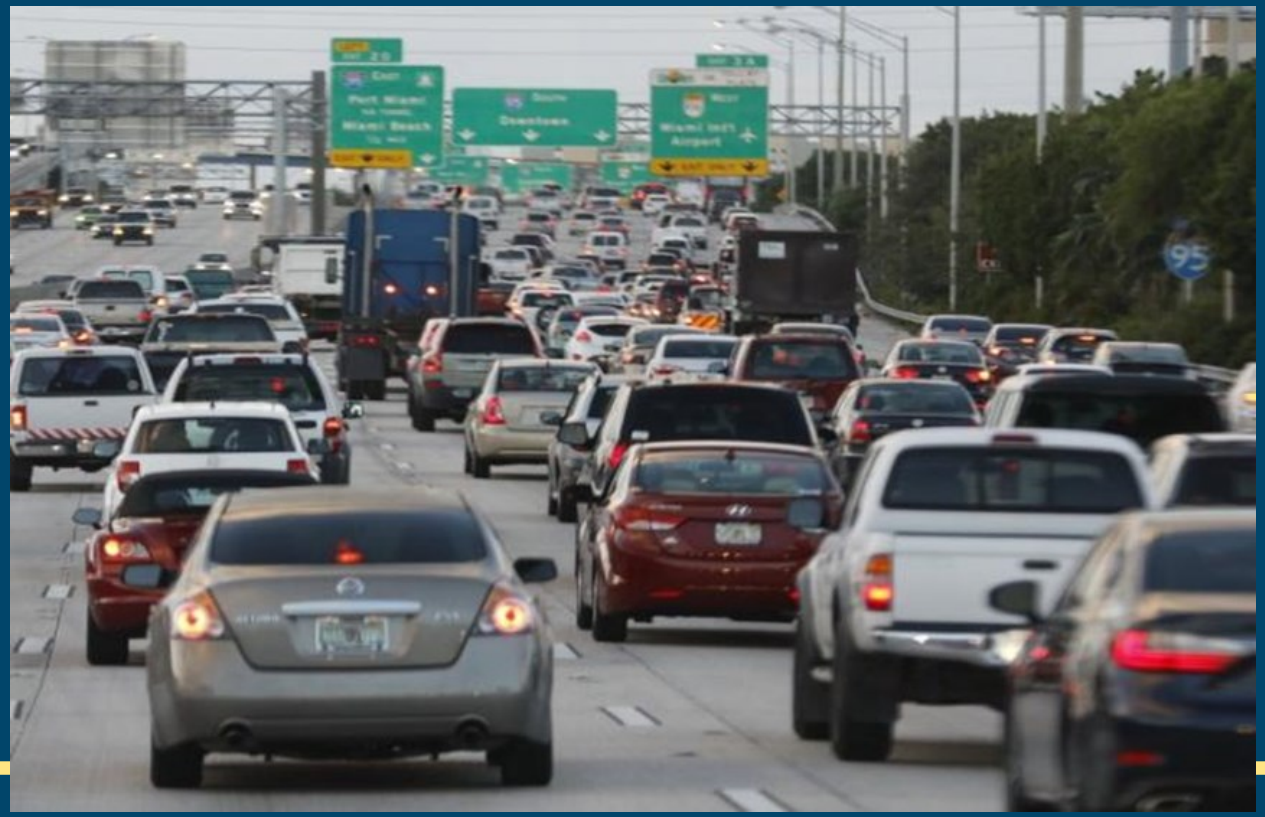
- Florida Statutes permit a variety of Local Discretionary Sales Surtaxes
- Of Florida's 67 counties, 62 have levied a surtax at some point in the last ten years. **Broward has not.**
- In 2018, 56 of 67 counties are levying one or more of the following:
  - Charter County & Regional Transportation System Surtax
  - Small County Surtax (Broward is not eligible)
  - Indigent Care and Trauma Center Surtax
  - Infrastructure Surtax
  - County Public Hospital Surtax (only Miami-Dade is eligible)

(Source: *2018 Report by Office of Economic and Demographic Research*)

# Why a penny for mobility?

- 64 households move to Broward each day
- In 2017,12.8M visitors to Broward
  - **place stress on roads, create traffic congestion, use transit systems**
- Gas tax revenues used for transit and road projects are flat/declining
- Approximately 30% of revenues generated by a surtax would be paid by non-Broward residents
- Around 50% of the air pollution in Broward County is caused by vehicle emissions

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



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# What is taxed?

- Items Subject to Sales Tax*

# And what is not?

- Items **Not** Subject to Sales Tax

# How Transportation Options Improve Livability

- 2017 Median Home Sales Price = $340,000
- Median Income = $64,100
- Owner Affordability Gap = $145,000
- Renting is on the rise! 14% reduction in home-ownership; 32% increase in renters
- Current average fair mkt rent in Broward is $1858 p/mo (2 bedroom)
- 62% of renters are cost-burdened; 36% are severely cost burdened
- **A household that can eliminate the need for a vehicle in South Florida can save an average of $10,000 p/year**

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# Why Robust Mobility Options Matter to the Economy

- 54% of Broward's workforce is in low-wage, service sector occupations
- When Amazon was evaluating areas for headquarters relocation, their analysis found that the Miami-Fort Lauderdale regions was:
  - WORST for workers in advanced industries at **6%** (high-value, high-paying industries, primarily accessible to workers with four-year degrees)
  - WORST for jobs in STEM occupations at **4%**
  - WORST for percent of income spent on housing and transportation at **63%**

**When asked during surveys and polls over the last two years, the public has consistently ranked traffic congestion and better public transportation as priorities for their community**

