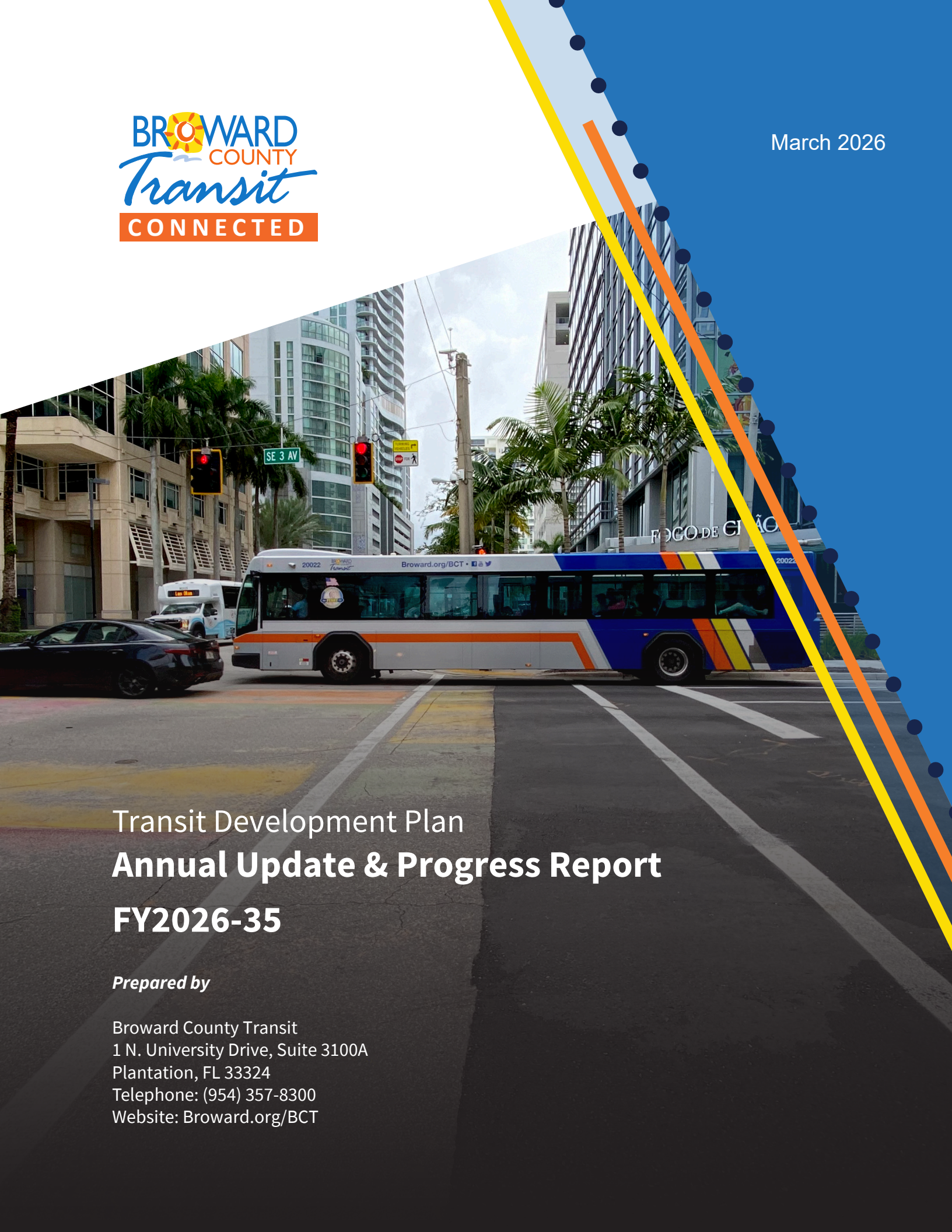




March 2026



Transit Development Plan Annual Update & Progress Report FY2026-35

Prepared by

Broward County Transit
1 N. University Drive, Suite 3100A
Plantation, FL 33324
Telephone: (954) 357-8300
Website: Broward.org/BCT

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Section 1: Introduction

Known as *BCT Connected*, Broward County’s Transit Development Plan (TDP) is the blueprint for Broward County Transit’s (BCT) growth over the next 10 years. This Annual Progress Report (APR) is the second update to the original TDP FY2024-2033 that was adopted in December 2023.

The APR provides an overview of the accomplishments of the past year, highlights progress related to achieving the agency’s goals, updates the Ten-Year Operating and Capital Program by adding a new tenth year to cover fiscal year (FY) 2026-2035, and describes coordination efforts between BCT and the Broward Metropolitan Planning Organization (MPO) in FY2025. BCT’s fiscal year runs from October 1 to September 30.

Adoption of Current TDP

The State of Florida Public Transit Block Grant (PTBG) Program was enacted by the Florida Legislature to provide a stable source of state funding for public transportation. The PTBG Program requires public transit service providers to develop and adopt a 10-year TDP, as per the requirements in Chapter 14-73 of the Florida Administrative Code (Fla. Admin. Code). The TDP is a strategic guide for public transportation in the community over the next decade and represents the transit agency’s vision for public transportation in its service area during this period.

Transit agencies are required to update the TDP (“TDP Major Update”) every five (5) years. By doing so, BCT remains in compliance with the PTBG Program, which provides state funding for transit. The most recent TDP Major Update was adopted on December 12, 2023, by the Broward County Board of County Commissioners.

In between TDP Major Update years, transit agencies must complete an Annual TDP Update, or Annual Progress Report (APR). Fla. Admin. Code 14-73.001 – Public Transportation requires that transit agencies submit an APR annually by March 1st or a revised date as agreed by the Florida Department of Transportation (FDOT). Together with other information, FDOT uses the APR to develop its five-year Unified Planning Work Program (UPWP or Work Program), its Transportation Improvement Program (TIP), and its Program and Resource Plan.

Revisions to the TDP Rule

To be found compliant by FDOT, the TDP must follow Fla. Admin. Code 14-73.001, commonly referred to as the “TDP Rule.” Effective July 9, 2024, the state legislature implemented changes to Fla. Admin. Code 14-73.001 that revised the requirements for TDP Major Updates and APRs. These revisions streamline the APR by removing several previous requirements and establishing the primary purpose of the APR as an update and extension of the Ten-Year Operating and Capital Program.

BCT has chosen to retain certain elements of the previous APR requirements, such as the inclusion of an assessment on the performance of goals and objectives over the past year. Though this is no longer required as part of the APR, it continues to be a valuable way for BCT to track progress towards achieving the agency’s goals and objectives.

APR Checklist

APRs are intended to provide an update to FDOT, stakeholders, customers, and the public on a transit agency’s efforts over the past year. It also provides for the addition of a tenth year to the Ten-Year Operating and Capital Program so the TDP maintains a ten-year planning horizon.

In May 2025, FDOT released an updated TDP Handbook, which provides guidance for preparing and developing TDPs and APRs under the revised rule. APR requirements are provided in **Table 1-1**.

Table 1-1 APR Requirements

#	Requirement	Status	Location in APR
1	Brief overview of TDP process	✓	Section 1
2	Updated 10-year Schedule of Projects table	✓	Section 4
3	Updated Financial Plan table with previous year removed and a new tenth year added	✓	Section 4
4	Updated List of Priority Projects table	✓	Section 4
5	Documents Progress and achievements on coordination efforts with local MPO, including coordination on UPWP, TIP, and Corridor Development Studies during the previous year	✓	Section 4 & 5
6	Draft report presented to MPO Board as an information item	✓	N/A
7	Final report submitted to FDOT by March 1 st , or a revised date as agreed by FDOT	✓	N/A

Source: TDP Handbook: Guidance for Preparing & Reviewing Transit Development Plans, Version IV, May 2025

Organization of Report

The APR is divided into the following five (5) sections:

- Section 1 | Introduction
- Section 2 | Overview and Accomplishments for FY2025
- Section 3 | Goals and Objectives Update and Assessment for FY2025
- Section 4 | Ten-Year Operating and Capital Program for FY2026-2035
- Section 5 | Metropolitan Transportation Planning Process Coordination

Section 2: Overview and Accomplishments for FY2025

This section provides an overview of BCT’s services and its achievements over the past fiscal year, between October 1, 2024 and September 30, 2025.

BCT System

As the major public transportation provider in the county, BCT operates several different modes: local fixed routes, limited-stop (Breeze) routes, express routes, community shuttles, on-demand services, and paratransit services. BCT operates seven (7) days per week, with services starting as early as 4:34 A.M. and ending as late as 1:31 A.M. BCT funds 36 local fixed routes, two (2) Breeze routes, six (6) express routes, and 54 community shuttle routes. **Figure 2-1** provides a map of local, Breeze, and express routes, while **Figure 2-2** provides a map of the community shuttle network. BCT also operates Transportation OPTionS (TOPS!), a complementary paratransit service for those who qualify, as well as Late Shift Connect, a targeted On-Demand service designed to support late-night and early morning commute.

BCT services a number of transfer facilities that support its fixed route services. They are:

- Broward Central Terminal in Fort Lauderdale
- Lauderhill Transit Center in Lauderhill
- West Regional Terminal in Plantation
- Northeast Transit Center in Pompano Beach

Complementing the four (4) transfer terminals are additional transfer nodes located throughout the county, most notably at Broward Mall, Young Circle in Hollywood, Pompano Citi Centre, Sawgrass Mills Mall, and Pembroke Lakes Mall. BCT also prioritizes connections to other transportation modes by connecting to six (6) park-and-ride lots, eight (8) Tri-Rail stations, and one (1) Brightline station, as well as Miami-Dade Transit and Palm Tran routes in Miami-Dade and Palm Beach County.

BCT Ridership

Transit System Ridership Overview

As shown in **Table 2-1**, there was a 0.56% decrease in total ridership from FY2024 to FY2025. Community shuttles' ridership grew the most at 11.61%, mostly contributed by the resumption of Hollywood community shuttle service. TOPS! paratransit experienced the second highest growth, at the rate of 9.97%. **Table 2-2**, **Table 2-3**, and **Table 2-4** provide a more detailed review of ridership data by mode.

Table 2-1 Transit System Annual Ridership

Service Type	FY2025	FY2024	Percent Change
Local	22,412,215	22,625,249	-0.94%
Breeze	974,413	1,176,425	-17.17%
Express	410,039	405,118	1.21%
Community Shuttles	1,488,671	1,333,760	11.61%
TOPS!	1,159,520	1,054,399	9.97%
System Total	26,444,858	26,594,951	-0.56%

**Service totals are rounded to the nearest whole number, while system total reflects the sum of actual ridership numbers*

Figure 2-1 Fixed Route (Local, Breeze, & Express) Network



Fixed Route Ridership

The total ridership for FY2025 has decreased compared to FY2024 ridership. As shown in **Figure 2-3**, FY2025 monthly fixed route ridership is generally lower than FY2024 fixed route ridership over the same timeframe except for the months of November and February. However, ridership is generally showing progressive improvement compared to prior fiscal years, suggesting an overall trend of fixed route ridership growth over the past five years.

Figure 2-3 Fixed Route (Local, Breeze, and Express) Ridership - Average Weekday

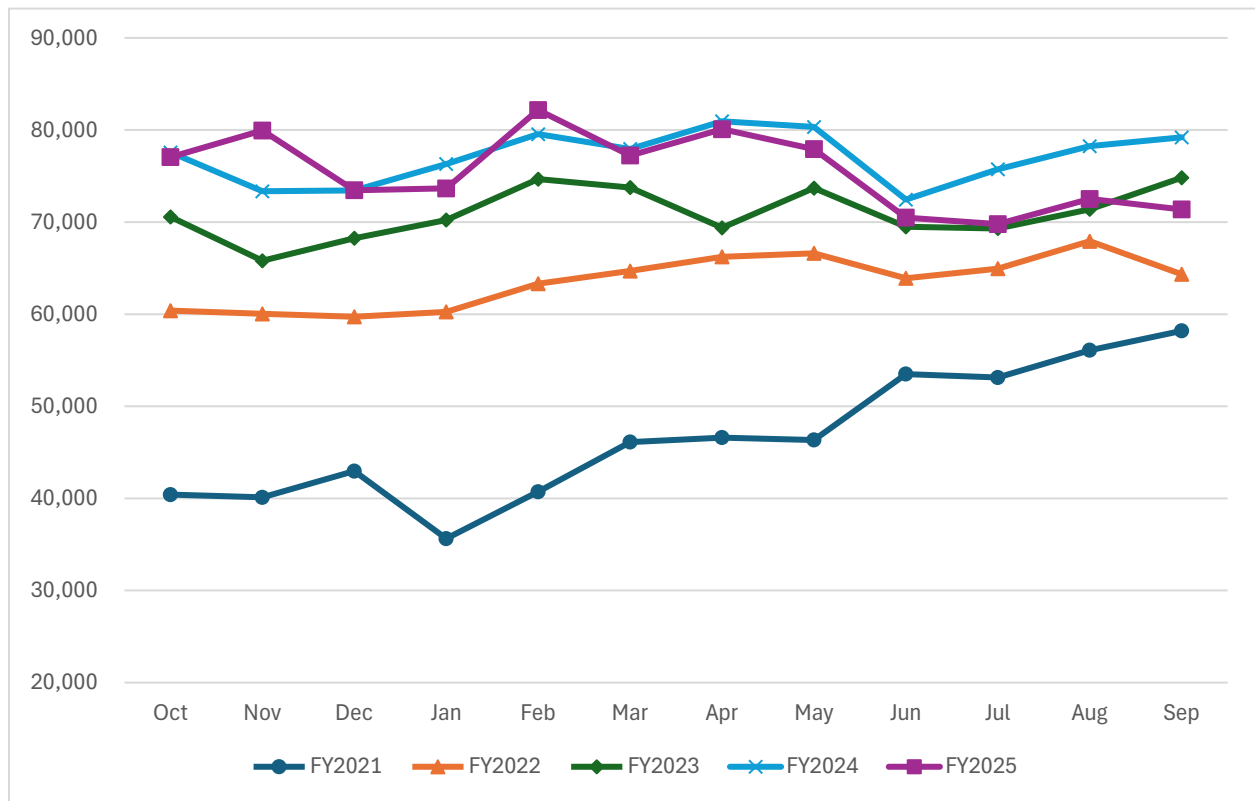


Table 2-2 through **Table 2-4** provide a year-over-year comparison by route between FY2025 and FY2024. Local fixed route and Breeze are showing lower ridership in FY2025 than FY2024, whereas express service saw a slight increase in ridership.

In addition to the breakdown of ridership by route, **Table 2-2** through **Table 2-4** also identify whether any service changes occurred in FY2025 for each route. Type A service changes encompass changes to the schedule, span of service, or frequency to improve On-Time Performance (OTP). Type B service changes aim to improve OTP and meet other objectives, such as addressing ridership levels, customer concerns, or route alignment issues.

For detailed information on services changes implemented during FY2025, see **Appendix A**.

