



Broward Metropolitan Planning Organization Commitment 2045 Metropolitan Transportation Plan

Technical Report #11

Broward Transit Vision

May 1, 2020

MPO MISSION STATEMENT

To collaboratively plan, prioritize, and fund the delivery of diverse transportation options.

MPO VISION STATEMENT

Our work will have measurable positive impact by ensuring transportation projects are well selected, funded, and delivered.

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Introduction

In *Broward Vision: The Path to 2100*, the Broward MPO advocates a paradigm shift in the Broward region's approach to growth, development, and transportation investment. It concludes with a Call to Action for the MPO and its partners to begin doing today what is needed to stay on the desired path to the year 2100. The Broward Transit Vision is a critical part of the path to 2100.

This purpose of this report is to present the transit vision for the Broward region, developed in support of the Broward MPO's *Commitment 2045* Metropolitan Transportation Plan (MTP). The transit vision is intended to be creative and realistic in its ability to help shape future growth, development, and transportation investments throughout the Broward region; its purpose is to illustrate the transit vision network based on what we know today, with the understanding that it will be adapted incrementally to integrate new and emerging technologies over time.

This report is organized into the following major sections:

- **Transit Vision Development** – The transit vision was developed iteratively through technical analysis and a collaborative process with staff from the MPO, Broward County Transit (BCT), and the South Florida Regional Transportation Authority (SFRTA). Previous efforts that guided the development of the transit vision are documented in the following MTP technical reports:
 - Goals & Objectives (Technical Report #3a)
 - Scenario Planning & Transit Evaluation Approach (Technical Report #6)
 - Travel Demand & Transit Market Segmentation (Technical Report #7)
 - High-Opportunity Transit Assessment (Technical Report #8)
 - Transit Peer Review (Technical Report #10)
 - 2045 MTP Needs Assessment (Technical Report #13)
- **Transit Vision 2100** – The results of these technical reports were used to support collaborative discussion with MPO staff and stakeholders and development of a transit vision for the Broward region through the year 2100.

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- **Call to Action** – Implementation of the Broward Transit Vision will largely depend upon coordination between the Broward MPO and Broward County through the Broward County Mobility Advancement Program (MAP), which is funded by a local 1-cent, 30-year surtax to increase mobility and address transportation challenges in Broward County (referendum approved by voters in November 2018). The detailed program is designed to reduce traffic congestion, improve roads and bridges, enhance traffic signal timing, develop safe sidewalks and bike paths, expand mass transit, fully-fund special needs/on-demand services and community shuttles, connect greenways, enhance school safety zones, and fund a variety of transportation projects.

The implementation program for MAP is in its early stages and will need to be more formally integrated into the MTP through the amendment process in 2020. For this reason, the MPO is focusing its implementation efforts on a Call to Action designed to support the implementation of the Broward Transit Vision and the overall transportation vision for the Broward region.

Transit Vision Development

To support the development of the transit vision for the Broward region, previous work conducted as part of the *Commitment 2045* MTP is referenced and summarized in this section.

Goals & Objectives (Technical Report #3)

The Broward MPO established three key goals to respond to the requirements of the metropolitan planning process and address the specific needs of Broward County and its interaction with the region:

- **Move People and Goods** – Maintain existing infrastructure, improve multimodal accessibility to places where people want to go, provide options to people with limited means, expand freight and goods movement opportunities, achieve and maintain acceptable performance on all forms of transportation.
- **Create Jobs** – Provide access to jobs and major employment centers, expand freight and goods movement opportunities, foster trade and tourism.
- **Strengthen Communities** – Promote a choice of transportation alternatives that improve health and allow neighborhoods to be more integrated into the larger region, promote infill development patterns, maintain a healthy environment, realize equitable distribution of benefits and costs to all communities and distinct populations, promote affordable transportation, improve safety.

Of the 20 objectives identified under these goals, 8 are directly relevant to transit and the development of the transit vision, including the following:

- **Goal 1: Move People and Goods**
 - 1-1: Maintain Infrastructure.
 - 1-2: Provide transportation options.
 - 1-5: Improve transportation accessibility for all users of the transportation system.
 - 1-7: Increase transit ridership.

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- **Goal 2: Create Jobs**
 - 2-2: Support smart growth and transit-oriented development.
 - 2-5: Fund and support implementation of multimodal transportation projects.
 - **Goal 3: Strengthen Communities**
 - 3-1: Improve transportation accessibility for all users of the transportation system.
 - 3-2: Strive for the equitable distribution of transportation benefits and costs.

For additional information, refer to “Technical Report #3: Goals, Objectives, and Measures of Effectiveness” at Commitment2045.org.

Scenario Planning & Transit Evaluation Approach (Technical Report #6)

Scenario Planning

The five scenarios evaluated as part of *Commitment 2045* include the following:

- Trend Scenario
- Compact Development Scenario
- Technology Scenario
- Resiliency Scenario
- Community Vision Scenario

These five “extreme” scenarios provided the framework for developing a shared and realistic vision for the future by analyzing various concerns that affect growth and transportation investments. Through the scenario process, we learned the significance of focusing growth on transit corridors for improved accessibility to jobs. We also learned how important implementing autonomous, connected, and electric vehicle technologies are to improving congestion, safety, and air quality. Additional advances in technology that enable more people to work from home further enhance these benefits.

Most important to the transit evaluation was the Compact Development Scenario, summarized in Table 1. This scenario was intended to establish a transportation vision that results from alternative land use allocations that emphasize density in downtowns, major activity centers, and high-opportunity transit corridors.

Table 1: Compact Development Scenario Characteristics

Growth and Land Use Assumptions	Emphasizes alternative land uses characterized by mixed-use, compact, and vertical development, infill, and redevelopment. Higher-density growth is assumed to occur within selected high-opportunity transit corridors and surrounding key mobility hubs and intersections. Recognizes that growth in other areas of the Broward region are expected to continue like the Trend Scenario.
Economic Development	Places significant emphasis on economic development and redevelopment around mobility hubs and high-opportunity transit corridors in the Broward region.
Transit and TDM	Places more significant emphasis on premium transit operating in dedicated lanes within high-opportunity transit corridors while incorporating express, local, and community bus and transportation demand management (TDM) services to respond to market demands. The goal is to achieve a significant increase in the share of travel taken by transit and TDM solutions.
Roadway	Focuses on intersection and safety improvements, with reduced emphasis on major roadway capacity projects.
Freight and Goods Movement	Places significant emphasis on movement of freight and goods in relation to greater development densities and a mix of land uses.
Management and Operations	Increases investment in management, operations, and maintenance of roadways and transit services.
Bike, Pedestrian, and Greenways	Places greater emphasis on walking, cycling, and access to transit stations and bus stops, especially within high-opportunity transit corridors and around mobility hubs.

Note: Blue-shaded rows represent a primary focus of this scenario.

In addition, compact development and redevelopment aims for a more efficient use of land through higher densities, which can be applied to new urban developments or redevelopment projects. This type of development reduces sprawl and dependency on private auto use while encouraging Complete Streets and a more walkable and bike-friendly environment.