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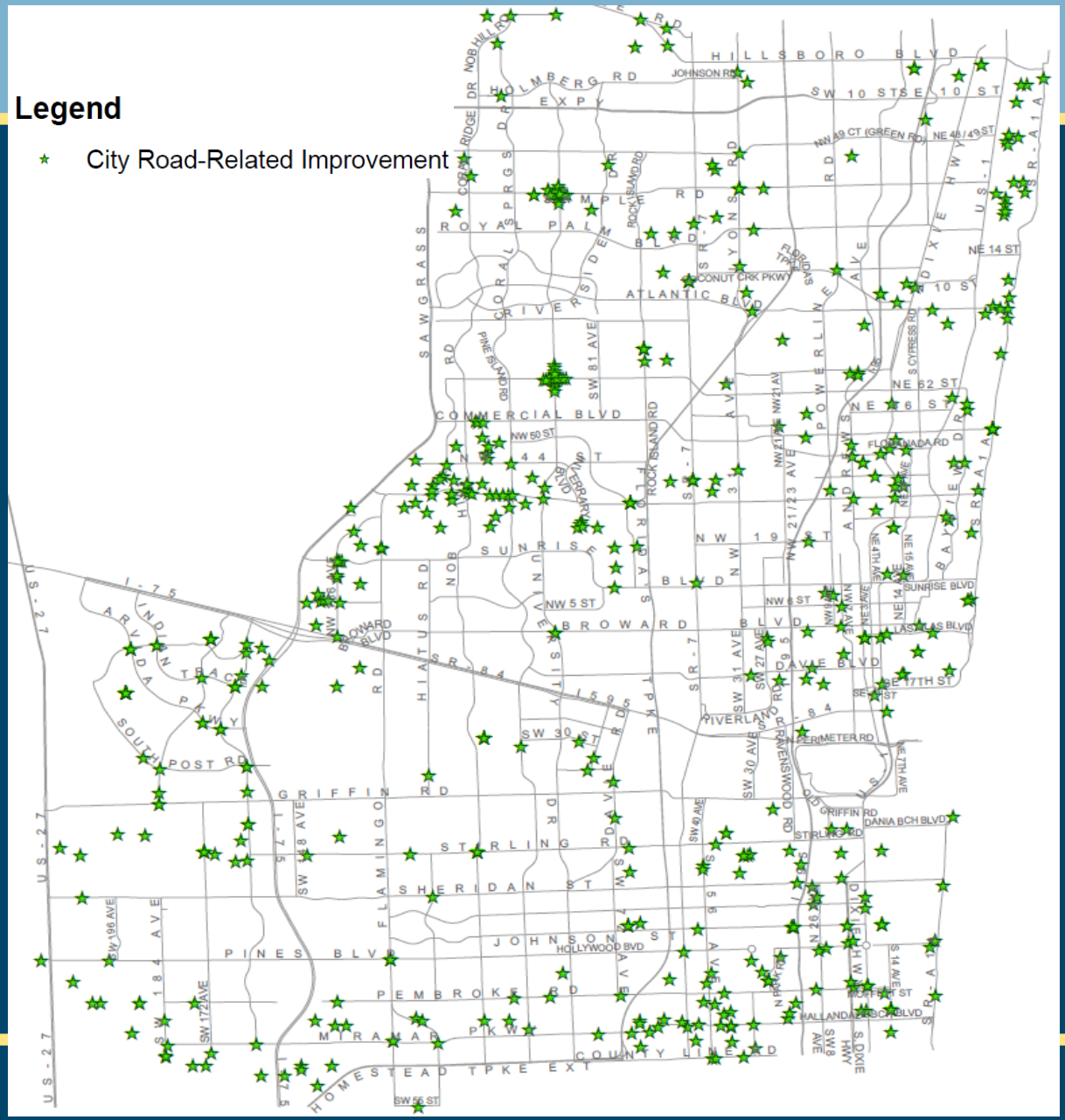
# What's in it for me?