Table 2-2 Local Fixed-Route Ridership

Bus Route	FY2025	FY2024	Percent Change	Service Changes
1	1,268,442	1,236,200	2.61%	Type A
2	1,187,121	1,193,905	-0.57%	Type A
4	239,213	248,456	-3.72%	Type A
5	288,521	264,364	9.14%	No Change
6	290,587	303,367	-4.21%	No Change
7	609,038	619,736	-1.73%	No Change
8	143,295	138,397	3.54%	Type A
9	329,888	323,144	2.09%	Type B
10	759,951	719,333	5.65%	Type A
11	466,858	463,883	0.64%	Type A
12	373,638	358,560	4.21%	Type B
14	817,526	794,833	2.86%	Type A
15	19,262	24,671	-21.92%	No Change
16	232,950	252,251	-7.65%	No Change
18	1,497,915	1,434,894	4.39%	Type B
19	1,894,236	1,933,564	-2.03%	Type A
20	192,747	194,948	-1.13%	Type B
22	796,861	731,706	8.90%	No Change
23	45,334	49,227	-7.91%	No Change
28	982,302	991,996	-0.98%	Type B
30	362,712	373,148	-2.80%	No Change
31	637,468	666,267	-4.32%	No Change
34	647,812	723,627	-10.48%	Type A
36	1,100,158	1,144,675	-3.89%	Type B
40	751,563	743,812	1.04%	Type A
42	370,145	351,211	5.39%	Type A
48	147,765	145,681	1.43%	Type A
50	757,235	800,346	-5.39%	No Change
55	576,065	575,806	0.04%	Type A
56	70,087	70,930	-1.19%	No Change
60	730,881	783,607	-6.73%	Type A
62	670,431	711,404	-5.76%	Type A
72	1,773,616	1,849,459	-4.10%	Type A
81	971,415	983,027	-1.18%	Type A
83	227,560	236,126	-3.63%	Type A
88	180,910	185,823	-2.64%	Type A
Unclassified*	707	2,864	-75.31%	No Change
Total	22,412,215	22,625,249	-0.94%	

Note: Type A service changes encompass changes to the schedule, span of service, or frequency to improve OTP. Type B service changes aim to improve OTP and meet other objectives, such as addressing ridership levels, customer concerns, or alignment issues. *Unclassified ridership is a function of "Unclassified Revenue" divided by average fare. "Unclassified Revenue" is defined as monies placed in the farebox but not assigned to a specific fare type.

Table 2-3 Breeze Ridership

Breeze Route	FY2025	FY2024	Percent Change	Service Changes
101	315,681	392,088	-19.49%	Type B
441	658,731	784,336	-16.01%	Type A
Total	974,413	1,176,425	-17.17%	

Note: Type A service changes encompass changes to the schedule, span of service, or frequency to improve OTP. Type B service changes aim to improve OTP and meet other objectives, such as addressing ridership levels, customer concerns, or alignment issues.

Table 2-4 Express Ridership

Express Route	FY2025	FY2024	Percent Change	Service Changes
106	72,446	74,130	-2.27%	Type A
108	92,054	92,466	-0.45%	Type A
109	82,132	78,915	4.08%	Type A
110	57,414	61,768	-7.05%	Type B
114	103,151	97,839	5.43%	Type A
115	2,842		N/A	Type A
Total	410,039	405,118	1.21%	

Note: Type A service changes encompass changes to the schedule, span of service, or frequency to improve OTP. Type B service changes aim to improve OTP and meet other objectives, such as addressing ridership levels, customer concerns, or alignment issues.

Community Shuttle Ridership

Figure 2-4 depicts the average weekday community shuttle ridership trends on a monthly basis from FY2021 to FY2025. Since FY2021, the ridership levels have shown consistent annual growth in subsequent years. Ridership in FY2025 exceeded FY2024 across all months.

Figure 2-4 Community Shuttle Ridership - Average Weekday

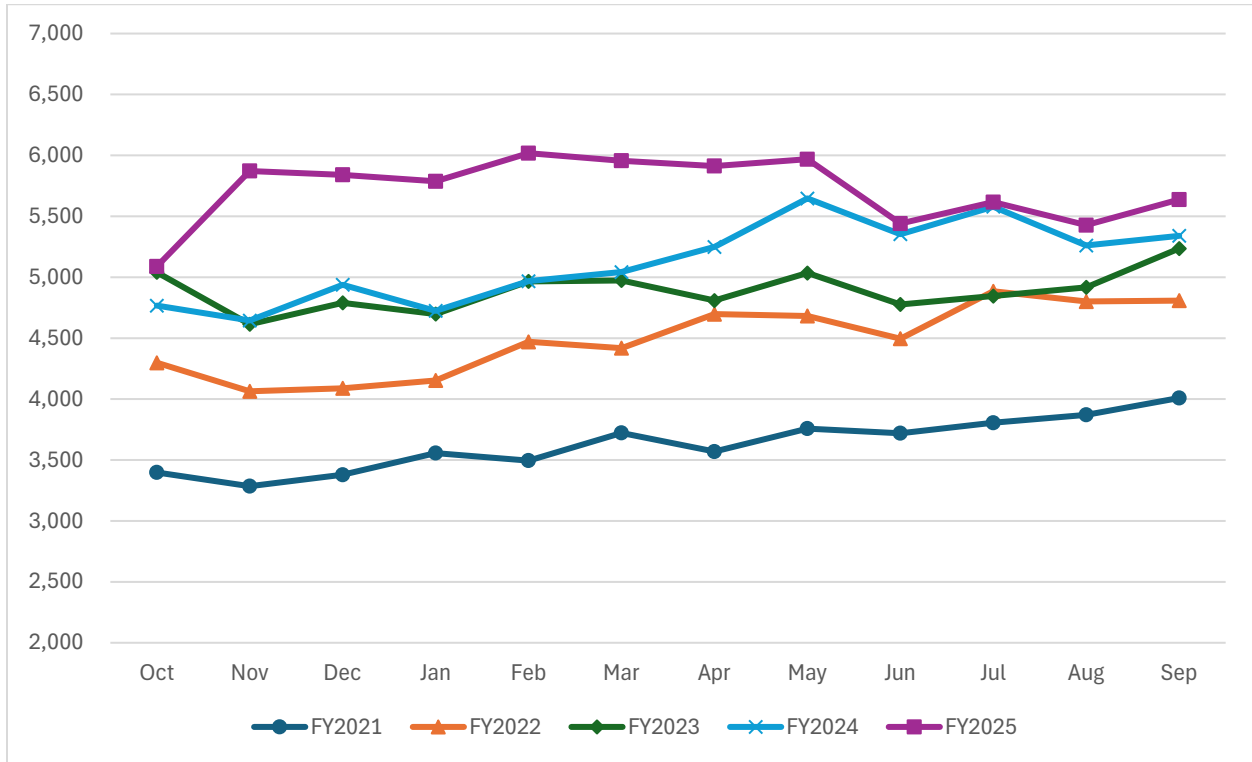


Table 2-5 compares Community Shuttle route ridership data over a two-year period. While overall ridership on the community shuttles increased by 11.61% in the compared timeframe, ridership on individual routes grew as much as 85.69% on the Pompano Beach-Blue route and dropped as much as 45.02% for Davie-Green route. It should also be noted that Hollywood Community Shuttle Service route resumed service October 1st, 2024.

Table 2-5 Community Shuttle Annual Ridership

Community Shuttle Route	FY 2025	FY 2024	Percent Change
Coconut Creek N	12,470	11,154	11.80%
Coconut Creek S	17,052	20,637	-17.37%
Coral Springs-Green	28,006	21,373	31.03%
Coral Springs-Blue	30,678	28,168	8.91%
Dania Beach-Blue (East)	16,615	17,042	-2.51%
Dania Beach-Green (West)	12,784	12,459	2.61%
Davie-Green	4,300	7,821	-45.02%
Davie-Blue	16,490	23,186	-28.88%

Community Shuttle Route	FY 2025	FY 2024	Percent Change
Davie-SFEC Express	27,645	20,274	36.36%
Deerfield Beach 1	14,719	15,323	-3.94%
Deerfield Beach 2	21,975	20,361	7.93%
FTL Sun Trolley-Downtown Link	34,481	25,119	37.27%
FTL Sun Trolley-Las Olas Link	13,678	12,008	13.91%
FTL Sun Trolley-Beach Link	64,191	42,023	52.75%
FTL Sun Trolley-Neighborhood Link	44,453	24,244	83.36%
FTL Sun Trolley-NW Community Link	71,255	65,341	9.05%
Hallandale Beach 1	53,931	59,722	-9.70%
Hallandale Beach 2	82,920	57,038	45.38%
Hallandale Beach 3	20,775	27,514	-24.49%
Hallandale Beach 4	46,608	38,026	22.57%
Hillsboro Beach	5,386	5,254	2.51%
Hollywood-Southeast	9,218	NIS	N/A
Hollywood-Southwest	7,284	NIS	N/A
Hollywood-East Central	11,802	NIS	N/A
Hollywood-A1A	35,739	NIS	N/A
Lauderdale-by-the-Sea Pelican Hopper	0	0	N/A
Lauderdale Lakes North/South Route	28,524	39,004	-26.87%
Lauderdale Lakes East/West Route	48,119	49,103	-2.00%
Lauderhill-Route 1	58,994	47,503	24.19%
Lauderhill-Route 2	46,171	41,951	10.06%
Lauderhill-Route 3	38,893	54,258	-28.32%
Lauderhill-Route 4	34,560	36,097	-4.26%
Lauderhill-Route 5	50,825	48,083	5.70%
Lauderhill-Route 6	42,849	39,079	9.65%
Lauderhill-Route 7	18,281	16,651	9.79%
Lighthouse Point	4,455	5,642	-21.04%
Margate A	19,958	22,404	-10.92%
Margate As	3,699	3,944	-6.21%
Margate C	32,320	29,084	11.13%
Margate D	20,137	19,006	5.95%
Miramar-Green	5,899	5,822	1.32%
Miramar-Red	8,181	7,975	2.58%
Miramar-Orange	2,058	2,092	-1.63%
Miramar-Yellow	NIS	NIS	NIS
North Lauderdale East	22,470	13,127	71.17%
North Lauderdale West	19,631	15,305	28.27%
Pembroke Pines-Green	36,207	34,066	6.28%
Pembroke Pines-Gold East	68,339	77,110	-11.37%

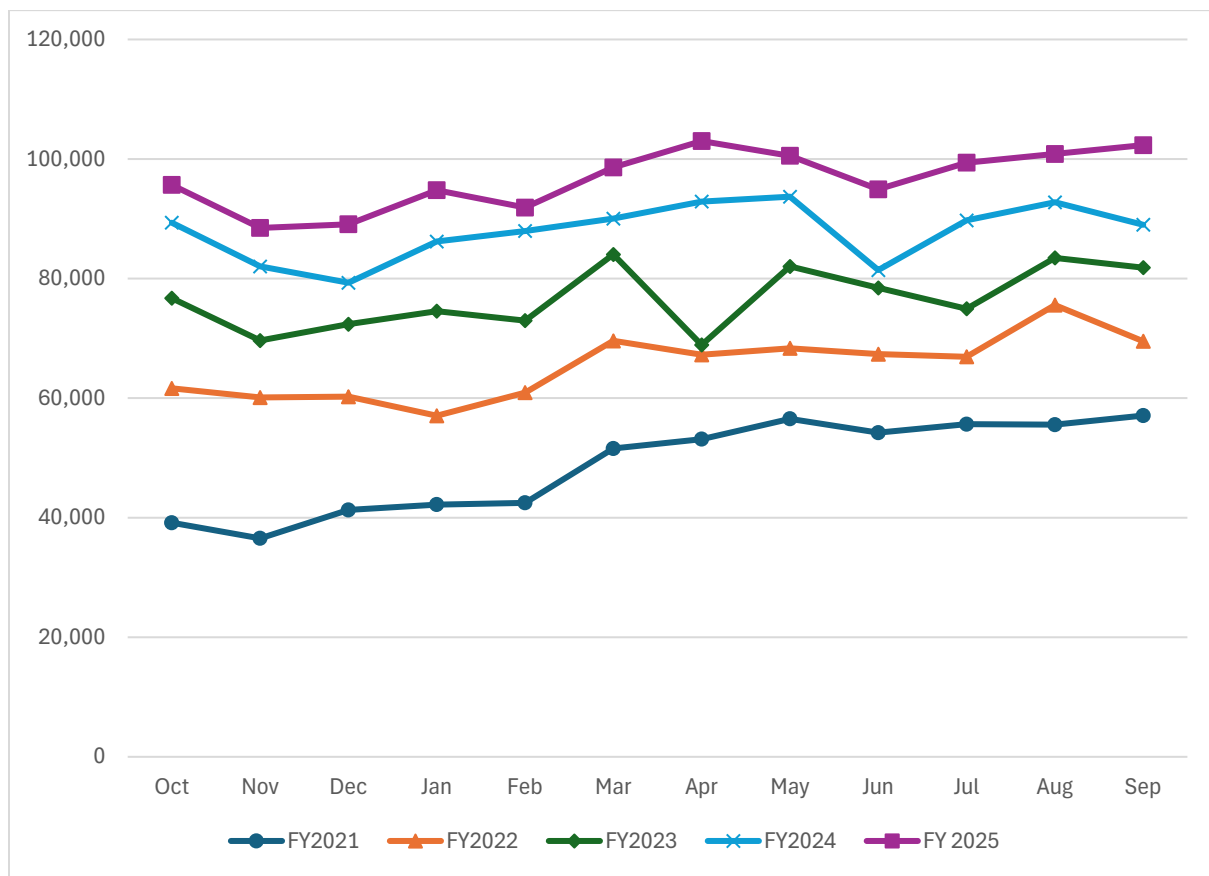
Community Shuttle Route	FY 2025	FY 2024	Percent Change
Pembroke Pines-Gold West	26,697	26,852	-0.58%
Pembroke Pines-Blue East	8,177	8,071	1.31%
Pembroke Pines-Blue West	10,689	10,964	-2.51%
Pompano Beach-Blue	27,218	14,658	85.69%
Pompano Beach-Green	12,910	16,612	-22.29%
Pompano Beach-Red	21,429	30,207	-29.06%
Pompano Beach-Orange	18,622	19,427	-4.14%
Tamarac Red	47,904	45,576	5.11%
Total	1,488,671	1,333,760	11.61%

Note: Hollywood Community Shuttle service resumed service October 1, 2024. The Lauderdale-by-the-Sea Pelican Hopper was discontinued in June 2023. The Miramar-Yellow has been out of service since May 3rd, 2021.

Paratransit Ridership

BCT’s paratransit service, TOPS!, ridership levels have consistently grown over the past five years. In FY2025, every month has been the highest ridership month in TOPS! history as shown in **Figure 2-5**.

Figure 2-5 Paratransit | Monthly Ridership



Peer Review

This section compares BCT's performance against a set of peer transit agencies to provide context for TDP progress and to identify potential areas for operational improvement and policy focus. The peer agencies, which include peers identified through the TDP and Comprehensive Operational Analysis (COA) processes, are:

- Miami-Dade Transit (Miami, FL)
- Palm Tran (West Palm Beach, FL)
- Central Florida RTA (LYNX) (Orlando, FL)
- CapMetro (Austin, TX)
- Valley Transportation Authority (VTA) (San Jose, CA)
- Orange County Transportation Authority (OCTA) (Orange, CA)
- Southwest Ohio Regional Transit Authority (SORTA) (Cincinnati, OH)
- VIA Metropolitan Transit (San Antonio, TX)
- Greater Cleveland RTA (Cleveland, OH)

The comparison examines general performance, effectiveness, and efficiency indicators based on the 2024 National Transit Database (NTD) data (most up to date publicly-available data). These metrics help assess how BCT's service delivery, cost-effectiveness, and productivity align with agencies of similar size and service area characteristics. **Table 2-6** through **Table 2-8** provide a comparison of the key performance indicators between peer agencies and BCT.

Table 2-6 General Performance Key Performance Indicator Comparison

Agency	Service Area Population*	Service Area Population Density**	Annual Revenue Miles	Annual Revenue Hours	Annual Passenger Trips	Annual Operating Cost
Miami-Dade Transit	2,701,767	8,829	37,470,913	3,115,108	65,636,372	\$498,855,844
Palm Tran	1,492,191	877	17,317,991	1,165,647	9,611,502	\$139,552,891
Central Florida RTA (LYNX)	2,456,081	858	24,374,333	1,726,818	18,938,562	\$199,903,450
CapMetro	1,387,423	2,527	20,683,277	1,740,174	25,424,648	\$351,139,227
Valley Transportation Authority (VTA)	1,903,198	5,501	19,501,552	1,599,402	22,987,772	\$349,498,191
Orange County Transportation Authority (OCTA)	2,860,175	6,575	26,793,833	2,099,167	36,152,290	\$334,810,006
Southwest Ohio Regional Transit Authority (SORTA)	744,901	2,578	13,093,280	945,494	13,578,716	\$158,628,291
VIA Metropolitan Transit	1,940,756	1,604	28,490,619	2,107,057	30,389,557	\$261,222,533
Greater Cleveland RTA	1,264,817	2,762	18,278,572	1,424,728	18,849,103	\$238,686,279
Peer Average	1,861,257	3,568	22,889,374	1,769,288	26,840,947	\$281,366,301
Broward County Transit (BCT)	2,200,561	5,367	25,932,488	1,881,518	25,255,144	\$223,942,591

*Source: National Transit Database (NTD) Agency Profiles, 2024.

