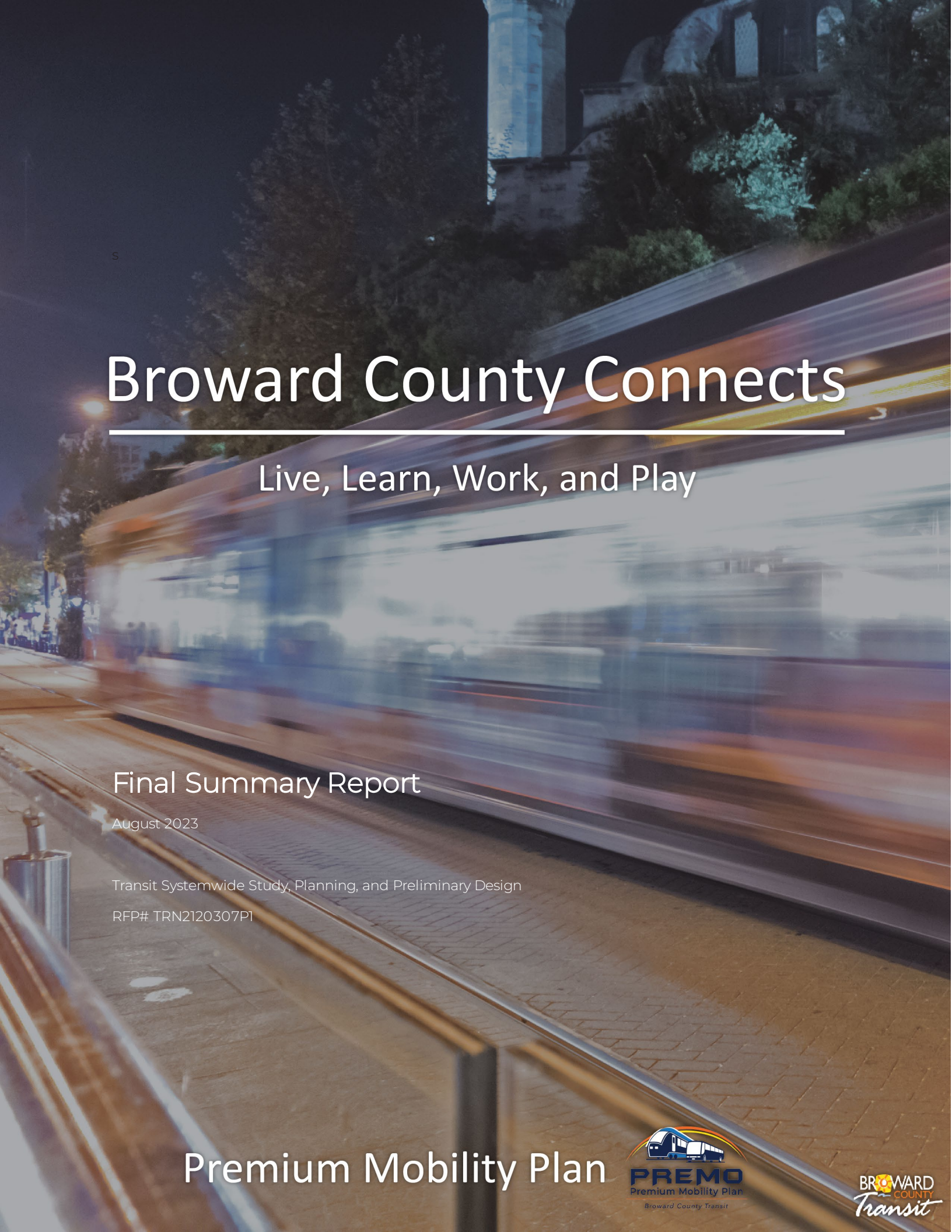

# Broward County Connects

## Live, Learn, Work, and Play

## Final Summary Report

August 2023

Transit Systemwide Study, Planning, and Preliminary Design

RFP# TRN2120307P1

## Premium Mobility Plan

PREMO
Premium Mobility Plan
Broward County Transit

BROWARD COUNTY Transit

| | |
|---|---|
| Name: | Broward County Transit Systemwide Study, Planning, and Preliminary Design |
| RFP Contract Number: | TRN2120307P1 |
| Project Limits: | Broward County (Entire County) |
| Proposed Activity: | Provide a transit systemwide study including planning and preliminary designs resulting in the Premium Mobility Plan (PREMO) |
| Document Purpose: | Provide summary of development of the PREMO Plan in its entirety |

## Prepared for
Broward County

## Prepared by
WSP

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# Acronyms and Abbreviations

| | |
|---|---|
| BCT | Broward County Transit |
| CIG | Capital Investment Grant |
| CTPP | Census Transportation Planning Package |
| FDCA | Florida Department of Community Affairs |
| FDOR | Florida Department of Revenue |
| FDOT | Florida Department of Transportation |
| FG | Fixed Guideway |
| FLL | Ft. Lauderdale-Hollywood International Airport |
| FLU | Future Land Use |
| FTA | Federal Transit Administration |
| GIS | Geographic Information System |
| JTW | Journey to Work |
| KNR | Kiss-n-Ride |
| LEHD | Longitudinal Employer-Household Dynamics |
| LPA | Locally Preferred Alternative |
| MAP Broward | Mobility Advancement Program |
| OD | Origin-Destination |
| PAG | Project Advisory Group |
| PNR | Park-n-Ride |
| PREMO | Broward County Transit Premium Mobility Plan |
| SMART | Strategic Miami Area Rapid Transit |
| STOPS | Simplified Trips on Project Software |
| TAZ | Traffic Analysis Zone |
| TDP | Transit Development Plan |
| TOD | Transit Oriented Development |
| TSP | Transit Signal Priority |
| VMT | Vehicle Miles Traveled |

# 1. Introduction

Broward County Transit's (BCT) Premium Mobility Plan (PREMO) incorporates the goals of the Penny for Transportation Surtax Program. This program, referred to as the Broward Mobility Advancement Program (MAP Broward), provides funding support for improving transit service, enhancing multimodal options, and ensuring economic development and benefits. The Transportation Surtax took effect on January 1, 2019.

This document summarizes the process to build the Premium Mobility (PREMO) plan and the recommendations to implement premium transit across Broward County.

## 1.1 Strategy and Purpose

PREMO defines a vision for a world-class premium transit network in Broward County. To achieve this vision, PREMO strategically identifies a program of projects that sequences the implementation of premium transit services —connecting local Broward County Transit (BCT) routes to regional services.

**Premium transit** is an expression that describes high-capacity transit projects that are modern, convenient, attractive, safe, and reliable. Premium transit can also include investments that give preferential treatment to transit in the form of exclusive or shared transit lanes and the use of technologies that give transit a priority at signalized intersections.

PREMO closely followed Federal Transit Administration (FTA) Capital Investment Grant (CIG) guidelines, while coordinating closely with the Florida Department of Transportation (FDOT), the Broward County Public Works Department, municipal partners, and other stakeholders.

*Figure 1: PREMO Strategy*

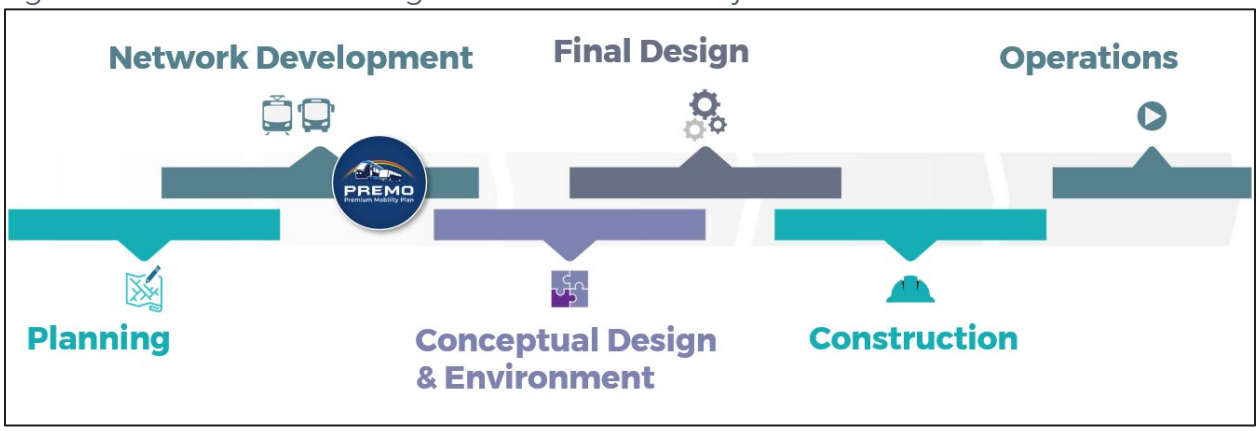
**Strategy**

*To invest in a countywide network of premium transit services that provide modern convenient mobility that is attractive, safe, reliable, and frequent.*

## 1.2 Phases of Project Delivery

The PREMO Plan provides the linkage for vital planning efforts, such as the Broward MPO Metropolitan Transportation Plan, by developing a recommended network and program of projects for implementation. PREMO is a "living" plan that will be revisited for years to come. As design work is completed, as projects are constructed, and as projects —the PREMO Plan will be updated. The following figure summarizes the steps required to develop, construct, and operate major transit investments.

*Figure 2: Phases of Delivering Premium Transit Projects*




## 1.3 Needs

Broward County is 1,203 square miles in land area and is part of the Miami urbanized area.[1] Broward County is located on the southeast coast of Florida, bounded by the Everglades to the west and the Atlantic Ocean to the east. The western portion of the county is comprised of preservation land for water conversation.[2] The portion of Broward County within the urbanized boundary is approximately 431 square miles. The County's population is expected to grow nearly 20 percent by 2045, with a projected total of 2.18 million people.[3] This expected growth in population will challenge Broward County's future mobility needs, as the roadway network has limited expansion opportunities. Therefore, a premium transit network is needed to support increased economic activity by providing needed mobility for residents and visitors. The following County needs helped to shape development of the PREMO Recommended Network:

- Mobility Needs: The existing county-wide roadway network of arterials and highways serves the greatest number transportation trips within Broward County. Many of these corridors experience congestion but are constrained with limited ability to add more roadway capacity. BCT services are affected by this congestion, which affects BCT's ability to efficiently move customers to their destinations.

[1] United States Census, 2021
[2] BrowardNext: Broward County Land Use Plan of the Broward County Comprehensive Plan; Adopted 4/25/17, Amended 9/9/21, page 8.
[3] Broward Metropolitan Planning Organization, 2045 Metropolitan Transportation Plan, pages 2-13; referencing Broward Planning and Development Management Division (PDMD), April 2018.

- Demographic Needs: Several Broward County communities require equitable means of mobility, including lower income households, households who do not own an automobile, and households with young or older residents.
- Land Use Needs: There are several communities in Broward County with development concentrations that can support TOD. Today they are primarily served by local transit services. To fully realize the potential of these TOD opportunities, investments in premium transit is needed.
- Planning Needs: There have been several prior planning efforts completed in Broward County, each with a documented recommendation for improving the county's transit and/or transportation network. All are considered a PREMO planning need.

### 1.3.1 Connecting Activity Centers

PREMO has the unique opportunity to connect Broward County's three major economic engines with fast, reliable and convenient transit service. With a direct connection to the Airport, Seaport, and Convention Center; Broward County will be one of the leading intermodal transit providers in the country. Additionally, connecting theses major economic engines will ensure the County's continued economic prosperity.

*Fort Lauderdale-Hollywood International Airport*


*Port Everglades*


*Future Convention Center Expansion*

## 1.4 Goals

PREMO evaluated and recommends the location and mode of various premium transit service investments in Broward County. The goals of PREMO include:

- Improve Mobility for All: ensure mobility improvements for all who live, work, and travel in Broward County through implementing a reliable, premium transit service
- Implement Equitable Transit Solutions: ensure that transit improvements provide access to jobs, services, and destinations from all communities throughout Broward County, with a focus on equitable connections for transit dependent populations and underrepresented communities
- Improve Safety and Security, and Ensure Environmental Stewardship: provide safe mobility options that minimize impacts to the environment and ensure that customers and communities are safe and secure
- Enhance Economic Development and Ensure Financial Sustainability: implement cost-effective transit solutions to encourage transit-supportive development while

providing improved access and connectivity to employment areas and population centers

- Integrate and Serve Communities: implement transit investments with connections to multimodal hubs, employment centers, and activity centers to connect with existing and future development that is oriented for transit

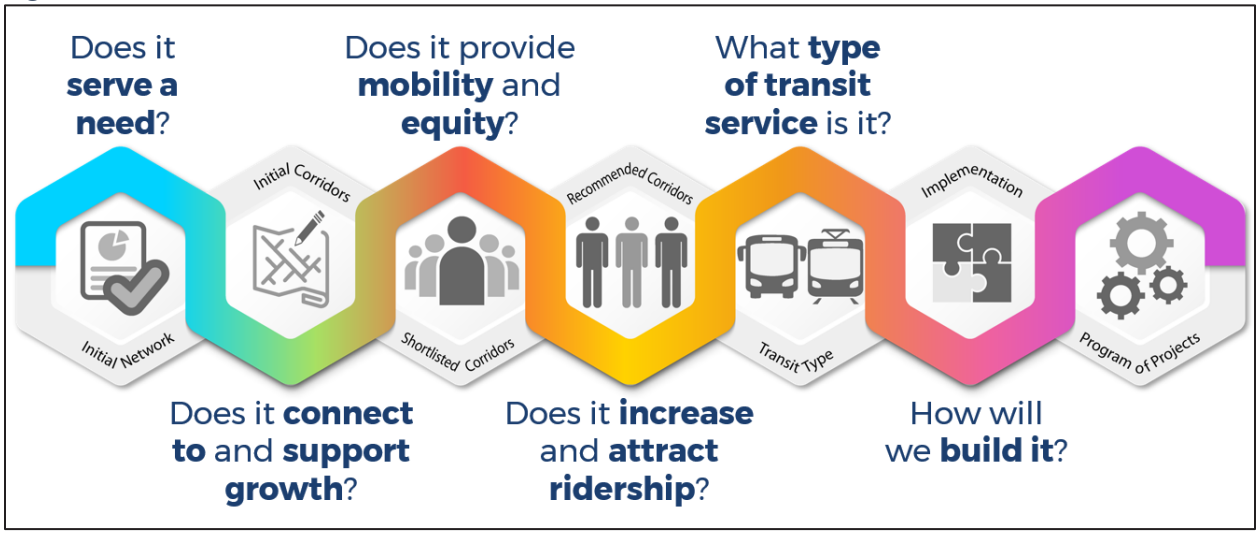
The objectives for PREMO include:

- Develop a vision for premium transit for all. Premium transit service is high-capacity, modern, convenient, attractive, reliable, and accessible.
- Meet the objectives of MAP Broward and Identify prior projects ready for advancement.
- Coordinate and support current efforts and assess post-COVID changes.
- Develop premium transit projects that compete for Federal Grants.
- Define a pipeline of premium transit projects with Broward Public Works, FDOT, and Municipal Partners.

