

The Connector Frequently Asked Questions

What is the purpose of The Connector project?

The Connector project, a key component of Broward County's Premium Mobility (PREMO) program, proposes to provide a fast, reliable, and high-capacity transit connection between Fort Lauderdale-Hollywood International Airport (FLL), Port Everglades, and the Greater Fort Lauderdale/Broward County Convention Center. The Connector will be the first link to our countywide planned light rail system. We are building the foundation for a system that will not only improve how people move but also strengthen our economy, support tourism, and enhance the daily experience of residents and visitors alike.

This elevated light rail initiative aims to:

- Reduce traffic congestion within and in the areas surrounding these major hubs.
- Boost economic growth and tourism by making it easier for residents, visitors, and workers to access these vital locations. Tourism is the number one industry in Broward County and tourists also spend locally contributing to the penny sales tax.
- The project is projected to bring thousands of additional jobs to South Florida
- Support sustainable mobility through an efficient, elevated rail system.

What is The Connector Project Development and Environmental Study?

The Project Development and Environmental Study will evaluate potential routes and technologies that can provide efficient and reliable high-capacity transit access between Fort Lauderdale-Hollywood International Airport, Port Everglades, and the Greater Fort Lauderdale/Broward County Convention Center. Each route and technology will be analyzed to determine physical, environmental and community impacts. The study will document the impacts and mitigation, if needed, of a preferred selected alternative. This documentation becomes part of the federal and state approval process for funding.

What are the benefits of The Connector?

The Connector will serve as the first leg of a planned light rail system extending west across Broward County, laying the groundwork for future regional transit connections. The Connector is intended to improve travel between the Airport, Seaport, and Convention Center by alleviating traffic congestion, improving reliability, and strengthening access to jobs, tourism, and regional economic activity. It will also enhance intermodal connectivity by making transfers between air, sea, and ground transportation easier, more reliable, and more efficient for visitors, workers, and residents. The project will also create jobs throughout construction, operations, and long-term maintenance, providing economic benefits well beyond the initial build.

How many stations are being considered?

The Connector is considering three preliminary station locations: Fort Lauderdale-Hollywood International Airport, Port Everglades, and near the Greater Fort Lauderdale/Broward County Convention Center. Additional station locations will be evaluated as the PD&E study advances.

What is the timeline for the Project Development and Environmental Study?

The study began in 2025 and will be completed by 2028. A recommendation on transit route and technology will be presented to the Board of County Commissioners for consideration in late 2026 before the Board adopts a Locally Preferred Alternative (LPA) for this project. Engineering, environmental review, and early design will continue through 2027. Once the study phase is complete, The Connector project will move into design, right-of-way activities, and construction, with service anticipated to begin in 2032.

How can I stay informed or participate?

The project has a robust public outreach plan. Three public meetings are planned for this project during the Project Development and Environmental Study. Information, updates, and public engagement opportunities will be available on the [project website](#). Community members may also submit questions or comments via email at TheConnector@broward.org.

Are there any public meetings scheduled?

Yes. An in-person and online public kickoff meeting will take place on Thursday, January 15, 2026, at the Broward County Convention Center, East Building, Room 154, from 6 p.m. to 8 p.m. To attend online, register at [GoToWebinar](#). Attendees can also participate by dialing + 1 (914) 614-3221; Access Code: 625-424-440. Additional public meetings will take place in 2026 as The Connector study progresses. Notifications for those meetings will be posted online and on social media.

What transit technologies are being evaluated?

The Connector includes consideration of multiple transit technologies: Bus Rapid Transit (BRT), Commuter Rail Transit (CRT), Heavy Rail Transit (HRT), Light Rail Transit (LRT), Hybrid or Diesel Light Rail Transit (DLRT), Aerial Tramway Transit (ATT), Automated Guideway Transit (AGT)/APM, Personal Rapid Transit/Autonomous Vehicle Network (PRT), Monorail Transit and Maglev Transit.