In this scenario, land use alternatives for the future were developed to evaluate the implications of more compact, dense, and vertical development within selected corridors and surrounding key intersections. Compared to the Trend Scenario, the Compact Development Scenario has higher gross densities and a greater mix of land uses and focuses on more development within high-opportunity transit corridors and around mobility hubs. In addition, it is likely to provide an operating environment that is more supportive of premium transit investments and an increased emphasis on walking, cycling, and better access to transit stations and stops. In this scenario, higher population control totals are assumed for the Broward region using the highest population growth projection from the Bureau of Economic and Business Research (BEBR).

Also important to the transit evaluation is the Technology Scenario. A technology-based scenario emphasizes the aggressive integration of advanced and emerging transportation technologies into a transportation vision for the future. In particular, the Technology Scenario considers the potential impacts of disruptive and transformational Autonomous, Connected, Electric, and Shared (ACES) vehicle technologies.

As indicated previously, the Technology Scenario helps us understand the importance of ACES vehicle technologies in improving congestion, safety, and air quality. In addition, these same technologies also have major implications for future transit technologies, including electric vehicle fleets, autonomous buses/shuttles, and communication with future smart streets and cities.

Transit Evaluation Approach

The Transit Evaluation Approach is a key component of the overall multimodal evaluation and prioritization effort for *Commitment 2045*. As illustrated in Figure 1, this approach is a four-step process that identifies and prioritizes transit needs in the Broward region:

- Step 1: Define/Assess Transit Market Segments
- Step 2: Identify Initial Corridors for Evaluation
- Step 3: Identify High-Opportunity Transit Corridors
- Step 4: Define Transit Vision and Priorities

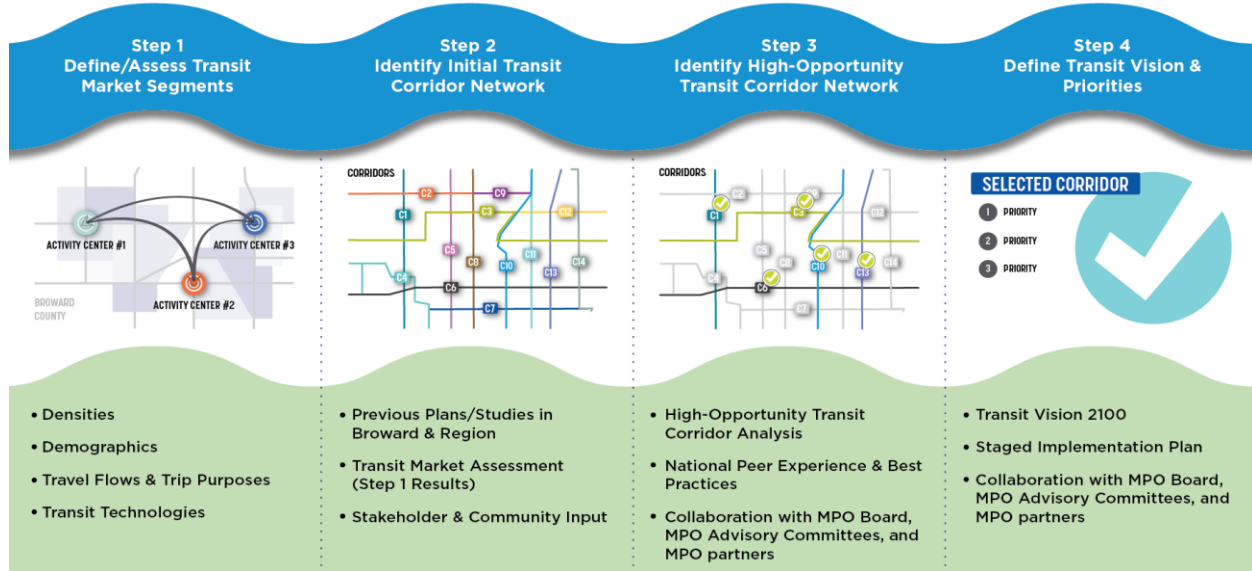
Linking the Transit Evaluation to the Scenarios

The outcome of the transit evaluation is an unconstrained vision for transit in the Broward region that provides the basis for establishing the approach to transit in the scenario planning process. The transit element for each scenario is summarized below:

- **Scenario 1: Trend** – Continue with recent trends in transit services and investments
- **Scenario 2: Compact Development** – Unconstrained transit vision from the transit evaluation presented in this report
- **Scenario 3: Technology** – Adjust unconstrained transit vision to respond to aggressive integration of transportation technologies
- **Scenario 4: Resiliency** – Adjust unconstrained transit vision to emphasize an aggressive response to sea-level rise and severe weather events
- **Scenario 5: Community Vision** – Adjust unconstrained transit vision to respond to transit vision expressed by MPO partners

For additional information, refer to “Technical Report #6: Scenario Planning and Transit Evaluation Approach” at Commitment2045.org.

Figure 1: Transit Evaluation Approach



Travel Demand & Transit Market Segmentation (Technical Report #7)

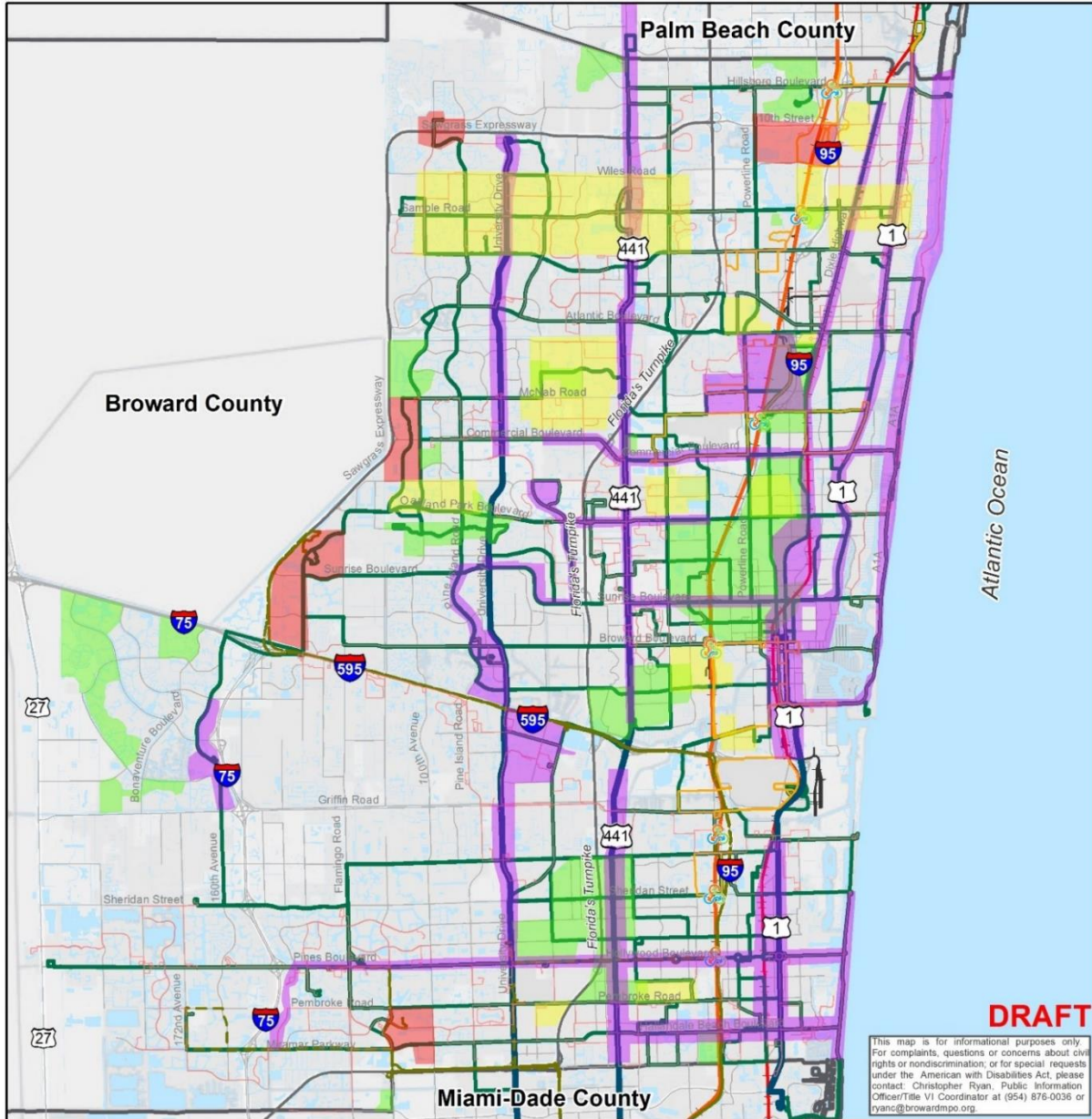
This report identifies existing and future opportunities for new transit investments and technologies based on a review of travel flows and various transit markets within the Broward region. With respect to travel flows, areas with a high number of internal workers were found to coincide with flows originating in Miami-Dade County and traveling to Broward County, indicating high opportunities to provide transit services to large employment centers for both internal and external workers in areas such as the commercial parks of northwest Fort Lauderdale east of Florida’s Turnpike and Commercial Boulevard, the Fort Lauderdale Uptown District, the Plantation Midtown District, Downtown Fort Lauderdale, the Miramar Park of Commerce, Memorial Hospital West/Pembroke Lakes Mall, business parks in Sunrise such as Sawgrass International Corporate Park, and intermittently along Sample Road. Significant internal travel flows were observed going north to south in the Fort Lauderdale area as well as in the western portion of Davie to Plantation/Sunrise and within Weston.