## 1.5 Process

PREMO followed a tiered technical evaluation process, with each tier addressing a single key question. The answer to each question facilitates the development of the PREMO Plan, serves County needs, and meets established goals. Figure 3 illustrates the PREMO process starting with the identification of a premium transit network (Step A) and resulting in a sequenced program of projects (Step F) for implementation.

*Figure 3: PREMO Evaluation Process*



## 1.6 Recommended Plan

PREMO is transformational effort and will redefine service delivery, mobility and connectivity throughout Broward County. On June 13, 2023, the Broward County Commission agreed with statement, voting unanimously to approve the PREMO Plan. PREMO includes:

- Over 200 miles of new premium service to include:
  - Commuter Rail
  - Light Rail
  - Bus Rapid Transit
  - High Frequency Bus
- Connections between the major activity centers and communities in Broward County
- Enhanced economic development potential

PREMO's Recommended Network is highlighted in **Figure 4.** The following sections of this document summarize how the PREMO Plan was developed.

*Figure 4: PREMO Recommended Network*

# 2. Understanding Where to Invest

The PREMO Plan first defined corridors in Broward County where an investment in premium transit is most needed and will have the most success. PREMO followed a tiered technical evaluation process, combined with public input to understand **where** to invest, using the following steps (PREMO Steps A and B).

**Initial Network**: The initial candidate corridors (arterials) to be considered for premium transit is comprised of north-south and east-west major roadways within Broward County that have the potential to serve both existing and future mobility needs. This Initial Network was presented to the Project Advisory Group (PAG) in January 2022 and is detailed in the **PREMO Transit Systems Definition Report**.

**Initial Corridors**: Derived from the Initial Network, a subset of 20 top performing corridors were identified based on their performance against PREMO goals and their ability support a premium transit investment. The recommended Initial Corridors were presented to the PAG in April 2022 PAG and is detailed in the **PREMO Initial Corridors (Step A) Report**.

**Project Readiness.** "Early wins" or opportunities to accelerate investments are important to meeting the objectives of MAP Broward. Through a separate but parallel evaluation, several corridors were considered to advance immediately due to their project readiness. Following this evaluation, Oakland Park Boulevard was the project identified as most ready for advancement. Once identified, Oakland Park Boulevard was included in the Shortlisted Corridors and the Recommended Network, but removed from the evaluation to ensure it did not preclude another valuable project from proceeding through the evaluation process.

**Shortlisted Corridors**: The 10 top performing Initial Corridors were identified based on their performance against PREMO goals. The 10 top performing corridors were then combined with comments received during public outreach to ultimately define the Shortlisted Corridors. The recommended Shortlisted Corridors were presented to the PAG in September 2022 PAG and is detailed in the **PREMO Shortlisted Corridors (Step B) Report**.

## 2.1 County Transit Projects Under Consideration

PREMO recognizes the importance of projects currently being considered by Broward County. While these efforts are being discussed or studied under separate but parallel efforts, they are part of the broader County premium transit network and included within PREMO. These projects include Broward Boulevard, Broward Commuter Rail, Downtown Connection, and the Airport-Seaport-Convention Center Connector.

### 2.1.1 Broward Commuter Rail – South

Broward Commuter Rail South (Figure 5) is a proposed 11.5-mile light rail corridor with three Broward County stations:

- SW 15th St/SW 17th St. (near Broward Health Medical Center) – Ft. Lauderdale
- Ft. Lauderdale/Hollywood International Airport
- Tyler Street/Taylor Street – Hollywood

The project goals are to enhance regional mobility, provide congestion relief on roadways, and foster economic growth. The Broward County Board of County Commissioners selected a locally preferred alternative (LPA) in August 2022, and the FTA subsequently approved project development in December 2022. With total project capital expenses estimated at $297 million Fifty percent of needed funding is anticipated from the FTA's Small Starts grant program.

*Figure 5: Broward Commuter Rail Project Map*

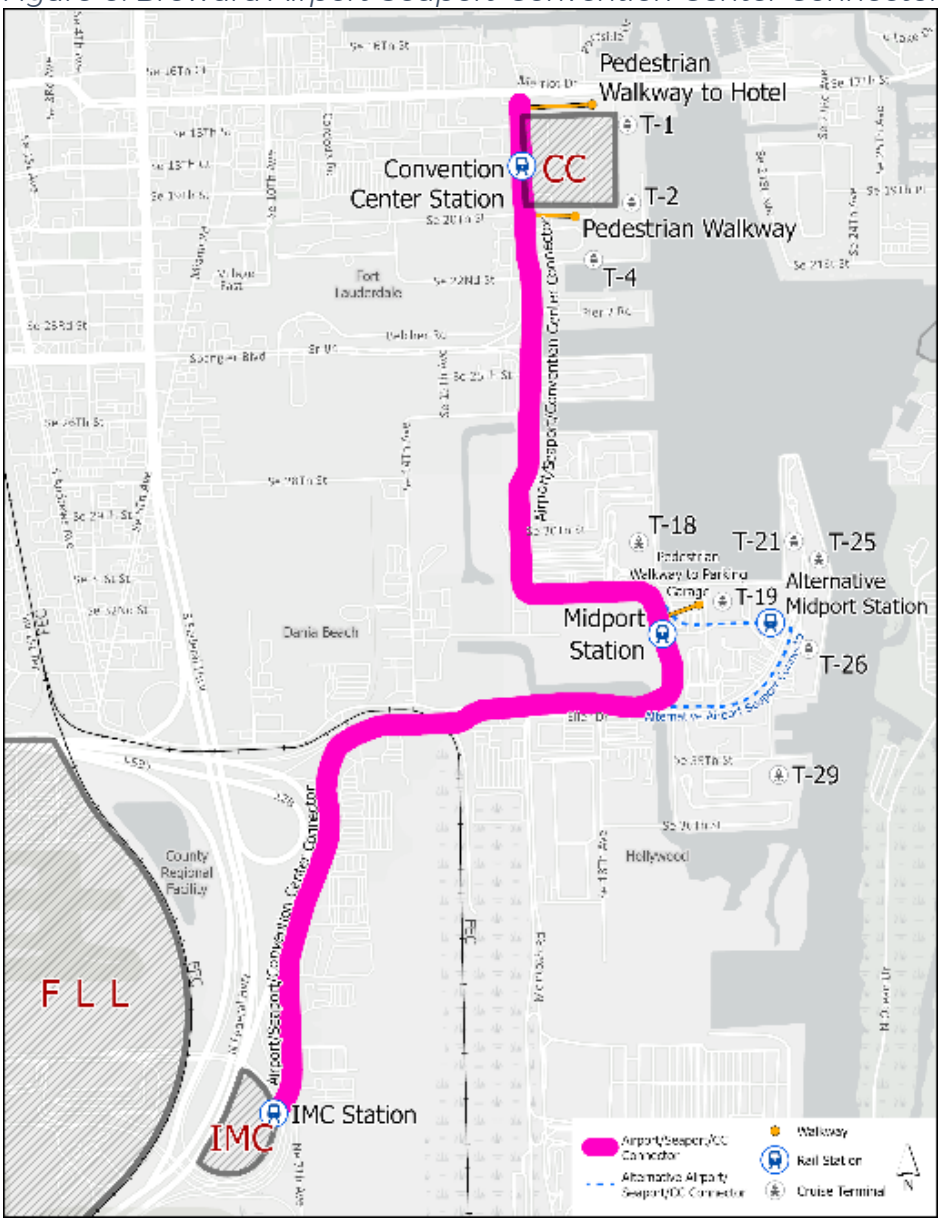
## 2.1.2 Airport-Seaport-Convention Center Connector

Broward County will study light rail transit (LRT) connecting Ft. Lauderdale-Hollywood International Airport (FLL), Port Everglades, and the Broward County Convention Center (Figure 6). BCT advanced the project by including capital planning budget funding of $81.7 million in FY25 for planning, design, and project management and $202.5 in FY27 for construction, anticipating FTA New Starts support for 50% of the total program cost.

The Airport-Seaport-Convention Center Connector is planned to be 3.5 miles with 3 stations:

- Intermodal Center (at FLL)
- Midport (Port Everglades)
- Convention Center

*Figure 6: Broward Airport-Seaport-Convention Center Connector*

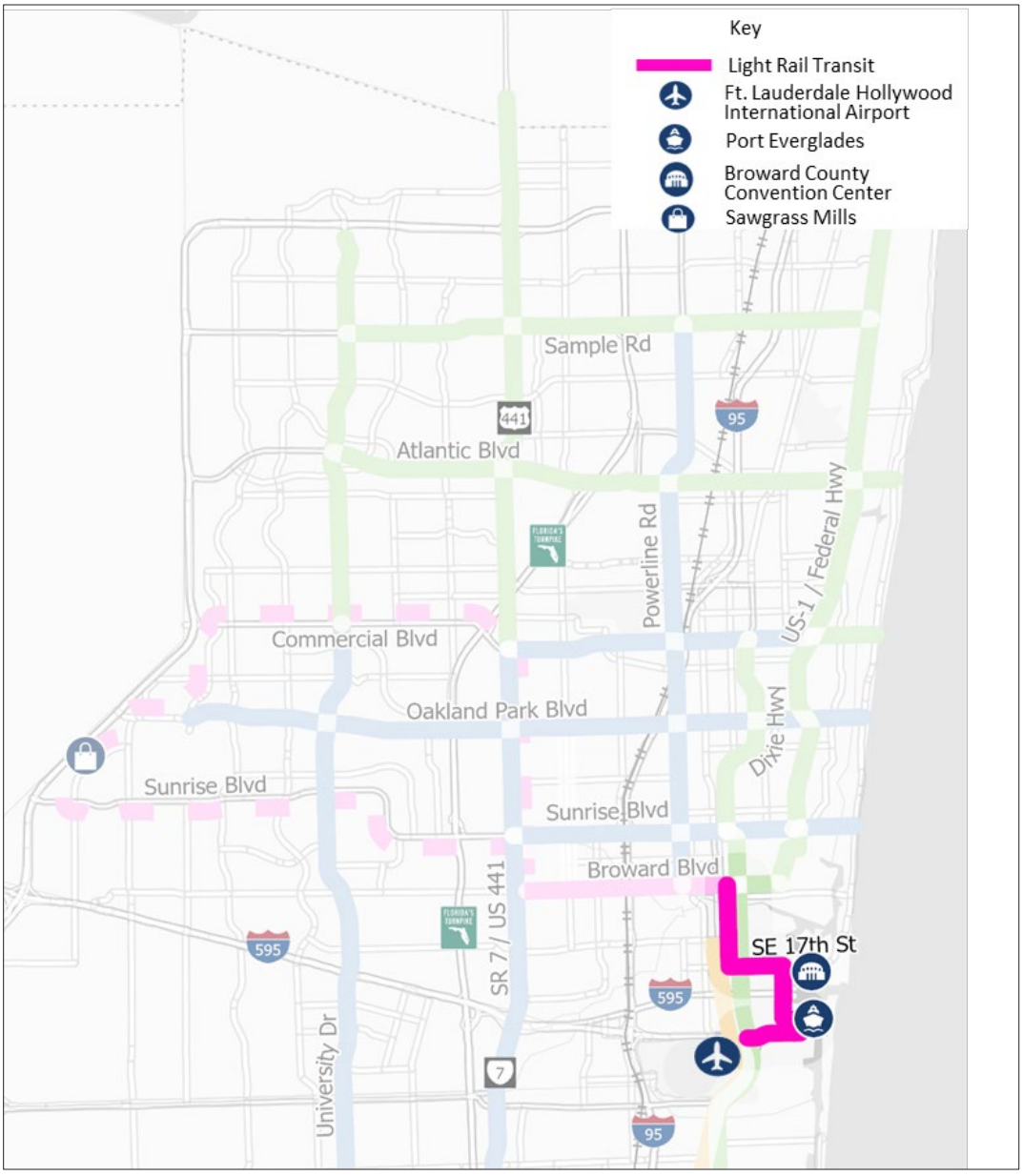


## 2.1.3 Downtown Connector

The Downtown Connection LRT is a logical extension from the Convention Center to Downtown Fort Lauderdale (Figure 7). The project will add 4 miles of light rail west along SE 17th Street and north to downtown, passing near the Broward Health Medical Center and the Broward County Courthouse complex and connecting these locations with the seaport and airport.