## Link to Interactive Web Map of Proposed Surtax Mobility Plan Projects

# City-Requested Projects

## Approximately 1000 submitted

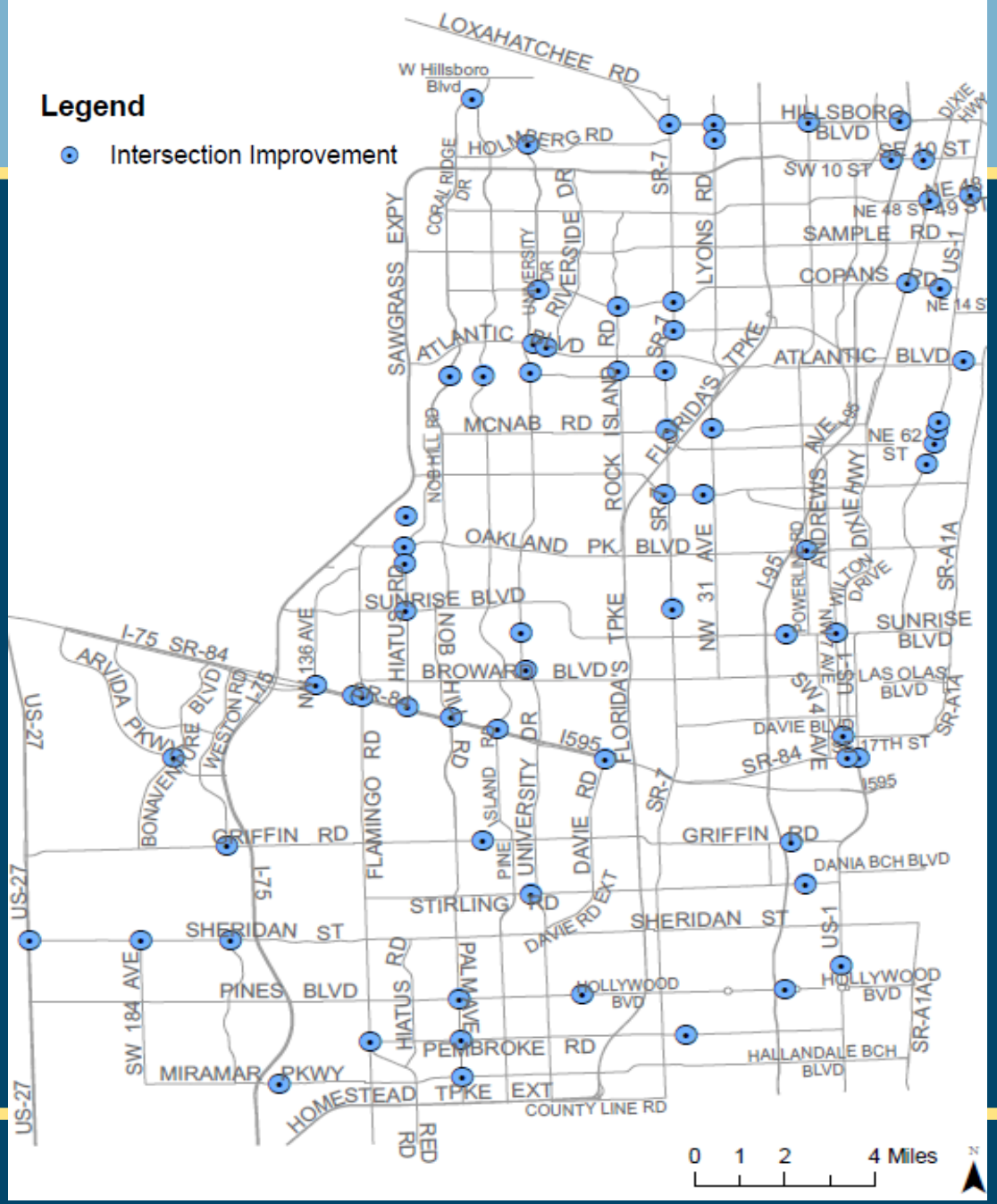
- Includes a variety of Transportation, Complete Street projects and infrastructure improvements
- Using a process informed by the MPO, projects are being reviewed for best fit: whether in the MTP 2045 (MPO), CSLIP (MPO), Surtax-only or a combination of funding sources



# Intersection Improvement

**73 CONGESTED INTERSECTIONS WILL BE RECONFIGURED TO:**

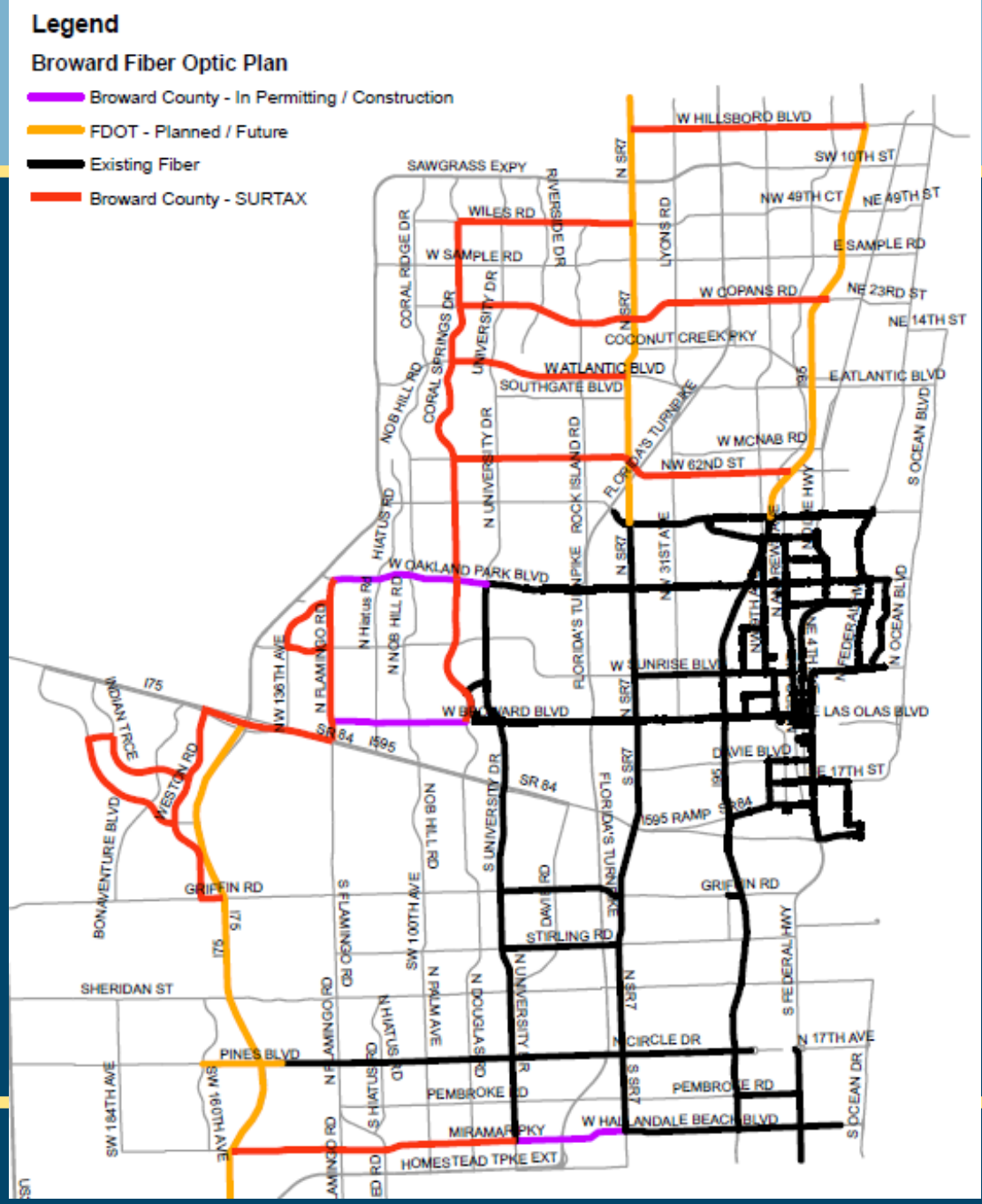
- Eliminate physical bottlenecks
  - County, State, and city intersections
  - Add turn lanes and through lanes
  - Increase turn lane length (contains more cars)
- Improve traffic flow (less congestion)
- Improve synchronization of entire corridor (allows for more green-time of light signals along a 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