**Person/sq mile

Table 2-7 Effectiveness Key Performance Indicator Comparison

Agency	Passengers per Revenue Mile	Passengers per Revenue Hour	Revenue Miles per Capita	Revenue Hours per Capita	Revenue Miles Between Safety Incidents	Revenue Miles Between Failures
Miami-Dade Transit	1.75	21.07	13.87	1.15	646,050	3,866
Palm Tran	0.56	8.25	11.61	0.78	577,266	5,286
Central Florida RTA (LYNX)	0.78	10.97	9.92	0.70	293,667	11,486
CapMetro	1.23	14.61	14.91	1.25	243,333	3,238
Valley Transportation Authority (VTA)	1.18	14.37	10.25	0.84	354,573	537
Orange County Transportation Authority (OCTA)	1.35	17.22	9.37	0.73	864,317	10,662
Southwest Ohio Regional Transit Authority (SORTA)	1.04	14.36	17.58	1.27	409,165	3,927
VIA Metropolitan Transit	1.07	14.42	14.68	1.09	438,317	5,263
Greater Cleveland RTA	1.03	13.23	14.45	1.13	220,223	14,541
Peer Average	1.11	14.28	12.96	0.99	449,656	6,534
Broward County Transit (BCT)	0.97	13.42	11.78	0.86	301,540	4,802

Table 2-8 Efficiency Key Performance Indicator Comparison

Agency	Cost per Passenger Trip	Cost per Vehicle Revenue Mile	Cost per Vehicle Revenue Hour	On-Time Performance (OTP) - March 2024
Miami-Dade Transit	\$7.6	\$13.3	\$160.1	65%
Palm Tran	\$14.5	\$8.1	\$119.7	74%
Central Florida RTA (LYNX)	\$ 10.6	\$8.2	\$115.8	66%
CapMetro	\$13.8	\$17.0	\$201.8	81%
Valley Transportation Authority (VTA)	\$ 15.2	\$17.9	\$218.5	80%
Orange County Transportation Authority (OCTA)	\$ 9.3	\$12.5	\$159.5	80%
Southwest Ohio Regional Transit Authority (SORTA)	\$11.7	\$12.1	\$167.8	78% ¹
VIA Metropolitan Transit	\$ 8.6	\$9.2	\$124.0	80%
Greater Cleveland RTA	\$12.7	\$13.1	\$167.5	84% ²
Peer Average	\$11.5	\$12.4	\$159.4	73%
Broward County Transit (BCT)	\$8.9	\$8.6	\$119.0	71%

Notes: ¹2024 yearly; ²Q1

BCT’s performance in 2024 shows that the agency is slightly lower but generally aligns with the peer average for productivity (Passengers per Revenue Hour: 13.4 vs peer average 14.3). BCT’s cost per passenger (\$8.9) is lower than the peer average (\$11.5), driven primarily by low operating cost. Safety and reliability metrics (revenue miles between failures/safety incidents) indicate areas for improvement relative to peers. BCT’s On-Time performance is slightly below the peer average; however, comparisons should be interpreted with caution, as OTP data for some peer agencies reflect only February and/or March 2024 and are not fully comparable across agencies. OTP window varies by Agency.

Strategic Accomplishments

BCT is making significant strides toward its strategic initiatives. Updates regarding these initiatives are provided below.

Mobility Advancement Program (MAP)

Following the passage of the Broward County Transportation Surtax in November 2018, the one-cent sales tax is funding projects across Broward County under the [Mobility Advancement Program](#) (MAP). MAP will provide the local match to leverage federal and state funds to move the Premium Mobility (PREMO) Plan forward. It is also used to fund BCT's Community Shuttle program, which operates in 18 municipalities.

In FY2025, BCT staff participated in multiple Independent Transportation Surtax Oversight Board meetings and municipal workshops for the MAP, providing briefings, answering questions, and coordinating on surtax-funded transit priorities. BCT's leadership delivered updates on PREMO program progress (e.g., Airport–Seaport–Convention Center Connector) and Oakland Park Boulevard Bus Rapid Transit (BRT)), annual accomplishments, FY2025 surtax-funded work program and budget actions, and the Five-Year Plan update (FY2026–FY2030). These engagements reinforced transparency, kept the Oversight Board apprised of major milestones, and aligned funding and delivery schedules across MAP projects.

Premium Mobility Plan (PREMO)

Following [PREMO's](#) adoption by the Broward County Board of County Commissioners in June 2023, BCT has continued to advance its program of projects for a premium transit network in Broward County.

Broward Commuter Rail South

In August 2022, the Broward County Board of County Commissioners adopted a Locally Preferred Alternative (LPA) to move forward with the [Broward Commuter Rail South](#) (BCR South) Project Development and Environment (PD&E) Study, advancing an approximately 11.5-mile commuter rail corridor along the Florida East Coast (FEC) Railway between the Aventura Station in Miami-Dade County and South Fort Lauderdale in Broward County. Currently, the project is in the Federal Transit Administration's (FTA) Project Development phase. BCR South is now in the final months of Project Development, and a major milestone, FTA's Risk Review, was completed in spring 2025. The project team plans to request entry into the Engineering phase in October 2025.

Airport-Seaport-Convention Center Connector

The initial segment of the Airport-Seaport-Convention Center Connector connects the Fort Lauderdale-Hollywood International Airport, Port Everglades, and the Broward County Convention Center. The corridor is 3.5 miles and includes three proposed stations, with 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. The project is currently going through the PD&E process.

Oakland Park Boulevard BRT

The Oakland Park Boulevard BRT Project will provide premium, BRT service along a 15.4-mile corridor, connecting western Broward County to the beach, while serving Sunrise, Lauderhill, Lauderdale Lakes, Oakland Park, Wilton Manors, and Fort Lauderdale. In FY2025, BCT further developed and refined project concept and design plans, conducted traffic and environmental analyses, coordinated with FDOT and affected municipalities on project station location footprints, and further developed the brand strategy for the BRT network and corridor.

Transit Development Plan Annual Progress Report

As required by state statute, BCT completed its [TDP APR Update FY2025-2034](#) with approval by the Broward County Board of County Commissioners on May 20, 2025. This strategic document serves as an annual update to the TDP.

Comprehensive Operational Analysis

BCT started a [Comprehensive Operational Analysis](#) (COA) in August 2023. The COA focuses on operational improvements needed to meet community needs and to improve the efficiency and effectiveness of the transit agency. It also considers needed adjustments to current services as they link with planned PREMO services. Project goals include modernizing the transit network, boosting ridership, updating service standards and performance, and identifying any operational inefficiencies. As of FY2025 all COA analyses have been completed. Recommendations were developed and are pending approval from BCT. BCT plans to begin the second round of Public Involvement in 2026.

Broward Safety Action Plan

The Broward Metropolitan Planning Organization (MPO) and Broward County partnered to receive a \$5 million grant award through the United States Department of Transportation (USDOT) Safe Streets and Roads For All (SS4A) Grant Program to produce the Broward Safety Action Plan (BSAP). The goal of the plan is to eliminate fatal and serious injury crashes by 2050. The Broward Safety Action Plan Executive Plan was adopted by the Broward MPO Board on April 10, 2025.

BCT staff participated in the technical working group meetings, providing feedback on design plans and manuals and consistently representing transit interests (stop relocation, amenities, infrastructure) during the meetings. As a direct result of the BSAP, BCT has updated internal SOPs for stop location reviews to incorporate mid-block access considerations. Additionally, BCT's ongoing implementation of a bus stop lighting initiative supports the goals of the BSAP.

Operational and Infrastructure Accomplishments

These accomplishments are related to operational and infrastructure updates to improve customer experience and increase efficiency and effectiveness.

Project Homeless Connect

In February 2024, BCT launched Project Homeless Connect, a new program in partnership with Broward County's Housing Options, Solutions, and Supports Division (HOSSD) and other community partners. The program is focused on supporting individuals experiencing homelessness and ensuring customer safety. A dedicated team of outreach workers engage, assess, and provide housing referrals

to individuals seeking shelter at transit facilities. Between October 1, 2024 and September 30, 2025, the program provided services to 849 adults and children across the county.

SoFloGO Launch

Launched in August 2025, SoFloGO App is a unified mobile platform for Miami-Dade Transit (MDT), BCT, Palm Tran, and Tri-Rail (SFRTA) that enables trip planning, real-time vehicle tracking, mobile ticketing, step-by-step directions, and service alerts—simplifying inter-county travel and fare payment for riders. The app is operated in partnership with SFRTA and the tri-county agencies and is available on iOS/Android.

Operator Hiring

BCT, as well as many transit agencies across the country, has experienced an operator shortage. In October 2024, BCT graduated 25 new operators and hosted an Operator Graduation Event for each class to celebrate the new hires.

West Copans Operating and Maintenance Facility

In FY2025 BCT advanced the Copans Transit Facility redevelopment at 3201 W. Copans Road. This 27-acre facility will be a state-of-the-art campus that includes a 200,000-square foot maintenance facility and a 16,900-square foot training center featuring driving simulators and in-person learning spaces. BCT hosted a Market Sounding Event to gauge interest from the contracting community on September 5, 2025. The event generated strong engagement and led to seven follow-up meetings with prospective Managing General Contractor (MGC) vendors. Project delivery is proceeding via a two-step RFQ/RFP process to select an MGC, with the initial RFQ scheduled for advertisement on November 1, 2025, and construction completion anticipated by December 31, 2030. This investment strengthens BCT's operational readiness, supports planned PREMO projects, and enhances long-term service quality for Broward County residents.

New Amenities & Infrastructure

BCT advanced the rider experience and safety by installing eight (8) new shelters, 158 solar lights, and 1,296 bus stop signs across the network. To improve comfort and cleanliness, the team also added 27 benches, 35 trash receptacles, and 25 bike racks at priority locations.

Service Changes

BCT conducted service changes four (4) times in FY2025: October 27, 2024; January 19, 2025; April 27, 2025; and August 31, 2025. Details on service changes are found in **Appendix A**.

Public Outreach Accomplishments

BCT continues engaging transit customers, general public, and stakeholders on a regular basis. Several major outreach activities were undertaken during FY2025.

Public Meetings and Stakeholder Engagement

In FY2025 BCT hosted a variety of Public Outreach meetings to keep the public informed and engaged.

Oakland Park Blvd BRT Outreach

Beginning in July 2025, the Oakland Park Blvd BRT project team launched an on-corridor outreach effort—meeting residents one-on-one, sharing project materials, and gathering feedback. BCT participated in 11 events in July and August and has six additional events confirmed for September 2025.

Office of Economic and Small Business Development Meet & Greet

To foster community engagement, BCT’s leadership participated in an Office of Economic and Small Business Development (OESBD) Meet & Greet at Government Center East, drawing 300+ attendees. The session shared updates on the Copans Transit Facility Redevelopment Project, highlighted opportunities for small and local businesses, and gathered public feedback on design, and training. Input from participants is being used to refine outreach, workforce training plans, and vendor engagement for the project.

Miramar Park and Ride Ribbon Cutting

To celebrate the launch of the I-75 Express service, BCT, in conjunction with FDOT, the City of Miramar, and South Florida Commuter Services (SFCS), held a ribbon cutting event at the Miramar Park and Ride which was attended by city and county employees, government officials and transit riders. Attendees were also invited to ride the express bus to its destination at the Miami Intermodal Center (MIC).

FDOT Mobility Week Events

FDOT “Mobility Week” promotes awareness of safe, multimodal transportation choices. BCT participated in multiple events throughout the county to promote awareness of transportation choices, including greeting Express Bus commuters at the Park and Rides to hand out free giveaways.

Website and Social Media

BCT uses numerous digital tools to keep customers and the public informed on its activities. BCT regularly posts to social media including Facebook (6,144 followers; this channel experienced an 11.08% increase), Instagram (13,067 followers; this channel experienced an 334.84% increase), X (formerly Twitter) (1,791 followers; this channel experienced an 17.51% increase), LinkedIn (2,172 followers; this channel experienced an 49.38% increase), and YouTube (1,510 followers; this channel experienced an 26.78% increase).

In addition, BCT provides press releases to traditional media outlets to garner earned media attention. Customers are also encouraged to sign up to receive BCT’s *Transit Flash*, an eNewsletter providing service updates and customer news. This has a current distribution of 108 subscribers, representing an 18% decrease from FY2024.

Section 3: Goals & Objectives Update and Assessment for FY2025

Five (5) goals were established during the TDP Major Update. For each goal, a set of objectives, actions, measures, and targets were established. This section provides an update on BCT’s progress in relation to each established target. Although this is no longer required per the rule changes, BCT believes that continuing to monitor and track these goals allows the agency to continuously improve and promote transparency.

The following symbols are used to indicate the FY2025 Performance Status:

✓ Target Met or Exceeded ⌚ Action in Progress ✗ Target Not Met

Goal 1 | Improve Safety and Security

The highest priority for BCT is to provide services in a manner that ensures the safety and security of customers, employees, and other roadway users. Goal 1 reflects BCT’s commitment to continuous improvement in this area.

Both targets were met for Goal 1 in FY2025. Safety events per 100,000 miles decreased by 42%, exceeding the target of decreasing the measurement by 5%. Reported verbal and physical transit worker assaults decreased from 189 in FY2024 to 134 in FY2025.

Table 3-1 Goal 1 | Improve Safety and Security

OBJECTIVE | REDUCE SAFETY EVENTS AND TRANSIT WORKER ASSAULTS

Action	Measurement	Target	FY2025 Performance	Status
Implement Pedestrian Collision Avoidance System	Safety Events Per 100,000 Miles	Decrease by 5%	42% decrease	✓
Semi-Annual Security Campaign	Transit Worker Assaults*	Decrease by 5%	29% decrease	✓
Pro-Active and Ongoing Law Enforcement Engagement				

*Includes verbal as well as physical assaults

Goal 2 | Improve Mobility for All and Implement Comprehensive Transit Solutions

The second goal relates to improving access to safe and reliable public transit for all transportation users and implementing services in a comprehensive manner. It focuses on improving service and the customer experience to draw more customers to the service.

As shown in Table 3-2, the target to meet National Environmental Policy Act (NEPA) is not applicable as the next PREMO project in the pipeline is Oakland Park BRT, which does not require federal funding. Therefore, the Oakland Park BRT project will need to adhere to State and local environmental requirements but will not need to meet NEPA requirements.

BCT’s COA recommendations have not been implemented as they are still being vetted.

BCT exceeded its target of making at least 50 bus stop improvements and in participating in at least 12 outreach events. BCT's target to increase ridership by 2% annually was not met, though community shuttle and TOPS! service experienced significant gains in ridership.

Table 3-2 Goal 2 | Improve Mobility for All and Implement Comprehensive Transit Solutions

OBJECTIVE | GROW TRANSIT USE AND INCREASE MARKET SHARE

Action	Measurement	Target	FY2025 Performance	Status
Provide Transit Services that Meet Customer Demand by Investing in Projects that Improve Service and Infrastructure	Progress towards the next phase in PREMO and COA	Meet NEPA requirements	N/A	N/A
		Implementation of COA recommendations*	N/A	N/A
	Infrastructure improvements	50 stop improvements annually**	8 shelters installed or relocated, 1,296 new signs, 158 solar lights, 27 benches, 35 trash cans, and 25 bike racks	✓
Improve the Customer Experience, Attract New customers, and Improve Customer Satisfaction	Outreach/ Presentations	Participate in/host outreach events and/or give presentations at least 12 times annually	Participated in 33 outreach events	✓
	Ridership	Increase ridership by 2% annually	Ridership decreased by 0.56%	✗

*Only in the first five (5) years;

** This includes shelters, ADA improvements, and bus stop signs

Goal 3 | Strive to Be an Employer of Choice

BCT continues its commitment to its employees through the third goal by striving to be an employer of choice. By continuing to actively recruit employees, BCT will continue to grow its employee base.