Alignment and station locations are to be finalized; projected opening is 2035

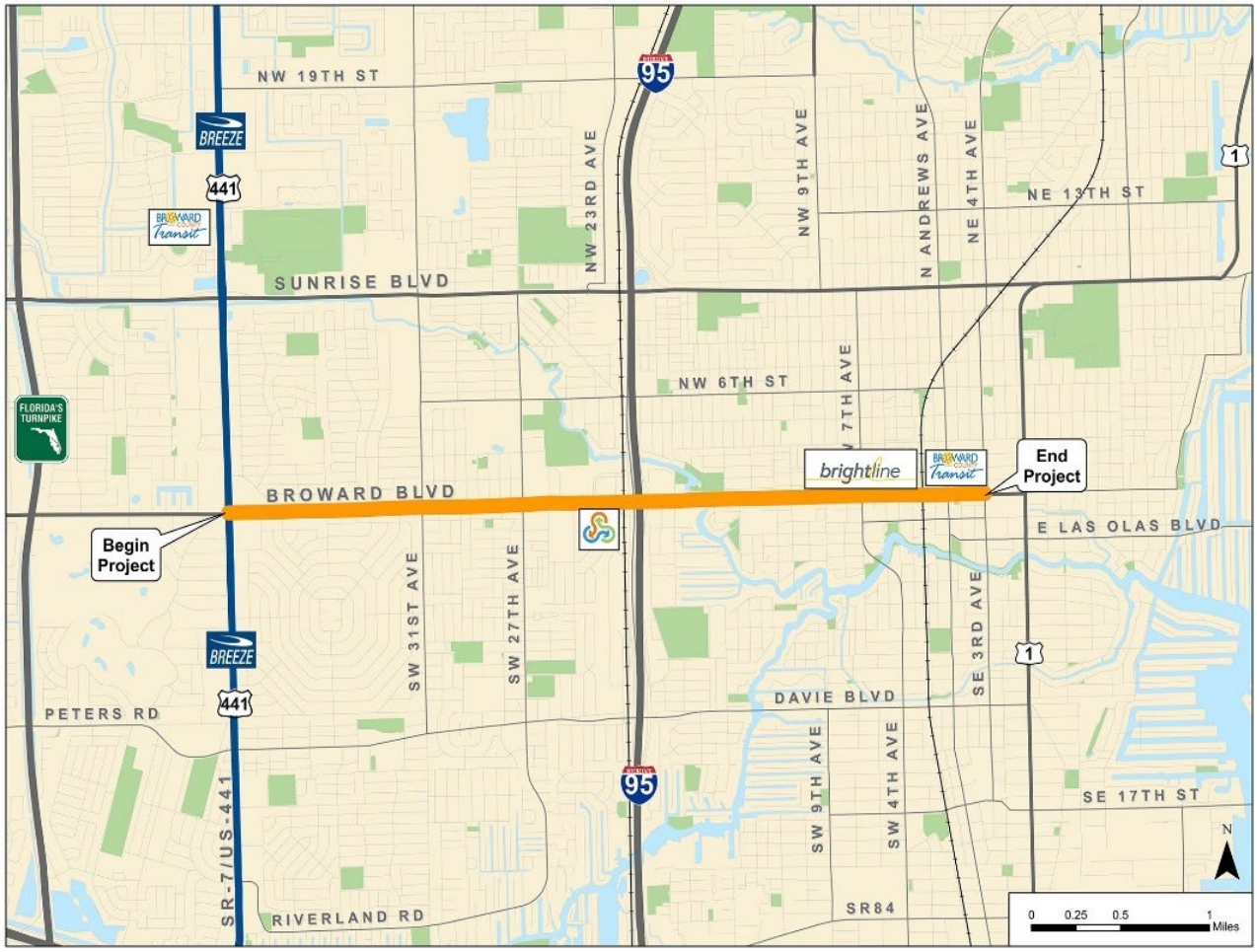
*Figure 7: Downtown Connector LRT*



## 2.1.4 Broward Boulevard

Broward County and FDOT D4 have initiated the Broward Boulevard Premium Transit Study (Figure 8), which includes a technical evaluation of a premium east-west transit service along the segment of Broward Boulevard from approximately SR 7/US 441 in the City of Lauderhill to approximately E 3rd Avenue in Downtown Fort Lauderdale. The purpose of this project is to provide mobility options and make important transit connections within the study area, including SR 7/US 441 Breeze and local service, the 95 Express Bus and Tri-Rail station at Broward Boulevard and I-95, and with the Brightline Station and BCT Central Terminal in Downtown Fort Lauderdale.

*Figure 8: Broward Boulevard Study Map*



## 2.2 Data and Analysis

PREMO adhered to a data driven process to determine where an investment in premium transit could be most successful. Each step in PREMO's development increased the level of analytical complexity. During identification of the Initial Corridors and Shortlisted Corridors (Steps A and B) many potential premium transit corridors were considered. This effort required broad geographic based analyses. Once the Shortlisted Corridors were identified, the modeling analyses become more complex. To identify the appropriate type of transit, the corridors were modeled using FTA's Simplified Trips on Project Software (STOPS) model.

Below are examples of the technical analyses completed for PREMO – each organized by PREMO goal. For more detailed information regarding the methodology for each analysis, please refer to the PREMO Technical Memorandum for each step.

### Improve Mobility for All:

- Number of existing & new transit riders served
- Number of connections to bicycle & sidewalk facilities
- Number of jobs, affordable housing units, & activity centers accessible within a 30-minute transit trip
- Number of regional connections served
- Serves "walkable" neighborhoods


### Implement Equitable Solutions:

- Number of existing affordable housing served and supports future affordable housing initiatives and policies
- Number of transit dependent riders served

### Integrate and Serve Communities:

- Number of existing & future population & job centers served
- Number of defined Broward County activity centers served

### Enhance Economic Development and Financial Stability:

- Ability to serve future redevelopment, economic growth & potential TOD
- Number of tourism & key industries served
- Ability to compete for federal and state grants
- Determination of how cost-effective each project may be using federal guidelines

### Improve Safety, Security, and the Environment:

- Ability to reduces emissions, Greenhouse gases & crashes by reducing auto travel

## 2.3 Comparative Scoring

PREMO used five categories for rating a potential corridor's performance, as shown in Table 1. The PREMO comparative scoring approach was consistent with the FTA guidelines for the CIG program. When a performance measure directly references a specific FTA project rating criterion, the FTA guidelines regarding scoring breakpoints were used. If a performance measure focused on an evaluation not included within the FTA guidelines, the range of results were broken down into five percentiles. Scores were assigned based on where a given corridor fell within that data range. For example, a value falling within the upper percentile received a rating of "High". A value falling within the bottom percentile received a rating of "Low".

*Table 1: Comparative Scoring Approach*

| Score | Rating | Description |
|---|---|---|
| 5 | High | Best Performing |
| 4 | Medium High | Second Best Performing |
| 3 | Medium | Third Best Performing |
| 2 | Medium Low | Fourth Best Performing |
| 1 | Low | Fifth Best Performing |

## 2.4 Initial Network and Initial Corridors

The PREMO Initial Network and Resulting Initial Corridors are described below. The Initial Network is comprised of major north-south and east-west roadways within Broward County that have the potential to serve both existing and future mobility needs. This Initial Network of 26 corridors is listed below (in alphabetical order):

- Atlantic Boulevard
- Broward Boulevard
- Commercial Boulevard
- Cypress Creek Road
- Davie Boulevard
- Dixie Highway
- Flamingo Road
- Griffin Road
- Hillsboro Boulevard
- Hollywood Boulevard
- Lyons Road/31st Avenue
- Miramar Parkway/Hallandale Beach Boulevard
- Nob Hill Road/Palm Avenue
- Oakland Park Boulevard
- Pembroke Road
- Pine Island Road/Douglas Road
- Powerline Road
- Sample Road
- Sheridan Street
- SR 7/US 441
- SR A1A/Ocean Boulevard
- SR-84/I-595
- Sunrise Boulevard
- SW 10th Street/Sawgrass Expressway
- University Drive
- US-1/Federal Highway

All corridors within the Initial Network were evaluated and compared for their ability to best meet the goals of PREMO. This comparison defined the top 20 highest performing corridors for inclusion within the Initial Corridors list. If two corridors received the same score, both were considered within the top performing group. This evaluation is detailed in the PREMO Initial Corridors (Step A) Report. Table 2, summarizes the score for all corridors within the Initial Network, highlighting the top 20 performing corridors.

*Table 2: Initial Network Scoring*

| Corridor | Average | Rating | |
|---|---|---|---|
| University Drive | 4.29 | High | Advanced as Initial Corridor |
| Oakland Park Boulevard | 4.13 | High | |
| SR 7/US 441 | 3.96 | Medium High | |
| Sunrise Boulevard | 3.73 | Medium High | |
| Dixie Highway | 3.69 | Medium High | |
| Atlantic Boulevard | 3.67 | Medium High | |
| Broward Boulevard | 3.67 | Medium High | |
| Miramar Parkway/Hallandale Beach Boulevard | 3.67 | Medium High | |
| Powerline Road | 3.56 | Medium High | |
| Hollywood Boulevard | 3.21 | Medium High | |
| Cypress Creek Road | 3.19 | Medium High | |
| US-1/Federal Highway | 3.17 | Medium High | |
| Sample Road | 3.02 | Medium High | |
| Lyons Road/31st Avenue | 2.96 | Medium | |
| Pine Island Road/Douglas Road | 2.92 | Medium | |
| Pembroke Road | 2.85 | Medium | |
| Nob Hill Road/Palm Avenue | 2.81 | Medium | |
| Commercial Boulevard | 2.44 | Medium | |
| Sheridan Street | 2.40 | Medium | |
| SR A1A/Ocean Boulevard | 2.21 | Medium | |
| Hillsboro Boulevard | 1.90 | Medium Low | |
| Davie Boulevard | 1.83 | Medium Low | |
| SR-84/I-595 | 1.81 | Medium Low | |
| Flamingo Road | 1.77 | Medium Low | |
| SW 10th Street/Sawgrass Expressway | 1.54 | Medium Low | |
| Griffin Road | 1.42 | Medium Low | |

The resulting Initial Corridors, as shown on Figure 9, are listed below (in alphabetical order):

- Atlantic Boulevard
- Broward Boulevard
- Commercial Boulevard
- Cypress Creek Road
- Dixie Highway
- Hollywood Boulevard
- Lyons Road/31st Avenue
- Miramar Pkwy/Hallandale Bch Blvd
- Nob Hill Road/Palm Avenue
- Oakland Park Boulevard
- Pembroke Road
- Pine Island Road/Douglas Road
- Powerline Road
- Sample Road
- Sheridan Street
- SR 7/US 441
- SR A1A/Ocean Boulevard
- Sunrise Boulevard
- University Drive
- US-1/Federal Highway

## 2.5 Project Readiness

Transit planning and implementation is complex and can take several years to complete. Therefore, "early wins" or opportunities to accelerate investments are important to meeting the objectives of MAP Broward.

There are several existing plans in Broward County that have established community priorities and transit recommendations. While many of these projects have merit, they did not continue through to implementation, oftentimes due to lack of available funding. Consistency with these plans assists in identifying PREMO Project Readiness opportunities and avoids wasting resources re-evaluating a prior recommendation.

PREMO Project Readiness criteria identifies mature transit projects that meet the goals and objectives of PREMO and have the potential to be implemented more quickly. To identify these potential projects ready to advance, evaluation criteria were developed to analyze each candidate's viability for consideration. This memorandum outlines the evaluation process and resulting identification of PREMO Project Readiness opportunities. The following criteria were used to evaluate Project Readiness opportunities.

1. Transit recommendation is identified in a previously adopted Metropolitan Transportation Plan (MTP):
2. Transit recommendation has completed a formal technical analysis such as a Feasibility Study, PD&E Study and/or the National Environmental Policy Act (NEPA) process, Conceptual Design and/or Design:
3. Transit recommendation is not included within or as part of an ongoing transit study or study area:
4. Transit recommendation is considered a premium transit service:
5. Transit recommendation has secured a formal endorsement by a governing board (Board Approval) of the recommendation or a locally preferred alternative (LPA):
6. Transit recommendation has documented public outreach:
7. Transit recommendation has completed some level of conceptual design:

8. Transit recommendation should have developed planning-level or design-level capital and operating cost estimates:
9. Transit recommendation should have defined an operating service plan:
10. Transit recommendation should have developed preliminary ridership forecasts and demonstrated the ability to increase existing corridor ridership:
11. Transit infrastructure has been implemented within a corridor that is supportive of future premium transit service investment:

Table 3 shows the projects that scored highest in the evaluation. For more information, please refer to the PREMO Project Readiness Report.

*Table 3: Project Readiness Opportunities Scoring*

| Corridor | # of Criteria Satisfied |
|---|---|
| **Oakland Park Boulevard**<br>Oakland Park Boulevard Alternatives Analysis, FDOT | 11 |
| **SR 7/US 441**<br>SR 7/US 441 Transit Corridor Improvements Project, FDOT | 11 |
| **University Drive**<br>University Drive Mobility Improvements Planning Study, Broward MPO | 10 |
| **US 1/Federal Highway**<br>South US 1 Bus Rapid Transit Improvement Study, Broward MPO | 9 |

Oakland Park Boulevard was selected to advance into project development since subsequent transit investments were completed as part of short-term improvements endorsed by the Broward MPO in 2014, along with the selection of the locally preferred alternative.

# 2.6 Shortlisted Corridors

To identify the Shortlisted Corridors, the Initial Corridors served as the starting point. This step identified corridors that provide mobility and equity benefits to residents and visitors in Broward County.

## 2.6.5 Isochrone Analysis

PREMO not only comped each Initial Corridor's performance against the established goals, but also completed an isochrone analysis to calculate how far a rider can travel throughout the county in 30 minutes using premium transit. The isochrone analysis used TransCAD, a GIS software to calculate the volume of employment, activity centers, and affordable housing accessible within a 30-minute transit trip if an investment in premium transit was made along the Initial Corridors. The results provide a strong indication as to where the future transit riders would most benefit from an investment in premium transit. Figures 10, 11 and 12 illustrate the results of this isochrone analysis with darker colors illustrating a higher number of existing affordable housing units, activity centers, and jobs accessible within a 30-minute transit trip.

