

In preparing this TDP Update, a review of applicable federal, state, regional, and local plans, programs, and studies that influence BCT operations, infrastructure, policy, or funding were reviewed. Findings of this review have been summarized and are incorporated into the development of the TDP through the situation appraisal. A situation appraisal, which is required during a major TDP update under the TDP Rule, is an evaluation of the environment in which the transit agency operates. One of the key components of the situation appraisal is this review of relevant plans, programs, and studies, in which factors and influences that will help BCT better understand its environment are identified.

### **PLAN REVIEW**

Table 5-1 provides a summary of the key findings and considerations from the plans, programs, and studies reviewed as part of this effort. Essentially, this table provides the pertinent “take-aways” from each to be considered during the situation appraisal. A more detailed summary of the primary plans, programs, and studies listed above is provided in Appendix I.

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**Table 5-1  
Plan Review**

Plan/Program/Study Reviewed	Geographic Applicability	Most Recent Update/Timeframe	Responsible/Partner Agencies	Overview	Key Considerations for the Situation Appraisal
<b>Moving Ahead for Progress in the 21st Century Act (MAP 21)</b>	Federal	Implemented July 6, 2012	FTA, FDOT	<ul style="list-style-type: none"> <li>MAP-21 extends federal highway and transit funding through federal fiscal year 2014.</li> </ul>	<ul style="list-style-type: none"> <li>MAP-21 consolidates or eliminates a number of existing funds and provides several new funds for transit capital and operating programs, in which BCT may be a recipient.</li> <li>New Freedom funds are combined with Section 5310 program funds, while the Job Access and Reverse Commute (JARC) program is eliminated; however, many JARC projects are now eligible for funding under 5307 and 5311 funds.</li> </ul>
<b>Clean Air Act of 1990</b>	Federal	Revisions to National Ambient Air Quality Standards (NAAQS) proposed in 2010; not yet implemented	U.S. Environmental Protection Agency (EPA)	<ul style="list-style-type: none"> <li>The Clean Air Act of 1990 and subsequent amendments determine the NAAQS for six pollutants, including carbon monoxide and ozone.</li> </ul>	<ul style="list-style-type: none"> <li>Broward County is currently classified as an-attainment area.</li> <li>Enhanced transit options reduce travel by single-occupant vehicle, helping Broward County to remain classified as an attainment area.</li> </ul>
<b>Title VI and Environmental Justice (EJ) Circulators</b>	Federal	EJ Circulator, effective August 15, 2012  Title VI Circulator, effective October 1, 2012	U.S. DOT, FTA	<ul style="list-style-type: none"> <li>The new EJ Circular issued by FTA provides recipients of FTA financial assistance with guidance for incorporating EJ principles into FTA-funded plans, projects, and activities.</li> <li>The revised Title VI Circular includes the removal of several references to EJ, which are now incorporated into the separate EJ Circular, to better understand the distinctions between Title VI and EJ.</li> </ul>	<ul style="list-style-type: none"> <li>BCT is required to submit Title VI programs every three years as a transit provider operating 50 or more fixed route vehicles in peak service and located in an urbanized area of more than 200,000 persons. BCT also is required to evaluate service and fare equity changes or monitor transit service for Title VI impacts.</li> <li>BCT's public involvement plan should incorporate outreach designed to encourage meaning full participation from members of the EJ population.</li> </ul>
<b>DOT Livability Initiative and Federal Sustainable Communities Program</b>	Federal	Partnership for Sustainable Communities formed in 2009	U.S. DOT, FTA, U.S. Department of Housing and Urban Development (HUD), and EPA	<ul style="list-style-type: none"> <li>The goal of this joint-initiative is to improve access to affordable housing, better transportation choices, and lower transportation costs while protecting the environment – essentially making communities throughout the United States more livable.</li> </ul>	<ul style="list-style-type: none"> <li>The US DOT and FTA support a number of policies and initiatives intended to help communities improve livability and overall quality of life, including programs to encourage Transit Oriented Development (TOD) enhanced mobility options, etc.</li> </ul>
<b>Florida Transportation Plan: Horizon 2060 (FTP)</b>	State	2010	FDOT	<ul style="list-style-type: none"> <li>The Florida Transportation Plan looks at a 50-year transportation planning horizon and calls for a fundamental change in how and where Florida invests in transportation.</li> </ul>	<ul style="list-style-type: none"> <li>The FTP supports the development of state, regional, and local transit services through a series of related goals and objectives, emphasizing new and innovative approaches by all modes to meet the needs today and in the future.</li> </ul>
<b>State of Florida Transportation Disadvantaged Five-Year/Twenty-Year Plan</b>	State	2005	Florida Commission for the Transportation Disadvantaged	<ul style="list-style-type: none"> <li>The plan, required under the Florida Statutes, includes the following elements: <ul style="list-style-type: none"> <li>Explanation of the Florida Coordinated Transportation System</li> <li>Five-Year Report Card</li> <li>Florida Office of Program Policy Analysis and Government Accountability Review</li> <li>Strategic Vision and Goals, Objectives, and Measures</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Short-term strategic vision includes developing and field-testing a model community transportation system for persons who are Transportation Disadvantaged.</li> <li>Long-range strategic vision includes developing a universal cost-effective transportation system with a uniform funding system and services that are designed and implemented regionally throughout the state.</li> </ul>

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<b>FDOT FY 2013-2017 Work Program</b>	State (specific project list developed for FDOT District Four and Broward County)	February 12, 2013	FDOT	<ul style="list-style-type: none"> <li>The Five-Year Work Program is developed annually by FDOT and is a project-specific list of transportation activities and improvements developed in cooperation with the Broward MPO and local transportation agencies.</li> <li>The Work Program must be consistent, to the maximum extent feasible, with the capital improvement elements of local government comprehensive plans.</li> </ul>	<ul style="list-style-type: none"> <li>A summary of transit projects by type of work found in the adopted FY 2013-2017 Work Plan was compiled for consideration in the TDP update.</li> <li>Types of transit projects included in the FY 2013-2017 Work Program include BCT route realignments, operational improvements, fixed-route capital, transit studies, park-and-ride lot improvements, etc.</li> </ul>
<b>State Growth Management Legislation (House Bill 7207)</b>	State	June 2, 2011	Florida Legislature and local governments	<ul style="list-style-type: none"> <li>HB 7207 repeals most of the State-mandated growth management planning laws that have governed development activities within Florida since the original Growth Management Act of 1975, including transportation concurrency.</li> </ul>	<ul style="list-style-type: none"> <li>The repeal of state-mandated transportation concurrency provides local governments with the opportunity to develop a more localized concurrency program that aligns with the development and mobility goals of the community.</li> <li>HB 7207 strengthens legislative language that supports multi-modal approaches to transportation by stating that Comprehensive Plan Transportation Elements “shall provide for a safe, convenient multi-modal transportation system.”</li> </ul>
<b>South Florida East Coast Corridor (SFEEC) Study</b>	Regional	In Progress	FTA, Southeast Florida Transportation Council, FDOT, SFRTA, Broward MPO, BCT, Palm Tran, Palm Beach MPO, Miami-Dade MPO, MDT	<ul style="list-style-type: none"> <li>The SFEEC Study proposes reintroducing passenger service along an 85-mile stretch of the Florida East Coast (FEC) Railway corridor between downtown Miami and Jupiter.</li> </ul>	<ul style="list-style-type: none"> <li>This regional corridor connects to the existing bus systems, including BCT, Palm Tran and MDT, and rail transit systems including both Tri-Rail and Metrorail. It will also integrate with the various transit systems including the new Miami Trolley, the proposed Wave in downtown Fort Lauderdale, and the proposed Central Broward East-West Connection.</li> <li>The System Master Plan is currently being refined to identify and evaluate initial phases for implementation, start-up infrastructure, stations, and preliminary costs. Next Steps include recommending a preferred alternative.</li> <li>BCT is a Project Partner on this study and sits on the SFEEC Steering Committee.</li> </ul>
<b>All Aboard Florida</b>	Regional	In Progress	Private Initiative led by Florida East Coast Industries	<ul style="list-style-type: none"> <li>All Aboard Florida is looking at the feasibility of implementing a privately owned, operated, and maintained intercity passenger rail service along a 240-mile section of the existing FEC between Miami and the Space Coast and the creation of new tracks into Orlando.</li> </ul>	<ul style="list-style-type: none"> <li>Study requires coordination between with FEC and local transit/transportation agencies (including BCT) regarding connecting service at proposed stations (including a proposed station in Fort Lauderdale).</li> </ul>
<b>95 Express Managed Lanes (Phase 2)</b>	Regional	In Progress	FDOT	<ul style="list-style-type: none"> <li>95 Express Phase 2 will extend the existing express lanes north from Golden Glades interchange in Miami-Dade County to Broward Boulevard in Broward County.</li> </ul>	<ul style="list-style-type: none"> <li>The 95 Express operated by BCT provides Express Bus service from Broward County to downtown Miami within current express lanes. The extension of the 95 Express lanes from the Miami-Dade County line to Broward Boulevard will allow BCT’s 95 Express route to continue traveling at higher average travel speeds via uninterrupted express lanes.</li> </ul>
<b>Regional Transit System Master Plan (RTSMP)</b>	Regional	In Progress	South Florida Transportation Council (SFTC)	<ul style="list-style-type: none"> <li>A key component of the SEFTC-led 2040 Southeast Florida Regional Transportation Plan (2040 RTP).</li> <li>Project will identify the most significant regional investment needed to meet travel demands throughout the Southeast Florida region.</li> </ul>	<ul style="list-style-type: none"> <li>The RTSMP, when completed in early 2014, will provide a thorough analysis of unmet transit travel demands and other regional transit opportunities in the three-county region. It is expected that this analysis will be particularly helpful for the development of future regional express bus service.</li> </ul>