In FY2025, BCT participated in five career events, exceeding the established target by three events.

Table 3-3 Goal 3 | Strive to be an Employer of Choice

OBJECTIVE | ATTRACT AND RETAIN A HIGH-PERFORMING WORKFORCE

Action	Measurement	Target	FY2024 Performance	Status
Participate in Job/Career Outreach Events	Events	Participate in/host two (2) career events annually	5 career events	✓

Goal 4 | Ensure Resiliency and Maintain a State of Good Repair

The fourth goal relates to reducing the agency’s emissions while also maintaining its fleet and facilities in a state of good repair. In FY2025, BCT added 10 hybrid buses to the fleet, which accounts for a 3% increase in no- or low-emission vehicles compared to FY2024.

Table 3-4 Goal 4 | Ensure Resiliency and Maintain a State of Good Repair

OBJECTIVE | PRACTICE AND PROMOTE ENVIRONMENTAL SUSTAINABILITY AS A CULTURE

Action	Measurement	Target	FY2025 Performance	Status
Increase No/Low Emission Vehicles in BCT Fleet	Vehicles	*Increase no/low emission vehicles by 3% annually	3% increase	✓

**This is predicated on availability of funding and vehicles*


Goal 5 | Support Economic Development and Ensure Financial Stability

Finally, BCT seeks to implement cost-effective, quality transit service and infrastructure that connects people to jobs and tourist destinations. These activities promote economic development in the county. The agency is also committed to ensuring its financial stability, and Goal 5 shows the agency’s progress towards reaching that goal.

BCT is undergoing a COA of its Fixed Route and Community Shuttle System. The recommendations will modernize the BCT network, boost ridership, update service standards and performance measures, and identify inefficiencies. BCT will use these recommendations to determine where improvements can be made for operational effectiveness and efficiency. This includes addressing low-performing routes and services. To ensure uniformity in the responses and alternatives provided, BCT is pending approval of recommendations from the COA in addition to conducting public outreach prior to implementing corrective actions.

Table 3-5 Goal 5 | Support Economic Development and Ensure Financial Stability

OBJECTIVE | ENSURE EFFICIENCY FOR SERVICES PROVIDED

Action	Measurement	Target	FY2025 Performance	Status
Monitor Low-Performing Routes and Create a Performance Improvement Plan	Passengers Per Revenue Hour	Find Alternatives	COA in Progress	

Section 4: Ten-Year Operating and Capital Program

This section provides an update on the Ten-Year Operating and Capital Program. The Ten-Year Operating and Capital Program documents any changes to the prior year’s Ten-Year Operating and Capital Program since it was approved in 2025. This update also shifts the planning horizon forward one (1) year to cover the period spanning FY2026 to FY2035. Based on the updated TDP Handbook from FDOT, which provides guidance on the revised TDP Rule, the Ten-Year Schedule of Projects, Financial Plan, and List of Priority Projects have been split into separate tables.

Ten-Year Schedule of Projects

The Ten-Year Schedule of Projects, shown in **Table 4-3** and **Table 4-4**, lays out BCT’s planned Program of Projects (POP) for the next ten years. In addition to maintaining existing services, key projects include new or renovated facilities and BCT’s PREMO projects, which encompass new High Frequency Bus (HFB) expansion, Commuter Rail, Bus Rapid Transit (BRT), and Light Rail Transit (LRT). The Ten-Year Schedule of Projects identifies an implementation timeframe for each project, defined as ongoing, short-term (1-5 years), mid-term (6-10 years), or long-term (11+ years). Four (4) PREMO projects have planned implementation timelines within the next five (5) years: Sample Road HFB, Hollywood Boulevard HFB, US/1/Federal Highway South HFB, and Oakland Park Boulevard BRT. The majority of PREMO projects are planned for implementation in the mid-term, with two (2) PREMO projects—Sunrise Boulevard BRT and Broward Boulevard Connector—planned for implementation in the long-term.

The Ten-Year Schedule of Projects also highlights the coordination between BCT and the MPO on planned projects, based on a review of MPO core planning documents, such as the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and List of Priority Projects (LOPP).

Financial Plan

The Financial Plan is broken down into capital and operating costs and revenues (**Table 4-5** to **Table 4-9**). It is important to note that the Ten-Year Operating and Capital Program is not intended to be a budget. Approval of this plan by the Broward County Board of County Commissioners does not obligate funds. The Broward County Board of County Commissioners must approve BCT’s budget annually.

Operating Program

Operating expenses total approximately \$3.4 billion over the ten-year period and are paid for by several funding sources, including the Transportation Surtax with \$2 billion and existing local revenue from transit operations, which provides an additional \$1.2 billion. State block grants and anticipated farebox revenues from new service expansions such as HFB, BRT, Commuter Rail, and LRT add another \$199 million. A five (5) percent reserve deduction is applied to recurring revenues to ensure budget conservatism and resilience against fluctuations. With these combined sources, the plan maintains fiscal discipline by matching projected operating costs to reliable funding without deficits.

Capital Program

In addition to operations, the plan identifies \$6.5 billion in capital investments needed to support service expansion, infrastructure improvements, fleet modernization, and major projects in the PREMO Plan. Major capital initiatives include \$4.3 billion allocated for new transitways (including Oakland Park Boulevard BRT and Airport-Seaport-Convention Center Connector) and more than \$763 million for new or expanded transit facilities. These capital costs are primarily funded through Transportation Surtax capital revenues (\$2.4 billion), federal grants (\$458 million), and a mix of non-local matching funds, FTA formula grants, and trust fund transfers. The capital revenues align with planned capital expenditures to ensure a balanced budget without funding gaps.

Together, the operating and capital program total \$9.9 billion over the ten-year planning horizon and are funded by identified revenue streams.

List of Priority Projects

The projects in the Ten-Year Schedule of Projects are prioritized based on the following system: Priority 1 projects maintain existing service or state of good repair; Priority 2 projects support service expansion or improvements that have a short-term (1-5 years) implementation time frame; Priority 3 projects support service expansion or improvements that have a mid-term (6-10 years) implementation time frame; and Priority 4 projects support service expansion or improvements that have a long-term (11+ years) implementation time frame. This approach is demonstrated in **Table 4-7**. The List of Priority Projects also highlights which projects have funding availability, based on funding allocations within the first five years, which are fiscally constrained.

Additional details are provided below for new premium services as well as vehicle replacement and expansion. Improvements to existing local bus, express bus, Breeze, and Community Shuttle networks will be guided by the findings and recommendations from the COA and incorporated into future APRs.

Premium Services

The implementation plan and projects for PREMO presented in the Major Update have been updated to include the new tenth year and reflect up to date implementation timelines (see **Table 4-1**).

HFB corridors such as Sample Road, Hollywood Boulevard, and Federal Highway South are introduced between FY2027 and FY2030, with both operating and capital funds timed to support the prioritized approach. The implementation schedule staggers capital investments, such as transitways, facility expansions, and charging infrastructure.

Broward Commuter Rail South, which will connect Fort Lauderdale to Miami along the Florida East Coast Railway corridor, is scheduled for service in FY2033, with major capital investment occurring in FY2026 and FY2027 (see **Table 4-5** and **Table 4-6**). Similarly, the Oakland Park Boulevard BRT project receives significant capital funding in FY2026–FY2028 and transitions into operations by FY2030. This corridor spans 15 miles and features 10 station locations including the two end-of-line terminals to serve a key east-west mobility need. The Airport-Seaport-Convention Center Connector is another major investment, with over \$1.5 billion in capital spending scheduled for FY2029 and operations

ramping up in FY2033. It is expected to enhance mobility between Fort Lauderdale-Hollywood International Airport, Port Everglades, and the Convention Center.

The Ten-Year Schedule of Projects and Financial Plan also include capital investments for premium services that will be implemented outside the ten-year period. For example, capital funding is scheduled for the Sunrise Boulevard BRT in FY2028 and FY2032, though the anticipated service start date is FY2036.

Table 4-1 PREMO Anticipated Service Start Dates

Project/Corridor	Anticipated Service Start Date (FY)									
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Sample Road HFB										
Hollywood Boulevard HFB										
Oakland Park Boulevard BRT										
US 1/Federal Highway South HFB										
US 1/Federal Highway North HFB										
Atlantic Boulevard HFB										
Sheridan Street HFB										
Dixie Highway HFB										
SR 7/US 441 HFB										
Broward Commuter Rail South										
Airport-Seaport-Convention Center Connector										
SR 7/US 441 BRT										
University Drive BRT										
Powerline Road BRT										
Downtown Connector										
Commercial Boulevard BRT										

Note: HFB = High Frequency Bus; BRT = Bus Rapid Transit

Vehicle Replacement and Expansion

The vehicle replacement and expansion plan in **Table 4-2** has been updated to include the new tenth year. The vehicle expansion numbers have been updated to align with BCT’s scheduled service expansions.

Table 4-2 Vehicle Replacement and Expansion by Year and Service Type

Fiscal Year	Replacement Fixed Route		Replacement Express		Expansion	Total		
	New	Retired	New	Retired	New	New	Retired	Fleet Size
2026	102	-102	5	-5	0	107	-107	370
2027	18	-18	9	-9	0	27	-27	370
2028	28	-28	0	0	0	28	-28	370
2029	6	-6	11	-11	0	17	-17	370
2030	19	-19	0	0	31	50	-19	401
2031	38	-38	0	0	20	58	-38	421
2032	87	-87	0	0	9	96	-87	430
2033	64	-64	10	-10	22	96	-74	452
2034	45	-45	0	0	41	86	-45	493
2035	0	0	0	0	13	13	0	506
10-Yr Total	407	-407	35	-35	136	578	-442	

Table 4-3 Ten-Year Schedule of Projects – Operating Projects

Project Description	Type of service	Level of service	Project Location	Associated costs	MPO Alignment	Implementation Timeframe
Maintain Existing Fixed Route & TOPS Service Operations				\$3,056,389,054		
Maintain Existing Fixed Route Services	Fixed Route	36 local fixed routes, two (2) Breeze routes, six (6) express routes, operating seven (7) days per week, with services starting as early as 4:34 A.M. and ending as late as 1:31 A.M.	Countywide	\$2,170,859,289	Yes	Ongoing
Maintain Existing Paratransit Services	Paratransit	Seven (7) days per week, with services starting as early as 4:34 A.M. and ending as late as 1:31 A.M. TOPS! is available from 6:45AM to 10:15PM on holidays.	Countywide	\$643,557,322	Yes	Ongoing
Maintain Transit Security Operations	Transit Operations	Transit Watch, on-board equipment performs surveillance and sensor monitoring and safety and security staff and department activity.	Countywide	\$120,722,443	Yes	Ongoing
Maintain Existing Community Shuttle	Community Shuttles	54 existing community shuttle routes	Countywide	\$88,321,400	Yes	Ongoing
New Community Shuttle Expansion	Community Shuttles	New community shuttle routes to increase connectivity and service area	Countywide	\$28,178,600	Yes	Ongoing
Maintain Late Shift Connect	On Demand	9:00pm-7:00am Monday through Friday and 8:00pm-7:00am Saturday and Sunday	Countywide	\$2,000,000	Yes	Short-term
Maintain MicroTransit Program	Microtransit	MicroTransit implementation and project development	Countywide	\$2,750,000	No	Short-term
New High Frequency Bus (HFB) Expansion				\$97,339,631		
Implement PREMO - Corridor: Sample Road HFB	High Frequency Bus	HFB service spanning 12-mile corridor Weekday 5:00am - 11:00pm; 15-minute Peak	Sample Rd from US 1 to University Dr	\$9,693,880	Yes	Short-term
Implement PREMO - Corridor: Hollywood Blvd HFB	High Frequency Bus	HFB service spanning 20-mile corridor Weekday 4:56am - 11:30pm; 15-minute Peak	Hollywood Blvd from US 1 to Flamingo Rd	\$20,506,285	Yes	Short-term
Implement PREMO - Corridor: US/1/Federal Hwy South HFB	High Frequency Bus	HFB service spanning 22-mile corridor Weekday 4:50am - 12:43am; 15-minute Peak	US1 from Broward Blvd to Aventura Mall	\$11,978,297	Yes	Short-term
Implement PREMO - Corridor: US/1/Federal Hwy North HFB	High Frequency Bus	HFB service spanning 22-mile corridor Weekday 5:05am - 12:18am; 15-minute Peak	US1 from Broward Blvd to Palmetto Park Rd	\$15,728,367	Yes	Mid-term
Implement PREMO - Corridor: Atlantic Blvd HFB	High Frequency Bus	HFB service spanning 13-mile corridor Weekday 5:08am - 10:58pm; 15-minute Peak	Atlantic Blvd from US1 to University Dr	\$15,279,499	Yes	Mid-term
Implement PREMO - Corridor: Sheridan Street HFB	High Frequency Bus	HFB service spanning 20-mile corridor Weekday 4:40am - 11:25pm; 15-minute Peak	Sheridan Street from US1 to University Dr	\$9,114,725	Yes	Mid-term
Implement PREMO - Corridor: Dixie Hwy HFB	High Frequency Bus	HFB service spanning 25-mile corridor Weekday 5:00am - 12:12pm; 15-minute Peak	Dixie Hwy from Broward Blvd to Cypress Creek Rd	\$7,926,461	Yes	Mid-term
Implement PREMO - Corridor: US 441 HFB	High Frequency Bus	HFB service spanning 13-mile corridor Weekday 4:34am - 1:31pm; 15-minute Peak	US441 from Sandalfoot to Lauderhill Transit Center	\$7,112,117	Yes	Mid-term
New Broward Commuter Rail South (BCR)				\$48,886,491		
Implement PREMO - Corridor: Broward Commuter Rail	Commuter Rail	Commuter Rail service spanning 11.5-mile corridor with 3 proposed stations	Aventura Station to SW 15th / SW 17th	\$48,886,491	Yes	Mid-term
New Bus Rapid Transit (BRT)				\$125,231,233		
Implement PREMO - Corridor: Oakland Park Blvd BRT	Bus Rapid Transit	BRT service spanning 15 miles with approximately 10 proposed stations Service Frequency 10 minutes on peak / 20 minutes off peak (Peak Period: 5-9am and 3-8pm)	Oakland Park Blvd from A1A to Sawgrass Mills Mall	\$70,629,283	Yes	Short-term
Implement PREMO - Corridor: SR7/US 441 BRT	Bus Rapid Transit	BRT service spanning 15 miles with approximately 16 proposed stations	US 441 / SR 7 from Commercial Blvd to County Line Rd	\$27,739,950	Yes	Mid-term

Project Description	Type of service	Level of service	Project Location	Associated costs	MPO Alignment	Implementation Timeframe
		Service Frequency 10 minutes on peak / 20 minutes off peak (Peak Period: 5-9am and 3-8pm)				
Implement PREMO - Corridor: Powerline Road BRT	Bus Rapid Transit	BRT service spanning 10.5 miles with approximately 10 proposed stations Service Frequency 10 minutes on peak / 20 minutes off peak (Peak Period: 5-9am and 3-8pm)	Powerline Rd from Broward Blvd to Sample Rd	\$11,255,000	Yes	Mid-term
Implement PREMO - Corridor: University Drive BRT	Bus Rapid Transit	BRT service spanning 16 miles with approximately 16 proposed stations Service Frequency 10 minutes on peak / 20 minutes off peak (Peak Period: 5-9am and 3-8pm)	University Blvd from Sample Rd to County Line Rd	\$15,607,000	Yes	Mid-term
New Light Rail Transit (LRT)				\$52,055,619		
Implement PREMO - Corridor: Airport-Seaport-Convention Center Connector	Light Rail Transit	Service spanning 3.5-mile corridor with 3 proposed stations. Tentative Service Frequency 10 minutes	Broward County Convention Center to IMC Station	\$40,128,766	Yes	Mid-term
Implement PREMO - Corridor: Downtown Connector	Light Rail Transit	Service spanning 3-mile corridor Tentative Service Frequency 10 minutes	Exact corridor extent under development.	\$11,926,853	Yes	Mid-term