*Figure 9: PREMO Initial Corridors*

*Figure 10: Number of Affordable Housing Units Accessible within a 30-minute Transit Trip as a Result of an Investment in Premium Transit*

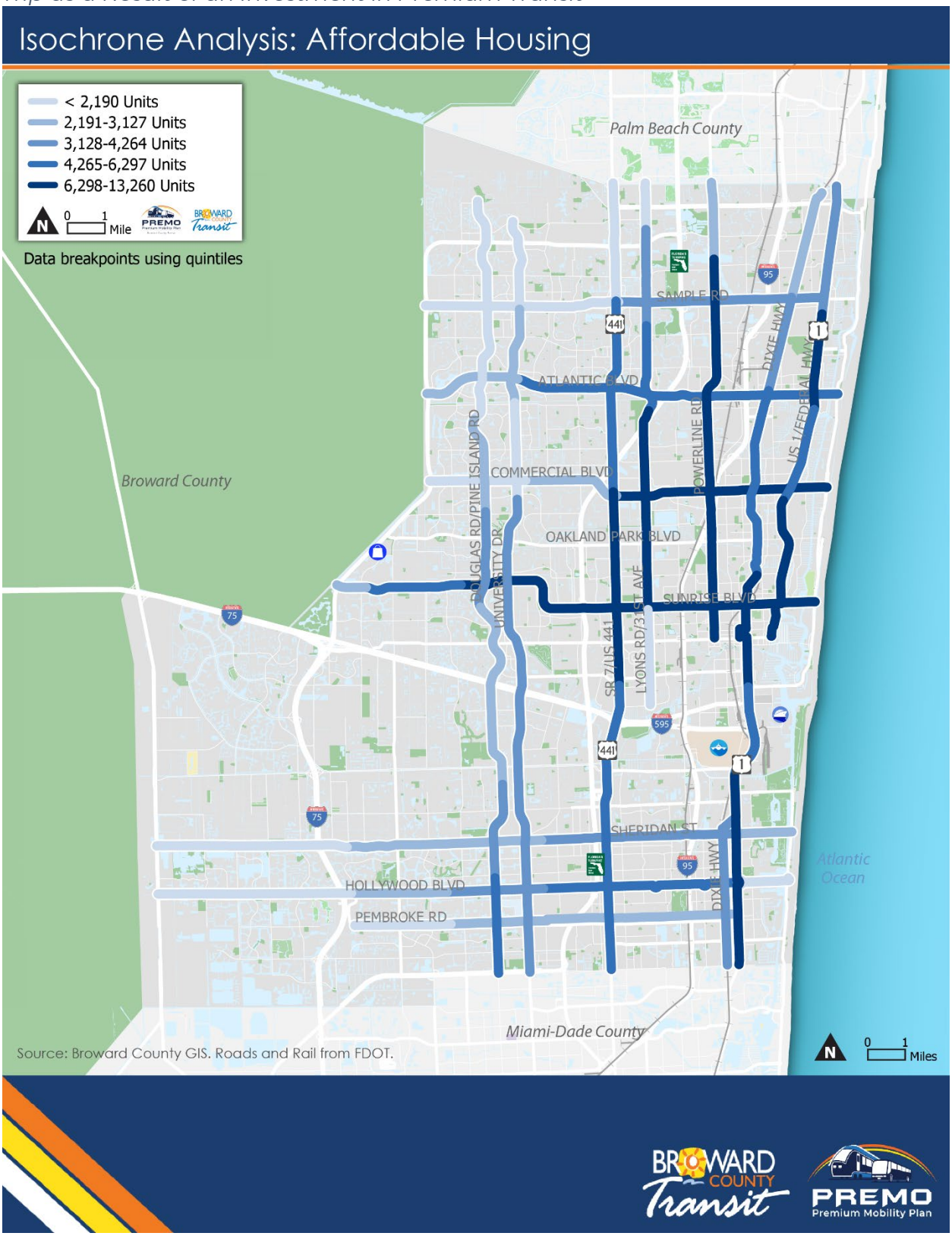


*Figure 11: Number of Activity Centers Accessible within a 30-minute Transit Travel Distance as a Result of an Investment in Premium Transit*

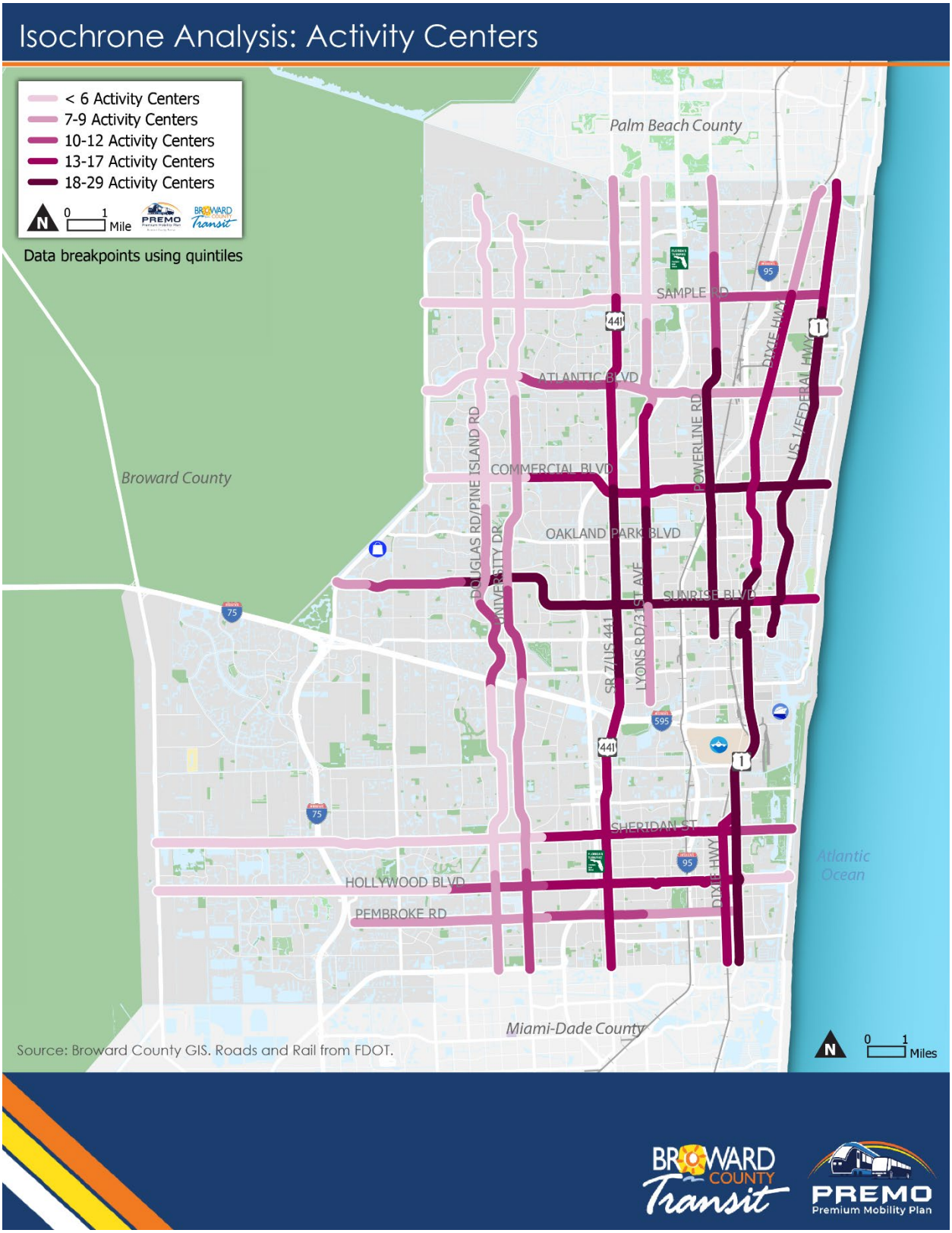
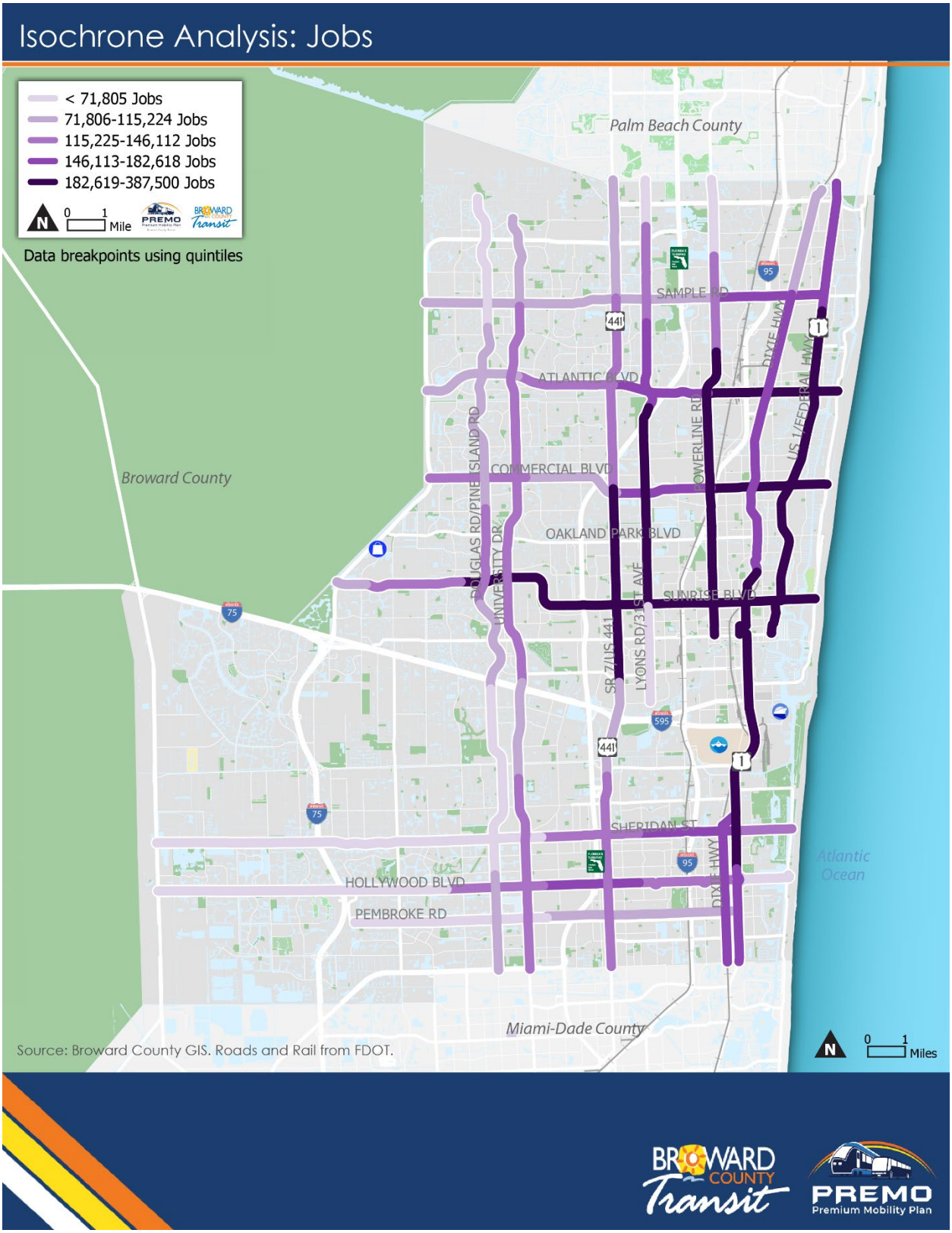


*Figure 12: Number of Jobs Accessible within a 30-minute Transit Travel Distance as a Result of an Investment in Premium Transit*



## 2.6.6 Technically Recommended Shortlisted Corridors

PREMO incorporated the isochrone analysis alongside the comparative performance of each Initial Corridor and evaluated against PREMO goals. Table 4 summarizes and ranks each corridor by the combined Initial Corridors and Shortlisted Corridors (Step A and B) scoring results.

*Table 4: Technical Scoring of Initial Corridors*

| Corridor | Steps A and B Combined Score | Shortlist Corridor Rank |
|---|---|---|
| Oakland Park Blvd | 3.88 | 1 |
| SR 7 / US 441 | 3.74 | 2 |
| University Dr | 3.68 | 3 |
| Atlantic Blvd | 3.57 | 4 |
| Sunrise Blvd | 3.48 | 5 |
| Powerline Rd | 3.46 | 6 |
| Broward Blvd | 3.38 | 7 |
| Dixie Hwy | 3.32 | 8 |
| Lyons Rd/31st Ave | 3.24 | 9 |
| Pembroke Rd | 3.23 | 10 |
| Sample Rd | 3.17 | 11 |
| Hollywood Blvd | 3.16 | 12 |
| Miramar Pkwy/Hallandale Beach Rd | 3.11 | 13 |
| US 1/Federal Hwy | 3.00 | 14 |
| Cypress Creek Rd | 2.97 | 15 |
| Commercial Blvd | 2.76 | 16 |
| Douglas Rd/Pine Island Rd | 2.64 | 17 |
| Nob Hill Rd/Palm Ave | 2.38 | 18 |
| A1A/Ocean Blvd | 2.15 | 19 |
| Sheridan St | 2.11 | 20 |

# 2.7 Public Input

PREMO completed several community drop-ins which are further described in the Public Involvement Summary Report. During these community-drop in events, participants were asked to complete a public opinion survey. This survey was a preference survey only and is not statistically valid. As of September 2022, PREMO received 1,497 completed preference surveys. Survey respondents were asked the following questions related to the Initial Corridors:

- What corridors should be prioritized based on your trips?
  - North/South Corridors
  - East/West Corridors
  - Both are of equal importance.
- Please choose your top five north-south roadways for transit investment
- Please choose your top five east-west roadways for transit investment

Table 5 summarizes the results from this survey.

*Table 5: Public Input on Initial Corridors*

| Corridor Name | Rank | Survey Responses in Favor |
|---|---|---|
| University Dr | 1 | 946 |
| SR 7 / US 441 | 2 | 857 |
| Sunrise Blvd | 3 | 693 |
| US 1 / Federal Hwy | 4 | 676 |
| Dixie Hwy | 5 | 671 |
| Powerline Rd | 6 | 668 |
| Commercial Blvd | 7 | 659 |
| Douglas Rd/Pine Island Rd | 8 | 649 |
| Hollywood Blvd | 9 | 613 |
| Lyons Rd / 31st Ave | 10 | 599 |
| Sheridan St | 11 | 573 |
| Atlantic Blvd | 12 | 486 |
| Cypress Creek Rd | 13 | 472 |
| Pembroke Rd | 14 | 470 |
| Nob Hill Rd / Palm Ave | 15 | 456 |
| Sample Rd | 16 | 407 |
| Ocean Blvd | 17 | 322 |
| Miramar Pkwy / Hallandale Beach Blvd | 18 | 254 |
| *Survey results as of 9/26/2022* | | |

## 2.8 Shortlisted Corridors

PREMO combined the technical results of the top performing corridors with the preferences collected through the public opinion survey. As a result, the top 10 scoring Initial Corridors were combined with the top 10 publicly preferred Initial Corridors As a result, the 10 ten scoring corridors combined with public preferences defined 14 corridors, plus Oakland Park Boulevard, to advance to Step C (Shortlisted Corridors). The Shortlisted Corridors, shown on **Figure 13**, in alphabetical order, are:

- Atlantic Boulevard
- Commercial Boulevard
- Dixie Highway
- Douglas Road/Pine Island Road
- Hollywood Boulevard
- Lyons Road/31st Avenue
- Oakland Park Boulevard
- Pembroke Road
- Powerline Road
- Sample Road
- Sheridan Street
- SR 7/US 441
- Sunrise Boulevard
- University Drive
- US 1/Federal Highway

*Figure 13: Shortlisted Corridors*

# 3. Understanding What to Invest In

The PREMO Plan next evaluated the type of premium transit services that best serves the anticipated ridership along each Shortlisted Corridor. PREMO follows a tiered technical evaluation process to facilitate an understanding of what type of transit to invest in, using the following steps (PREMO Steps C and D).

**Evaluate the Demand for Ridership**: Detailed transit ridership forecasting was completed for each of the Shortlisted Corridors. This ridership forecasting was designed to understand the true demand for ridership along each corridor so that the types of premium transit that best serve that demand could be further studied. The evaluation of ridership demand is detailed in the **PREMO Demand for Ridership (Step C) Report**.