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<b>Regional Transit Interoperability/Universal Fare Technology Study</b>	Regional	In Progress	FDOT, BCT, MPO, SFRTA, MDT, and Palm Tran	<ul style="list-style-type: none"> <li>• Purpose of this study is to evaluate and implement a regional fare card using smart card technologies for BCT, SFRTA, MDT, and Palm Tran, along with evaluating the business case and total cost drivers associated with realizing the technical integration solution.</li> <li>• SFRTA and MDT utilizing EasyCard system; BCT and Palm Tran now accept SFRTA transfer ticket.</li> <li>• Regional travel is complex where separate fare media, different fares and transfer policies make travel difficult for existing riders and daunting for new customers</li> </ul>	<p>The next steps for implementing a regional fare system include:</p> <ul style="list-style-type: none"> <li>• Decision-makers from transit stakeholders to draft a fare policy for multi-modal regional trips</li> <li>• Define limitations to accessing Easy Card encryption key</li> <li>• Launch pilot program to evaluate use and administrative functions</li> <li>• Focus to develop robust system that is extensible to emerging technologies</li> </ul>
<b>Broward County Comprehensive Plan</b>	Broward County	2006	Broward County, Broward County Planning Council	<ul style="list-style-type: none"> <li>• The Broward County Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for unincorporated Broward County.</li> </ul>	<ul style="list-style-type: none"> <li>• The Comprehensive Plan Land Use Element identifies parameters for land use designations that promote or enhance transit, such as Regional Activity Centers, Local Activity Centers, Transit Oriented Corridors (TOC), and TODs.</li> <li>• The Comprehensive Plan Transportation Element defines the County’s Transportation Concurrency Program, providing a concurrency designation for multi-modal transportation districts, which assign secondary priority to vehicle mobility and primary priority to travel and interconnectivity of alternative modes.</li> </ul>
<b>Broward County Land Use Plan</b>	Broward County	2013	Broward County, Broward County Planning Council	<ul style="list-style-type: none"> <li>• Under the Broward County Charter, the Broward County Planning Council is charged with preparing a land use plan. The County Charter requires all local land use plans to conform to the Broward County Land Use Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• The Land Use Plan establishes the framework for the future development and redevelopment of Broward County and for the provision of facilities and services within the county.</li> <li>• All development must be consistent with the uses, the densities and the intensities of this policy plan. Land use designations that promote or enhance transit will need to be adopted into the Broward County Land Use Plan to be implemented at the local level.</li> </ul>
<b>Broward County Trafficways Plan</b>	Broward County	2013	Broward County, Broward County Planning Council	<ul style="list-style-type: none"> <li>• The Broward County Trafficways Plan serves as the roadway right-of-way preservation plan for Broward County.</li> <li>• Dedication of right-of-way may be required through the development review process to provide for an adequate regional roadway network.</li> </ul>	<ul style="list-style-type: none"> <li>• The Broward County Trafficways Plan identifies adequate right-of-way for the regional road network that is required to ensure that necessary facilities are or can be put into place to support vehicular, transit, bicycle, and pedestrian modes of travel.</li> </ul>
<b>City of Fort Lauderdale Comprehensive Plan</b>	City of Fort Lauderdale	2008	City of Fort Lauderdale	<ul style="list-style-type: none"> <li>• The City of Fort Lauderdale Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for the City of Fort Lauderdale.</li> </ul>	<ul style="list-style-type: none"> <li>• The City has designated four Regional Activity Centers, with the Downtown Regional Activity Center providing the highest level of transit and regional connectivity to existing and planned systems/routes. There are currently no specific sites designated for Local Activity Centers, TOCs, or TODs in the city.</li> </ul>

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<p><b>City of Hollywood Comprehensive Plan</b></p>	<p>City of Hollywood</p>	<p>2008</p>	<p>City of Hollywood</p>	<ul style="list-style-type: none"> <li>The City of Hollywood Lauderdale Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for the City of Hollywood.</li> </ul>	<ul style="list-style-type: none"> <li>The City has established a Regional Activity Center in and around downtown Hollywood to encourage redevelopment in a way that facilitates multi-use and mixed-use development, encourages mass transit, and reduces the need for automobile travel.</li> <li>A TOC is designated alongside SR 7/US 441 between the northern and southern City of Hollywood limits. The goal of this designation is to facilitate mixed-use development with access to transit stations or stops along this corridor. There are specific design guidelines with the TOC specified to encourage connectivity between uses and to transit facilities.</li> </ul>
<p><b>City of Miramar Comprehensive Plan</b></p>	<p>City of Miramar</p>	<p>2010</p>	<p>City of Miramar</p>	<ul style="list-style-type: none"> <li>The City of Miramar Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for the City of Miramar.</li> </ul>	<ul style="list-style-type: none"> <li>The City has established the Miramar Regional Activity Center, located north of Bass Creek Road between Palm Avenue and Flamingo Road, under the Broward County Regional Activity Center designation.</li> <li>The City has established a TOC, consistent with the Broward County Comprehensive Plan, which is located east of SW 66<sup>th</sup> Avenue and bound by the north by Pembroke Road, on the east by SR 7/US 441, and on the south by County Line Road.</li> <li>The City has established a Town Center to serve as the focal point of activity in the city. The City seeks to continue to develop and enhance, in cooperation with BCT, the community shuttle services to effectively serve the Town Center and also the western, central, and eastern community centers.</li> </ul>
<p><b>City of Coral Springs Comprehensive Plan</b></p>	<p>City of Coral Springs</p>	<p>2008</p>	<p>City of Coral Springs</p>	<ul style="list-style-type: none"> <li>The City of Coral Springs Comprehensive Plan is the primary policy document concerning land use, transportation, and other planning matters for the City of Coral Springs.</li> </ul>	<ul style="list-style-type: none"> <li>The City seeks to create a multimodal transit center within downtown Coral Springs that will combine a commuter drop-off zone, BCT routes, bicycle facilities, pedestrian walkways, and transit station with seating and other amenities.</li> <li>The City looks to maximize BCT and SFRTA services for its employees and residents by identifying opportunities for park-and-ride lot locations that are in proximity to or within the city, which may offer transit services, such as the Tri-Rail and BCT Express Bus Services.</li> </ul>
<p><b>Broward MPO 2035 &amp; 2040 L RTP</b></p>	<p>Broward County</p>	<p>2009, next update in 2014</p>	<p>Broward MPO</p>	<ul style="list-style-type: none"> <li>In 2009, the Broward MPO Board adopted the 2035 L RTP branded "Transformation."</li> <li>Transformation is a transit-focused L RTP, proposing investments in BRT, premium rapid bus, mobility hubs, and other mobility options (bicycle, pedestrian, and greenways) that complement transit.</li> <li>The Broward MPO is in the process of developing the 2040 L RTP, branded "Commitment 2040."</li> </ul>	<ul style="list-style-type: none"> <li>The 2035 L RTP Cost Feasible Plan includes 81 miles of BRT, 75 miles of Premium Rapid Bus, 20 Gateway Hubs, 20 Anchor Hubs, 63 Community Hubs and 8 new local bus routes.</li> <li>A portion of Broward County Transit's Operations and Maintenance and all capital costs are funded in the Cost Feasible Plan. One third of BCT's FY 2009-2018 TDP service is funded.</li> <li>BCT will work with Broward MPO staff to ensure that transit projects identified in this TDP update for FY 2014-2023 will be incorporated into the 2040 L RTP Needs Plan, as appropriate.</li> </ul>