A transit market segmentation analysis identified the strongest potential transit markets in the Broward region that would benefit from a variety of transit mode technologies and services such as community bus, local bus, limited-stop, express bus, BRT, and various rail technologies (streetcar, light rail, commuter rail, heavy rail). The analysis matched transit mode technologies to current and potential transit markets based on academic research, data analysis, and a review of transit surveys to identify underserved transit markets and transit technology gaps in the context of the region. From this review, it was determined that commuters, discretionary riders, students, visitors, the traditional transit market, and older adults represented the most salient transit markets in the Broward region. These markets were analyzed by comparing the results of numerous analyses (Commuter Index, Density Threshold Assessment, review of student population, review of hotel dwelling units, and the MPO's Transportation Planning Equity Measure) with that of existing transportation services. Figure 2 illustrates the potential transit service gaps by technology for the transit markets, categorizing them as Community Bus, Express Bus, BRT, Rail, or Commuter Index gaps.

Although the travel flow and activity analysis combined with the analysis of the transit markets show opportunities to invest in and support different transit mode technologies, the success of such investments will rest largely on the level of service of those modes, cost, travel times, and first/last-mile connections. The results of this evaluation were applied and extended to support a high-opportunity transit corridor assessment for the Broward region (see Technical Report #8).

For additional information, refer to "Technical Report #7: Travel Demand and Transit Market Segmentation" at Commitment2045.org.

Figure 2: Transit Technology Gaps for All Transit Markets



<p>Transit Service Gaps</p> <ul style="list-style-type: none"> ■ Community Bus Gap ■ Express Bus Gap ■ BRT or Rail Gap ■ Commuter Index Gap (E-W) 	<p>BCT Service</p> <ul style="list-style-type: none"> — Local — Breeze — Express — Tri-Rail Shuttle — BCT Community Routes ● Tri-Rail Station — Brightline — Tri-Rail 	<p>DRAFT</p> <p>This map is for informational purposes only. For complaints, questions or concerns about civil rights or nondiscrimination, or for special requests under the American with Disabilities Act, please contact: Christopher Ryan, Public Information Officer/Title VI Coordinator at (954) 876-0036 or ryanc@browardmpo.org.</p> <p>Source: Foursquare ITP Map Date: 6/5/2018 Produced by Tindale Oliver for the Broward MPO</p>
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High Opportunity Transit Assessment (Technical Report #8)

The approach illustrated in Figure 3 was used to identify high-opportunity transit corridors and assign them to the appropriate level of transit opportunity. The approach is organized into five major steps.

Step A – Identify Initial Corridors

The analysis began with the identification of 31 initial corridors that were compiled based on a review of past regional and corridor-specific studies conducted by the MPO and its partners throughout the Broward region. Additional corridors were added based on review of the Regional Transit Propensity Analysis recently conducted as part of the 2045 Regional Transportation Plan, along with review and discussion of the initial corridor network with MPO staff.