**Define the Preferred Transit Type**: Using the data from the step above, an appropriate transit type was assigned to each Shortlisted Corridor for a second round of detailed transit ridership forecasting. This step validated and defined the recommended transit type for each Shortlisted Corridor and is detailed in the **PREMO Corridor Transit Type (Step D) and Implementation Strategy (Steps E and F) Report**. Once it was clear where and what type of transit investments would best serve Broward County, a program of projects was subsequently developed.

## 3.1 What is Premium Transit

**Premium transit** is an expression that describes high-capacity transit projects that are modern, convenient, attractive, safe, and reliable. Premium transit can also include investments that give preferential treatment to transit in the form of exclusive or shared transit lanes and the use of technologies that give transit a priority at signalized intersections.

The premium transit types evaluated for PREMO were:

- Bus Rapid Transit (BRT)
- Commuter Rail
- Heavy Rail
- Light Rail Transit (LRT)
- High Frequency Bus

A transit suitability analysis was completed and determined that four transit modes provided the greatest opportunity to achieve PREMO's goals: BRT, Commuter Rail, LRT, and High Frequency Bus. The characteristics of each of these transit types are summarized below and in **Figure 14**.

## Bus Rapid Transit (BRT)

High-quality bus-based transit system that delivers fast and efficient service. A lower cost alternative to light rail. BRT is generally characterized by:

- Traffic signal priority
- Off-board fare collection
- Elevated platforms
- Enhanced stations


## Commuter Rail

An electric or diesel propelled railway for urban passenger train service which operates between a central city and outlying areas. Service operates on a regular basis by a transit operator to transport passengers within urbanized areas (UZAs), or between UZAs and outlying areas. Commuter rail is generally characterized by:

- Multi-trip tickets
- Specific station-to-station fares
- Railroad employment practices
- Relatively long distance between stops
- 1-2 stations in the central business district


## Light Rail Transit (LRT)

A rail transit mode that typically is electric with a light volume traffic capacity compared to heavy rail. It is characterized by:

- Passenger rail cars operating singly (or in short, usually two car trains) on fixed rails in shared or exclusive right-of-way (ROW)
- Low or high platform loading
- Vehicle power drawn from an overhead electric line via a trolley or a pantograph


## High Frequency Bus

Bus service provided on a repetitive, fixed schedule basis along a specific route, characterized by:

- Vehicles stopping to pick up and deliver passengers to specific locations
- Each fixed route trip serves the same origins and destinations
- High frequency average headway of 15 minutes or less for a significant portion of the day (15 hours or more)

*Figure 14: Premium Transit Service Characteristics*

| Services | Branded Service with Traffic Signal Priority (TSP) | Transit Guideway | Frequency of Service (min) | Potential Capacity per Trip | Capital Cost Estimates | O&M* Cost Estimates |
|---|---|---|---|---|---|---|
| **Commuter Rail** | Yes | Dedicated | 30 | | $$$ | $$$ |
| **Light Rail Transit (LRT)** | Yes | Shared/Dedicated | 5-10 | | $$$$ | $$$$ |
| **Bus Rapid Transit (BRT)** | Yes | Shared/Dedicated | 10-15 | | $$ | $$ |
| **High Frequency** | Yes | Shared | 15** | | $ | $ |

*Operations and Maintenance
**Minimum Headway in Peak Service Only

# 3.2 Demand for Ridership

PREMO used the FTA's Simplified Trips on Project Software (STOPS). STOPS is a standalone computer program that applies a set of travel models to predict detailed transit travel patterns for user-specified scenarios. It is a simplified method, developed by FTA, that can predict the transit trips and the change in automobile vehicles miles traveled (VMT) as a result. STOPS has been calibrated and validated against current actual ridership on 24 transit systems in 15 metropolitan areas in the United States[4].

This STOPS model version 2.51, which is customized for the southeast Florida region, was originally developed to support ongoing planning, development, and funding applications for Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) plan. For PREMO, the model was adjusted and refined for transit ridership estimation in Broward County.

## 3.2.1 Matching Demand to Transit Type

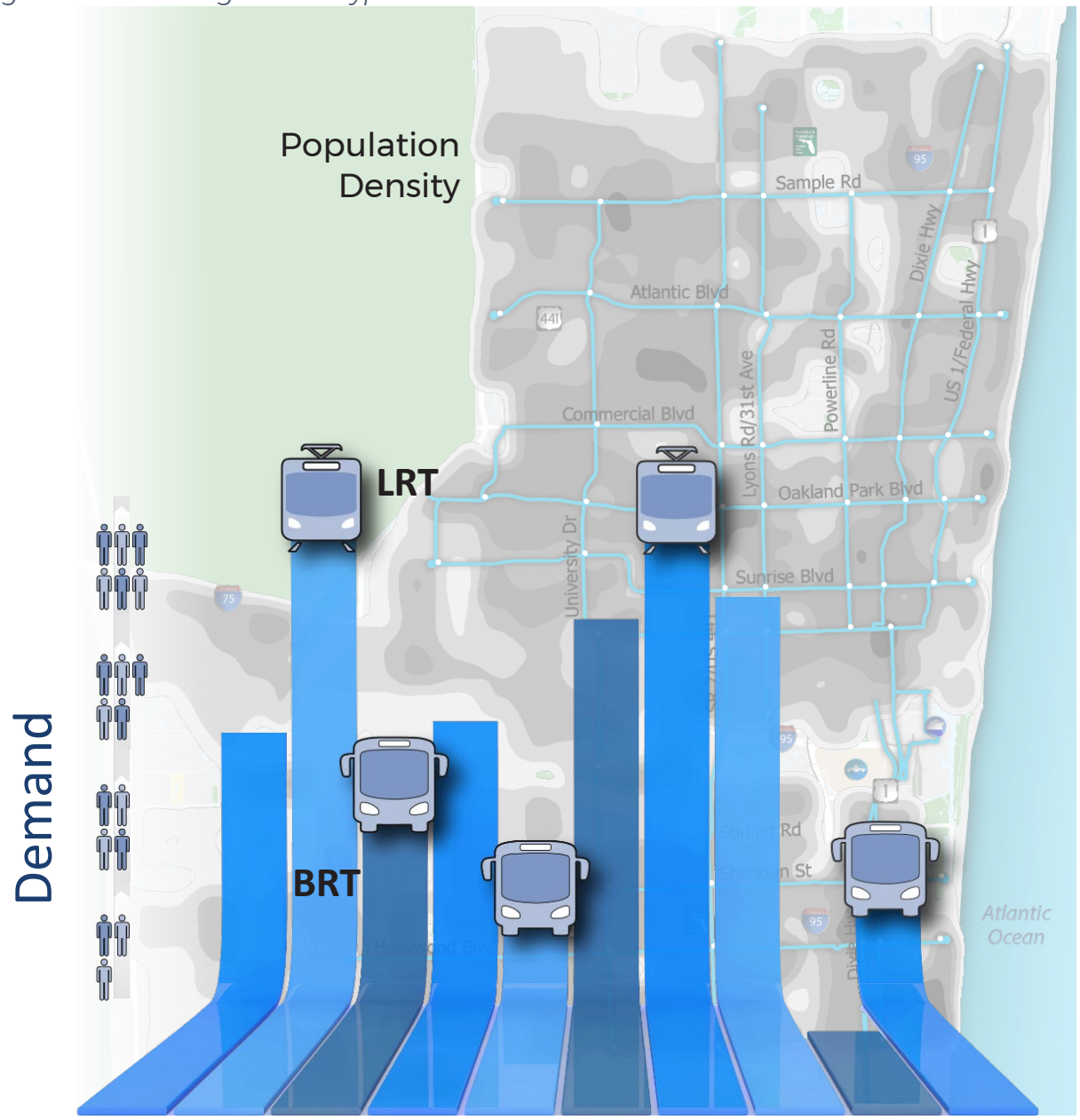
After evaluating the ridership demand, PREMO identified the transit types that best serve that demand for each Shortlisted Corridor. Focus was on placed on BRT and LRT with the understanding that Commuter Rail was recommended by the Broward Commuter Rail Study. For corridors where BRT would best serve the demand, but the corridor itself was physically constrained; High Frequency Bus was recommended. Matching ridership demand to a BRT and LRT transit type was accomplished by using FTA CIG cost effective project rating criteria. Note: FTA provides discretionary transit funding opportunities through the CIG program. FTA was not consulted for an FTA approved project rating.

Using this approach, the following steps were completed:

[4] Source: Federal Transit Administration: https://www.transit.dot.gov/funding/grant-programs/capital-investments/overview-stops

- Determine an appropriate order-of-magnitude capital investment for each corridor that meets the expected demand and is competitive for federal funding
- Match the transit type that can be constructed to serve the ridership demand and align with demand driven order-of-magnitude capital investment
- Validate the transit type to existing and future land uses and its ability to serve jobs, population, and affordable housing

*Figure 15: Matching Transit Type to Demand*




The transit types that match the demand for ridership and are recommended for more detailed analysis along each Shortlisted Corridor is described in Table 6.

*Table 6: Suitable Transit Type for each Shortlisted Corridor*

| Corridor Name | Limits | Miles | Ridership Demand (Annual) | Transit Type | Appropriate Level of Capital Investment Based on Demand | Is the Transit Type Appropriate for the Demand? |
|---|---|---|---|---|---|---|
| Atlantic Blvd | SR 869 to A1A | 13 | 980,000 | BRT | $4 million per mile | Consider High Frequency Bus |
| | | | | LRT | $10 million per mile | No |
| Commercial Blvd | SR 869 to A1A | 13 | 1,260,000 | BRT | $7 million per mile | Yes |
| | | | | LRT | $17 million per mile | Study Further |
| Dixie Hwy | Hollywood Blvd to Sample Rd | 25 | 4,530,000 | BRT | $19 million per mile | Yes |
| | | | | LRT | $41 million per mile | Study Further |
| Douglas Rd/Pine Island Rd | Miramar Pkwy to Hollywood Blvd<br>Griffin Rd to Sample Rd | 2<br>15 | 1,700,000 | BRT | $2 million per mile | Consider removing from further study |
| Hollywood Blvd | I-75 to US 1 | 20 | 1310,000 | BRT | $2 million per mile | Consider High Frequency Bus |
| | | | | LRT | $6 million per mile | No |
| Lyons Rd/ 31st Ave | Davie Blvd to SR 859 | 16 | 2,190,000 | BRT | $12 million per mile | Yes |
| | | | | LRT | $28 million per mile | No |
| Pembroke Rd | University Dr to US 1 | 12 | 650,000 | BRT | less than $1 million per mile | Consider removing from further study |
| | | | | LRT | $4 million per mile | |
| Powerline Rd | Broward Blvd to Sample Rd | 14 | 1,470,000 | BRT | $ 8 million per mile | Yes |
| | | | | LRT | $ 18 million per mile | No |
| Sample Rd | Pine Island Rd to US 1 | 12 | 760,000 | BRT | $ 2 million per mile | Consider High Frequency Bus |
| | | | | LRT | $ 7 million per mile | No |

| Corridor Name | Limits | Miles | Ridership Demand (Annual) | Transit Type | Appropriate Level of Capital Investment Based on Demand | Is the Transit Type Appropriate for the Demand? |
|---|---|---|---|---|---|---|
| Sheridan St | University Dr to A1A | 20 | 840,000 | BRT | less than $1 million per mile | Consider High Frequency Bus |
| | | | | LRT | less than $1 million per mile | |
| SR 7/US 441 | SW 41st St to Sample Rd | 25 | 4,940,000 | BRT | $ 22 million per mile | Yes |
| | | | | LRT | $ 46 million per mile | Study Further |
| Sunrise Blvd | SR 869 to A1A | 15 | 6,765 | BRT | $ 9 million per mile | Yes |
| | | | | LRT | $ 23 million per mile | Study Further |
| University Dr | Miramar Pkwy to Sample Rd | 21 | 8,440 | BRT | $ 8 million per mile | Yes |
| | | | | LRT | $ 19 million per mile | No |
| US 1/Federal Hwy | Hallandale Beach Blvd to Copans Rd | 22 | 12,221 | BRT | $ 16 million per mile | Yes |
| | | | | LRT | $ 35 million per mile | Study Further |

# 3.3 Recommended PREMO Transit Types

Using the evaluation of demand and appropriate transit types as described above, PREMO's next step was to validate the cost effectiveness of the proposed transit type for inclusion within the PREMO Program of Projects. This cost effectiveness measure references national best practices as represented by the FTA CIG Cost Effectiveness Project Rating Guidelines. FTA was not consulted for an FTA-approved project rating. The cost effectiveness analysis includes the following:

- PREMO completed additional detailed ridership forecasting using the STOPS model. For more details, please refer to the PREMO Corridor Transit Type (Step D) and Implementation Strategy (Steps E and F) Report.
- Cost effectiveness is computed as the annualized capital cost plus annual operating and maintenance (O&M) cost of the project divided by the annual number of forecasted trips.[5]
- To develop sketch-level per mile capital cost estimates, PREMO used recent FTA CIG Project Profiles for the year 2022. These sketch-level per mile capital cost estimates are subject to change and not intended for construction purposes.

  A sample of these project examples include ART N/S Corridor Project, San Antonio, TX; IndyGo Blue Line Rapid Transit, Indianapolis, IN; South Central Light Rail Extension, Phoenix, AZ; and Durham Orange Light Rail, Durham, NC. Referencing these project profiles, the following per mile cost assumptions were used for PREMO:

- $10 million to $50 million per mile capital cost for BRT
- $150 million to $300 million per mile capital cost for BRT
- PREMO used recent National Transit Database (NTD) reporting data to develop sketch-level operating cost estimates. PREMO used NTD passenger revenue mile cost examples for BRT and LRT. PREMO then assumed a 16-hour service day with a frequency of 15 minutes to develop an annual per mile operating cost estimate and assumption. This operating cost assumption does not include maintenance costs.

## 3.3.2 Recommendation

In coordination with BCT, the following actions were taken based on PREMO Step D analysis results:

- Atlantic Boulevard, Hollywood Boulevard, and Sample Road were recommended to advance to Step E as High Frequency Bus corridors given their lower forecasted ridership activity.
- Dixie Highway and US 1/Federal Highway North and South were recommended to advance to Step E as a High Frequency Bus corridors given their limited right-of-way availability and existing traffic congestion.

[5] FTA Final Interim Policy Guidance, Capital Investment Grant Program, June 2016

- Pembroke Road and Douglas Road/Pine Island Road were removed from inclusion within the PREMO Network given their relatively low forecasted ridership activity and low-cost effectiveness.
- Lyons Road/31st Avenue was removed from consideration given its proximity to the SR 7/US 441 corridor.
- BRT investments along all other Shortlisted Corridors were determined to be effective.
- An LRT investment along the entire length of SR 7/US 441 was determined not to be cost effective. As a result, Step E considered high ridership segments along this corridor to determine the potential for an LRT investment and an opportunity to connect to the Sawgrass Mills Mall and Broward County regional activity center.