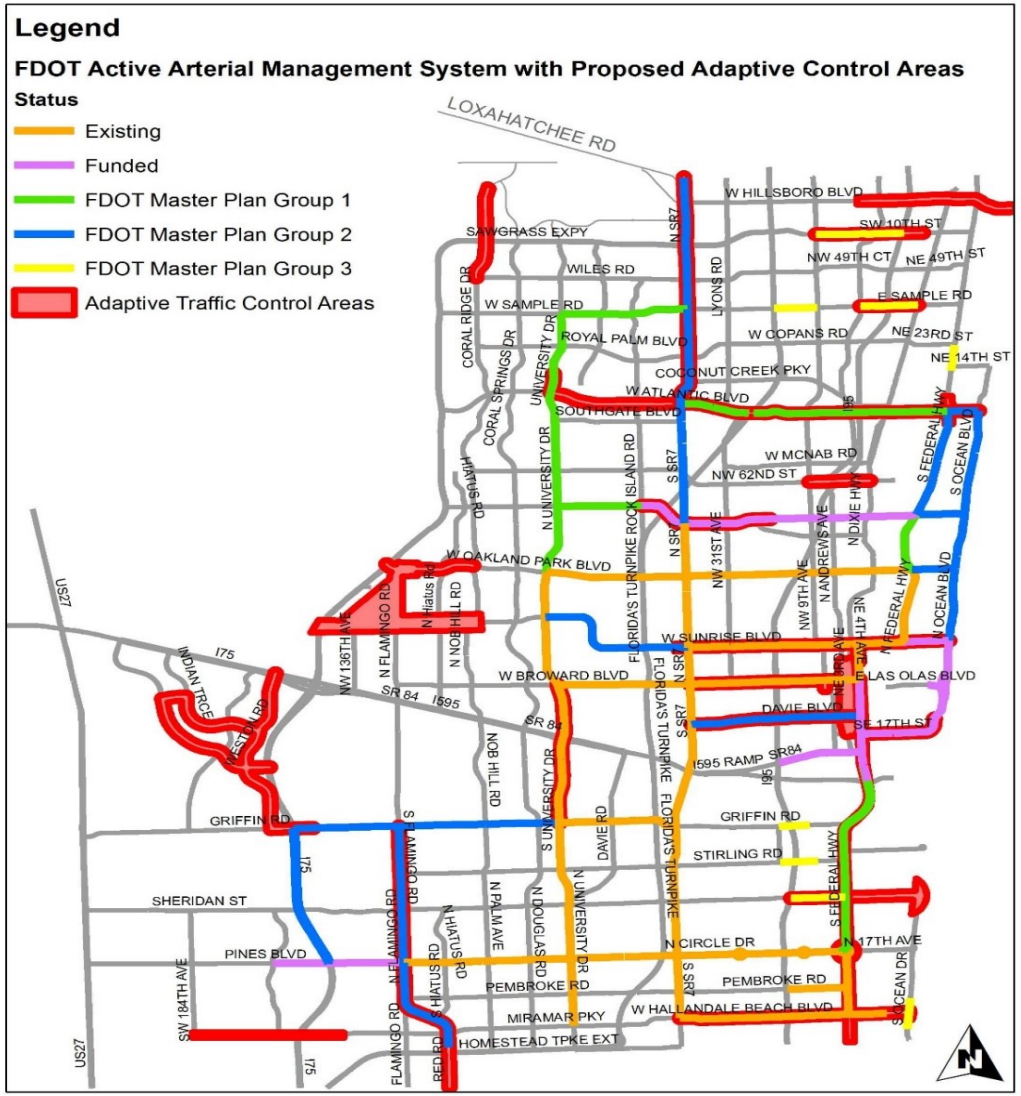
## EXPAND EXISTING NETWORK

- 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



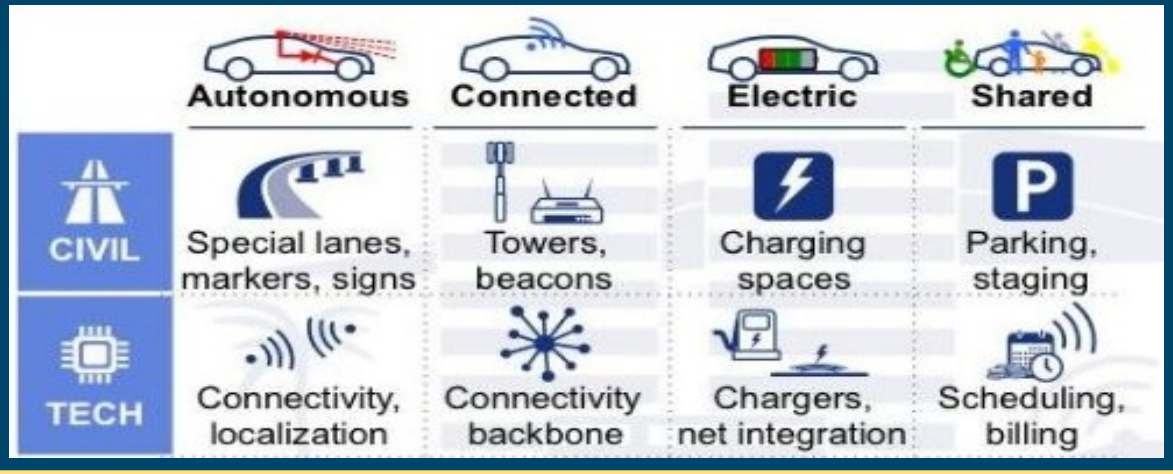
# Adaptive Signal Control & Arterial Mgmt