Step B – Define Corridor Segments by Functional Classification

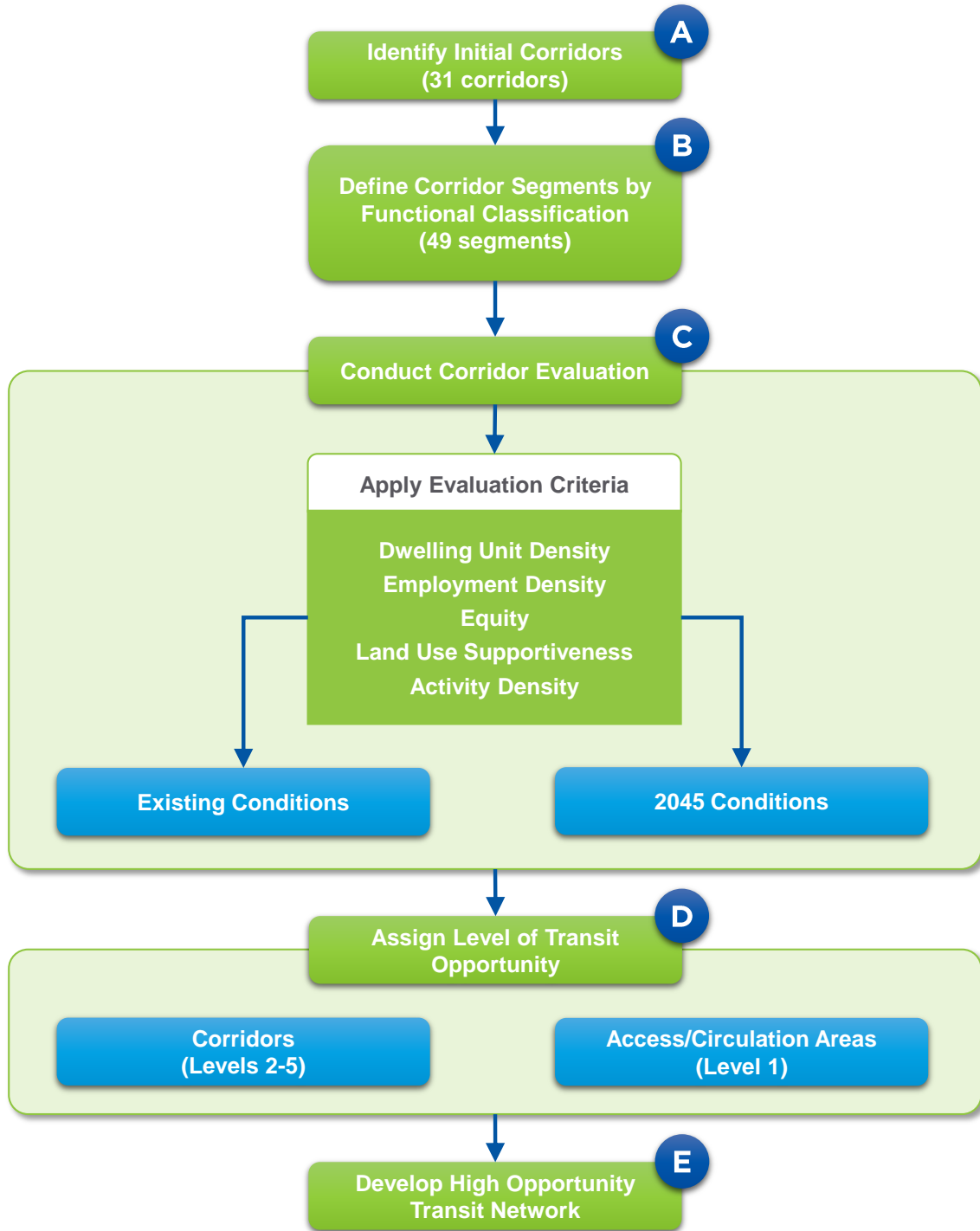
Corridor segmentation is the division of corridors into segments with similar characteristics. Although the 31 corridors provide connections between major points of interest, they are not always uniform in their characteristics along their entire length. As a result, the corridors were subdivided into 49 total segments that provide more uniformity based on roadway functional classification and estimated activity by land use.

Step C – Conduct Corridor Evaluation

A corridor evaluation was conducted for two timeframes:

- **Existing Conditions Scenario** – Uses the best available data to estimate the extent to which existing dwelling unit, employment, and land use conditions support various levels of transit opportunity.
- **2045 Vision Scenario** – Uses the best available existing and 2045 data to project the extent to which future dwelling unit, employment, and land use conditions potentially support various levels of transit opportunity in 2045.

Figure 3: Approach to High-Opportunity Transit Evaluation



Step D – Assign Level of Transit Opportunity

The resulting scores for the Existing Conditions evaluation were used to determine the overall transit opportunity level for each corridor segment (based on average and standard deviations).

Step E – Develop High Opportunity Transit Network

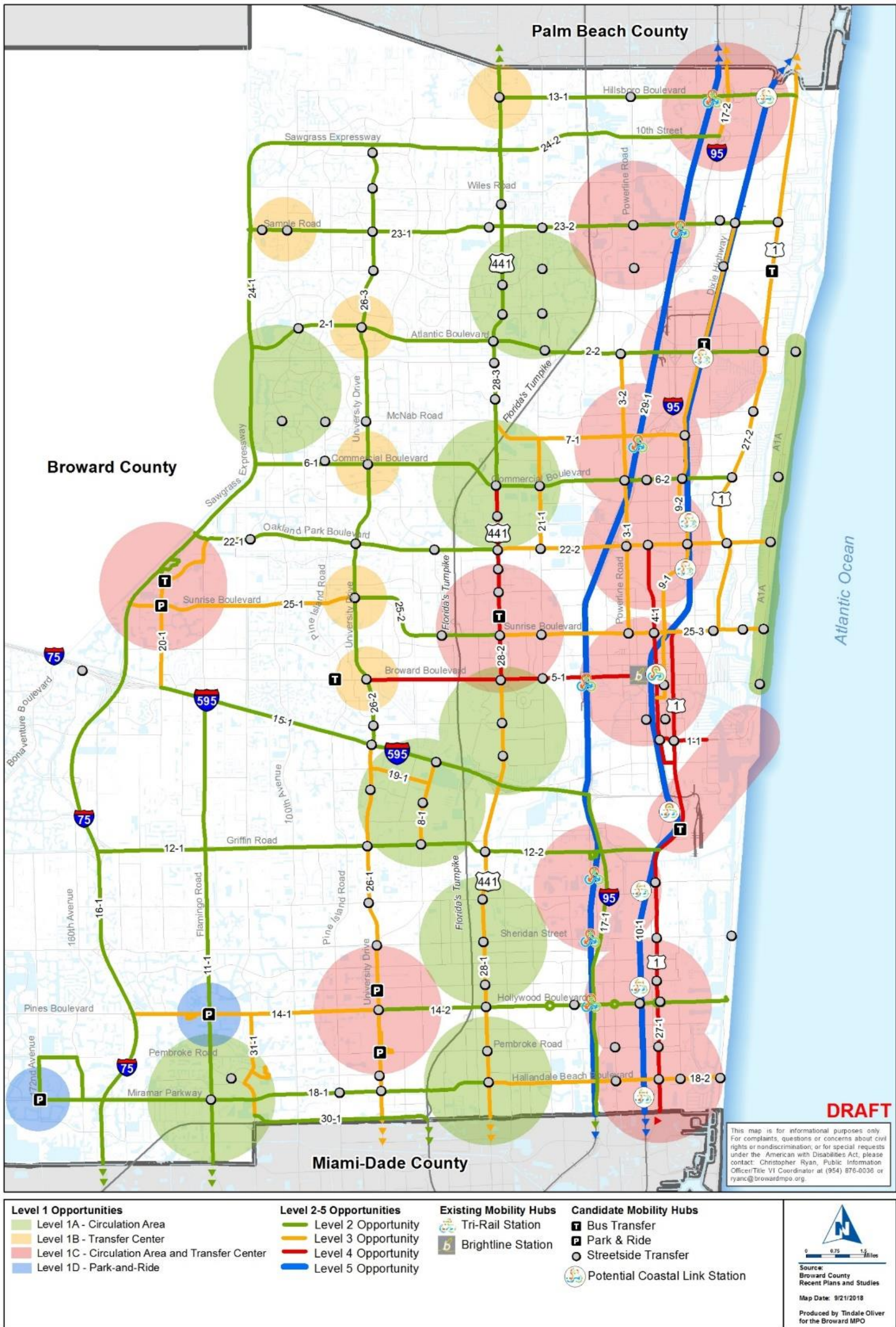
To further refine the high-opportunity transit corridors and access/circulation areas, additional review was performed by the Project Team:

- Professional judgment was used to adjust some assignments to ensure continuity in transit corridors by level of opportunity. Adjustments are reflected for Davie Road, Hollywood/Pines Boulevard, Miramar Parkway/Hallandale Beach Boulevard, Nova Drive, Oakland Park Boulevard, Sawgrass Expressway, 10th Street, I-75, and I-595.
- The FEC and Tri-Rail rail corridor alignments were assumed to be a Level 5 Transit Opportunity for the purpose of this analysis.
- Transit gaps for all transit markets were overlaid on the draft high-opportunity transit network to guide additional adjustments as appropriate (see Figure 23 from Technical Report #7).
- Final review and adjustments were made to Level 1 Transit Opportunities (access and circulation areas) to respond to any changes made to the opportunity levels for corridors.