The results of this assessment are summarized in **Table 7.** Broward County transit projects currently under consideration are not included within this assessment, specifically Broward Boulevard, Broward Commuter Rail, Downtown Connector, and Airport-Seaport-Convention Center Connector, as well as Oakland Park Boulevard.

For more details, please refer to the **PREMO Corridor Transit Type (Step D) and Implementation Strategy (Steps E and F) Report.**

*Table 7: Recommended Transit Type for each Shortlisted Corridor*

| Corridor Name | Termini | Transit Type | 2019 | | | 2045 | | | Transit Type Recommendation |
|---|---|---|---|---|---|---|---|---|---|
| | | | Ridership *Annual Linked Trips* | Cost Effectiveness Range | | Ridership *Annual Linked Trips* | Cost Effectiveness Range | | |
| Atlantic Blvd | SR 869 to A1A | BRT | 926,400 | MEDIUM | LOW | 1,201,800 | MEDIUM | LOW | Advance High Frequency Bus |
| Commercial Blvd | SR 869 to A1A | BRT | 1,214,700 | MEDIUM HIGH | LOW | 1,494,300 | MEDIUM | LOW | Advance as BRT and evaluate opportunities for future LRT |
| Dixie Hwy | Hollywood Blvd.to Sample Rd | BRT | 4,499,700 | HIGH | MEDIUM LOW | 6,187,200 | HIGH | MEDIUM | Advance as High Frequency Bus *(reference above bullet list)* |
| Dixie Hwy | | LRT | 9,539,400 | MEDIUM LOW | LOW | 12,919,200 | MEDIUM LOW | LOW | |
| Douglas Rd/Pine Island Rd | Miramar Pkwy to Sample Rd | BRT | 1,230,600 | MEDIUM | LOW | 1,472,400 | MEDIUM LOW | LOW | Remove from consideration *(reference above bullet list)* |
| Hollywood Blvd | I-95/Tri-Rail to US 1 | BRT | 1,188,300 | MEDIUM | LOW | 1,506,300 | MEDIUM | LOW | Advance as High Frequency Bus |
| Lyons Rd/31st Ave | Davie Blvd to SR 869 | BRT | 2,077,500 | MEDIUM HIGH | MEDIUM LOW | 2,507,400 | MEDIUM HIGH | MEDIUM LOW | Remove from consideration *(reference above bullet list)* |
| Pembroke Rd | University Dr to US 1 | BRT | 385,800 | LOW | LOW | 516,000 | MEDIUM LOW | LOW | Remove from consideration *(reference above bullet list)* |
| Powerline Rd | Broward Blvd to Sample Rd | BRT | 2,451,600 | HIGH | MEDIUM | 3,397,800 | HIGH | MEDIUM | Advance as BRT |

| Corridor Name | Termini | Transit Type | 2019 | | | 2045 | | | Transit Type Recommendation |
|---|---|---|---|---|---|---|---|---|---|
| | | | Ridership *Annual Linked Trips* | Cost Effectiveness Range | | Ridership *Annual Linked Trips* | Cost Effectiveness Range | | |
| Sample Rd | Douglas Rd/Pine Island Rd.to US 1 | BRT | 721,500 | MEDIUM | LOW | 850,500 | MEDIUM LOW | LOW | Advance as High Frequency Bus |
| Sheridan St | University Dr to A1A | BRT | 1,211,100 | HIGH | MEDIUM LOW | 1,578,300 | MEDIUM HIGH | MEDIUM LOW | Advance as High Frequency Bus |
| Sunrise Blvd | SR 869 to A1A | BRT | 3,497,100 | HIGH | MEDIUM | 4,570,200 | HIGH | MEDIUM | Advance as BRT and evaluate opportunities for future LRT |
| SR 7/US 441 | SW 41st St to Sample Rd | BRT | 4,920,000 | HIGH | MEDIUM | 6,392,400 | HIGH | MEDIUM | Advance as BRT |
| | | LRT | 11,397,000 | MEDIUM LOW | LOW | 14,787,600 | MEDIUM | LOW | Evaluate opportunities for future LRT |
| University Dr | Miramar Pkwy to Sample Rd | BRT | 4,025,700 | HIGH | MEDIUM LOW | 4,866,600 | HIGH | MEDIUM | Advance as BRT |
| US 1/Federal Hwy | Hallandale Beach Blvd to Copans Rd | BRT | 6,233,100 | HIGH | MEDIUM | 8,553,600 | HIGH | MEDIUM | Advance as High Frequency Bus *(reference above bullet list)* |
| US 1/Federal Hwy | | LRT | 7,968,600 | LOW | LOW | 10,864,500 | MEDIUM LOW | LOW | |

# 4. Implementing the Plan


The Recommended PREMO Network was defined in coordination with BCT and using the results of the analyses described above. The Recommended Network was presented to the PAG in May 2023 for discussion. On June 13, 2023, the Broward County Commission voted unanimously to approve the Recommended PREMO Network. Commissioner discussion of the plan included the following:

- A desire to ensure premium transit services connect to and serve the South Florida Education Center – potentially with light rail service. Specifically, a light rail investment on either Griffin Road, the I-595 access road, or along University Drive.
- A desire to ensure that premium transit investments do not have an adverse impact on traffic congestion. Specifically, concerns related to reducing vehicle travel lanes on Broward Boulevard.
- Satisfaction and support that the Broward Commuter Rail South and North is including in the PREMO Plan.
- A desire to keep evaluating new opportunities for premium transit investments in all areas of Broward County.
- Request to ensure that premium transit investments consider connections to all Broward County regional activity centers.
- Interest in ensuring that local Broward County funding is leveraged to compete and secure federal and state grant opportunities.
- A desire to ensure that premium transit investments continue to look for east-west mobility within Broward County.

# 4.1 Plan Overview

**Figure 16** shows the PREMO Recommended Network which defines the project concepts for each corridor. **Table 8**, summarizes the PREMO Recommended Network by transit type.

*Figure 16: PREMO Recommended Network*

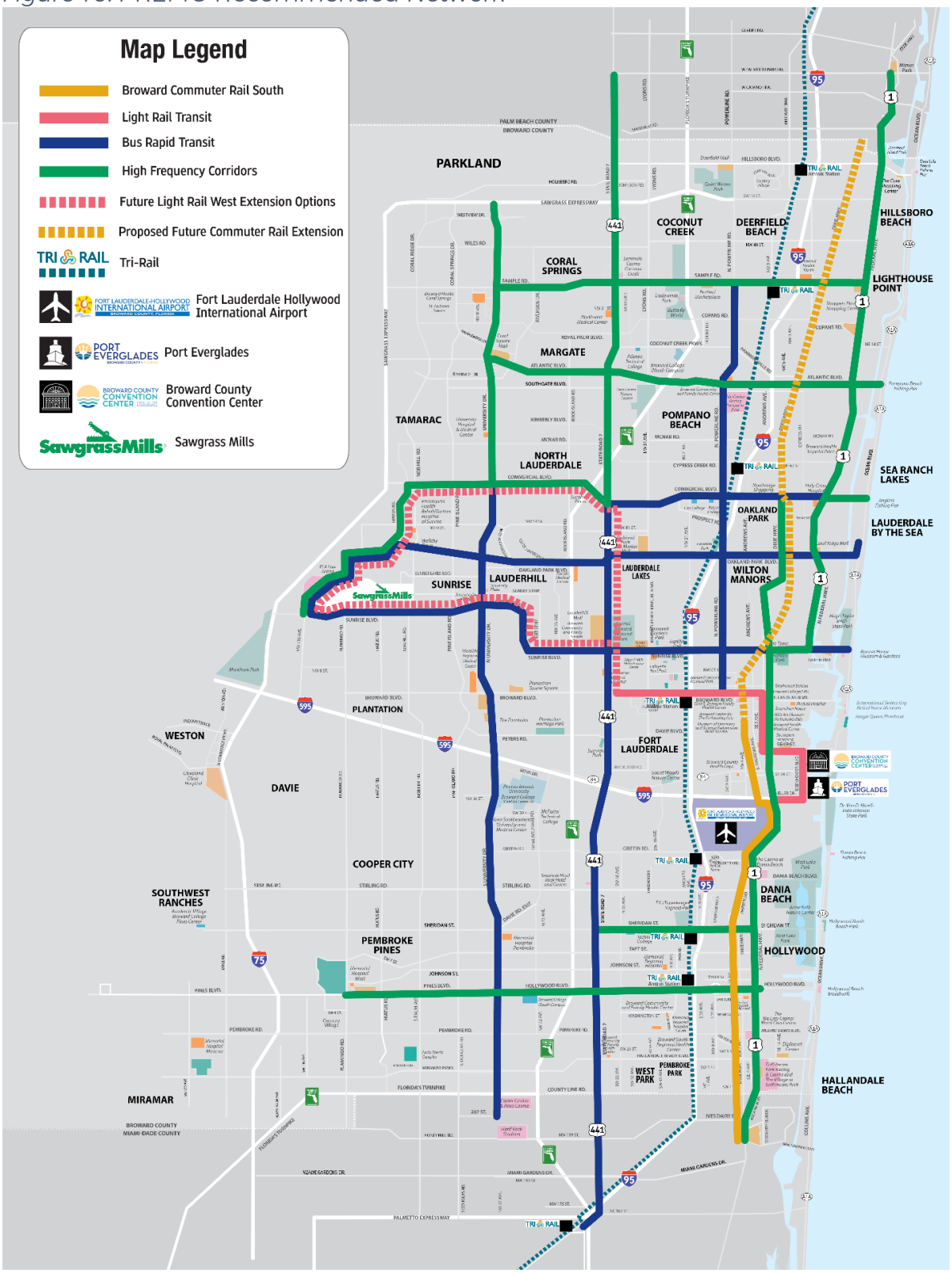


*Table 8: PREMO Recommended Network by Transit Type of Mode*

| PREMO Recommended Network | Number of Miles | Corridors Included | Estimated Capital Investment* ($Millions) |
|---|---|---|---|
| Commuter Rail | 11.5 | Broward Commuter Rail South | $297 |
| Proposed Future Commuter Rail Extension | TBD | Broward Commuter Rail North | TBD |
| Light Rail | 23.3 | Airport-Seaport-Convention Center, Downtown Connection, and Broward Boulevard | $2,620 |
| Future Light Rail Extension Options | TBD | SR 7 / US 441, Commercial Boulevard, or Sunrise Boulevard | TBD |
| Bus Rapid Transit | 76 | Oakland Park Boulevard, SR 7 / US 441, Powerline Road, University Drive, Commercial Boulevard, and Sunrise Boulevard | $1,332 |
| High Frequency Bus | 100 | Sample Road, Hollywood Boulevard, US 1 / Federal Highway (North and South), Atlantic Boulevard, Sheridan Street, and Dixie Highway | $125 |
| **PREMO Recommended Network** | | **Over 200 Miles** | **$4,374** |

Notes: Capital estimates are presented in year of expenditure

*** Does not include:**

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

# 4.2 Project Profiles

The following figures provide detailed description of each individual project in PREMO.

*Figure 17: PREMO Project Profile – Broward Commuter Rail*

## Broward Commuter Rail South

**Project Overview:** Provides a regional connection between Broward and Miami-Dade Counties. Includes:

- 11.5 miles of commuter rail on the Florida East Coast (FEC) Railway corridor
- Three stations in Hollywood, Fort Lauderdale-Hollywood International Airport and Fort Lauderdale.

**Anticipated Annual Ridership:** 1.2M and up to 4.8M including Miami-Dade

**Projected Opening:** EOY 2027

**Estimated Investment:** $297M*

** Does not include PD&E and there are unknown commercial fees for track access.*


Source: FDOT PD&E Study for the BCR-South Project

*Figure 18: PREMO Project Profile – Airport-Seaport-Convention Center*

## Airport-Seaport-Conv. Center LRT

**Project Overview:** Initial segment connects the Fort Lauderdale-Hollywood International Airport, Port Everglades, and the Broward County Convention Center. Includes:

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

**Anticipated Annual Ridership:**
130K - 665K

**Projected Opening:** EOY 2028

**Estimated Investment:** $1.25B*

** Does not include permanent light rail maintenance facility/property acquisition costs.*

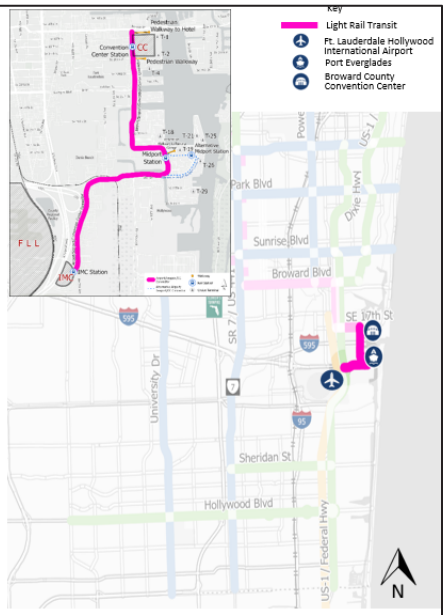



*Figure 19: PREMO Project Profile – Downtown Connection*

## Downtown Connection LRT

**Project Overview:** Segment connects the Fort Lauderdale-Hollywood International Airport, Port Everglades, the Broward County Convention Center along SE 17th Street and then north to Downtown Fort Lauderdale. Includes:

- 3 additional miles of Light Rail Transit (LRT)
- Tracks and stations at street level
- Consideration for future extensions along Broward Boulevard, State Road 7 with east-west connections along Sunrise or Commercial Boulevards, after future performance and studies validate needs