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<b>Broward MPO Congestion Management Process/Livability Planning Studies (Hollywood Pines Corridor Project)</b>	Hollywood/Pines Boulevard Corridor from SR A1A to US 27	In Progress	Broward MPO, in coordination with the Cities of Hollywood and Pembroke Pines, and other state, regional and local agencies	<ul style="list-style-type: none"> <li>The Broward MPO's integration of Congestion Management Processes and Livability Planning focus on enhancing the quality of life by reducing congestion, improving safety and increasing mobility and livability along the corridor.</li> <li>The Hollywood Pines Corridor Study Area includes a major east-west travel corridor (Hollywood/Pines Boulevard) served by several BCT/Breeze routes, as well as connections to I-95 Express, Tri-Rail, and potential the FEC corridor.</li> </ul>	<ul style="list-style-type: none"> <li>The Hollywood Pines Corridor Project will identify ways to improve transit operations and transit supportive land uses through short and long-term strategies and improvements.</li> <li>Short-term improvements for the corridor may include bus stop placement, connections and amenities; park-and-ride locations; and transit signal priority and queue jump bypass lanes.</li> <li>Long-term improvements for the corridor may include premium transit, connection to multi-modal/rail hubs; location/design of mobility hubs; and linkage with future redevelopment projects.</li> </ul>
<b>Broward County Climate Change Action Plan</b>	Broward County	2010	Broward County	<ul style="list-style-type: none"> <li>In June 2008, the BCC formed the Broward County Climate Change Task Force. The mission of the Task Force was to develop recommendations for a coordinated countywide strategy in mitigating the causes and addressing local implications of global climate change.</li> <li>The Broward County Climate Change Action Plan, contains 126 recommended actions to be brought before the Board for approval and implementation. Recommendations were ranked into three categories—high (critical), medium, and low.</li> </ul>	<ul style="list-style-type: none"> <li>A total of 65 recommendations were ranked as critical and given a “high” ranking; some type of action has already been taken on 52 of the 65 high ranked action items. Major topic areas that these 65 high ranked recommendations fall under and that have an implication for transit include: <ul style="list-style-type: none"> <li>Amend zoning and building recommendations to support TOD and transit supportive/walkable land uses.</li> <li>Create a functional mass transportation system as a major component to achieve the Commission's goal of reducing greenhouse gas emissions to 80% below current levels by 2050.</li> <li>Support local, regional, and state planning entities that integrate and adopt regional climate change mitigation and adaptation goals into their planning processes, including BCT.</li> </ul> </li> </ul>
<b>Regional Climate Change Action Plan</b>	Regional	2012	Southeast Florida Regional Climate Change Compact (Compact),	<ul style="list-style-type: none"> <li>Compact is a collaborative effort among Palm Beach, Broward, Miami-Dade, Monroe Counties, their municipalities and partners to develop a regional action plan for Southeast Florida to reduce greenhouse gas emissions and adapt to regional and local impacts of a changing climate.</li> </ul>	<ul style="list-style-type: none"> <li>The Regional Climate Change Action Plan establishes seven goals to categorize the 110 action items identified by the Plan. One of the goals is to “reduce greenhouse gas emissions by planning, designing, and prioritizing walkable, affordable communities supported by sustainable multimodal transportation options.” There are 16 action items associated with this goal that address both land use policy and multimodal infrastructure investment strategies.</li> <li>The Regional Climate Change Action Plan recognizes that there are more than 100 entities in the four-county region that exercise governance over transportation planning, operation, and investment decisions. Continued enhancement of mobility options and land use policy to support alternative modes will require inter-regional coordination among these agencies, including BCT.</li> </ul>
<b>Fort Lauderdale – Hollywood International Airport Master Plan</b>	Broward County	2010	Broward County	<ul style="list-style-type: none"> <li>The objective of the report is to plan the terminal airport area facilities through 2020.</li> </ul>	<ul style="list-style-type: none"> <li>Development at the airport is to accommodate connections to local transit service.</li> </ul>
<b>Port Everglades Master Plan</b>	Broward County	2011	Broward County	<ul style="list-style-type: none"> <li>The goal of the plan is to create a plan to maximize market share and revenue through a realistic 5-year facility development program within a framework of 10- and 20- year vision plans.</li> </ul>	<ul style="list-style-type: none"> <li>The master plan assesses the market for the Port's four business lines: containerized cargo, non-containerized cargo, liquid bulk, and cruise ships.</li> <li>Connection with the airport for cruise passengers is important to the Port.</li> </ul>