The transit network by level of opportunity is illustrated for 2045 conditions in Figure 4. To illustrate the relationship between level of opportunity and the type of transit activity, mobility hubs are included in the figures, consistent with the Broward MPO report “Revisit & Update Mobility Hubs: Methodology, Results, and Recommendations, Final Report” (February 2018).

For additional information, refer to “Technical Report #8: High Opportunity Transit Assessment” at Commitment2045.org.

Figure 4: Recommended Opportunity Level by Corridor (2045 Conditions)



Transit Peer Review (Technical Report #10)

As part of *Commitment 2045*, a transit peer review was performed to compare transit markets across the U.S. based on several key indicators of demographics, land use patterns, mobility, transit availability, and funding. Documented in Technical Report #10, the review provides profiles for selected areas of the U.S. that are either comparable to Broward (pre-sales tax) or potential ideals for Broward's overall system.

The primary purpose of this document is to establish a baseline that helps guide the response to future opportunities for transit system expansion in Broward. The indicators identified in the Area Profiles section of the report can be revisited over time to monitor how the changes in Broward's transportation system influence its rankings relative to the peers.

For additional information, refer to "Technical Report #10: Transit Peer Review" at Commitment2045.org.

Transit Vision 2100

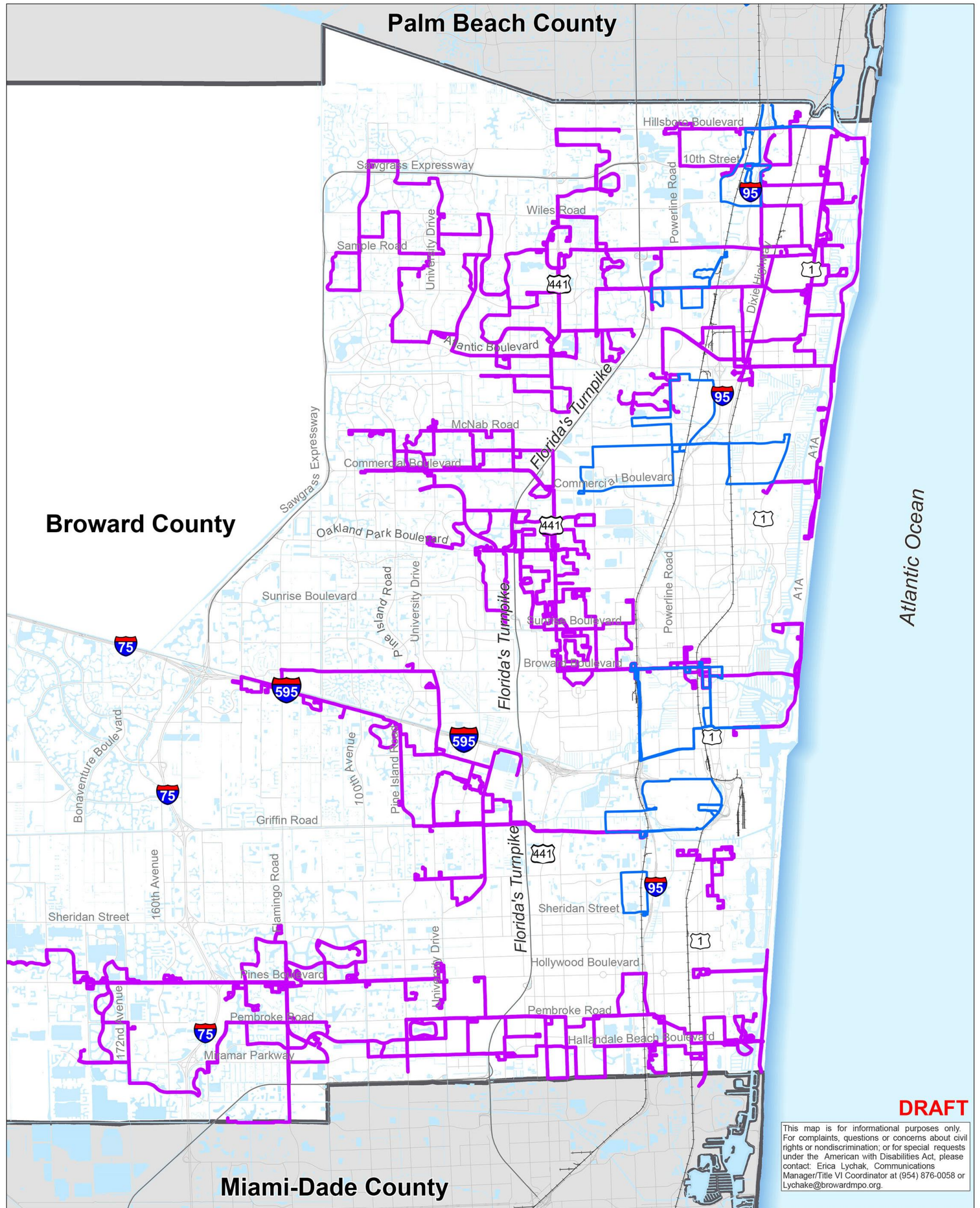
Over the past two years, significant efforts were devoted to developing the *Commitment 2045* MTP and the transit vision for 2100:

- Review and assessment of existing transit services operated by BCT, SFRTA, and shuttle bus operators in the Broward region
- Results of the technical analysis performed throughout the MTP and referenced in the previous sections of this report
- Input from the MTP Public Involvement Process (surveys, community presentations, open houses, etc.)
- Outcomes from numerous brainstorming meetings with MPO staff
- Outcomes from review meetings with BCT, SFRTA, and FDOT staff
- Input and comments from the MPO committees (Technical and Citizens Advisory Committees)
- Policy direction from the MPO Board

The iterative process culminated in the development of a series of transit maps to support *Commitment 2045* and the Vision 2100 planning effort:

- **Figure 5: Existing Transit Services (2019)** – Illustrates existing transit services operated in 2019, including local bus, express bus, high-frequency bus (Breeze), and Tri-Rail (commuter rail and stations)
- **Figure 6: Existing Shuttle Routes (2019)** – Illustrates existing shuttle bus routes operated in 2019 (community shuttles, Tri-Rail commuter shuttles)
- **Figure 7: 2045 Cost Feasible Transit Plan: Premium Transit** – illustrates existing and proposed premium transit services, including express bus, commuter rail (Tri-Rail), BCT Rapid Bus, fixed guideway >50% exclusive lane, and the Pompano Beach Florida East Coast Railway (FEC)/South Florida Rail Corridor (SFRC) connection (local bus not shown but assumed to operate on all major roads providing connectivity to and from premium transit services)
- **Figure 8: 2045 Transit Needs Plan: Premium Transit** – Illustrates existing and proposed premium transit services for the *Commitment 2045* Transit Needs Plan, including express bus, commuter rail and stations (Tri-Rail and Coastal Link), Strategic Miami Area Rapid Transit (SMART) Plan North Corridor, Beach Trolley, BCT Rapid Bus, fixed guideway <50% exclusive lane, fixed guideway >50% exclusive lane, Pompano Beach FEC/SFRC connection, and intermodal centers/stations throughout Broward (local bus not shown but assumed to operate on all major roads providing connectivity to and from premium transit services)
- **Figure 9: Transit Vision 2100** – Illustrates existing and proposed premium transit services for Transit Vision 2100, including express bus, commuter rail and stations (Tri-Rail and Coastal Link), Strategic Miami Area Rapid Transit (SMART) Plan North Corridor, Beach Trolley, BCT Rapid Bus, fixed guideway <50% exclusive lane, fixed guideway >50% exclusive lane, Pompano Beach FEC/SFRC connection, intermodal centers/stations throughout Broward, and autonomous technologies (autonomous fixed guideway, autonomous community circulators, and designated autonomous, connected, electric, and shared [ACES] vehicle corridors) (local bus not shown but assumed to operate on all major roads providing connectivity to and from premium transit services)

Figure 6: Existing Shuttle Routes (2019)



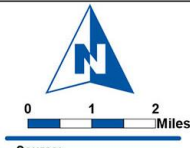
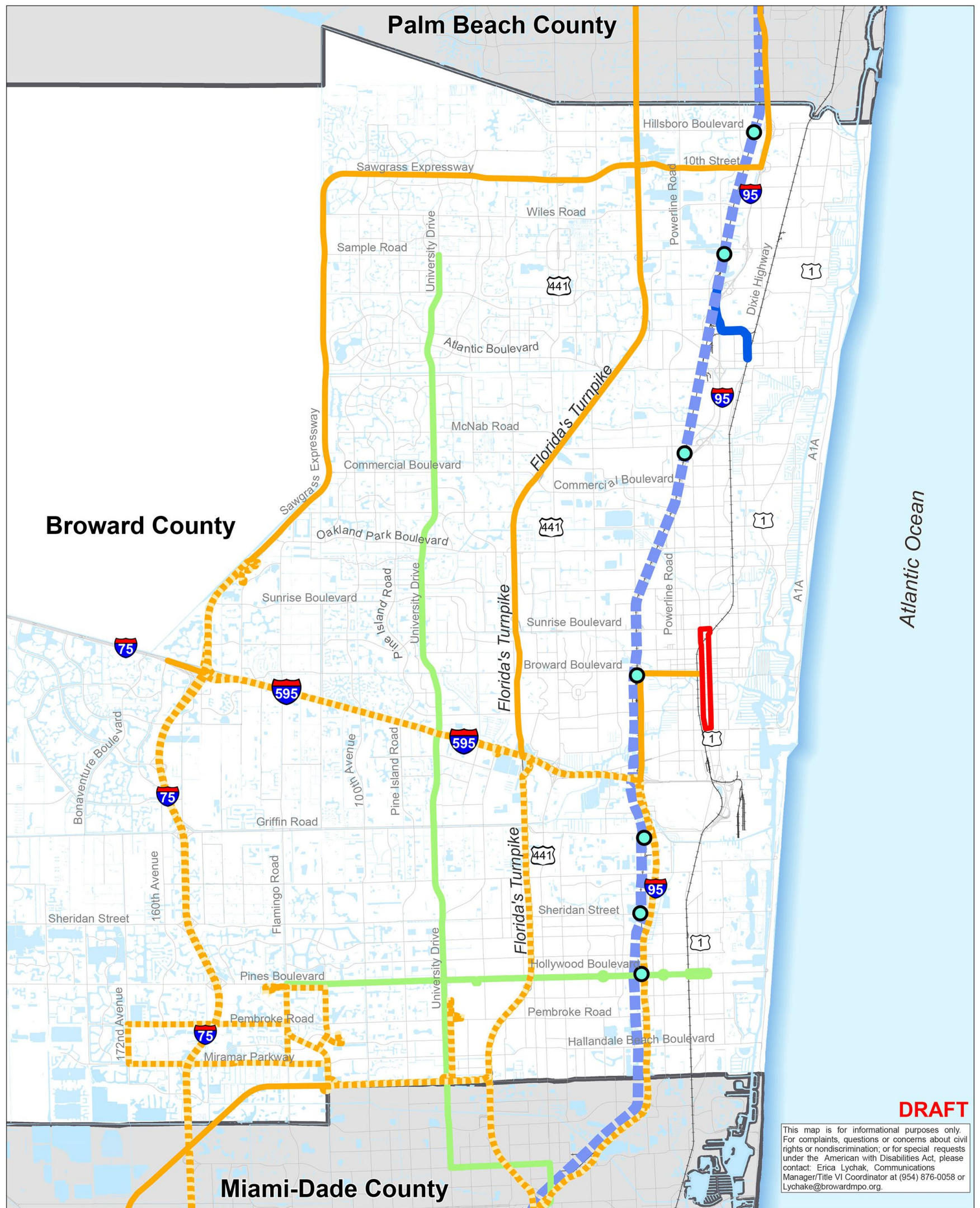
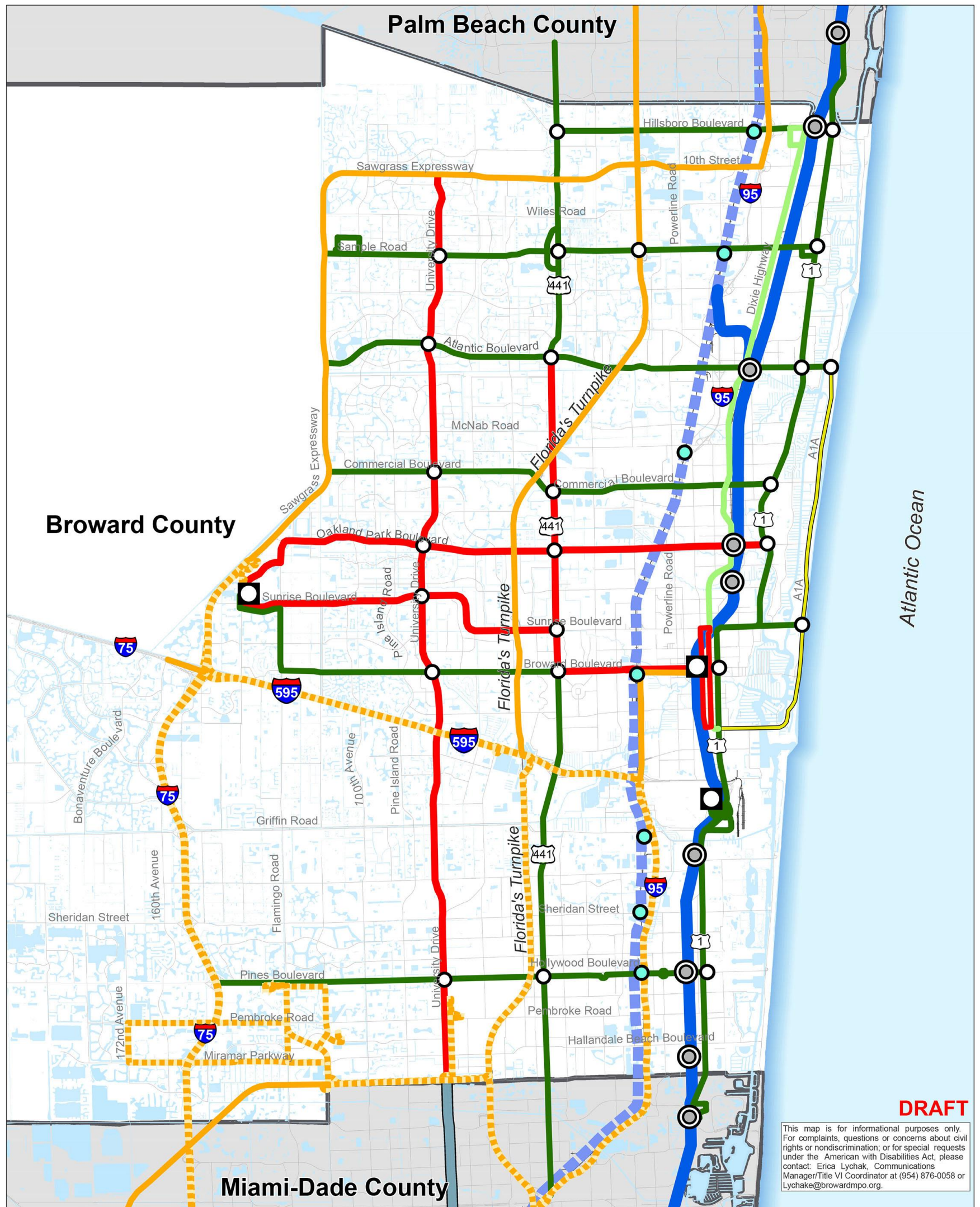
<p>Existing Transit Service</p> <ul style="list-style-type: none"> — Community Shuttle Routes — Tri-Rail Commuter Shuttles 	<p>Note:</p> <p>This map depicts Community Bus routes as of 2019. It is envisioned that Community Bus routes will evolve throughout the 2045 planning horizon to provide appropriate connections to and from local bus and premium transit services.</p>	 <p>Source: Tindale Oliver</p> <p>Map Date: 7/8/2019</p> <p>Produced by Tindale Oliver for the Broward MPO</p>
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Figure 7: 2045 Cost Feasible Transit Plan: Premium Transit