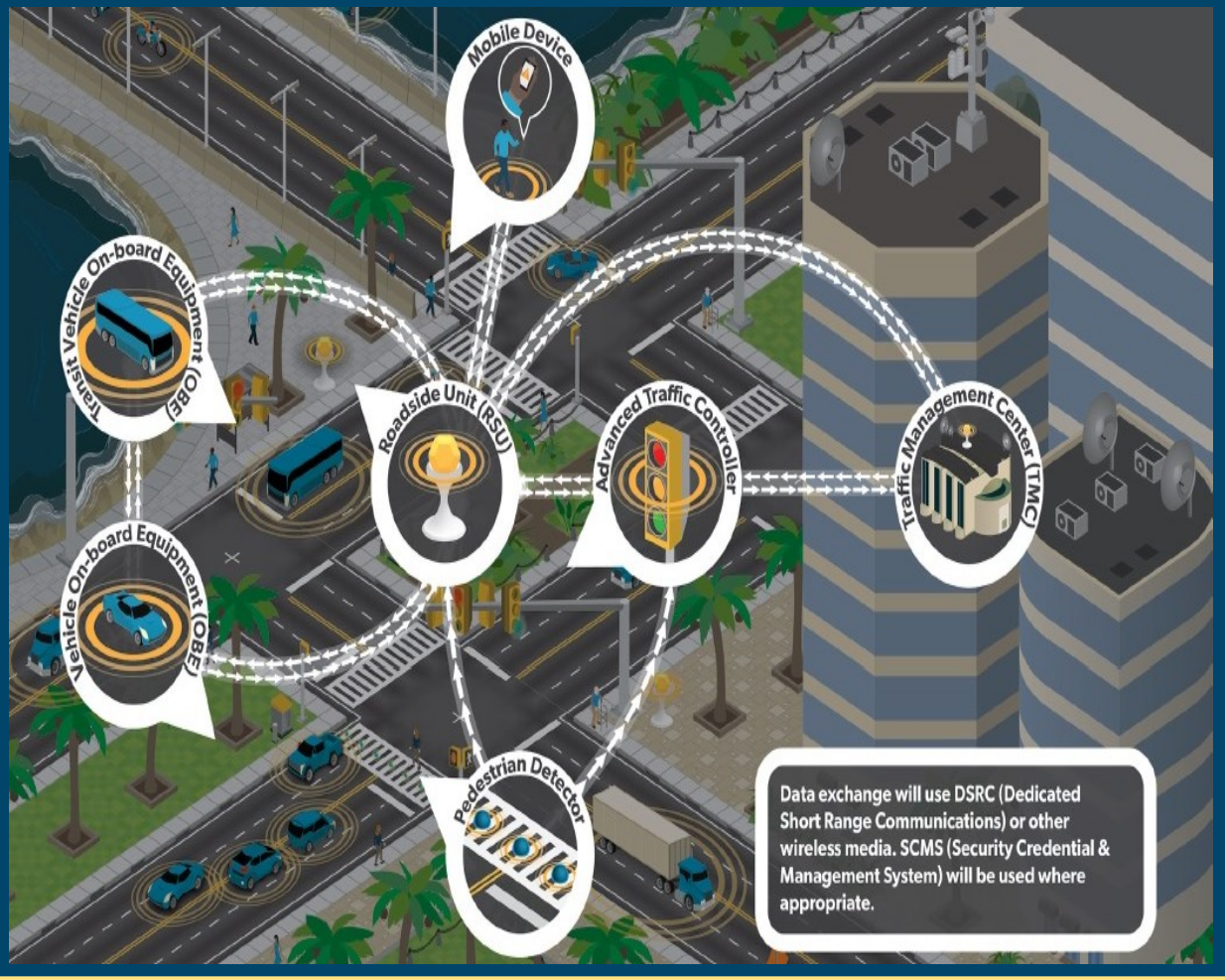
- Requires fiber optic network
- Signal timing automatically “adapt” to real-time traffic
- Reduce delays due to train traffic and bridge openings
- Effective for areas with unpredictable traffic patterns
- Reduce duration of peak-hour congestion
- Potential impacts to side-street traffic will be carefully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