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<b>Seven50 Regional Plan</b>	Broward County	In Progress	South Florida Regional Planning Council – Treasure Coast Regional Planning Council	<ul style="list-style-type: none"> <li>Led by the South Florida and Treasure Coast Regional Planning Councils and the Southeast Florida Regional Partnership (SFRP). The SFRP is a voluntary, broad-based and growing collaboration of more than 200 public, private, and civic stakeholders from the Southeast Florida region.</li> <li>The plan is being devised through a series of public summits, workshops, online outreach, and high-impact studies and will identify a blueprint for growing the Southeast Florida region into a prosperous and desirable place for the next 50 years and beyond.</li> </ul>	<ul style="list-style-type: none"> <li>Concept is based on the “six pillars” designed to serve as an organizing force for strategic planning at local, regional, and state levels. The six pillars include: Talent Supply and Education, Innovation and Economic Development, Infrastructure and Growth Leadership, Business Climate and Competitiveness, Civic and Governance Systems, and Quality of Life and Quality Places.</li> <li>Identifies a need to develop and maintain multimodal, interconnected trade and transportation systems to support a globally competitive economy and focus on improvement.</li> <li>The Comprehensive Economic Development Strategies (CEDS) completed by the South Florida and Treasure Coast Regional Planning Councils, addressing the six pillars, will be integrated into the Seven50 Plan to form a comprehensive 2060 vision plan for the entire seven- county Southeast Florida Region.</li> </ul>
<b>Broward Complete Streets Initiative</b>	Broward County	2013	Broward County Planning Council	<ul style="list-style-type: none"> <li>Broward County has developed model guidelines for developing complete streets</li> </ul>	<ul style="list-style-type: none"> <li>The Complete Streets Initiative is an ongoing educational process that is supported by several Broward County organizations.</li> <li>Broward County Commission approved the Complete Streets Initiative in March 2013 and includes the development of an inter-departmental Complete Streets Team.</li> </ul>
<b>Oakland Park Boulevard Transit Alternatives Analysis Study</b>	Oakland Park Boulevard Corridor from the Sawgrass Expressway to SR A1A	In Progress	BCT, SFRTA, Broward MPO, FDOT, and affected municipalities	<ul style="list-style-type: none"> <li>This is a multi-agency project to evaluate premium transit projects along the high-ridership Oakland Park Boulevard corridor from the Sawgrass Expressway to SR A1A.</li> <li>Study outcomes will be to identify the most feasible and effective transit projects that will improve mobility, congestion, and better link points of connection.</li> </ul>	<ul style="list-style-type: none"> <li>The study is currently evaluating short- and long-term transit mode alternatives and operational improvements. Selection of a Locally Preferred Alternative (LPA) is anticipated to be completed by Spring 2014.</li> <li>BCT sits on the Technical Advisory Committee (TAC) for this study.</li> </ul>
<b>University Drive Mobility Improvements Planning Study</b>	University Drive Corridor, from Sample Road to NW 215 <sup>th</sup> Street	In Progress	BCT, SFRTA, Broward MPO, FDOT, MDT, and affected municipalities	<ul style="list-style-type: none"> <li>This study will evaluate mobility improvements and transit projects along University Drive, from Sample Road in Broward County to south of the Miramar Parkway at NW 215<sup>th</sup> Street in Miami-Dade County.</li> </ul>	<ul style="list-style-type: none"> <li>This study is in its initial stages, but when completed will define the range of potential enhanced transit alternatives for the corridor, including reviews of station locations, accessibility to stations, connectivity by different modes, costs, technologies, benefits, and feasibility. Selection of the Locally Preferred Alternative is anticipated to be completed by January 2014.</li> <li>BCT sits on the Project Advisory Committee (PAC) for this study.</li> </ul>
<b>Central Broward East-West Transit Study</b>	Central Broward County	Locally Preferred Alternative approved in October 2012	Broward MPO, FDOT, SFRTA and BCT	<ul style="list-style-type: none"> <li>Project goal is to develop a premium transit service in Central Broward County.</li> <li>Study area boundaries include the central part of Broward County, located between Oakland Park Boulevard in the north, the Weston-Sawgrass area in the west, Griffin Road/Stirling Road in the south, and the Intracoastal Waterway in the east.</li> </ul>	<ul style="list-style-type: none"> <li>The Broward MPO approved the Griffin Road Alternative in October 2012, which will evaluate a combination of premium bus and modern streetcar services.</li> <li>Premium bus will be considered from Sunrise to the South Florida Education Center. Both premium bus and modern streetcar will be considered from the South Florida Education Center to the Griffin Road Tri-Rail Station. Modern Streetcar will provide service to the Fort Lauderdale-Hollywood International Airport, downtown Fort Lauderdale connecting with the Wave, and the Broward Boulevard Tri-Rail Station.</li> </ul>



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<b>The Wave Streetcar</b>	Downtown Fort Lauderdale	In Progress	Broward County, BCT, SFRTA, Broward MPO, FDOT, City of Fort Lauderdale, and Fort Lauderdale Downtown Development Authority (DDA)	<ul style="list-style-type: none"> <li>The Wave is a 2.7-mile environmentally friendly streetcar system that will serve as a local circulator in downtown Fort Lauderdale.</li> <li>The Wave route will include 10 stations, streetscape improvements, and a traffic signalization package to help maintain headways during peak periods.</li> </ul>	<ul style="list-style-type: none"> <li>The Wave will connect points of interest along route to the regional transit network, including BCT routes.</li> <li>The Wave will maintain 7.5-minute headways during peak periods and 10 minute headways during off-peak periods by providing transit priority at traffic signals.</li> </ul>
<b>BCT I-95 Express Bus Service</b>	Service from Hollywood/Miramar to downtown Miami	In Operation	Service operated by BCT in cooperation with FDOT and other agencies	<ul style="list-style-type: none"> <li>The 95 Express operated by BCT provides BRT service from Broward County to downtown Miami via a combination of High-Occupancy Vehicle (HOV)/express lanes along I-95.</li> </ul>	<ul style="list-style-type: none"> <li>The 95 Express currently travels in the I-95 express lanes from downtown Miami to Miami Gardens Drive/NE 183<sup>rd</sup> Street and travels in HOV lanes north. Extension of the I-95 express lanes to Broward Boulevard will allow BCT's 95 Express route to continue traveling at higher average travel speeds via uninterrupted express lanes.</li> <li>95 Express Bus Service provides free commuter park-and-ride locations, and travel along the major interstate highways to Miami-Dade County on weekdays during morning and afternoon peak travel hours.</li> </ul>
<b>MDT I-95 Express Bus Service</b>	Service between downtown Miami and Sheridan St. and Ft. Lauderdale Tri-Rail Stations	In operation	Service operated by MDT in cooperation with FDOT and other agencies	<ul style="list-style-type: none"> <li>I-95 Express Service (Existing Route 195): This route provides express weekday rush-hour service and features two legs of service. The first leg provides express service between downtown Miami and Sheridan Street Tri-Rail Station in Broward County via I-95. The second leg provides express service between downtown Miami and Ft. Lauderdale Tri-Rail Station via I-95.</li> </ul>	<ul style="list-style-type: none"> <li>This MDT Express Bus service provides connections to BCT Route 12 (Sheridan St. Tri-Rail Station) and BCT Route 22 (Ft. Lauderdale Tri-Rail Station).</li> </ul>
<b>BCT I-595 Express Bus Service</b>	Service from downtown Fort Lauderdale to downtown Miami and Sunrise to the Miami Civic Center	In Operation	Service operated by BCT in cooperation with FDOT and other agencies	<ul style="list-style-type: none"> <li>595 Express provides BRT service from downtown Fort Lauderdale to downtown Miami/Brickell and Westgate Square Park-and-Ride to the Miami Civic Center.</li> <li>Currently buses travel in regular lanes on I-595 with mixed traffic; however, in 2014 the reconstruction of I-595 will be completed and the 595 Express will use reversible express lanes being built in the median. On I-95, the 595 Express uses the same travel lanes as the 95 Express.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of the I-595 reversible express lanes as well as the extension of the I-95 express lanes will allow BCT's 595 Express route to travel at higher average travel speeds via uninterrupted express lanes for the entire route. It is expected that these lanes will be fully constructed and operational by mid-2014.</li> <li>595 Express Bus Service provides free commuter park and ride locations, and travel along the major interstate highways between downtown Fort Lauderdale and Miami-Dade County on weekdays during morning and afternoon peak travel hours.</li> </ul>
<b>MDT Northeast Corridor (Biscayne Blvd.) Enhanced Bus Phase 1</b>	Service from downtown Miami to Aventura Mall via Biscayne Blvd./US 1	Revenue service expected in 2014	Service to be operated by MDT	<ul style="list-style-type: none"> <li>This route will provide premium limited stop transit service along Biscayne Boulevard/US-1 from downtown Miami to Aventura Mall. This route provides service to the Adrienne Arsht Performing Arts Center, and a direct connection to the cities of Little Haiti, Miami Shores, North Miami and North Miami Beach.</li> <li>Service headways will be 15 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. Revenue service is anticipated to begin in 2014 using 11 new 60-foot diesel/electric hybrid, clean diesel, compressed natural gas (CNG), or other alternative fuel buses. The bus purchase component is considered Phase I for this corridor.</li> </ul>	<ul style="list-style-type: none"> <li>This forthcoming MDT Enhanced service will directly benefit patrons using BCT Route's 1/US 1 Breeze/28 that currently serve the same transfer location as MDT at the Aventura Mall.</li> <li>The forthcoming (2013-14) BCT-led US 1 BRT Improvements Study will review all options/plans for MDT's Northeast Corridor Enhanced Bus service for optimal transit service solutions into and out of this corridor.</li> </ul>