Existing Transit Service	Proposed Transit Service	Notes:	
Express Bus	Express Bus	1. Local Bus not shown; assumed to operate on all major roads.	 Source: Tindale Oliver Map Date: 7/8/2019 Produced by Tindale Oliver for the Broward MPO
Commuter Rail (Tri-Rail)	BCT Rapid Bus		
Station (Tri-Rail)	Fixed Guideway (>50%)		
	Pompano Connection		

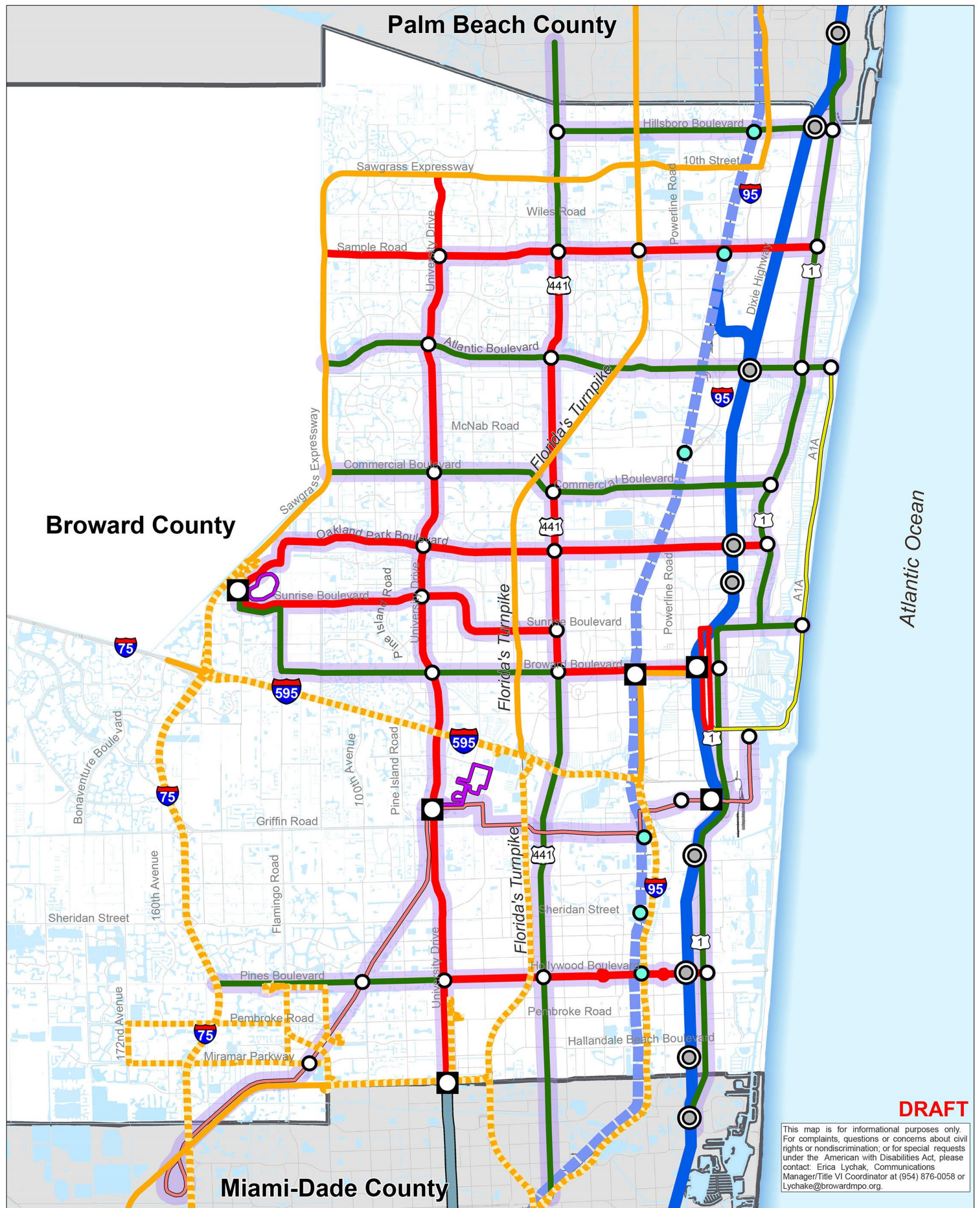
Figure 8: 2045 Transit Needs Plan: Premium Transit



Existing Transit Service	Proposed Transit Service ¹	Proposed Stations ²	Notes:
<ul style="list-style-type: none"> Express Bus Commuter Rail (Tri-Rail) Station (Tri-Rail) 	<ul style="list-style-type: none"> Beach Trolley Express Bus BCT Rapid Bus Fixed Guideway (<50%) Fixed Guideway (>50%) Commuter Rail (Coastal Link) SMART Plan (North Corridor) 	<ul style="list-style-type: none"> System to System Station³ Coastal Link Station Intermodal Center⁴ 	<ol style="list-style-type: none"> Local Bus not shown; assumed to operate on all major roads. 6 park-and-ride lots (all locations to be determined). Potential transit stations shown at system to system intersections; additional and/or actual locations to be determined in future corridor studies. 5 additional intermodal centers (all locations to be determined).