Table 4-4 Ten-Year Schedule of Projects – Capital Projects

Project Description	Type of service	Level of service	Project Location	Associated costs	MPO Alignment	Implementation Timeframe
Grants and Concurrency				\$500,196,861		
Bus and Vehicle Acquisition/Replacement/Maintenance Program	Maintenance	Purchase of replacement vehicles and maintenance of existing vehicles	Countywide	\$369,261,370	Yes	Ongoing
Infrastructure Improvement/Maintenance Program	Maintenance	Maintenance and improvements for transit infrastructure	Countywide	\$12,453,746	Yes	Ongoing
Security Program	Transit Operations	Transit security	Countywide	\$22,107,316	Yes	Ongoing
Information Technology Program	Transit Operations	Transit IT	Countywide	\$67,175,429	No	Ongoing
Non-Grant Projects	Planning	Bus stop and shelter improvements and county match for new buses	Countywide	\$29,199,000	Yes	Short-term
Transit				\$536,160,423		
New 30-yr Bus Service Plan (New Vehicles)	Vehicles	New vehicles for service expansion	Countywide	\$0	Yes	Long-term
Existing Fixed Route Services	Fixed Route	Improvements to existing fixed route service	Countywide	\$332,275,480	Yes	Short-term / Ongoing
PREMO - High Frequency Buses	High Frequency Bus	Buses for HFB routes	Countywide	\$16,211,990	Yes	Short-term
COA Transit Improvements	Planning	Planning activity to support COA transit improvements.	Countywide	\$19,977,000	Yes	Short-term
Paratransit Vehicles	Paratransit	Obtain new paratransit vehicles.	Countywide	\$112,050,953	Yes	Short-term / Ongoing
Planning Studies	Planning	Major TDP, COA, other studies	Countywide	\$55,645,000	Yes	Short-term / Ongoing
Transitways				\$4,317,689,190		
BRT				\$1,384,930,100		
PREMO - Oakland Park Boulevard BRT	Bus Rapid Transit	BRT service spanning 15 miles with approximately 10 proposed stations Service Frequency 10 minutes on peak / 20 minutes off peak (Peak Period: 5-9am and 3-8pm)	Oakland Park Blvd from A1A to Sawgrass Mills Mall	\$274,293,480	Yes	Short-term
PREMO - US 441/State Road 7 BRT	Bus Rapid Transit	BRT service spanning 15 miles with approximately 16 proposed stations	US 441 / SR 7 from Commercial Blvd to County Line Rd	\$225,636,620	Yes	Mid-term

Project Description	Type of service	Level of service	Project Location	Associated costs	MPO Alignment	Implementation Timeframe
		Service Frequency 10 minutes on peak / 20 minutes off peak (Peak Period: 5-9am and 3-8pm)				
PREMO - Powerline Road BRT	Bus Rapid Transit	BRT service spanning 10.5 miles with approximately 10 proposed stations Service Frequency 10 minutes on peak / 20 minutes off peak (Peak Period: 5-9am and 3-8pm)	Powerline Rd from Broward Blvd to Sample Rd	\$198,000,000	Yes	Mid-term
PREMO - University Drive BRT	Bus Rapid Transit	BRT service spanning 16 miles with approximately 16 proposed stations Service Frequency 10 minutes on peak / 20 minutes off peak (Peak Period: 5-9am and 3-8pm)	University Blvd from Sample Rd to County Line Rd	\$334,000,000	Yes	Mid-term
PREMO - Commercial Boulevard BRT	Bus Rapid Transit	BRT service spanning 5.5 miles with approximately 10 proposed stations Service Frequency 10 minutes on peak / 20 minutes off peak (Peak Period: 5-9am and 3-8pm)	Commercial Blvd from US 1 to US 441 / SR 7	\$113,000,000	Yes	Mid-term
PREMO - Sunrise Boulevard BRT	Bus Rapid Transit	BRT service spanning 14 miles with approximately 12 proposed stations Service Frequency 10 minutes on peak / 20 minutes off peak (Peak Period: 5-9am and 3-8pm)	Sunrise Blvd from A1A to Sawgrass Mills Mall	\$240,000,000	Yes	Long-term
LRT				\$2,932,759,090		
PREMO - Airport-Seaport-Convention Center Connector	Light Rail Transit	Service spanning 3.5-mile corridor with 3 proposed stations	Broward County Convention Center to IMC Station	\$1,560,759,090	Yes	Mid-term
PREMO - Downtown Connector	Light Rail Transit	Service spanning 3-mile corridor	Exact corridor extent under development.	\$442,000,000	Yes	Mid-term
PREMO - Broward Boulevard Connector	Light Rail Transit	Service spanning 4-mile corridor	Exact corridor extent under development.	\$930,000,000	Yes	Long-term
Transit Infrastructure				\$763,481,088		
Bus Shelters	Fixed Route Infrastructure	Construct new bus shelters	Countywide	\$64,226,456	Yes	Short-term / Ongoing
Bus Stop Improvements	Fixed Route Infrastructure	Implement bus stop improvements	Countywide	\$29,603,010	Yes	Short-term / Ongoing
Park and Ride Lots	Facilities	Construct new park and ride lots	Countywide	\$2,429,910	Yes	Short-term
Local Bus Infrastructure	Fixed Route Infrastructure	Construct new bus infrastructure	Countywide	\$0	Yes	Long-term
Electric Bus Charging Infrastructure	Facilities	Charging infrastructure for electric buses	Countywide	\$14,804,586	Yes	Short- to mid-term
West Broward Intermodal Center	Facilities	Future intermodal transportation center in Broward County.	East side of Red Snapper Road between Panther Parkway/Northwest 136 Avenue and Sawgrass Mills Circle.	\$109,880,220	Yes	Short-term
Redevelopment of Copans Facility	Facilities	27-acre facility will feature a 200,000-square-foot maintenance facility, as well as a 16,900-square-foot training center that will provide advanced training opportunities for BCT's workforce	3201 W. Copans Rd	\$30,367,210	Yes	Short-term
Copans Facility - Control Center	Facilities	New Control Center as part of the Copans facility redevelopment	3201 W. Copans Rd	\$53,256,160	Yes	Short-term
Hollywood Transit Transfer Facility	Facilities	New transfer facility	TBD	\$7,270,130	No	Short-term
Thomas Street Facility	Facilities	Transit infrastructure storage facility	2326 Thomas St, Hollywood FL 33020	\$413,280	No	Short-term

Project Description	Type of service	Level of service	Project Location	Associated costs	MPO Alignment	Implementation Timeframe
Future Transit Facility	Facilities	New transit facility	Countywide	\$409,202,496	Yes	Short- to mid-term
IT Enhancements	Facilities	Various IT enhancements	Countywide	\$5,396,260	Yes	Short-term
Land Acquisition	Facilities	Acquire land for future transit corridors, facilities / transit infrastructure.	Countywide	\$20,500,000	No	Short-term
Transit Infrastructure Project Management	Facilities	Management of transit infrastructure for future projects.	Countywide	16,131,370	No	Short-term
Commuter Rail				\$395,000,000		
Broward Commuter Rail South	Commuter Rail	Commuter rail service spanning 11.5-mile corridor with 3 proposed stations.	Aventura Station to SW 15th / SW 17th	\$395,000,000	Yes	Mid-term
Community Shuttle				\$23,009,187		
Community Shuttle Buses	Community Shuttle	Buses for Community Shuttle program	Countywide	\$23,009,187	Yes	Ongoing

Table 4-5 Financial Plan – Operating Costs (FY)

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Maintain Existing Fixed Route & TOPS Service Operations	\$275,200,530	\$275,626,540	\$284,457,381	\$294,617,315	\$303,106,334	\$311,850,024	\$320,856,026	\$320,856,026	\$330,132,206	\$339,686,672	\$3,056,389,054
Maintain Existing Fixed Route Services	193,710,890	196,934,211	201,718,323	209,745,585	216,037,952	222,519,091	229,194,664	226,794,323	233,598,153	240,606,097	2,170,859,289
Maintain Existing Paratransit Services	54,558,960	56,195,729	59,917,060	61,714,572	63,566,009	65,472,989	67,437,179	69,460,295	71,544,103	73,690,426	643,557,322
Maintain Transit Security Operations	10,530,680	10,846,600	11,171,998	11,507,158	11,852,373	12,207,944	12,574,183	12,951,408	13,339,950	13,740,149	120,722,443
Maintain Existing Community Shuttle	8,832,140	8,832,140	8,832,140	8,832,140	8,832,140	8,832,140	8,832,140	8,832,140	8,832,140	8,832,140	88,321,400
New Community Shuttle Expansion	2,817,860	2,817,860	2,817,860	2,817,860	2,817,860	2,817,860	2,817,860	2,817,860	2,817,860	2,817,860	28,178,600
Maintain Late Shift Connect	2,000,000	-	-	-	-	-	-	-	-	-	2,000,000
Maintain MicroTransit Program	2,750,000	-	-	-	-	-	-	-	-	-	2,750,000
New High Frequency Bus (HFB) Expansion	-	3,015,256	3,105,713	3,198,884	5,146,666	12,858,342	15,177,330	17,776,521	18,309,819	18,751,100	97,339,631
Implement PREMO - Corridor: Sample Road HFB	-	967,860	996,896	1,026,802	1,057,607	1,089,335	1,122,015	1,122,015	1,155,675	1,155,675	9,693,880
Implement PREMO - Corridor: Hollywood Blvd HFB	-	2,047,396	2,108,817	2,172,082	2,237,245	2,304,363	2,373,493	2,373,493	2,444,698	2,444,698	20,506,285
Implement PREMO - Corridor: US/1/Federal Hwy South HFB	-	-	-	-	1,851,814	1,907,370	1,964,590	2,023,528	2,084,234	2,146,761	11,978,297
Implement PREMO - Corridor: US/1/Federal Hwy North HFB	-	-	-	-	-	2,962,510	3,051,386	3,142,926	3,237,215	3,334,330	15,728,367
Implement PREMO - Corridor: Atlantic Blvd HFB	-	-	-	-	-	2,877,964	2,964,302	3,053,231	3,144,829	3,239,173	15,279,499
Implement PREMO - Corridor: Sheridan Street HFB	-	-	-	-	-	1,716,800	1,768,304	1,821,353	1,875,994	1,932,274	9,114,725
Implement PREMO - Corridor: Dixie Hwy HFB	-	-	-	-	-	-	1,933,240	1,938,989	1,997,159	2,057,073	7,926,461
Implement PREMO - Corridor: US 441 HFB	-	-	-	-	-	-	-	2,300,986	2,370,015	2,441,116	7,112,117
New Broward Commuter Rail South (BCR)	-	-	-	-	-	-	-	13,012,322	17,694,467	18,179,702	48,886,491
Implement PREMO - Corridor: Broward Commuter Rail	-	-	-	-	-	-	-	13,012,322	17,694,467	18,179,702	48,886,491
New Bus Rapid Transit (BRT)	-	-	-	5,067,819	10,135,638	10,439,708	10,752,899	11,075,486	25,072,750	52,686,933	125,231,233
Implement PREMO - Corridor: Oakland Park Blvd BRT	-	-	-	5,067,819	10,135,638	10,439,708	10,752,899	11,075,486	11,407,750	11,749,983	70,629,283

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Implement PREMO - Corridor: SR7/US 441 BRT	-	-	-	-	-	-	-	-	13,665,000	14,074,950	27,739,950
Implement PREMO - Corridor: Powerline Road BRT	-	-	-	-	-	-	-	-	-	11,255,000	11,255,000
Implement PREMO - Corridor: University Drive BRT	-	-	-	-	-	-	-	-	-	15,607,000	15,607,000
New Light Rail Transit (LRT)	-	-	-	-	-	-	-	12,729,188	13,365,648	25,960,783	52,055,619
Implement PREMO - Corridor: Airport-Seaport-Convention Center Connector	-	-	-	-	-	-	-	12,729,188	13,365,648	14,033,930	40,128,766
Implement PREMO - Corridor: Downtown Connector	-	-	-	-	-	-	-	-	-	11,926,853	11,926,853
Total Operating Costs	\$275,200,530	\$278,641,796	\$287,563,094	\$302,884,018	\$318,388,638	\$335,148,074	\$346,786,255	\$375,449,543	\$404,574,890	\$455,265,190	\$3,379,902,028

Table 4-6 Financial Plan – Capital Costs (FY)

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Grants and Concurrency	\$51,620,530	\$51,632,390	\$51,632,410	\$51,658,410	\$51,672,270	\$46,470,952	\$46,606,229	\$49,279,838	\$49,473,840	\$50,149,992	\$500,196,861
Bus and Vehicle Acquisition/Replacement/Maintenance Program	37,795,450	35,870,150	35,722,120	35,273,540	36,035,180	36,409,819	36,243,263	38,605,982	38,479,768	38,826,098	369,261,370
Infrastructure Improvement/Maintenance Program	1,052,700	1,092,000	1,137,500	1,185,000	1,234,700	1,271,741	1,309,893	1,349,190	1,389,666	1,431,356	12,453,746
Security Program	1,927,000	2,248,100	2,016,600	2,077,100	2,139,400	2,203,582	2,269,689	2,337,780	2,407,914	2,480,151	22,107,316
Information Technology Program	5,028,380	6,593,140	6,927,190	7,267,770	6,393,990	6,585,810	6,783,384	6,986,886	7,196,492	7,412,387	67,175,429
Non-Grant Projects	5,817,000	5,829,000	5,829,000	5,855,000	5,869,000	-	-	-	-	-	29,199,000
Transit	4,500,000	29,235,290	33,665,980	29,588,650	32,060,930	74,435,987	118,814,531	105,930,822	81,245,673	26,682,560	536,160,423
New 30-yr Bus Service Plan (New Vehicles)	-	-	-	-	-	-	-	-	-	-	-
Existing Fixed Route Services	-	-	-	3,039,480	17,400,000	58,900,000	101,616,000	89,220,000	56,700,000	5,400,000	332,275,480
PREMO - High Frequency Buses	-	9,146,400	7,065,590	-	-	-	-	-	-	-	16,211,990
COA Transit Improvements	4,500,000	-	5,775,000	9,702,000	-	-	-	-	-	-	19,977,000
Paratransit Vehicles	-	14,233,890	15,825,390	9,147,170	9,660,930	10,035,987	10,608,531	11,210,822	15,545,673	15,782,560	112,050,953
Planning Studies	-	5,855,000	5,000,000	7,700,000	5,000,000	5,500,000	6,590,000	5,500,000	9,000,000	5,500,000	55,645,000
Transitways	59,299,330	400,714,630	71,716,140	1,560,759,090	-	1,995,200,000	230,000,000	-	-	-	4,317,689,190
BRT	59,299,330	400,714,630	71,716,140	-	-	623,200,000	230,000,000	-	-	-	1,384,930,100
PREMO - Oakland Park Boulevard BRT	42,999,330	214,913,770	16,380,380	-	-	-	-	-	-	-	274,293,480
PREMO - US 441/State Road 7 BRT	-	180,300,860	45,335,760	-	-	-	-	-	-	-	225,636,620
PREMO - Powerline Road BRT	7,500,000	-	-	-	-	190,500,000	-	-	-	-	198,000,000
PREMO - University Drive BRT	8,800,000	-	-	-	-	325,200,000	-	-	-	-	334,000,000
PREMO - Commercial Boulevard BRT	-	5,500,000	-	-	-	107,500,000	-	-	-	-	113,000,000
PREMO - Sunrise Boulevard BRT	-	-	10,000,000	-	-	-	230,000,000	-	-	-	240,000,000
LRT	-	-	-	1,560,759,090	-	1,372,000,000	-	-	-	-	2,932,759,090
PREMO - Airport-Seaport-Convention Center Connector	-	-	-	1,560,759,090	-	-	-	-	-	-	1,560,759,090
PREMO - Downtown Connector	-	-	-	-	-	442,000,000	-	-	-	-	442,000,000