Plan/Program/Study Reviewed	Geographic Applicability	Most Recent Update/Timeframe	Responsible/Partner Agencies	Overview	Key Considerations for the Situation Appraisal
<b>MDT I-95 Express Bus Service Broward Blvd. Expansion</b>	New service from Broward Blvd. Tri-Rail Station to Miami Civic Center	Revenue service expected in 2014	Service to be operated by MDT	<ul style="list-style-type: none"> <li>This route would provide express commuter transit service between the Fort Lauderdale Tri-Rail Station located at Broward Boulevard in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95.</li> <li>Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2014.</li> </ul>	<ul style="list-style-type: none"> <li>New Express Bus Service would provide direct connection between Fort Lauderdale/Broward County to the Civic Center employment area in downtown Miami.</li> </ul>
<b>MDT I-95 Express Bus Service Sheridan Street Expansion</b>	New service from Sheridan St. Tri-Rail Station to Miami Civic Center	Revenue service expected in 2014	Service to be operated by MDT	<ul style="list-style-type: none"> <li>This route would provide express commuter transit service between the Sheridan Street Tri-Rail Station in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95.</li> <li>Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2014.</li> </ul>	<ul style="list-style-type: none"> <li>New Express Bus Service would provide direct connection from southeast Broward County to the Civic Center employment area in downtown Miami.</li> </ul>
<b>MDT NW 7<sup>th</sup> Ave. Enhanced Bus Service</b>	Service between downtown Miami and Golden Glades	Revenue service expected in 2015	Service to be operated by MDT	<ul style="list-style-type: none"> <li>This route will provide premium limited-stop transit service along NW 7<sup>th</sup> Avenue between downtown Miami and the park-and-ride lot located at the Golden Glades Interchange. Service headways will be 15 minutes during the AM/PM peak-hour and 30 minutes during the mid-day.</li> <li>This route will provide a premium transit connection to the NW 7<sup>th</sup> Avenue Transit Village located at NW 7<sup>th</sup> Avenue and NW 62<sup>nd</sup> Street. Revenue service is anticipated to begin in 2015.</li> </ul>	<ul style="list-style-type: none"> <li>This planned service will provide connections to BCT's University and US 441 Breeze routes at the Golden Glades transfer location, enhancing connectivity between MDT and BCT.</li> </ul>
<b>MDT I-295 Express Bus</b>	Service from Miami-Dade/Broward Co. Line at 215 <sup>th</sup> St./NW 27 <sup>th</sup> Ave. and downtown Miami via the HEFT and I-95	Revenue service expected in 2016	Service to be operated by MDT	<ul style="list-style-type: none"> <li>This route would provide express commuter transit service between the Miami-Dade/Broward County Line (NW 215<sup>th</sup> Street and NW 27<sup>th</sup> Avenue) and downtown Miami via the HEFT and I-95. Service headways will be 15 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2016.</li> </ul>	<ul style="list-style-type: none"> <li>This planned service will provide connections to BCT's Route 2 and University Breeze routes at the planned MDT park-and-ride facility at the Miami-Dade/Broward Co. Line at 215<sup>th</sup> St./NW 27<sup>th</sup> Ave, enhancing connectivity between MDT and BCT.</li> </ul>
<b>MDT North Corridor (NW 27<sup>th</sup> Ave.) Enhanced Bus</b>	Service from Miami-Dade/Broward County Line (NW 215 <sup>th</sup> St. & NW 27 <sup>th</sup> Ave.) to Miami Intermodal Center (MIC)	Revenue service expected in 2017	Service to be operated by MDT	<ul style="list-style-type: none"> <li>This route would provide premium limited-stop transit service along the NW 27<sup>th</sup> Avenue corridor from the Miami-Dade/Broward County Line (NW 215<sup>th</sup> Street and NW 27<sup>th</sup> Avenue) to the MIC. A park-and-ride/bus terminal station is proposed at the northern terminus of the route at NW 215<sup>th</sup> Street. Service headways will be 10 minutes during the AM/PM peak hour and 20 minutes during the mid-day.</li> <li>Revenue service is anticipated to begin in 2017 using 11 new 60-foot diesel/electric hybrid, clean diesel, CNG, or other alternative fuel buses.</li> </ul>	<ul style="list-style-type: none"> <li>This forthcoming MDT Enhanced Bus service will directly benefit patrons utilizing the BCT Route 2 (University Dr.) and the University Breeze Limited Stop route. BCT will explore sending these two routes to serve MDT's proposed park-and-ride/bus terminal station at NW 215 St.</li> </ul>

Plan/Program/Study Reviewed	Geographic Applicability	Most Recent Update/Timeframe	Responsible/Partner Agencies	Overview	Key Considerations for the Situation Appraisal
<b>I-75 Express Bus Service</b>	Service from Sawgrass Mills/I-595 area into Miami-Dade County	Revenue service expected in 2018	Operating agency to be determined by FDOT Dist. IV	<ul style="list-style-type: none"> <li>The overall purpose of the projects (I-75 and SR 826 Express Lanes) is to improve mobility, relieve congestion, provide additional travel options, enhance transit services, accommodate future growth and development in the region, enhance emergency evacuation, and improve system connectivity between key limited access facilities in South Florida.</li> </ul>	<ul style="list-style-type: none"> <li>Express Bus Service operating costs are projected to be funded by toll revenue from the completed Managed Lanes project.</li> <li>Express Bus Service routing has not been finalized but is generally expected to originate in western Broward County and terminate in western Miami-Dade County.</li> <li>The number, cost and type of buses to provide this service have not yet been identified.</li> </ul>
<b>MDT Northeast Corridor (Biscayne Blvd.) Enhanced Bus Phase 2</b>	Service from downtown Miami to Aventura Mall via Biscayne Blvd./US 1	Revenue service expected in 2020	Partnership between Miami-Dade MPO and MDT	<ul style="list-style-type: none"> <li>The Miami-Dade MPO in cooperation with MDT is performing an Implementation Plan for the Biscayne Boulevard Enhanced Bus Service (EBS) project. This EBS route will feature robust stations, Wi-Fi, real-time “Where is the Bus?” arrival times via the internet or on web enabled mobile devices, real-time “Next Bus” arrival information via electronic signs, Transit Signal Priority (TSP), and Park-and-Rides.</li> <li>Phase II for the Biscayne Enhanced Bus Service project will feature 10 minute service headways during the AM/PM peak-hour and 20 minutes during the mid-day using an additional five (5) new 60-foot diesel/electric hybrid buses, clean diesel, CNG or other alternative fuel buses. Phase II is expected to be completed by 2020.</li> </ul>	<ul style="list-style-type: none"> <li>This forthcoming MDT Enhanced service will directly benefit patrons using BCT Route’s 1/US 1 Breeze/28 that currently serve the same transfer location as MDT at the Aventura Mall.</li> <li>The forthcoming (2013-14) BCT-led US 1 BRT Improvements Study will review all options/plans for MDT’s Northeast Corridor Enhanced Bus service for optimal transit service solutions into and out of this corridor.</li> </ul>
<b>MDT Palmetto Express Bus</b>	Service from FDOT Park-n-Ride Lot at I-75 to Palmetto Metrorail Station	Revenue service expected in 2022	Partnership between Miami-Dade MPO, FDOT Dist. VI and MDT	<ul style="list-style-type: none"> <li>This route would provide express commuter transit service between the proposed FDOT park-and-ride lot at I-75 (as proposed by the FDOT I-75 Express Bus Service Alternatives Study) and Miami Gardens Drive interchange to the Palmetto Metrorail Station via SR 826 Express Lanes. Service headways will be 15 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2022.</li> </ul>	<ul style="list-style-type: none"> <li>This proposed service allows the opportunity for future I-75 Express Bus Service from Broward Co. to provide important connections to either the MDT Express Bus or Metrorail systems.</li> </ul>
<b>SR 7/US 441 Project Development and Environment (PD&amp;E) Study</b>	SR 7/US 441 from SR 834/Sample Road to SR 808/Glades Road	In Progress	FDOT	<ul style="list-style-type: none"> <li>SR 7 between the Broward County Line and Glades Road is designated as a TOC in the Broward County Comprehensive Plan.</li> <li>Broward County policy requires the addition of two dedicated transit/special use lanes when projected level of service (LOS) falls below LOS D within a five-year period.</li> </ul>	<ul style="list-style-type: none"> <li>The purpose of this study will be to analyze traffic/land use data; perform an environmental analysis, develop engineering concepts, conduct a noise study, and perform a financial analysis.</li> <li>This PD&amp;E Study will consider an evaluation of premium transit within the corridor, as well as recommend a build/no-build alternative based on the findings.</li> </ul>
<b>US 1 Bus Rapid Transit Improvements Study</b>	US 1 (between downtown Fort Lauderdale and Aventura Mall)	In Progress (2013-14)	BCT, Broward MPO, FDOT, MDT, Miami-Dade MPO, SFRTA, and affected municipalities	<ul style="list-style-type: none"> <li>BCT received a \$686,000 FTA Earmark to study BCT’s third busiest bus route by daily trip activity. Current BCT local service (Route 1) in this corridor experiences overcrowding, faces unmitigated traffic congestion and consequently suffers from unreliable travel times.</li> <li>This study is a critical step in pursuing beneficial short and medium-term premium transit service and technology improvements that can be applied to the corridor.</li> </ul>	<p>The goals of this study are to:</p> <ul style="list-style-type: none"> <li>Improve transit travel time in a highly-utilized transit travel corridor;</li> <li>Improve transit service reliability;</li> <li>Meet existing and projected transit capacity needs;</li> <li>Enhance the transit passenger experience utilizing transit on corridor;</li> <li>Encourage sustainability, livability and transit-oriented development concepts and efforts along the corridor.</li> </ul>