# Summary: County's 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)

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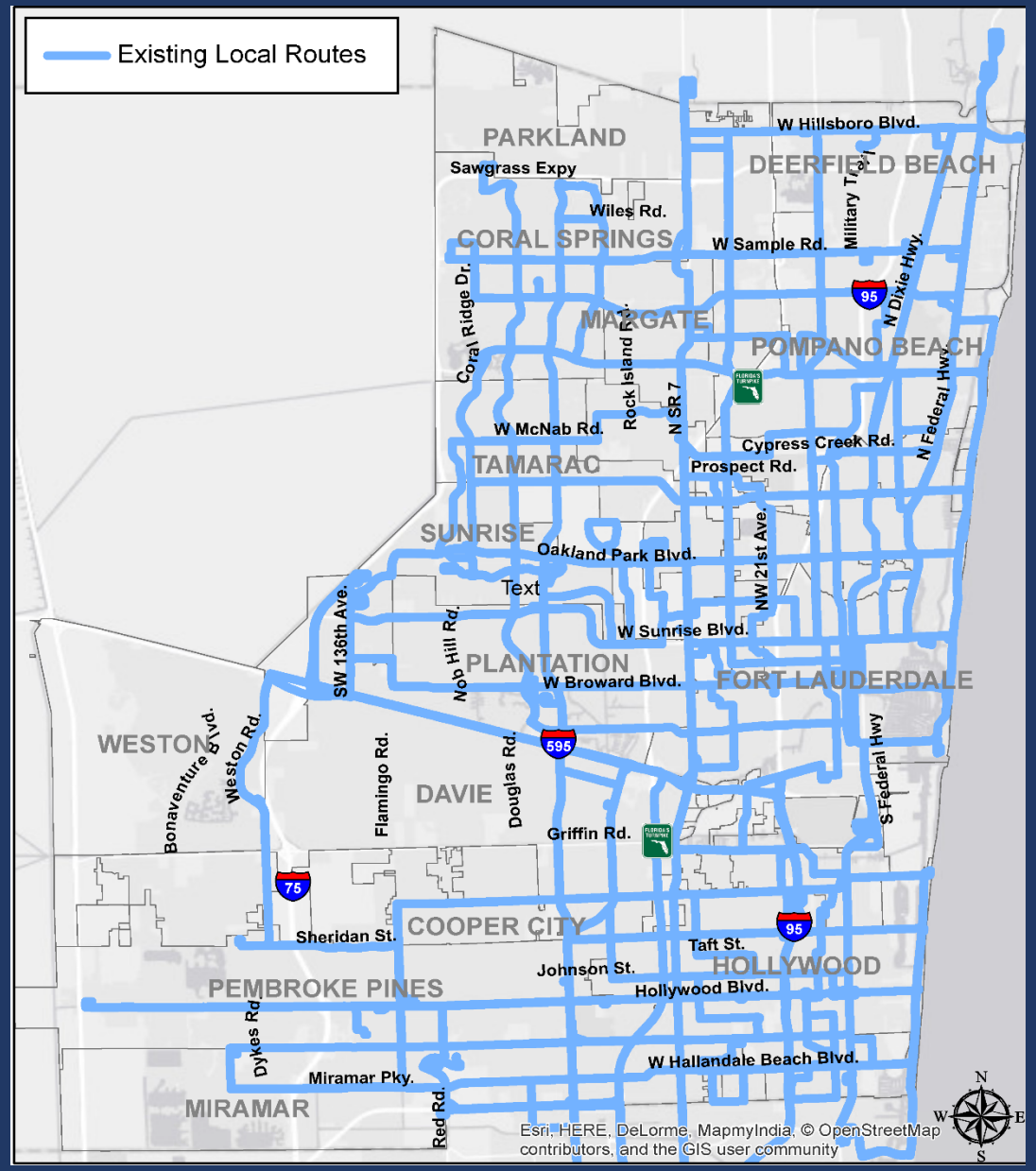
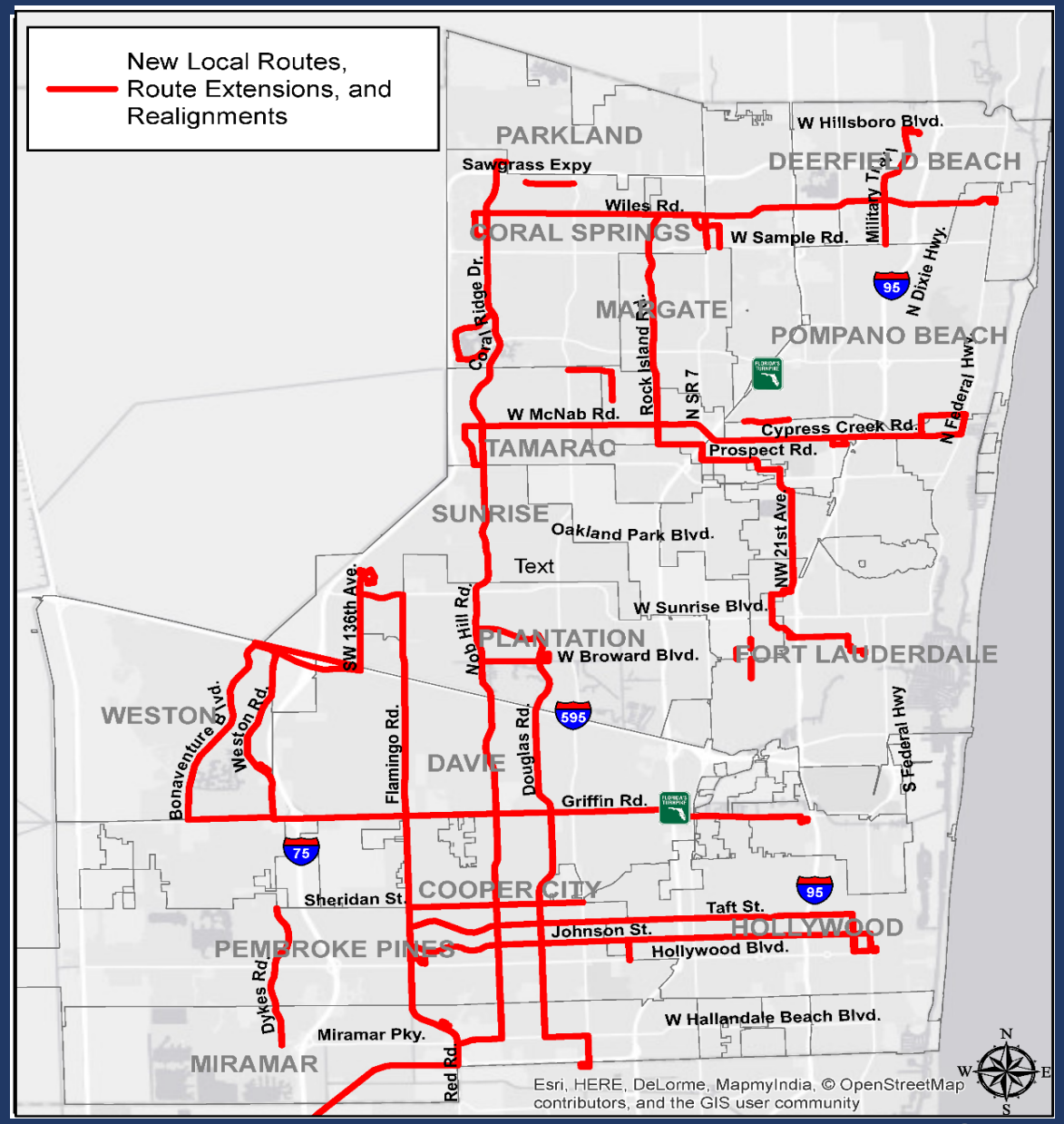
# Broward County's Plan for Connectivity includes faster, easier and better Public Transportation/Transit Options