Source: Tindale Oliver
Map Date: 7/8/2019
Produced by Tindale Oliver for the Broward MPO

Figure 9: Transit Vision 2100



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Existing Transit Service	Transit Vision^{1,2}	Proposed Stations	Notes:
Express Bus	Beach Trolley	System to System Station ³	1. Local Bus not shown; assumed to operate on all major roads.
Commuter Rail (Tri-Rail)	Express Bus	Coastal Link Station	2. Transit Vision 2100 assumes the electrification of all transit technologies.
Station (Tri-Rail)	Fixed Guideway (<50%)	Intermodal Center	3. Potential transit stations shown at system to system intersections; additional and/or actual locations to be determined in future corridor studies.
	Fixed Guideway (>50%)		4. Automated Fixed Guideway = autonomous, electric vehicles operating in an exclusive guideway.
	Automated Fixed Guideway ⁴		5. Autonomous Community Circulator = autonomous, electric, and shared vehicles providing community circulation in exclusive lane and/or mixed with other traffic.
	Autonomous Community Circulator ⁵		6. ACES Corridor = Corridors in which infrastructure investment is targeted to support Autonomous, Connected, Electric, and Shared (ACES) transportation technologies.
	Commuter Rail (Coastal Link)	Transit Vision Technology	
	SMART Plan (North Corridor)	ACES Corridor ⁶	

0 1 2 Miles
Source: Tindale Oliver
Map Date: 12/20/2018
Produced by Tindale Oliver for the Broward MPO

Implementation of the Broward Transit Vision will depend largely on coordination between the Broward MPO and Broward County through the Broward County Mobility Advancement Program (MAP), which is funded by a local 1-cent, 30-year surtax to increase mobility and address transportation challenges in Broward County (referendum approved by voters in November 2018). The detailed plan is designed to reduce traffic congestion, improve roads and bridges, enhance traffic light timing, develop safe sidewalks and bike paths, expand mass transit, fully fund special needs/on-demand services and community shuttles, connect greenways, enhance school safety zones, and fund a variety of transportation projects.

During the development of the *Commitment 2045* MTP, the implementation program for the Broward County MAP was in its early stages; therefore, it should be more formally integrated into the MTP through the amendment process in 2020 and beyond.

Broward Vision: The Path to 2100

Broward Vision: The Path to 2100 describes and illustrates the vision for Broward in the year 2100. It is intended to be aspirational, identifying and illustrating opportunities that leverage new and emerging technologies to increase transportation options, resiliency, and quality of life. Significant transit investment and transit-supportive policies are emphasized throughout the vision. Transit Vision 2100, as presented previously in this report, is a key element of the *Broward Vision*.

To advance transportation investment and policy priorities, the MPO adopted a Call to Action as part of *Broward Vision: The Path to 2100*. This Call to Action is especially relevant to the transit vision, as each recommended action is essentially a high-level implementation strategy for the overall transportation vision as well as the transit vision for Broward. The Call to Action is organized into three key areas—Policy, Funding, and Commitment.

Call to Action: Policy

- **Support Community Growth** – Support land use, urban design, and economic development policies that reinforce the Broward Vision and respond to Broward communities and their priorities for growth and quality of life (from communities that desire high growth and density to suburban and rural communities that have different lifestyle objectives).

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- **Support Smart Growth and Complete Streets** – Support communities throughout the Broward region with smart growth and Complete Streets principles that reinforce their respective growth and development objectives.
 - **Align Transportation Investments** – Match appropriate multimodal transportation investments with land use, development character, and anticipated users of the resulting transportation facilities and services.
 - **Support Resiliency** – Conduct resiliency corridor studies identified in the MTP and support the resulting resiliency policies in collaboration with Broward County and its 31 municipalities.
 - **Advance New and Emerging Technologies** – Demonstrate and advance new and emerging technologies, such as Smart Cities, Smart Streets, ACES vehicles, and dynamic pricing, among others.
 - **Support Regional Policies** – Support policies and recommendations of the 2045 Regional Transportation Plan.

Call to Action: Funding

- **Align Funding Policy** – Align transportation funding policy with the needs and vision for the Broward region.
 - **Correct Funding Imbalance** – Correct the imbalance between local priorities and State funding policy that emphasizes roadway capacity projects over multimodal investments.
 - **Implement New Local Revenues** – Explore opportunities and implement new local revenue sources to support unfunded multimodal transportation needs.
- **Complement Existing Investments** – Maximize allocation of transportation funding to complement existing investments in the region.
 - **Match Funding with Policy** – Use the six MTP funding programs for projects that match transportation investments with MPO Board policy direction and the overall Broward Vision for 2100.

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- **Optimize Funding Allocation** – Maximize the impact of funding controlled by the MPO to complement and optimize other transportation funding sources, such as the County’s MAP (1% transportation surtax approved by referendum in November 2018) and FDOT transportation funding.
 - **Target Transportation Investment** – Leverage and support multimodal transportation investments in communities that plan and prepare for growth and high-density population and employment.
 - **Focus on Corridor-Based Investment** – Pursue multimodal transportation and corresponding infrastructure investments along corridors and activity centers targeted for dense population and employment growth.

Call to Action: Commitment

- **Work Collaboratively** – Work collaboratively and proactively with FDOT, Broward County, the 31 municipalities, and other MPO agency partners to deliver projects quickly and efficiently.
- **Secure MPO Commitment and Champions** – Secure MPO commitment to the *Broward Vision 2100* Call to Action and identify public and private champions for advancing the cause.
- **Secure MPO Partner Commitment** – Secure resolutions of support for the *Broward Vision 2100* from MPO partners (Broward County, municipalities, and other partner agencies).
- **Encourage Communication and Education** – Ensure that member governments are working with elected representatives and the public during the identification and prioritization of transportation projects.
- **Inspire Business and Community Leadership** – Involve business and community leadership in collaborating on and inspiring a paradigm shift to a new way of doing business—one that supports the Broward Vision.
- **Establish a Vision 2100 Blue Ribbon Committee** – Establish and convene a *Broward Vision 2100* Blue Ribbon Committee (elected officials and stakeholders throughout the Broward region) to lead the development and execution of a

more-detailed Call to Action Plan, with specific action items, responsibilities, and milestone dates.

The Path to 2100

A true paradigm shift in how we plan and prepare for the future is difficult and challenging. By adopting *Broward Vision: The Path to 2100*, the MPO is identifying themes, policies, and a Call to Action to help lead this paradigm shift and set the Broward region on a sustainable path to 2100.

This is our opportunity to establish a lasting legacy—to think, plan, and grow differently than we have in the past. In 2100, we want our successors to look back and realize that it all began with the *Broward Vision*.

The MPO encourages its partners to join the cause in accepting the Call to Action outlined in the Broward Vision and work collaboratively with the MPO and its partners to make the Broward Vision become a reality.

For additional information, refer to *Broward Vision: The Path to 2100* at Commitment2045.org.



Move People & Goods | Create Jobs | Strengthen Communities

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