Plan/Program/Study Reviewed	Geographic Applicability	Most Recent Update/Timeframe	Responsible/Partner Agencies	Overview	Key Considerations for the Situation Appraisal
<b>Broward Boulevard Livable Mobility Plan</b>	Broward Boulevard	In Progress (until end of 2014)	BCT	<ul style="list-style-type: none"> <li>Broward County received \$8 million in federal funding from FTA for transit capital and operating improvements on Broward Boulevard.</li> </ul>	<ul style="list-style-type: none"> <li>Improvements programmed with federal funding include purchasing nine energy-efficient hybrid-electric buses to operate along Broward Boulevard (BCT Route 22), implementing Transit Signal Priority along Broward Boulevard, enhancing bicycle and pedestrian facilities/connections, developing a car sharing program, and making Advanced Traffic Management System (ATMS) improvements.</li> </ul>
<b>Broward Boulevard Corridor Transit Study</b>	Broward Boulevard from US 1 to Pine Island Road	Final Report July 2012	FDOT, Broward MPO, BCT, SFRTA, and affected municipalities	<ul style="list-style-type: none"> <li>The purpose of this study is to explore transit options for the Broward Boulevard corridor to improve mobility, relieve congestion, and improve air quality.</li> </ul>	<ul style="list-style-type: none"> <li>Selected Alternative includes adding an overlay service on BCT Route 22 that only stops at high demand stops. A longer-term Alternative includes dedicating curb lanes of Broward Boulevard from SR 7 to Andrews Avenue as Business Access and Transit (BAT) lanes.</li> <li>Operating and Maintenance costs remain unidentified for the selected Alternative.</li> </ul>
<b>Broward Boulevard Gateway Implementation Plan</b>	Broward Boulevard from NE 8 <sup>th</sup> Avenue to NW 27 <sup>th</sup> Avenue	In Progress	City of Fort Lauderdale, Fort Lauderdale DDA, Fort Lauderdale Transportation Management Authority, Fort Lauderdale Community Redevelopment Agency (CRA), South Florida Regional Planning Council (SFRPC), Broward County, Broward MPO, FDOT, and BCT	<ul style="list-style-type: none"> <li>The project goal is to improve mobility, accessibility, connectivity, and quality of life through specific implementable projects along Broward Boulevard, with the goal of creating a gateway to downtown Fort Lauderdale.</li> </ul>	<ul style="list-style-type: none"> <li>Potential implementation projects will likely include transit-related recommendations that will impact BCT, Tri-Rail, and the future Wave route, such as park-and-ride, additional amenities, service improvements, etc.</li> </ul>
<b>Bus Queue Jump Lanes Pilot Demonstration Project</b>	SR 7 and Prospect Road	Mid-2013	Broward County, BCT, FDOT and affected municipalities	<ul style="list-style-type: none"> <li>In late 2012, a pilot project was implemented to introduce a new traffic signal for buses in order to reduce bus delay and improve service delivery and traffic flow.</li> </ul>	<ul style="list-style-type: none"> <li>Data collected during the two-week pilot project will be analyzed to assess the benefits of this technology and if similar applications are appropriate elsewhere in the county.</li> </ul>
<b>BCT Shelters and Amenities Program</b>	Broward County	2010	Broward County, BCT	<ul style="list-style-type: none"> <li>Program objective is to increase the number of shelters, seating areas, and transit amenities at BCT bus stops at a minimum of 679 bus stop locations with identified funding.</li> </ul>	<ul style="list-style-type: none"> <li>This countywide action plan will increase the number of shelters and transit amenities at bus stops; plan includes specific shelter designs adopted by Broward County and affected municipalities.</li> <li>Bus stops are prioritized based on daily ridership figures, right-of-way availability, site safety, Americans with Disabilities Act (ADA) accessibility and connecting pedestrian accessibility (sidewalks).</li> <li>BCT will have over 1,000 total shelters in the system-wide once the project is completed at the end of 2014. Once this project is completed, nearly 20% of BCT's total bus stops will have a shelter.</li> </ul>

## SITUATION APPRAISAL

The requirements for a TDP major update include the need for a situation appraisal of the environment in which the transit agency operates. The purpose of this appraisal is to help develop an understanding of the BCT operating environment in the context of the following elements:

- Regional transportation issues;
- Socioeconomic trends;
- Travel behavior;
- Land use;
- Public Involvement; and
- Technology.

The following situation appraisal provides an overview of the environment in which BCT operates. While this list cannot possibly be exhaustive, it includes the primary circumstances shaping BCT's operating environment. The assessment of these elements resulted in the identification of possible implications for BCT. The assessment and resulting implications are drawn from the following sources:

- Review of relevant plans, studies, and programs prepared at all levels of government;
- Results of technical evaluation performed as part of the transit development planning process;
- Outcomes of discussions with BCT staff and administration; and
- Input gathered through public involvement activities.

### ***Socioeconomic Trends***

Broward County population grew at a rate of 7.7 percent between 2000 and 2010 (U.S. Census Bureau). The number of employed persons in Broward County increased by over 12 percent during this same time period. The growth in transportation disadvantaged persons between 2008 and 2013 in Broward County was over 10 percent.