# Provide New Local Bus Service Enhancements



# New Bus 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)

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# 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)

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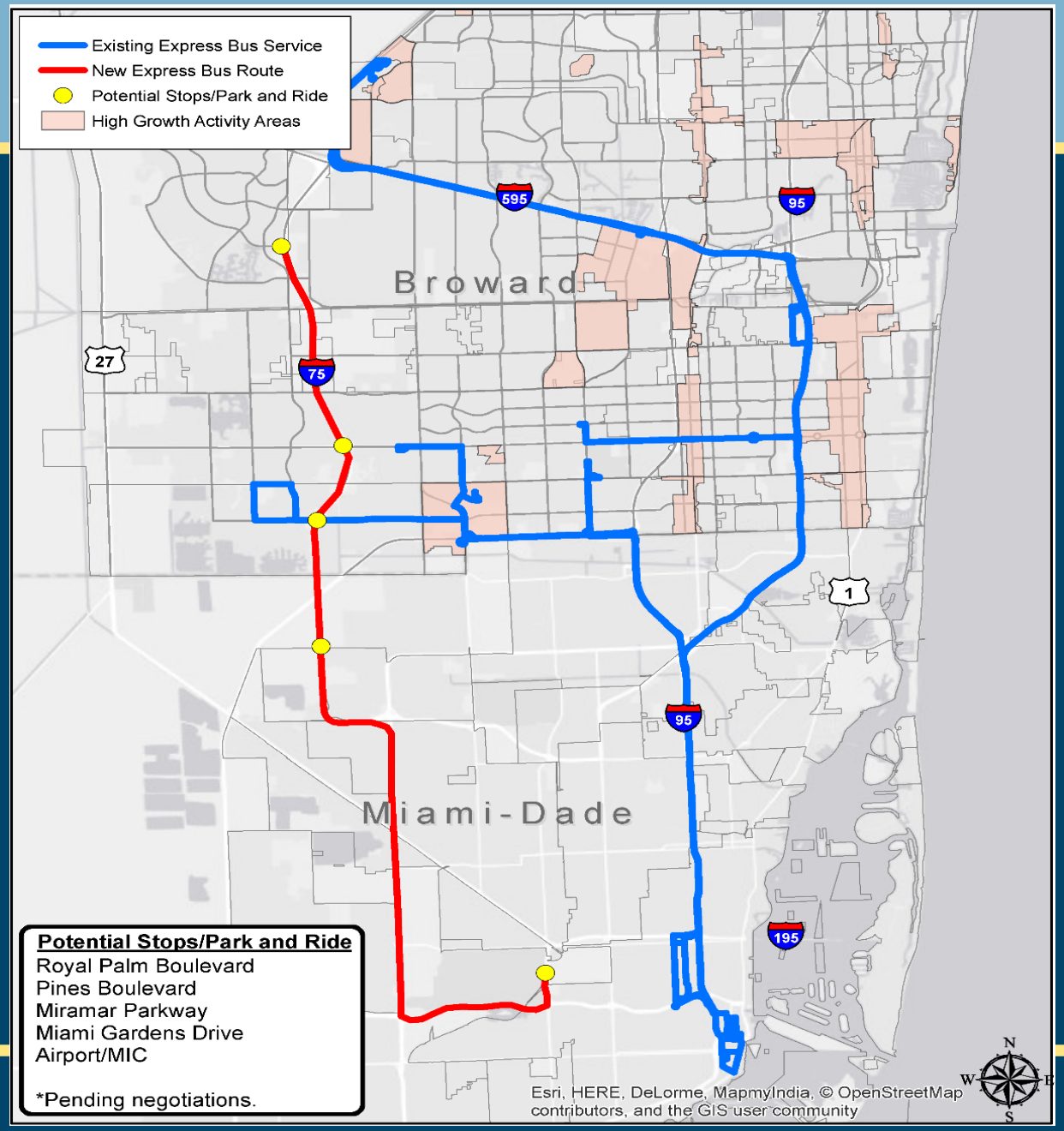
# I-75 Express Bus Service

- I-75 Express Bus (2019)
  - Starts service in 2019
  - AM and PM Peak service only
  - $ 3.6 M for 6 new buses (5 for revenue service, 1 spare) (FDOT funded)
  - $930K annually to operate (surtax)
  - Park and Ride lots proposed for Royal Palm  Blvd., Hollywood/Pines Blvd., Miami Gardens
  - Will serve western Broward County, Miami International Airport, Miami Intermodal Center (MIC)



# New Light Rail Corridors

- Proposed 25 Miles of Light Rail Transit (LRT)
- Examples of factors considered when selecting a LRT corridor are:
  - Ridership
  - Economic development opportunities
  - Benefit Cost Analysis
  - Community support
  - Available right-of-way/design feasibility
  - Environmental factors

Every corridor would be (re)studied and approved by the federal government, which also evaluates alternative designs and technologies as part of the process. 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).