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
PREMO - Broward Boulevard Connector	-	-	-	-	-	930,000,000	-	-	-	-	930,000,000
Transit Infrastructure	41,800,230	166,075,320	51,095,840	13,986,470	77,261,030	77,065,702	79,763,002	82,554,707	85,444,121	88,434,666	763,481,088
Bus Shelters	-	-	-	5,752,790	8,575,330	9,305,110	9,630,789	9,967,867	10,316,742	10,677,828	64,226,456
Bus Stop Improvements	1,152,500	4,620,250	4,917,660	5,228,940	2,613,210	2,064,433	2,136,688	2,211,472	2,288,873	2,368,984	29,603,010
Park and Ride Lots	1,102,500	-	-	-	1,327,410	-	-	-	-	-	2,429,910
Local Bus Infrastructure	-	-	-	-	-	-	-	-	-	-	-
Electric Bus Charging Infrastructure	-	-	-	-	3,315,770	2,142,450	2,217,436	2,295,046	2,375,373	2,458,511	14,804,586
West Broward Intermodal Center	520,810	109,359,410	-	-	-	-	-	-	-	-	109,880,220
Redevelopment of Copans Facility	8,029,070	16,809,070	5,529,070	-	-	-	-	-	-	-	30,367,210
Copans Facility - Control Center	11,130,000	21,063,080	21,063,080	-	-	-	-	-	-	-	53,256,160
Hollywood Transit Transfer Facility	90,000	510,000	6,352,500	317,630	-	-	-	-	-	-	7,270,130
Thomas Street Facility	413,280	-	-	-	-	-	-	-	-	-	413,280
Future Transit Facility	350,470	4,787,040	1,855,840	-	61,404,550	63,553,709	65,778,089	68,080,322	70,463,133	72,929,343	409,202,496
IT Enhancements	1,642,000	3,072,120	23,340	634,040	24,760	-	-	-	-	-	5,396,260
Land Acquisition	15,000,000	-	5,500,000	-	-	-	-	-	-	-	20,500,000
Transit Infrastructure Project Management	2,369,600	5,854,350	5,854,350	2,053,070	-	-	-	-	-	-	16,131,370
Commuter Rail	17,225,000	377,775,000	-	-	-	-	-	-	-	-	395,000,000
Broward Commuter Rail South	17,225,000	377,775,000	-	-	-	-	-	-	-	-	395,000,000
Community Shuttle	289,150	62,700	3,600,020	4,071,040	3,772,760	1,358,193	802,987	1,034,740	5,199,842	2,817,755	23,009,187
Community Shuttle Buses	289,150	62,700	3,600,020	4,071,040	3,772,760	1,358,193	802,987	1,034,740	5,199,842	2,817,755	23,009,187
Total BCT Capital Costs	\$174,734,240	\$1,025,495,330	\$211,710,390	\$1,660,063,660	\$164,766,990	\$2,194,530,834	\$475,986,749	\$238,800,107	\$221,363,476	\$168,084,973	\$6,535,536,749

Table 4-7 Financial Plan – Operating Revenues (FY)

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Transportation Surtax Operating	152,343,990	159,961,190	167,959,250	176,357,210	185,175,070	198,500,539	208,079,872	231,133,378	255,095,419	296,945,897	2,031,551,815
Existing Transit Operations	111,717,420	107,663,343	108,248,207	115,206,773	119,380,351	119,962,124	121,141,032	120,871,121	122,077,299	123,319,664	1,169,587,334
State Block Grants	12,455,730	11,883,215	12,239,712	12,239,712	12,729,301	14,109,401	14,532,683	14,532,683	14,968,664	15,417,724	135,108,825
State Block Grants – New HFB Expansion	-	141,717	145,969	150,348	241,893	604,342	713,335	835,497	860,561	881,302	4,574,964
State Block Grants - New BRT	-	-	-	202,713	476,375	490,666	505,386	520,548	1,178,419	2,476,286	5,850,393
State Block Grants - New BCR	-	-	-	-	-	-	-	1,100,136	1,129,840	1,160,346	3,390,322
State Block Grants - New LRT	-	-	-	-	-	-	-	1,081,981	1,103,621	1,125,693	3,311,295
Farebox revenues - New HFB Expansion	-	361,831	369,066	479,832	823,466	2,057,336	2,428,372	2,844,244	2,929,570	3,000,178	15,293,895
Farebox revenues - New BRT	-	-	-	-	1,621,702	1,565,956	1,612,935	1,661,323	3,897,563	8,312,409	18,671,888
Farebox revenues - BCR South	-	-	-	-	-	-	-	1,652,565	2,247,197	2,308,822	6,208,584
Farebox revenues - New LRT	-	-	-	-	-	-	-	1,616,607	1,697,437	3,297,019	6,611,063
Operating Reserves	-	-	-	-	-	-	-	-	-	-	-
Less 5% only recurring revenues	(1,316,610)	(1,369,500)	(1,399,110)	(1,752,570)	(2,059,520)	(2,147,510)	(2,227,360)	(2,400,540)	(2,610,700)	(2,980,150)	(20,263,570)
Total Operating Revenues	\$275,200,530	\$278,641,796	\$287,563,094	\$302,884,018	\$318,388,638	\$335,142,854	\$346,786,255	\$375,449,543	\$404,574,890	\$455,265,190	\$3,379,896,808

Table 4-8 Financial Plan – Capital Revenues (FY)

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Transportation Surtax Capital	104,622,793	353,461,087	56,999,585	410,318,026	104,459,146	651,665,102	256,880,520	189,520,269	171,889,636	117,934,981	2,417,751,145
Federal Grants Transportation	45,803,530	45,803,390	45,803,410	45,803,410	45,803,270	45,803,347	45,803,347	45,803,347	45,803,347	45,803,347	458,033,745
Transfer from Transportation Concurrency Trust Fund	5,817,000	5,829,000	5,829,000	5,855,000	5,869,000	-	-	-	-	-	29,199,000
FTA Formula Grants (New Bus) - HFB & Fixed Route	-	-	-	-	-	191,230	312,216	396,953	498,570	513,527	1,912,496
FTA Formula Grants (New BRT)	-	-	-	-	-	476,375	490,666	505,386	520,548	1,102,201	3,095,176
FTA Formula Grants (New LRT)	-	-	-	-	-	-	-	1,272,920	1,311,106	1,350,440	3,934,466
FTA Formula Grants (New LRT Fixed Guideway)	-	-	-	-	-	-	-	-	-	-	-
FTA Formula Grants (New CR) - BCR	-	-	-	-	-	-	-	1,301,232	1,340,269	1,380,477	4,021,978
FTA Formula Grants (New CR Fixed Guideway) - BCR	-	-	-	-	-	-	-	-	-	-	-
Non-Local Match	-	579,742,223	87,788,925	1,170,569,318	-	1,496,400,000	172,500,000	-	-	-	3,507,000,466
Interest Earnings	18,490,917	40,659,630	15,289,470	27,517,906	8,635,574	-	-	-	-	-	110,593,497
Total BCT Capital Revenues	\$174,734,240	\$1,025,495,330	\$211,710,390	\$1,660,063,660	\$164,766,990	\$2,194,536,054	\$475,986,749	\$238,800,107	\$221,363,476	\$168,084,973	\$6,535,541,969

Table 4-9 Financial Plan – Total Operating Costs & Revenue Summary (FY)

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Total Revenues	\$449,934,770	\$1,304,137,126	\$499,273,484	\$1,962,947,678	\$483,155,628	\$2,529,678,908	\$822,773,004	\$614,249,650	\$625,938,366	\$623,350,163	\$9,915,438,777
Total Costs	\$449,934,770	\$1,304,137,126	\$499,273,484	\$1,962,947,678	\$483,155,628	\$2,529,678,908	\$822,773,004	\$614,249,650	\$625,938,366	\$623,350,163	\$9,915,438,777

Table 4-10 List of Priority Projects

Priority Ranking	Project Name and Description	Operating or Capital	Implementation Timeframe	Type of Service	Location	Funding Availability
1	Maintain Existing Fixed Route Services	Operating	Ongoing	Fixed Route	Countywide	Yes
1	Maintain Existing Paratransit Services	Operating	Ongoing	Paratransit	Countywide	Yes
1	Maintain Transit Security Operations	Operating	Ongoing	Transit Operations	Countywide	Yes
1	Maintain Existing Community Shuttle	Operating	Ongoing	Community Shuttles	Countywide	Yes
1	Maintain Late Night Shift Connect	Operating	Short-term	On Demand	Countywide	Yes
1	Maintain MicroTransit Program	Operating	Short-term	Microtransit	Countywide	Yes
1	Bus and Vehicle Acquisition/Replacement/Maintenance Program	Capital	Ongoing	Maintenance	Countywide	Yes
1	Infrastructure Improvement/Maintenance Program	Capital	Ongoing	Maintenance	Countywide	Yes
1	Security Program	Capital	Short-term	Transit Operations	Countywide	Yes
1	Information Technology Program	Capital	Ongoing	Transit Operations	Countywide	Yes
1	Non-Grant Projects	Capital	Short-term	Planning	Countywide	Yes
1	Existing Fixed Route Services	Capital	Short-term / Ongoing	Fixed Route	Countywide	Yes
1	Paratransit Vehicles	Capital	Short-term / Ongoing	Paratransit	Countywide	Yes
1	Community Shuttle Buses	Capital	Ongoing	Community Shuttles	Countywide	Yes
2	PREMO - Corridor: Sample Road HFB	Operating	Short-term	High Frequency Bus	Sample Rd from US 1 to University Dr	Yes

Priority Ranking	Project Name and Description	Operating or Capital	Implementation Timeframe	Type of Service	Location	Funding Availability
2	PREMO - Corridor: Hollywood Blvd HFB	Operating	Short-term	High Frequency Bus	Hollywood Blvd from US 1 to Flamingo Rd	Yes
2	PREMO - Corridor: US/1/Federal Hwy South HFB	Operating	Short-term	High Frequency Bus	US1 from Broward Blvd to Aventura Mall	Yes
2	PREMO - Corridor: Oakland Park Boulevard BRT	Operating and Capital	Short-term	Bus Rapid Transit	Oakland Park Blvd from A1A to Sawgrass Mills Mall	Yes
2	PREMO - High Frequency Buses	Capital	Short-term	Fixed Route	Countywide	Yes
2	COA Transit Improvements	Capital	Short-term	Planning	Countywide	Yes
2	New Community Shuttle Expansion	Operating	Ongoing	Community Shuttles	Countywide	Yes
2	Planning Studies	Capital	Short-term / Ongoing	Planning	Countywide	Yes
2	Bus Shelters	Capital	Short-term / Ongoing	Fixed Route Infrastructure	Countywide	Yes
2	Bus Stop Improvements	Capital	Short-term / Ongoing	Fixed Route Infrastructure	Countywide	Yes
2	Park and Ride Lots	Capital	Short-term	Facilities	Countywide	Yes
2	Electric Bus Charging Infrastructure	Capital	Short- to mid-term	Facilities	Countywide	Yes
2	West Broward Intermodal Center	Capital	Short-term	Facilities	East side of Red Snapper Road between Panther Parkway/Northwest 136 Avenue and Sawgrass Mills Circle.	Yes
2	Redevelopment of Copans Facility	Capital	Short-term	Facilities	3201 W. Copans Rd	Yes
2	Copans Facility - Control Center	Capital	Short-term	Facilities	3201 W. Copans Rd	Yes
2	Hollywood Transit Transfer Facility	Capital	Short-term	Facilities	TBD	Yes
2	Thomas Street Facility	Capital	Short-term	Facilities	2326 Thomas St, Hollywood FL 33020	Yes
2	Future Transit Facility	Capital	Short- to mid-term	Facilities	Countywide	Yes
2	IT Enhancements	Capital	Short-term	Facilities	Countywide	Yes
2	Land Acquisition	Capital	Short-term	Facilities	Countywide	Yes
2	Transit Infrastructure Project Management	Capital	Short-term	Facilities	Countywide	Yes
3	PREMO - Corridor: US/1/Federal Hwy North HFB	Operating	Mid-term	High Frequency Bus	US1 from Broward Blvd to Palmetto Park Rd	No
3	PREMO - Corridor: Atlantic Blvd HFB	Operating	Mid-term	High Frequency Bus	Atlantic Blvd from US1 to University Dr	No
3	PREMO - Corridor: Sheridan Street HFB	Operating	Mid-term	High Frequency Bus	Sheridan Street from US1 to University Dr	No
3	PREMO - Corridor: Dixie Hwy HFB	Operating	Mid-term	High Frequency Bus	Dixie Hwy from Broward Blvd to Cypress Creek Rd	No
3	PREMO - Corridor: US 441/State Road 7 HFB	Operating	Mid-term	High Frequency Bus	US 441 from Sandalfoot to Lauderhill Transit Center	No
3	PREMO - Corridor: US 441/State Road 7 BRT	Operating and Capital	Mid-term	Bus Rapid Transit	US 441 / SR 7 from Commercial Blvd to County Line Rd	Yes; Capital
3	PREMO - Corridor: Powerline Road BRT	Operating and Capital	Mid-term	Bus Rapid Transit	Powerline Rd from Broward Blvd to Sample Rd	Yes; Capital
3	PREMO - Corridor: University Drive BRT	Operating and Capital	Mid-term	Bus Rapid Transit	University Blvd from Sample Rd to County Line Rd	Yes; Capital
3	PREMO - Commercial Boulevard BRT	Capital	Mid-term	Bus Rapid Transit	Commercial Blvd from US 1 to US 441 / SR 7	Yes; Capital
3	PREMO - Corridor: Airport-Seaport-Convention Center Connector	Operating and Capital	Mid-term	Light Rail Transit	Broward County Convention Center to Intermodal Center	Yes; Capital
3	PREMO - Corridor: Broward Commuter Rail South	Operating and Capital	Mid-term	Commuter Rail	Aventura Station to SW 15th / SW 17th	Yes
3	PREMO - Corridor: Downtown Connector	Operating and Capital	Mid-term	Light Rail Transit	Exact corridor extent under development	No
4	PREMO - Sunrise Boulevard BRT	Capital	Long-term	Bus Rapid Transit	Sunrise Blvd from A1A to Sawgrass Mills Mall	Yes; Capital
4	PREMO - Corridor: Broward Boulevard Connector	Capital	Long-term	Light Rail Transit	Exact corridor extent under development.	No
4	Local Bus Infrastructure	Capital	Long-term	Fixed Route Infrastructure	Countywide	No
4	New 30-yr Bus Service Plan (New Vehicles)	Operating and Capital	Long-term	Vehicles	Countywide	No

Section 5: Metropolitan Transportation Planning Process Coordination

BCT regularly coordinates with the Broward MPO through participation in the MPO's committees, including the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Complete Streets Advisory Committee (CSAC), and Transportation Disadvantaged (TD) Local Coordinating Board (LCB). In FY2025, BCT and the Broward MPO collaborated on a number of regional planning initiatives, documents and processes, including:

- Broward MPO Premium Transit Education Series
- 2025–2029 Transportation Improvement Program (TIP)
- 2024–2025 Transportation Disadvantaged Service Plan
- 2050 Metropolitan Transportation Plan (MTP)
- SoFloGO Regional Transit App Launch
- Broward Safety Action Plan (BSAP)
- Annual Performance Report

In addition to the committee meetings, BCT and Broward MPO staff hold quarterly coordination meetings to promote close collaboration and ensure cohesive regional planning, particularly as it relates to PREMO.