*Implications* – BCT must strive to meet transit demand as the number of people living and working in Broward County continues to grow. As population grows and more employment opportunities become available, the role of transit will become an increasingly more important component of the overall transportation solution in the county. The increase in transportation disadvantaged individuals in the population may increase the demand for paratransit services, as well.

**Travel Markets**

Transit markets can be organized into three major categories: traditional markets, discretionary markets, and regional markets. The traditional market includes individuals who have no or limited transportation alternatives and rely on public transit for essential and recreational trips. This market includes the elderly, youth, low-income, and no/limited vehicle populations. The discretionary market refers to individuals who have a choice of transportation alternatives and may choose transit if the service is competitive with the automobile in terms of travel time, convenience, cost, and/or other factors. The regional market refers to the demand for commuter travel to other counties in the region.

While BCT currently serves all three markets, the largest group it serves is the traditional market. In recent years, BCT has been making a concerted effort to serve more and more of the discretionary and regional markets. To serve these groups, BCT has to offer services that are more competitive with the automobile and move people regionally.

*Implications* – BCT should continue to target traditional markets and continue efforts to increase its share of discretionary and regional riders. As economic development efforts in the county continue to mature, BCT should continue to modify its services in order to capture new riders and new transit markets.

**Transportation Network**

While BCT provides local and regional travel options, it also contributes to a larger transportation network that enables travel beyond the region. This network includes regional rail, airports, and seaports. SFRTA operates the Tri-Rail system, which provides transportation along a 70.9-mile corridor from Miami to West Palm Beach. Several studies are looking at adding passenger rail service between Miami and other destinations such as Jupiter and Space Coast. The Fort Lauderdale-Hollywood Airport's Master Plan includes plans for future growth that will include accommodations for regional transit connections. As with many other seaports, the deepening of the Panama Canal has impact for Port Everglades. As such, it is also planning to expand its operation. Public comment included the need to provide transportation to and from all of these facilities.

*Implications:* As these projects progress, there will be increasing demand for BCT services to support them. These demands will have operational and financial impacts for BCT as the system's route network grows and evolves to meet such increased demand.

**Complete Streets**

Developed through a grant from the Center for Disease Control and Prevention (CDC), the Broward County Complete Streets Initiative was approved by the Broward County Commission on March 12,

2013. The unanimously-approved measure calls for adopting the Broward Complete Streets Guidelines, which provide community design standards to make streets safe for all users.

The Complete Streets Initiative was created through a partnership of the Broward Regional Health Planning Council, Broward MPO, the Health Foundation of South Florida, and the Smart Growth Partnership. As part of this initiative, FDOT has developed a lane elimination process and the County has hired a Complete Streets Coordinator to review all resurfacing and capital improvement projects.

*Implications* – Throughout the public involvement activities conducted as part of the TDP process, many individuals mentioned the need to improve bicycle and pedestrian connectivity to the transit system and the safety of those modes. This initiative will assist BCT in making the transit system more accessible.

#### ***The Wave***

On March 13, 2013, the Broward County Commission approved The Wave, which committed Broward County to fund annual cost to operate and maintain the system. The initial 1.4-mile streetcar segment will be constructed for approximately \$83 million with an anticipated opening date in late 2016. The Wave is a modern streetcar system that is intended to circulate people around downtown and act as both a transportation mechanism and an economic development tool. Additional phases are being studied as to the appropriate locations for expansion.

*Implications* – BCT will be the owner and operator of The Wave system, which will add a new mode to the BCT system. As the operator, BCT will have to manage funding for The Wave, including the processing of grants. BCT also will need to determine how best to connect the existing fixed-route motorbus service to the streetcar line to ensure system connectivity.

#### ***Express Lane Development***

In addition to express lanes already in operation, FDOT Districts Four and Six are implementing express lanes on 27 miles of I-75 and SR 826 from I-595 to SR 836. The express lanes will open in FY 2018. One of the stated purposes of the express lanes is to improve transit service in the area. Further expansion of the Managed Lane system from Broward Blvd. north through Palm Beach County to the Martin County line will also be studied by FDOT within the next few years.

*Implications* – BCT will be able to add and improve express bus service in this corridor by operating in the express lanes. Funding for such service remains unidentified.

**Fixed Route Local Bus Service**

BCT is currently having significant issues with on-time performance on a number of key corridors. In some instances the problem with schedule adherence is due to traffic congestion, in some instances it is due to increased ridership demand, and in some instances it is both. Ridership demand can become a problem when there is too much demand for the amount of service being provided on a given route; the bus has to stop more frequently, which slows its progression on the route. Additionally, on some trips it is so overcrowded that some potential passengers have to be passed up until the next bus.

*Implications* – BCT needs to add service annually on a number of its key routes in order to improve on-time performance and help ensure that these routes can actually provide the level of service that is published in BCT’s schedule.

**Community Bus System**

BCT assists 18 municipalities with the funding of community bus routes. These services are managed by their respective communities while BCT provides \$15 per hour of service to support the costs of operating the system. BCT assists each of these 18 partners with developing routing, schedules and other service-related logistics while the municipalities generally manage the operational contract for their respective routes.

*Implications* – Given the unique nature of every contract BCT has with the 18 different community bus partners, it has become very cumbersome for BCT to manage these contracts. It will be necessary for BCT to develop two or three boilerplate contracts in the near-term from which the communities can choose.

**Jitney Service**

Jitney service, independently operated and privately owned transit-like service, is making an entry into the local economy. Broward County Code of Ordinances Ch. 22½-7 permits jitney service under certain conditions with approval of the Transit Director. Jitneys must operate along a fixed route, are not permitted to have a schedule, and may not board/discharge passengers within 200 feet of a bus stop or taxicab zone. Service development standards by BCT provide that proposed jitney routes should complement BCT services by expanding transportation access primarily during hours when public transit is not available or in communities that are currently underserved by transit.

*Implications* – Jitney service could be a benefit to the community by providing transportation options in currently underserved areas or during hours when traditional transit service is not currently financially feasible.



**Funding**

Funding of BCT operations has been a concern for a few years. Services have been cut in recent years due to lack of funding for the system. The LRTP’s 2035 cost feasible transit plan, as noted in the plan review section, identifies funding for only a portion of transit needs. A portion of BCT’s operations and maintenance and all capital costs are funded in the Cost Feasible Plan. Only one-third of BCT’s FY 2009-2018 TDP service is funded.

*Implications* – BCT will have to identify new funding sources to be able to continue operating current services without modification or service cuts. Such new resources will be necessary for BCT to be able to enhance or expand existing services, as well.

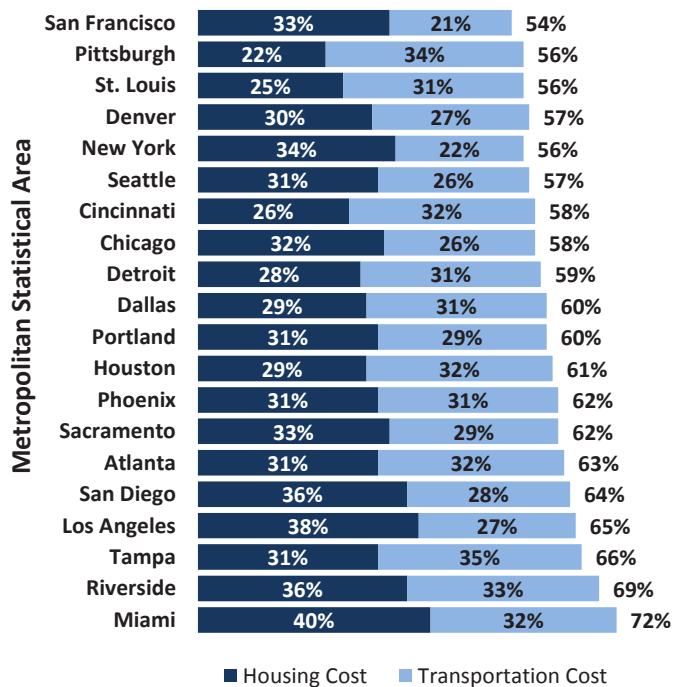
**Housing and Transportation Costs**

Using 2006 through 2010 American Community Survey data, the Center for Neighborhood Technology and Center for Housing Policy found that the Miami-Fort Lauderdale-Pompano Beach metropolitan statistical area (MSA) has the highest level of housing costs for any MSA in the country. For the average resident in this MSA, housing and transportation costs are equivalent to 72 percent of household income. For 90 percent of the households, housing and transportation costs are greater than 45 percent of their monthly income.