**Anticipated Annual Ridership:**
1.7M - 2.7M

**Projected Opening:** EOY 2031

**Estimated Investment:** $442M*

** Does not include permanent light rail maintenance facility/property acquisition costs.*

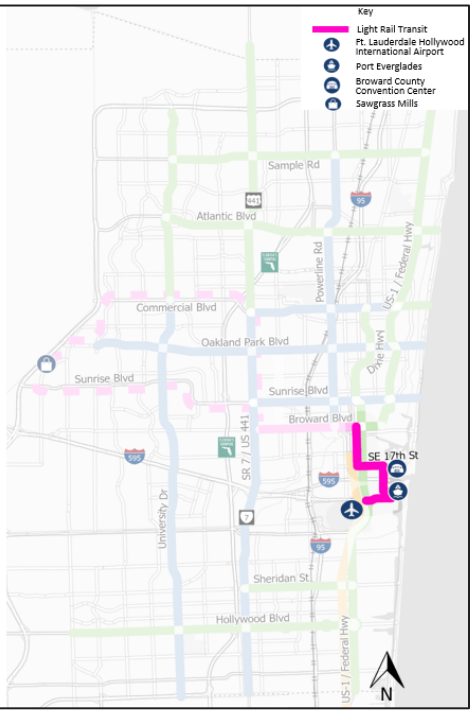


*Figure 20: PREMO Project Profile – Broward Boulevard*

## Broward Boulevard LRT

**Project Overview:** Segment connects Downtown Fort Lauderdale to US 441/SR 7. Includes:

- 4 additional miles of Light Rail Transit (LRT)
- Consideration for extension east-west to State Road 7 north with extensions along Sunrise or Commercial Boulevards, after future performance and studies validate needs

**Anticipated Annual Ridership:** 1.5M -3.3M without west extension

**Projected Opening:** EOY 2035

**Estimated Investment:** $930M*

** Does not include permanent light rail maintenance facility/property acquisition costs.*

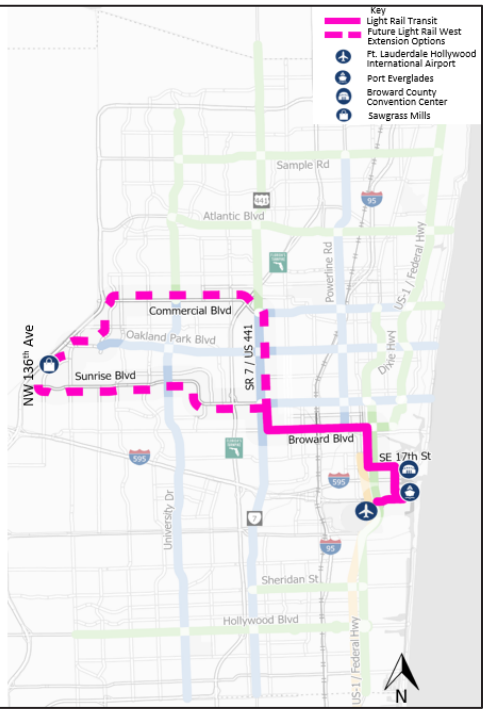



*Figure 21: PREMO Project Profile – Oakland Park Boulevard*

## Oakland Park Blvd BRT

**Project Overview:** Connects activity centers between A1A and Sawgrass Mills Mall. Includes:

- 15 miles of Bus Rapid Transit (BRT) along Oakland Park Boulevard
- Approximately 16 branded stations
- Exclusive transit lanes where feasible
- Supplemental fixed route local service

**Anticipated Annual Ridership:** 2.4M - 3.2M

**Projected Opening:** EOY 2028

**Estimated Investment:** $226M

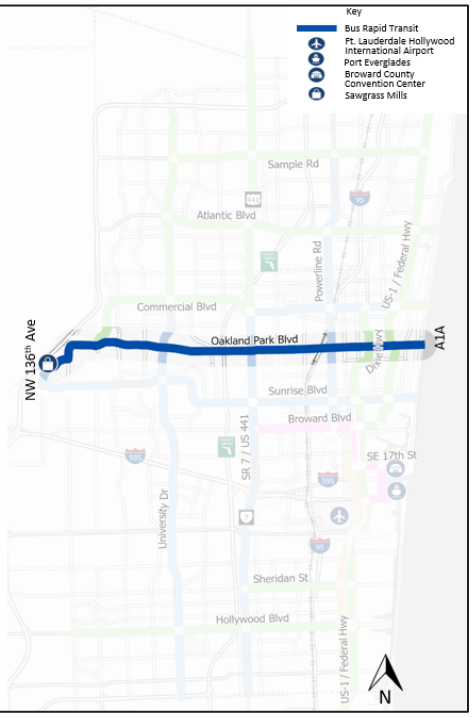


*Figure 22: PREMO Project Profile – US 441 / SR 7*

## US441/SR 7 BRT

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

- 15 miles of Bus Rapid Transit (BRT) along US441/SR 7 from Commercial Boulevard to County Line Road
- Supplemental High Frequency service from Sample Road to Commercial Boulevard
- Approximately 16 branded stations
- Exclusive transit lanes where feasible
- Potential Light Rail connections

**Anticipated Annual Ridership:** 1.6M - 3M

**Projected Opening:** EOY 2030

**Estimated Investment:** $221M

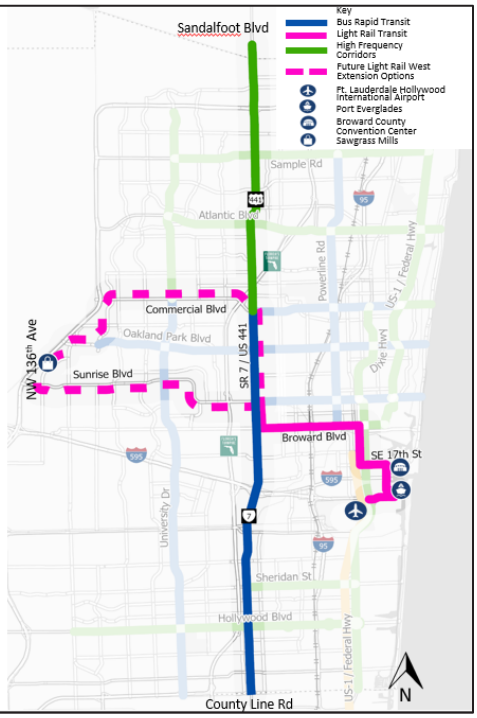



*Figure 23: PREMO Project Profile – Powerline Road*

## Powerline Road BRT

**Project Overview:** Connects activity centers between Broward Boulevard and Sample Road. Includes:

- 10.5 miles of Bus Rapid Transit (BRT) along Powerline Road
- Approximately 10 branded stations
- Exclusive transit lanes where feasible
- Supplemental fixed route local service

**Anticipated Annual Ridership:** 1.4M - 2.5M

**Projected Opening:** Early 2033

**Estimated Investment:** $198M

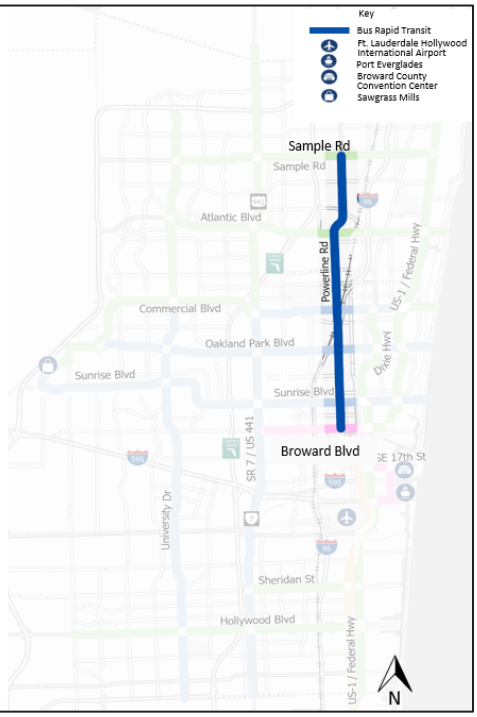


*Figure 24: PREMO Project Profile – University Drive*

## University Drive BRT

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

- 16 miles of Bus Rapid Transit (BRT) along University Drive from Commercial Boulevard to County Line Road
- Supplemental High Frequency service from Sample Road to Commercial Boulevard
- Approximately 16 branded stations
- Exclusive transit lanes where feasible

**Anticipated Annual Ridership:** 2M - 3M

**Projected Opening:** Mid 2035

**Estimated Investment:** $334M

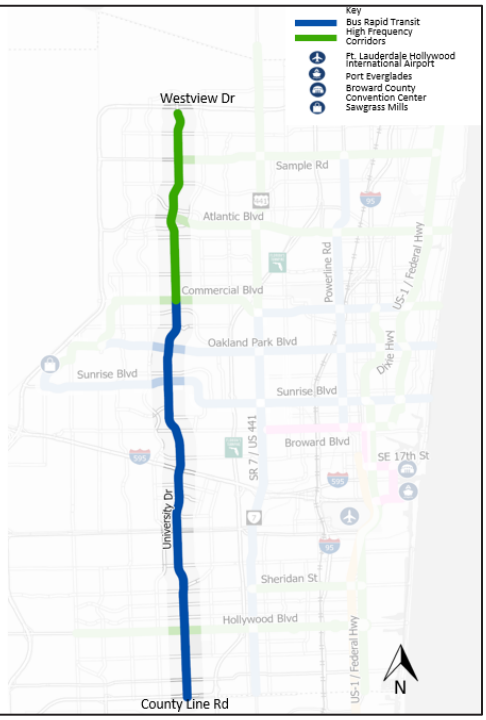



*Figure 25: PREMO Project Profile – Commercial Boulevard*

## Commercial Boulevard BRT

**Project Overview:** Connects activity centers between A1A and Sawgrass Mills Mall. Includes:

- 5.5 miles of Bus Rapid Transit (BRT) along Commercial Boulevard from US 1 to US441/SR 7
- Supplemental High Frequency service from US441/SR7 to Sawgrass Mills Mall
- Approximately 10 branded stations
- Exclusive transit lanes where feasible
- Potential Light Rail Extension

**Anticipated Annual Ridership:** 600K - 900K

**Projected Opening:** EOY 2036

**Estimated Investment:** $113M

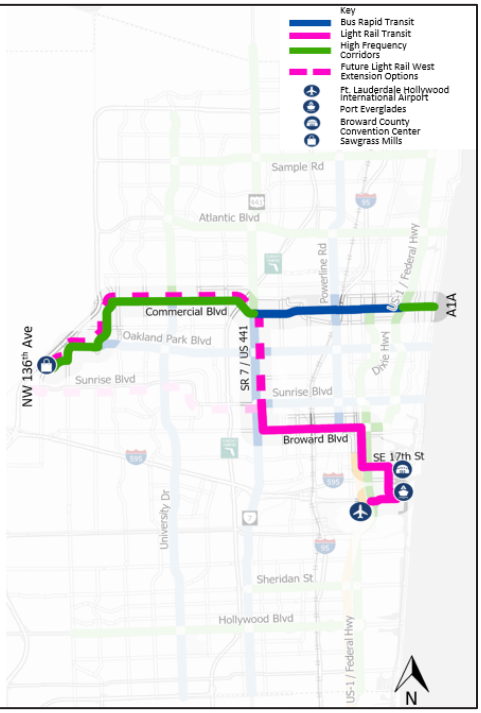
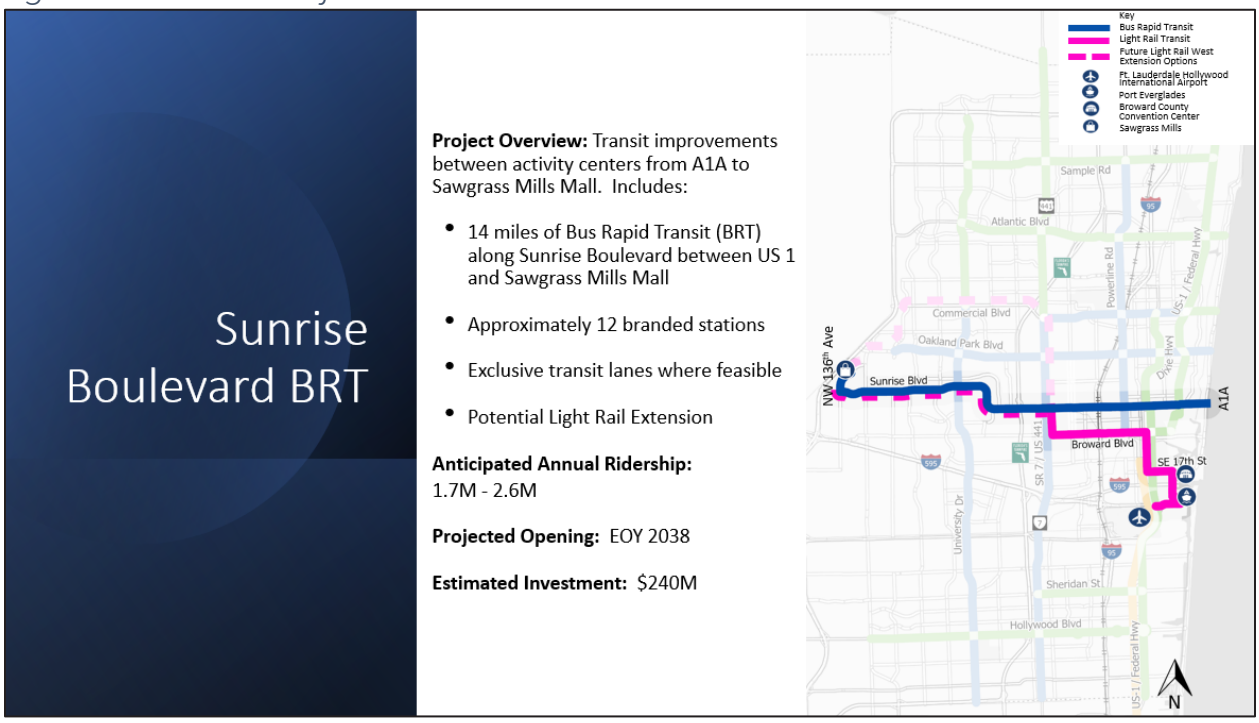


*Figure 26: PREMO Project Profile – Sunrise Boulevard*




# 4.3 Public Input

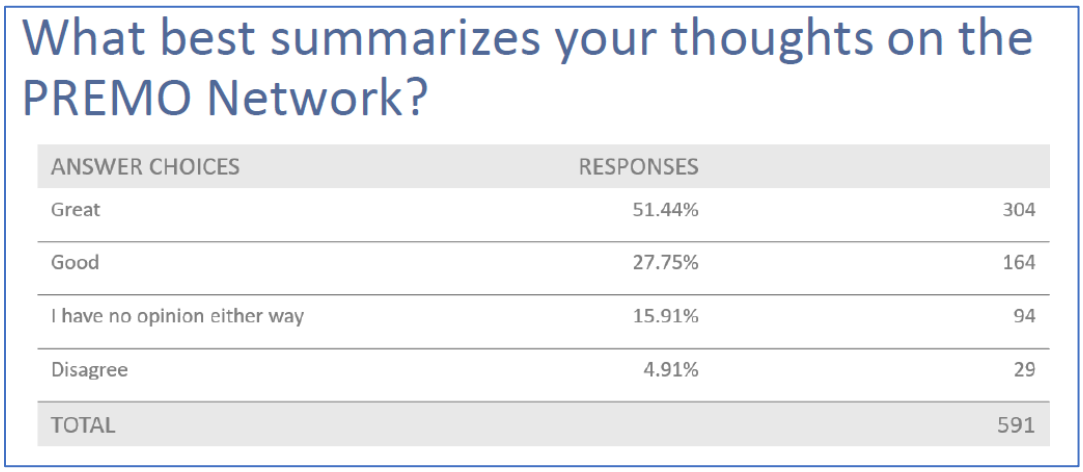
Launched on May 16, 2023, the following survey evaluated public reaction to the proposed PREMO Plan. 597 responses were received through June 16, 2023. Key findings from this survey are detailed in Figures 27 and 28.