Per Fla. Admin. Code 14-73.001, this Annual Update was presented to the MPO Board in March 2026.

Annual Update & Progress Report FY2026-35

Appendix A | Service Changes



SERVICE CHANGES EFFECTIVE MONDAY, OCTOBER 28, 2024

US 1 BREEZE ROUTE 101 – BROWARD CENTRAL TERMINAL TO AVENTURA MALL VIA US 1

- New weekday service span is from 4:45am to 9:29pm with a 24-minute frequency.
- Additional changes were made to improve on-time performance.
- Terminus was relocated to Gulfstream. Aventura Mall will still be served by the Route 101.

595 EXPRESS ROUTE 110 – SUNRISE PARK AND RIDE TO DOWNTOWN MIAMI/BRICKELL

- New weekday service span is from 5:10am-9:34am/3:00pm-7:46pm with a 30-minute frequency.
- Additional changes were made to improve on-time performance.

595 EXPRESS ROUTE 114 – SUNRISE PARK AND RIDE TO CIVIC CENTER/HEALTH DISTRICT

- New weekday service span is from 5:00AM to 9:24AM/3:15PM to 9:07PM with a 25-minute frequency.
- Additional changes were made to improve on-time performance.

NEW! 75 EXPRESS ROUTE 115 – MIRAMAR PARK & RIDE TO MIAMI INTERMODAL CENTER VIA I-75 EXPRESS LANES

- Miramar Park & Ride - Jackson West Medical Center - The Landings - Miami Intermodal Center
- New weekday service span is from 5:00am to 9:25am/3:30pm to 8:35pm with a 30-minute frequency.
- Reinstatement of the Route 115 with new origination at the Miramar Park & Ride.

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BCT SERVICE CHANGES EFFECTIVE SUNDAY, OCTOBER 27, 2024

FIXED ROUTES 1, 5, 7, 10, 11, 14, 16, 22, 55, 60, 81

BREEZE: US 1 ROUTE 101

595 EXPRESS ROUTES 110, 114; NEW! 75 EXPRESS ROUTE 115



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**SERVICE CHANGES EFFECTIVE
SUNDAY, OCTOBER 27, 2024**

Broward County Transit will implement the following changes to improve on-time performance.

To view the new timetables, visit:

Broward.org/BCT/Riders/Pages/ServiceChanges.aspx

ROUTE 1 – AVENTURA MALL TO BROWARD CENTRAL TERMINAL VIA FEDERAL HIGHWAY/US 1

- New weekday service span is from 4:55am to 12:40am with a 20-minute frequency.
- New Saturday service span is from 5:00am to 12:41am with a 22-minute frequency.
- New Sunday service span is from 5:45am to 10:38pm with a 30-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 5 – PEMBROKE LAKES MALL TO HALLANDALE BEACH CITY HALL VIA PEMBROKE ROAD

- New Saturday service span is from 6:40am to 10:18pm with a 47-minute frequency.
- New Sunday service span is from 7:50am to 9:16pm with a 51-minute frequency.
- Additional changes were made to improve on-time performance and provide connection to the Miramar Town Center during the weekend.

ROUTE 7 – NW 210 AVE AND PINES BOULEVARD TO YOUNG CIRCLE VIA PINES/HOLLYWOOD BOULEVARD

- New weekday service span is from 4:56am to 11:26pm with a 29/56-minute frequency.
- New Saturday service span is from 5:00am to 11:36pm with a 30/60-minute frequency.
- New Sunday service span is from 8:32am to 9:25pm with a 26/61-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 10 – BROWARD CENTRAL TERMINAL TO CAMINO REAL AND DIXIE HIGHWAY VIA FEDERAL HIGHWAY/US 1

- New weekday service span is from 5:03am to 12:14am with a 28-minute frequency.
- New Saturday service span is from 5:10am to 11:50pm with a 33-minute frequency.
- New Sunday service span is from 8:00am to 10:24pm with a 45-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 11 – COMMERCIAL BOULEVARD & U.S. 441/S.R. 7 TO COPANS ROAD AND US 1

- New weekday service span is from 4:45am to 12:42am with a 55-minute frequency.
- New Saturday service span is from 4:50am to 12:01am with a 50-minute frequency.
- New Sunday service span is from 6:55am to 10:49pm with a 50-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 14 – BROWARD CENTRAL TERMINAL TO HILLSBORO BOULEVARD VIA POWERLINE ROAD

- New weekday service span is from 4:44am to 12:15am with a 25-minute frequency.
- New Saturday service span is from 5:05am to 11:32pm with a 34-minute frequency.
- New Sunday service span is from 7:29am to 9:02pm with a 43-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 16 – PEMBROKE LAKES MALL TO DANIA BEACH CITY HALL VIA STIRLING ROAD

- New weekday service span is from 5:25am to 11:09pm with a 51-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 22 – SAWGRASS MILLS MALL TO BROWARD CENTRAL TERMINAL VIA BROWARD BOULEVARD

- New weekday service span is from 4:50am to 12:05am with a 22/44-minute frequency.
- New Saturday service span is from 5:05am to 12:02am with a 40-minute frequency.
- New Sunday service span is from 7:30am to 9:59pm with a 30-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 55 – HIATUS ROAD TO GALT MILE VIA COMMERCIAL BOULEVARD

- New weekday service span is from 4:51am to 11:35pm with a 37-minute frequency.
- New Saturday service span is from 5:40am to 11:43pm with a 31-minute frequency.
- New Sunday service span is from 7:00am to 10:37pm with a 37-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 60 – BROWARD CENTRAL TERMINAL TO US 441 AND NW 15 STREET VIA ANDREWS AVENUE AND DR. MARTIN LUTHER KING JR. BOULEVARD/COCONUT CREEK PARKWAY

- New weekday service span is from 5:15am to 12:09am with a 30-minute frequency.
- New Saturday service span is from 5:15am to 11:49pm with a 35-minute frequency.
- New Sunday service span is from 9:00am to 9:23pm with a 60-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 81 – BROWARD CENTRAL TERMINAL TO WEST REGIONAL TERMINAL

- New weekday service span is from 4:35am to 12:23am with a 34-minute frequency.
- New Saturday service span is from 5:05am to 12:01am with a 36-minute frequency.
- New Sunday service span is from 7:20am to 10:45pm with a 42-minute frequency.
- Additional changes were made to improve on-time performance.

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BCT SERVICE CHANGES
EFFECTIVE SUNDAY, JANUARY 19, 2025

FIXED ROUTES:
9, 10, 12, 40, 83

BREEZE: US 1 ROUTE 101

95 EXPRESS: ROUTES 106, 109



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SERVICE CHANGES EFFECTIVE SUNDAY, JANUARY 19, 2025

Broward County Transit will implement the following changes to improve on-time performance.

To view the new timetables, visit:

Broward.org/BCT/Riders/Pages/ServiceChanges.aspx

ROUTE 9 – YOUNG CIRCLE TO BROWARD CENTRAL TERMINAL

- New Weekday service span is from 5:15am to 11:03pm with a 54-minute frequency.
- New Saturday service span is from 5:40am to 10:43pm with a 47-minute frequency.
- New Sunday service span is from 8:30am to 8:11pm with a 60-minute frequency.
- Additional changes were made to improve on-time performance.
- Broward College stop relocated in front of Building 27 due to construction.

ROUTE 10 – BROWARD CENTRAL TERMINAL TO CAMINO REAL AND DIXIE HIGHWAY VIA FEDERAL HIGHWAY/US 1

- New Weekday service span is from 5:05am to 12:18am with a 29-minute frequency.
- New Saturday service span is from 5:09am to 12:10am with a 35-minute frequency.
- New Sunday service span is from 8:00am to 10:20pm with a 45-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 12 – BROWARD COLLEGE CENTRAL CAMPUS TO DANIA BEACH FISHING PIER VIA SHERIDAN STREET

- New Weekday service span is from 4:50am to 11:35pm with a 30-minute frequency.
- New Saturday service span is from 4:55am to 11:50pm with a 51-minute frequency.
- New Sunday service span is from 6:15am to 10:36pm with a 48-minute frequency.
- Additional changes were made to improve on-time performance. Westbound Timepoint 2 location updated to Davie Road Extension & University Drive Bus Stop ID 3795.
- Broward College stop relocated in front of Building 27 due to construction.

ROUTE 40 – LAUDERHILL TRANSIT CENTER TO THE GALLERIA AT FORT LAUDERDALE VIA SISTRUNK BLVD./17TH STREET CAUSEWAY/A1A

- New Weekday service span is from 5:30am to 11:16pm with a 25-minute frequency.
- New Saturday service span is from 5:30am to 11:10pm with a 29-minute frequency.
- New Sunday service span is from 6:40am to 8:35pm with a 40-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 83 – CORAL RIDGE DRIVE AND SAMPLE ROAD TO POMPANO CITY CENTRE VIA ROYAL PALM BOULEVARD/COPANS ROAD

- New Weekday service span is from 5:38am to 9:41pm with a 43-minute frequency.
- New Saturday service span is from 6:12am to 8:48pm with a 60-minute frequency.
- New Sunday service span is from 9:00am to 7:49pm with a 60-minute frequency.
- Additional changes were made to improve on-time performance.

SERVICE CHANGES EFFECTIVE MONDAY, JANUARY 20, 2025

US 1 BREEZE ROUTE 101 – BROWARD CENTRAL TERMINAL TO AVENTURA MALL VIA US 1

- New Weekday service span is from 4:45am to 9:27pm with a 24-minute frequency.
- Aventura Mall will still be served by US 1 Breeze Route 101; Breeze buses will not head to garage after Gulfstream Park.

95 EXPRESS ROUTE 106 – MIRAMAR REGIONAL PARK TO CIVIC CENTER/HEALTH DISTRICT AND CULMER METRORAIL STATION

- New Weekday service span is from 5:10am-9:46am/3:10pm-9:12pm with a 26-minute frequency.
- Additional changes were made to improve on-time performance.

95 EXPRESS ROUTE 109 – CB SMITH PARK/ MIRAMAR PARK & RIDE TO DOWNTOWN MIAMI/ BRICKELL

- New Weekday service span is from 5:30am-9:44am/3:20pm-8:04pm with a 30-minute frequency.
- Additional changes were made to improve on-time performance.

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BCT SERVICE CHANGES
EFFECTIVE SUNDAY, APRIL 27, 2025

FIXED ROUTES:
1, 8, 11, 20, 28, 36, 48

EXPRESS ROUTES:
595 EXPRESS ROUTE 110,
595 EXPRESS ROUTE 114,
75 EXPRESS ROUTE 115



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**SERVICE CHANGES EFFECTIVE
SUNDAY, APRIL 27, 2025**

Broward County Transit will implement the following changes to improve on-time performance.

To view the new timetables, visit:

Broward.org/BCT/Riders/Pages/ServiceChanges.aspx

ROUTE 1 – AVENTURA MALL TO BROWARD CENTRAL TERMINAL VIA FEDERAL HIGHWAY/US 1

- New weekday service span is from 4:50am to 12:43am with a 19-minute frequency.
- New Saturday service span is from 5:00 am to 12:51am with a 24-minute frequency.
- New Sunday service span is from 5:45am to 10:43pm with a 30-minute frequency.
- Northbound Saturday night service span expansion.
- Additional changes were made to improve on-time performance.

ROUTE 8 – PEMBROKE LAKES MALL TO YOUNG CIRCLE VIA TAFT STREET

- New weekday service span is from 6:43am to 11:06pm with a 45-minute frequency.
- New Saturday service span is from 6:40am to 9:48pm with a 42-minute frequency.
- New Sunday service span is from 7:02am to 10:12pm with a 44-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 11 – COMMERCIAL BOULEVARD & US 441/SR 7 TO COPANS ROAD AND US 1

- New weekday service span is from 4:32am to 12:48am with a 44-minute frequency.
- New Saturday service span is from 4:50am to 12:09am with a 45-minute frequency.
- New Sunday service span is from 6:55am to 10:50pm with a 53-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 20 – BROWARD CENTRAL TERMINAL TO BROWARD HEALTH NORTH

- New weekday service span is from 4:45am to 10:06pm with a 52-minute frequency.
- New Saturday service span is from 5:50am to 9:17pm with a 50-minute frequency.
- New Sunday service span is from 9:35am to 8:11pm with a 50-minute frequency.
- Northbound timepoint changed from Bus Stop ID# 1527 to Bus Stop ID# 1531 McNab & 18 Ave.
- Southbound timepoint changed from Bus Stop ID# 1481 to Bus Stop ID# 3040 Commercial Blvd. & 18 Ave.
- Additional changes were made to improve on-time performance.

ROUTE 28 – MEMORIAL HOSPITAL MIRAMAR TO AVENTURA MALL VIA MIRAMAR PKWY./HALLANDALE BEACH BLVD.

- New weekday service span is from 5:00am to 1:25am with a 25-minute frequency.
- New Saturday service span is from 5:22am to 1:10am with a 27-minute frequency.
- New Sunday service span is from 7:50am to 10:22pm with a 48-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 36 – SAWGRASS MILLS MALL TO A1A VIA SUNRISE BOULEVARD

- New weekday service span is from 5:02am to 12:27am with a 23-minute frequency.
- New Saturday service span is from 5:26am to 12:19am with a 31-minute frequency.
- New Sunday service span is from 6:45am to 9:50pm with a 28-minute frequency.
- Westbound timepoint changed from Bus Stop ID# 1091 Sunrise Blvd. & Powerline Rd. and to Bus Stop ID# 5533 Sunrise Blvd. & NE 4 Ave.
- Additional changes were made to improve on-time performance.

ROUTE 48 – US 441 TO DEERFIELD BEACH VIA HILLSBORO BOULEVARD

- New weekday service span is from 5:30am to 10:58pm with a 41-minute frequency.
- New Saturday service span is from 6:05am to 10:44pm with a 36-minute frequency.
- Weekday and Saturday night service span expansion.
- Additional changes were made to improve on-time performance.

**SERVICE CHANGES EFFECTIVE
MONDAY, APRIL 28, 2025**

595 EXPRESS ROUTE 110 – SUNRISE PARK & RIDE TO DOWNTOWN MIAMI/BRICKELL

- New weekday service span is from 5:10am-9:37am/3:00pm-8:06pm with a 30-minute frequency.
- Service to Fort Lauderdale Airport Tri-Rail Station will be discontinued. Instead, Route 110 will now service Sheridan Street Tri-Rail Station.
- Additional changes were made to improve on-time performance.

595 EXPRESS ROUTE 114 – SUNRISE PARK & RIDE TO CIVIC CENTER/HEALTH DISTRICT

- New weekday service span is from 5:00am-9:22am/3:15pm-9:15pm with a 25-minute frequency.
- Additional changes were made to improve on-time performance.

75 EXPRESS ROUTE 115 – MIRAMAR PARK & RIDE TO MIAMI INTERMODAL CENTER

- New weekday service span is from 5:00am-9:25am/3:30pm-8:32p with a 30-minute frequency.
- Additional changes were made to improve on-time performance.

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**BCT SERVICE CHANGES
EFFECTIVE SUNDAY, AUGUST 31, 2025**

**FIXED ROUTES:
12, 36, 42, 48, 55, 81**

**EXPRESS ROUTES:
95 EXPRESS ROUTE 108
595 EXPRESS ROUTE 110**



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SERVICE CHANGES EFFECTIVE SUNDAY, AUGUST 31, 2025

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Broward.org/BCT/Schedules/Pages/ServiceChanges.aspx

ROUTE 12 – BC CENTRAL CAMPUS AND BROWARD MALL TO DANIA BEACH PIER VIA SHERIDAN STREET

- New weekday service span is from 4:40am to 11:25pm with a 33-minute frequency.
- New Saturday service span is from 4:55 am to 11:39pm with a 44-minute frequency.
- New Sunday service span is from 5:53am to 10:41pm with a 44-minute frequency.
- Additional changes were made to improve on-time performance, increase service span and incorporate route extension to the West Regional Terminal.