For commuters using public transportation, the average commute time is 47 minutes as compared to those who are driving alone, which is 26 minutes. A greater proportion of commuters using public transportation are minority residents. This means that a greater proportion of minority commuters have less time to spend doing other activities.

*Implications* – Broward County residents are cost-burdened by housing and transportation costs. BCT has an opportunity to provide low-cost transportation services to alleviate some of this burden. If service frequency were improved, this could reduce the “penalty” paid by those individuals using public transportation as a commute alternative.

**Figure 5-1  
Housing and Transportation Costs**



Source: Center for Neighborhood Technology and Center for Housing Policy.

**Long-term Sustainable Funding Source**

Many of BCT's routes are "standing room only" during peak periods due to long headways. While crowded buses increase farebox recovery ratios, they may negatively impact total fare revenue. Long headways and standing-room-only conditions do not encourage transit usage and may reduce overall passenger loads. Standing-room-only conditions also negatively impact on-time performance. An overcrowded vehicle stops more frequently to allow passengers to board and alight; this constant stopping slows the progress of the bus, increases travel time, and makes it difficult to maintain on-time performance.

*Implications* – In order to provide more frequent service to address existing overcapacity and projected future demands, BCT must identify a long-term sustainable funding source. Without a sustainable funding source, BCT cannot begin to fully tackle existing capacity issues and projected increases in ridership over the near and long-term..

**Six Pillars**

Broward County has joined the State's Six Pillars initiative led by the Florida Chamber Foundation. One of the six pillars is Infrastructure & Growth Leadership, which has a goal of providing a variety of diverse, accessible, interconnected transportation options for residents, visitors, and the business community. This goal is to be measured by the miles of new rail line installed, number of new bus routes, and transit ridership levels.

*Implications* – As evidenced by this initiative, Broward County has begun the important process of garnering business support for greater transportation choices and investments.

**Voter Opinions**

From April 17-24, 2013, the Broward County MPO conducted a telephone survey of voters in Broward County. Of the 502 respondents, 10 percent of respondents indicated that the top issue of local concern is traffic, transportation and infrastructure/roads; 53 percent indicated that Broward's transportation system is inadequate; and 76 percent indicated that traffic congestion is a serious problem. For 45 percent of the respondents, adding more transportation options is the best way to address traffic congestion. In addition, 77 percent of respondents say that expanding public transportation should be a priority for Broward County.

Of those surveyed, 24 percent believe that they will be better off financially in the upcoming year than they are this year; 50 percent believe they will be about the same. Forty-seven percent indicated that they would support paying more in taxes or fees to improve the transportation system while 42 percent would oppose paying more.

*Implications* – Transportation and traffic congestion are important issues to the citizens of Broward County and they have concerns about them. These results are very similar to the public opinion poll findings from BCT’s telephone survey (see Section 4).

**Road Construction**

Road construction projects will continue to change the operating landscape for BCT throughout the 10-year timeframe of the TDP. These projects may cause temporary impediments to on-time travel during construction periods. Once completed, they may offer better travel conditions. For example, the expansion of the southern part of State Road 7 to six lanes in Broward County will impact traffic flow on that portion of the roadway and potentially improve the on-time performance of Route 18 and Breeze US 441. The extension of the I-95 express lanes will ensure that BCT’s 95 Express will be able to travel at higher average speeds for a longer distance.

*Implications* – BCT will continuously have to monitor the on-time performance of each route to ensure that on-time system performance goals are being met. Temporary and permanent adjustments may need to be made throughout the 10-year period based on known roadway construction schedules.

**Transportation System Management and Operation (TSM&O) Program**

BCT will be coordinating with FDOT and Broward County Traffic Engineering Division (BCTED) on the implementation of the TSM&O program. The program is scheduled to begin monitoring and implementing real-time strategies on Broward County arterials in the fall of 2013. The focus of the system is to improve travel time reliability for users of the arterial network by actively managing the corridor. Other expected benefits include reduced incident duration and fewer crashes.

*Implications* – BCT will work with FDOT and BCTED to determine the best methods for coordinating between them on this project.

**School Children Transportation**

The transportation of school children has been a discussion for sometime in Broward County. While BCT is prohibited by FTA rules from providing service designed to move school children between school and home if there is a private school bus operator conducting business in the county, BCT’s services are certainly used by school children. These children may be going to school, home, or other destinations. Discussions between the school system and BCT are ongoing.

*Implications* – BCT will need to continue to meet with and discuss this transportation issue with school system officials.

**Alternative Fuel Vehicles**

Public outreach activities revealed strong interest in BCT using vehicles fueled with alternative fuels. BCT has been exploring its options and owns over 80 hybrid buses at this time. BCT also has a goal to keep 25 percent of its vehicle fleet using a hybrid propulsion system.

*Implications* – BCT should continue to explore options for alternative fuel use, while maintaining at least a quarter of its fleet as hybrid vehicles.

**Technology**

Many comments were received during the public involvement phase that BCT needed to invest in technology upgrades to improve the passenger experience. BCT is making an effort to implement state-of-the-art technology to enhance the customer experience. BCT is exploring the implementation of real-time passenger information systems, fare integration with other transit systems, mobile telephone ticketing options/technology, and wireless internet on express and Breeze buses, among other options. These upgrades will allow for passengers to more easily access the system and use their time more efficiently while on the system.

*Implications* – BCT continues to emphasize technology implementation in order to enhance customer service. As such, staff will need to keep the agency's technology plan up to date and ensure that appropriate resources are dedicated, as available to the advancement of this program in the future.

**Economic Benefits of Transit**

The 2011 study, *Economic and Community Benefits of Urban Fixed-Route Transit in Florida*, conducted by FDOT and the Center for Urban Transportation Research (CUTR), measured the impacts of public transportation on local economies. Using the nationally-recognized IMPLAN Input-Output (I-O) model data from the NTD, data from the American Automobile Association (AAA), and data from the Texas Technology Institute's Urban Mobility Report, the study measured the economic impacts of federal spending, of savings to transit users, and of savings to highway users based on the operational and capital spending by the 28 fixed-route transit agencies in the state.

On average, about \$200 million federal dollars are spent every year by Florida transit agencies, which generates approximately 4,000 jobs and \$464 million dollars in the production of goods and services in the state. In other words, for every dollar spent on transit, \$2.30 of economic activity is generated.

Those who use public transportation enjoy the benefits of reduced travel costs, including savings in car ownership and operation. Reduced travel costs increase a transit user's disposable income, but decrease demand for goods of some industry sectors, like the automobile sector. Taking this into

account, the I-O model estimates that the use of public transportation has a net positive impact on the state's Gross Domestic Product (GDP) of approximately \$160 million annually.

Highway users experience the benefits of transit in increased transportation capacity and less congestion, travel time savings, and reduction in the amount of fuel wasted, among other things. Savings in wasted fuel and time savings produce on average between \$115-\$130 million dollars in GDP growth annually.

*Implications:* Increasing and improving BCT's services will have economic benefits to Broward County, as well as benefits to all of its residents, including users or non-users.

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