*Figure 27: How would you use new premium transit?*

**How would you most likely use the new premium transit services? Pick up to 3 items.**

| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Commuting for work | 51.93% | 310 |
| Commuting for education | 18.09% | 108 |
| For shopping and other daily needs | 40.70% | 243 |
| Travel, including local attractions | 45.39% | 271 |
| For medical appointments | 16.25% | 97 |
| I don't believe I would use the PREMO Network | 8.71% | 52 |
| Other: | 2.85% | 17 |

*Figure 28: Public thoughts on PREMO Network*




This survey also provided the option for participants to leave comments. Through June 16, 2023, 101 comments were received from 50 unique zip codes. Of the comments received, 27% were positive, 20% negative, and 53% neutral or informational. Topics of comments received are categorized in **Table 9**.

*Table 9: Survey Comments*

| % of Comments | Category |
|---|---|
| 31% | Rail Comments |
| 15% | Efficiency (on time, or less wait time) |
| 13% | Dedicated lanes for BRT |
| 13% | Transfers or connections |
| 8% | Affordability |
| 8% | Do not support rail |
| 4% | Safety |
| 2% | Do not use public transit |
| 2% | Expansion of operating hours |
| 2% | Paratransit |
| 2% | Pedestrian/Bike/Scooter alternatives |

## 4.4 Implementation Schedule

In coordination with BCT with consideration to upcoming agency initiatives, **Table 10** summarizes how PREMO projects will be implemented by year.

*Table 10: PREMO Program of Projects*

| Corridor and/or Project | Service | Schedule | | | | | | | | | | | | | | | | | | Project Duration | Current Status | Target Revenue Service |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | | | |
| Broward Commuter Rail | Commuter Rail | | | | | | | | | | | | | | | | | | | 2023-2027 | Conceptual Design | 2027 |
| Oakland Park Boulevard | BRT | | | | | | | | | | | | | | | | | | | 2023-2028 | Conceptual Design* | 2028 |
| Airport-Seaport-Convention Center | LRT | | | | | | | | | | | | | | | | | | | 2023-2028 | Conceptual Design | 2028 |
| Downtown Connection | LRT | | | | | | | | | | | | | | | | | | | 2023-2031 | Planning | 2031 |
| Broward Boulevard | LRT | | | | | | | | | | | | | | | | | | | 2023-2035 | Conceptual Design | 2035 |
| SR 7 / US 441 | BRT | | | | | | | | | | | | | | | | | | | 2024-2030 | Planning | 2030 |
| Powerline Road | BRT | | | | | | | | | | | | | | | | | | | 2026-2033 | Planning | 2033 |
| University Drive | BRT | | | | | | | | | | | | | | | | | | | 2027-2035 | Planning | 2035 |
| Commercial Boulevard | BRT | | | | | | | | | | | | | | | | | | | 2028-2036 | Planning | 2036 |
| Sunrise Boulevard | BRT | | | | | | | | | | | | | | | | | | | 2030-2038 | Planning | 2038 |
| Sample Road | High Frequency Bus | | | | | | | | | | | | | | | | | | | - | - | 2026 |
| Hollywood Boulevard | | | | | | | | | | | | | | | | | | | | - | - | 2026 |
| US 1 / Federal Highway South | | | | | | | | | | | | | | | | | | | | - | - | 2027 |
| US 1 / Federal Highway North | | | | | | | | | | | | | | | | | | | | - | - | 2027 |
| Atlantic Boulevard | | | | | | | | | | | | | | | | | | | | - | - | 2028 |
| Sheridan Street | | | | | | | | | | | | | | | | | | | | - | - | 2028 |
| Dixie Highway | | | | | | | | | | | | | | | | | | | | - | - | 2029 |

*Pending Notice to Proceed, High Frequency Bus may not apply to the entire length of the corridor. Actual limits to be determined through future analysis.

# 4.5 Program Implementation and Risks

BCT intends to implement the PREMO Plan by leveraging resources in cooperation with countywide stakeholders; pursuing alternative project delivery strategies such as Design Build, Progressive Design Build, Construction Manager at Risk, and/or Design Build Operate and Manage (DBOM); fast-tracking procurements; and seeking and securing alternative funding sources, such as private/public partnerships, joint development opportunities, and traditional federal and state grants.

*Figure 29: PREMO Resource Requirements*

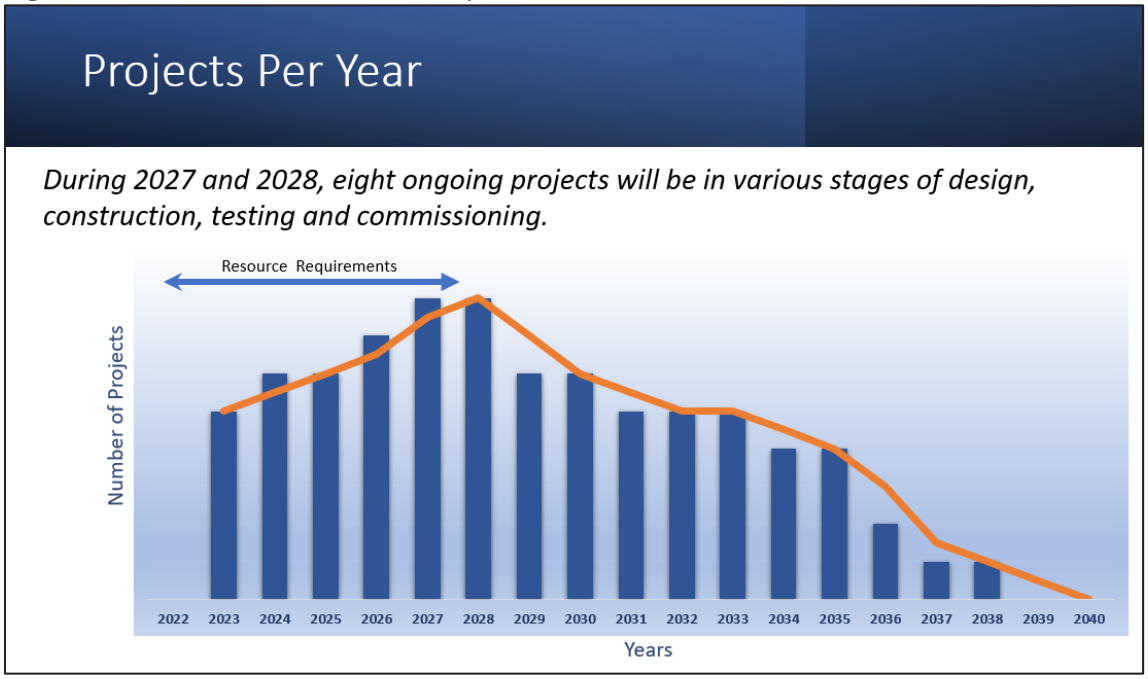
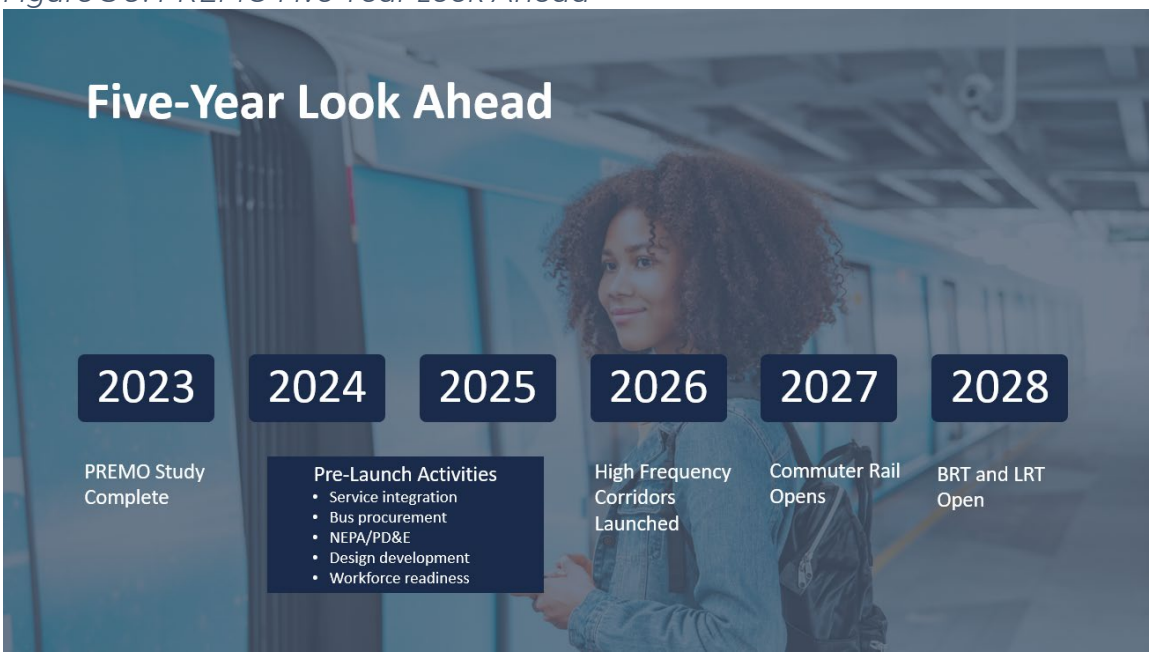



*Figure 30: PREMO Five Year Look Ahead*




The following is a list of potential program risks when implementing the PREMO Plan:

- Market Pricing Volatility
- Schedule Uncertainty
- Material and Equipment Availability
- Consensus Building
- Federal and State Reviews
- Project Delivery Adoption
- Major Third-Party Agreements (Commercial Terms)
- Regulatory Risk
- Environmental Reviews
- Funding Requirements
- Property Availability and Acquisition
- Workforce Readiness and Agency Organizational Maturity
- Public Expectations

# 5. Community Outreach


PREMO's success depends on an effective public involvement in which the community has the opportunity for meaningful participation. BCT is committed to soliciting community interaction throughout PREMO's development. This section outlines the public involvement approach and results. The program has been developed in accordance with the Civil Rights Act of 1964 and the Civil Rights Act of 1968, under Title VI and VIII of the United States Civil Rights Act. For a full summary of the public involvement effort in regard to developing the PREMO Plan, please refer to the **Public Involvement Summary Technical Memorandum**.

## 5.1 Summary of Outreach Activities

Elements of the public involvement program include:

- **Stakeholder Coordination**. Stakeholders and industry needs provide a valuable viewpoint by imparting their respective industry knowledge. Through agency coordination via presentations, letters, and briefings, the PREMO Team continually involved stakeholders. Agency and organization stakeholders include:
    - Broward County Commissioners
    - Municipalities (staff and elected officials)
    - Partner Agencies
        - Broward MPO and advisory committees
        - Broward Planning Council
        - South Florida Regional Transit Authority (SFRTA)
        - FDOT
        - Southeast Florida Transportation Council (SEFTC)
        - Environmental Protection and Growth Management Department

        - Broward League of Cities
    - Business and Private Sector Organizations
        - Greater Fort Lauderdale Alliance
        - Greater Fort Lauderdale Convention and Visitor's Bureau
        - Career Source Broward
    - Community and Civic Organizations
    - One-on-One Briefings
    - Other Stakeholders

- **Project Advisory Group (PAG).** Regular PAG meetings have been held and included interactive discussions related to PREMO's development. The PAG provided input on all aspects of PREMO through facilitated discussions and electronic polling.
- **Public Engagement**. PREMO has focused on innovative and traditional public engagement methods to continuously seek input from and maintain contact with the public throughout PREMO's development.
    - **Branding.** The PREMO brand and logo provide an easily recognized visual identity.
    - **Workshops, Meetings, Presentations, and Events.** PREMO meetings and events have engaged the community and stakeholders through in-person and virtual opportunities.
        - Community Drop-ins
        - Virtual interactive room
        - Presentations
    - **Surveys and Public Comments.** Surveys have been used throughout development of the plan to understand the preferences of the community. Public comment opportunities have included:
        - Virtual surveys
        - Comment cards at Community Drop-ins
        - Interactive Map on website
- **Videos.** Videos have been created to educate the public on different aspects of PREMO, including an introductory video explaining the purpose of the plan, and two mode videos that describe BRT and LRT.
- **Press Releases and Social Media.** The team distributed press releases and posted on BCT's social media throughout the process.
- **Website.** The website https://premo.broward.org was developed as a central public access point for PREMO information, including survey links, an interactive map, videos, meeting summaries, documents and reports, and a frequently asked questions section.
- **PREMO Plan Media Campaign.** A paid media campaign launched in May 2023 amplified public awareness to the PREMO proposal and encouraged engagement in the planning process.

- **Public Materials and Notification.** The PREMO Team made the public engagement process as inclusive as possible. Information on upcoming outreach events was posted on https://premo.broward.org with legal notices published in the Florida Administrative Register at least seven days prior to the meetings. Those notifications were supplemented with materials including:
  - Fact Sheets
  - Palm Cards
  - Placards on local buses
  - Advertisements

## 5.2 Engagement Summary

As of June 2023, PREMO outreach effort and results are summarized in Table 11.

*Table 11: PREMO Outreach Results*

| Outreach Activity | Result |
|---|---|
| Briefings | **67** |
| Media Reach | **844,207** media impressions<br>**8** digital billboards<br>**15** ads<br>**695** QR Code scans<br>**215,909** reached on OTT/Streaming radio |
| Informational Materials | **7,591** materials distributed<br>**2,500** give aways<br>**52** retractable banners at parks, libraries, and public facilities<br>**500+** electronic mailings |
| Community Events | **75** |
| Survey | **3,873** Reponses<br>**317** Unique Zip Codes<br>**632** Total # of Comments |
| Interactive Virtual Workshop | **166** sign-ins<br>**4,535** total views<br>**697** unique users<br>**22** live Q&A sessions |