Why is an elevated transit option the anticipated mode for The Connector instead of bus service?

Bus options, including Bus Rapid Transit (BRT), are being evaluated as part of the ongoing Project Development & Environmental study to ensure all viable alternatives are considered. However, this short, high-demand corridor operates in an extremely congested area with heavy truck traffic, security constraints, and limited opportunities for dedicated bus lanes. A bus solution would most

likely have to operate in mixed traffic, resulting in slower travel times, lower reliability, and with little to no reduction in roadway congestion.

When will you know the preferred technology for The Connector?

The Connector Project Development and Environmental Study will narrow list of transit technologies to the top two and evaluate them in greater detail, including cost, community benefits, and performance. The recommended technology will be identified and presented to the Board of County Commissioners in late 2026 before the Board adopts the Locally Preferred Alternative (LPA). The LPA is composed of the preferred transit technology and route.

What will the alignment look like and how will people access the stations?

The Connector is being planned primarily as an elevated transit alignment, designed to operate mostly within existing transportation corridors. Exact station access points, entrances, and features such as stairs, elevators, and escalators, as well as overall passenger movement patterns, will be identified during the study process and presented at public workshops.

Where will the maintenance facility be located?

The Connector is evaluating different alternatives for the location and scope of the facility. The location will be identified as part of the study.

When will The Connector begin operations?

Service is expected to begin in 2032 following the completion of design, permitting, right-of-way acquisition, construction, and system testing and commissioning.

Will The Connector link to other transportation services?

Yes. The Connector is part of the Broward County Premium Mobility (PREMO) Program. The study will recommend the best way to connect to the proposed PREMO network and existing regional transportation services including local bus services. The Connector would also link with the planned the planned FLL Intermodal Center, and the airport's proposed Automated People Mover.

What is the cost and how will it be funded?

The cost is currently estimated at approximately \$1.56 billion. This figure is based on current planning and previous engineering assessments. While initial estimates have varied in past planning documents, the current \$1.56 billion reflects refined projections. As the project advances through the Project Development & Environmental study it will

continue to be refined. Funding is expected to come from a combination of local, state, and federal sources.

What is the ridership projected for this project?

The projected ridership for The Connector project has not yet been determined. We're still in the very early phase of the Project Development and Environmental Study. This will be further analyzed as the study progresses.

Who will handle permitting, utilities, and environmental responsibilities?

The project is expected to be delivered using a Design-Build-Operate-Maintain (DBOM) model where the contractor will be responsible for permitting, utility coordination, and any required environmental remediation to ensure compliance with local, state, and federal regulations.

Will The Connector impact private properties or existing rail operations?

The project team is evaluating alignment alternatives to minimize property and operational impacts. Coordination with affected property owners and other stakeholders will continue throughout the Project Development and Environmental study process.

Will The Connector link to other transportation services, such as Brightline or Tri-Rail?

Yes. The study is evaluating how The Connector can integrate with Broward Commuter Rail, the planned FLL Intermodal Center, and the airport's proposed Automated People Mover. PREMO projects also envision continued expansion of high-capacity transit into Downtown Fort Lauderdale and along Broward Boulevard, improving opportunities for regional connectivity. Connections to other regional services, such as Tri-Rail or Brightline, will be provided through shuttle buses.

How is The Connector addressing environmental impacts and climate resiliency?

The study will follow the National Environmental Policy Act (NEPA) process and identify potential environmental impacts and strategies to avoid, minimize, or mitigate them. Sea-level rise, storm surge, and long-term climate resiliency are key considerations. The project team is also focusing on using existing transportation corridors where possible to reduce impacts to natural and developed environments.

Will The Connector consider the need for a “one-seat ride” between the airport, seaport, and convention center?

The Connector will evaluate in detail the need to avoid and minimize transfers in order to make trips for users as seamless and convenient as possible.