ROUTE 36 – SAWGRASS MILLS MALL TO A1A VIA SUNRISE BOULEVARD

- New weekday service span is from 5:01am to 12:24am with a 23-minute frequency.
- New Saturday service span is from 5:27am to 12:19am with a 29-minute frequency.
- New Sunday service span is from 6:48am to 10:13pm with a 27-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 42 – ATLANTIC BOULEVARD AND CORAL RIDGE DRIVE TO ATLANTIC BOULEVARD AND A1A

- New weekday service span is from 5:08am to 10:58pm with a 40-minute frequency.
- New Saturday service span is from 5:21am to 11:15pm with a 49-minute frequency.
- New Sunday service span is from 8:24am to 9:55pm with a 45-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 48 – US 441 TO DEERFIELD BEACH VIA HILLSBORO BOULEVARD

- New weekday service span is from 5:30am to 10:56pm with a 45-minute frequency.
- New Saturday service span is from 5:50am to 10:52pm with a 40-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 55 – HIATUS ROAD TO GALT MILE VIA COMMERCIAL BOULEVARD

- New weekday service span is from 4:43am to 11:37pm with a 36-minute frequency.
- New Saturday service span is from 5:40am to 11:43pm with a 31-minute frequency.
- New Sunday service span is from 7:00am to 10:35pm with a 37-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 81 – BROWARD CENTRAL TERMINAL TO WEST REGIONAL TERMINAL

- New weekday service span is from 4:35am to 12:28am with a 30-minute frequency.
- New Saturday service span is from 5:05am to 12:07am with a 33-minute frequency.
- New Sunday service span is from 7:15am to 10:51pm with a 37-minute frequency.
- Additional changes were made to improve on-time performance.

SERVICE CHANGES EFFECTIVE TUESDAY, SEPTEMBER 2, 2025

ROUTE 108 – MIRAMAR PARK & RIDE TO CIVIC CENTER/HEALTH DISTRICT

- New weekday service span is from 5:15am-8:36am/3:05pm-8:48pm with a 26-minute frequency.
- Additional changes were made to improve on-time performance.

ROUTE 110 – SUNRISE PARK & RIDE TO DOWNTOWN MIAMI/BRICKELL

- New weekday service span is from 5:10am-9:51am/3:00pm-8:01pm with a 30-minute frequency.
- Due to construction, northbound Stop ID #6089 (NW 2nd Avenue & NW 8th Street) is temporarily closed. Use Stop ID #6255 (NW 2nd Avenue & NW 5th Street), which will now serve as Timepoint 4.
- Additional changes were made to improve on-time performance.

Annual Update & Progress Report FY2026-35

Appendix B | Farebox Recovery Ratio Report



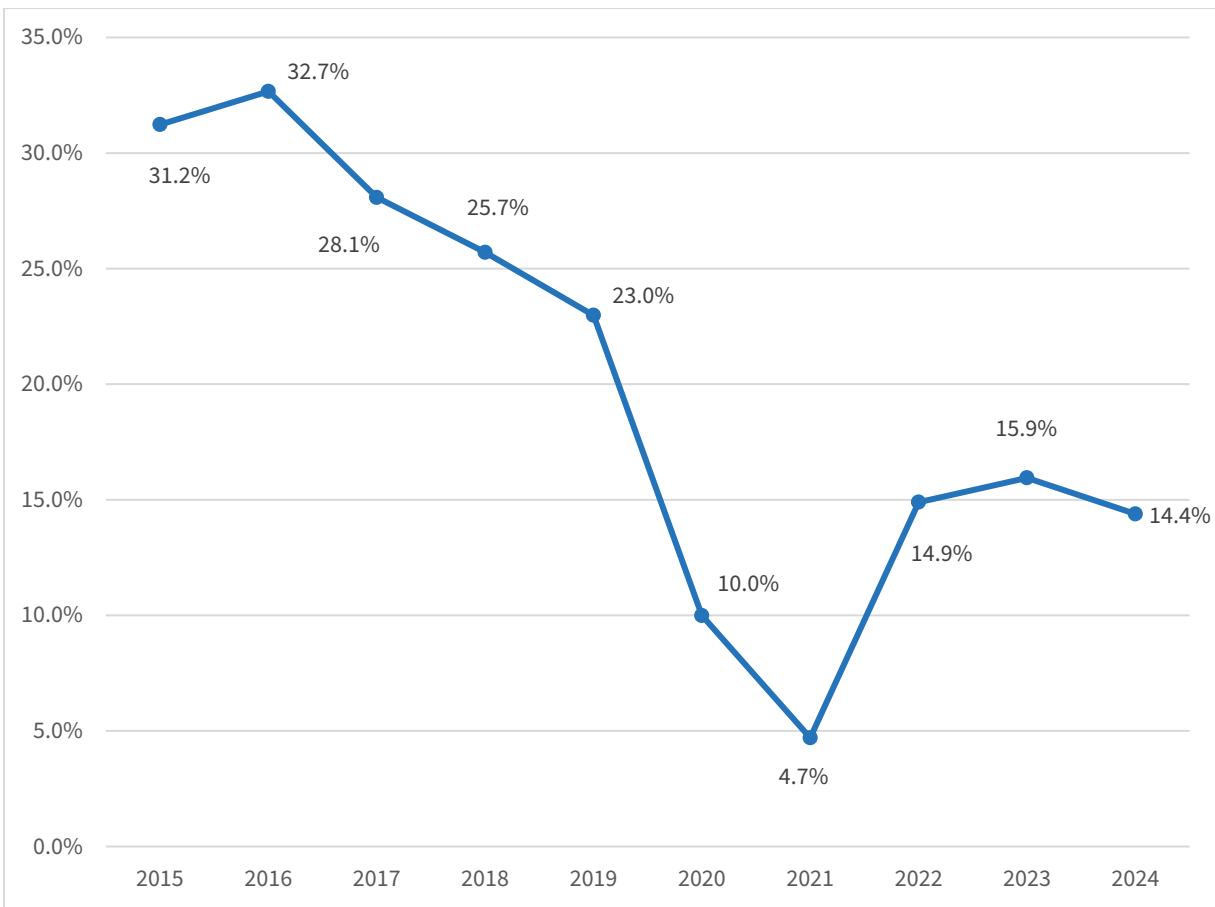
Annual Farebox Recovery Ratio Report

In accordance with HB 985 passed in FY2007, BCT monitors its farebox recovery report annually and is providing this report as part of the BCT FY2026-2035 TDP APR.

Current And Historical Farebox Recovery Ratio

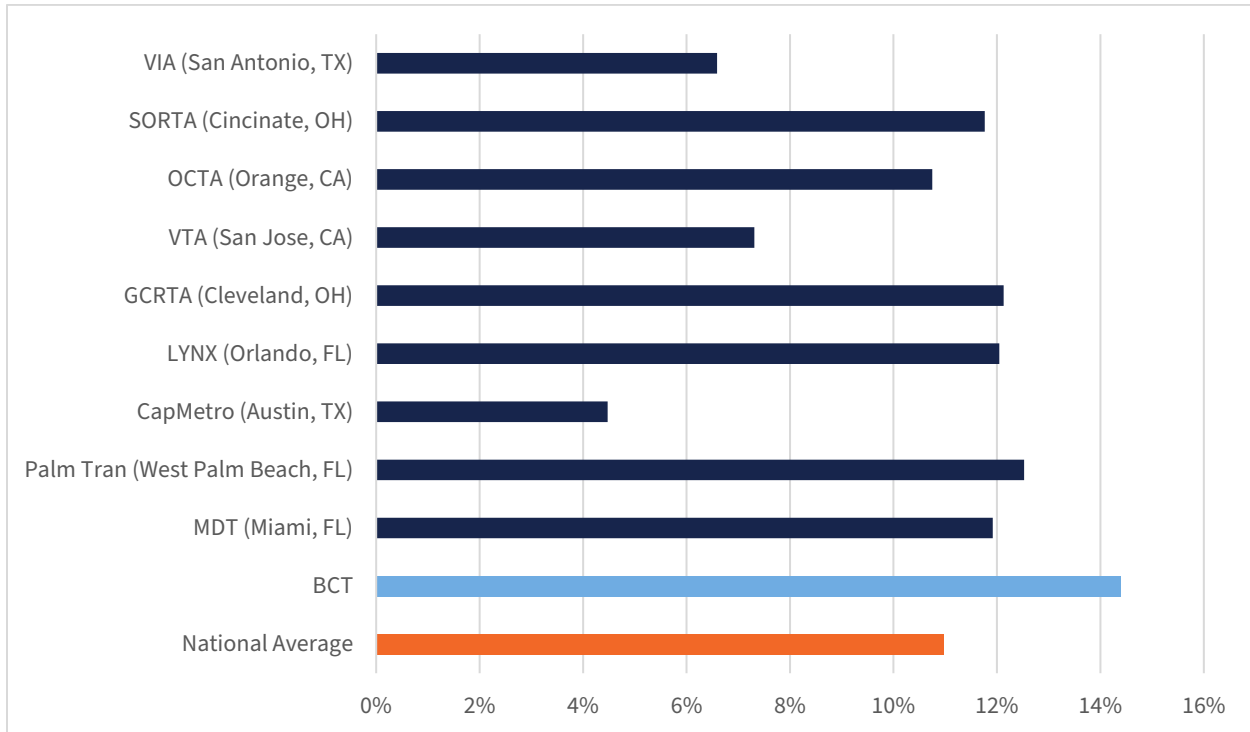
As seen in **Figure B-1**, the farebox recovery ratio for BCT for all Motorbus (fixed route) services in FY2024 was 14.4 percent. This number shows a 9.8 percent decrease over FY2023. Based on the most recently available National Transit Database (NTD) statistics, BCT's farebox recovery ratio is higher than all of its peers (see **Figure B-2**).

Figure B-1 BCT Farebox Recovery Ratio: FY 2015-2024



Source: NTD (FY2015-2024)

Figure B-2 Peer Agency Farebox Recovery



Source: NTD - FY2024 (latest NTD data set available for BCT's Peer agencies)

While the farebox recovery ratio slightly decreased compared to last year, BCT's farebox ratio remains higher than its peer agencies and the national average. **Table B-1** provides an overview of the year-to-year percent change in farebox recovery. Between FY2015 and FY2024, the farebox recovery rate declined from 31.2 percent to 14.4 percent. Declines in FY2017 and FY2018 are attributed to system-wide ridership decline. The ridership decline for those years were experienced by transit systems across the country and were part of a greater trend that reduced transit ridership overall. The decline in FY2020-2021 resulted from the suspension of fares during a large period of the Pandemic. BCT resumed fare collection on June 1, 2021, after which, farebox recovery ratio has gradually increased.

Table B-1 BCT Farebox Recovery Ratio Trends (FY2015-FY2024)

FY	Farebox Recovery	Change from Previous Year
2015	31.2%	
2016	32.7%	4.6%
2017	28.1%	-14.0%
2018	25.7%	-8.5%
2019	23.0%	-10.6%
2020	10.0%	-56.5%
2021	4.7%	-52.9%
2022	14.9%	216.7%
2023	15.9%	7.1%
2024	14.4%	-9.8%

Source: NTD Data for BCT (FY2015-2024)

Prior Year Fare Studies and Changes

From April 1995 to October 2007, a one-way fare ticket on BCT remained at \$1.00. Between October 2007 and October 2010, the cost of a one-way fare was increased to \$1.75. The increase was in response to the weakening economy, rise in fuel/O&M costs, and preference from our customers to increase fares in lieu of additional service cuts. In November 2014, the first step in a two-step fare increase was implemented where there were no changes to the base/regular fares. The first step only included fare changes to multi-day/ pass fares and premium express service fares. The second step of fare increases went into effect October 1, 2015, which increased the cost of a one-way fare to \$2.00. In January 2010, BCT began operation of its I-95 express service between Broward County and Downtown Miami, with a cost of \$2.35 one-way and \$85.00 for a monthly pass. Premium Express fares increased in November 2014 to \$2.65 one-way and \$95.00 for a monthly pass. BCT’s community shuttles are free of cost.

In January 1991, BCT began offering Paratransit services starting at \$1.00 per trip. Currently, Paratransit service is offered at \$3.50 per trip.

After extensive outreach, budgetary review, and analysis of Title VI impacts to low-income and minority customers, the Broward County Board of County Commissioners approved a new 3-day pass as an additional fare option. The 3-Day Pass went into effect on July 1, 2016, and can be purchased for \$12. The pass allows for unlimited rides during any three (3) consecutive transit service days.

As of December 2024, BCT’s one-way cash fare remains \$2.00. Currently, BCT offers multiple transit pass options, which include an unlimited daily pass for \$5, an unlimited 7-Day pass for \$20, a 10-Ride pass for \$20, and a 31-Day unlimited pass for \$70. Fares were suspended on all BCT services between March 2020 and June 2021 due to the COVID-19 pandemic.

Table B-2 displays the current fare structure.

Table B-2 BCT Current Fare Structure: FY2025

Fare Type	Current Cost	Notes
Adult		
One-way Cash Fare	\$2.00	
3-Day Bus Pass	\$12.00	Unlimited rides for 3 consecutive days.
7-Day Bus Pass	\$20.00	Unlimited rides for 7 consecutive days.
10-Ride Bus Pass	\$20.00	Expires after the 10th ride is taken.
All-Day Pass	\$5.00	Unlimited rides all day on BCT fixed routes.
31-Day Adult Bus Pass	\$70.00	Unlimited rides for 31 consecutive days.
Premium Express One-Way Cash Fare	\$2.65	
Premium Express 10-Ride Bus Pass	\$26.50	
Premium Express 31-Day Bus Pass	\$95.00	
Senior, Medicare, and Disability		
One-way Cash Fare	\$1.00	Senior Fare - 65 and older, proof of age required.
All-Day Bus Pass Reduced	\$4.00	
31-Day Bus Pass Reduced	\$40.00	Medicare or Disability Fares - Proof of disability required.
Premium Express One-Way Cash Fare Reduced	\$1.30	
Youth		
One-way Cash Fare	\$1.00	Proof of age required
All-Day Bus Pass Reduced	\$4.00	
31-Day Bus Pass Reduced	\$40.00	
Premium Express One-Way Cash Fare Reduced	\$1.30	
College Bus Pass		
31-Day College Bus Pass	\$50.00	
Veterans		
One-way Cash Fare	\$1.75	
One-way Paratransit Fare	\$3.50	

Source: <https://www.broward.org/BCT/Pages/FaresPasses.aspx>

Scheduled Fare Changes

No fare changes occurred in FY2025, and there are no fare changes scheduled for FY2026. BCT conducted a Zero Fare and Reduced Fare Study producing an industry-based analysis of the feasibility of instituting a zero or reduced fare system or other fare policies within its current service area. The study recommended increased access to discounted fares for TOPS! riders and highlighted a need for an improved payment process. In addition, as new services and service modes are implemented, decisions will need to be made related to new fares and fare structures.

Farebox Recovery Ratio Strategies

The FY2024 - 2033 TDP outlines a set of strategies geared towards maintaining a comparable farebox recovery ratio. The targeted percentage for farebox recovery should be set by the Broward County Board of County Commissioners. Strategies that should still be maintained to ensure this farebox recovery are as follows:

- Assess fares as part of the COA specific to route productivity.
- Monitor key performance measures for fixed routes. Address underperforming routes.
- Adapt to regional fare structure trends and adjust rates accordingly.
- Ensure that transit serves major activity centers, potentially increasing the effectiveness of service.
- Increase ridership through enhanced marketing and community relations activities, including with major employers, schools, and homeowner associations.
- Minimize costs required to operate and administer transportation services.
- Determine the most cost-effective service type on all major corridors given demand, routings, and coverage areas.
- Increase ridership by leveraging technology to enhance the passenger experience.