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# Summary of New Transit Capital Improvements

- Increase bus fleet from 359 to 642
- Rail fleet of 35 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)

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# **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

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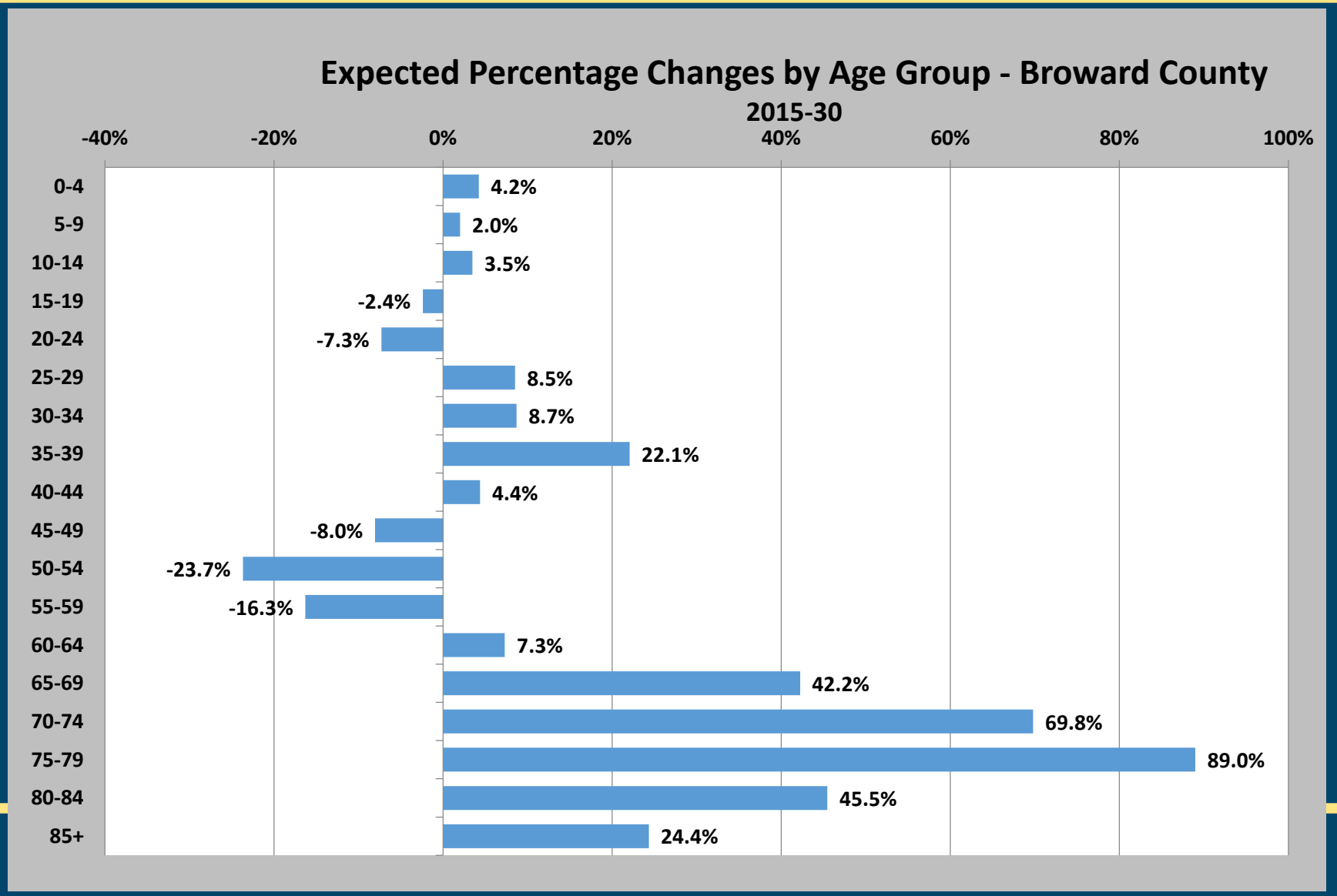
# Other Factors to Consider- The Silver Tsunami

Between 2015 and 2030 we can expect a **48.5%** increase in Broward County's 60+ population

**43.2%** of that is in the 75 and older age group

Ensuring adequate mobility options for aging residents is key to quality of life and being able to remain at home (aging in place)

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# Fully-Funds Community Bus Program

- Proposed Plan directly funds cities' Community Bus Programs:
  - Increases BCT community bus operating funding from $2.6M to $7.5M, annually (escalated) (beginning in 2019)
  - Existing parameters for Community Bus continue
  - Assures neighborhood connectivity; first-mile, last-mile and one-transfer
- Funds Community Bus Capital Costs:
  - Includes purchase and replacement of community bus vehicles

# Paratransit/“TOPS” (exceeds required federal ADA Standards)

The Proposed Plan for Regional Mobility and Transportation Enhancements:

- Allows Paratransit to continue to meet growing demand, immediately
- 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)

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# When we will see an impact?

In the **first five years**

- Fiber Optic; Traffic Congestion Relief/Traffic Flow Improvements
- Some Bike, Pedestrian, Sidewalk, School Safety and Greenways
- Fully-Funded Community Bus Program
- Paratransit Service Enhancements (to meet demand)
- Some City-Requested Projects
- Some 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

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# 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 **$3B** from federal, state, and other sources
- Surtax revenue currently proposed for capital projects = $4B
- Surtax revenue currently proposed for O&M = $7.6B
- Surtax revenue currently proposed in contingency and municipal projects = $4B

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# 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

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Technology
Rapid transit
Alternative modes
Neighborhood connectivity
Safety zones
Partnerships
Outreach
Responsible oversight
Transparency

**Link to Interactive Web Map of Proposed Surtax Mobility Plan Projects**