

JACOBS

AECOM



2035 Long Range Transportation Plan



Today's Agenda

- Today's Expectations
- Broward's Transportation Needs
- Broward's 2035 LRTP
- Economic Benefits of TOD
- Innovative Financing
- Implementation Strategies
- Q&A



Today's Objectives

- Obtain guidance from YOU, the business community, to support the 2035 LRTP
- Obtain guidance for what the implementation steps should be—in particular to funding



Broward's Future Transportation Needs

- Population – 2,251,000 (2.3 million), 29% growth
- Employment (Jobs) – 1,011,000 (1 million), 37% growth
- Vehicles – 1,342,000 (1.3 million), 22% growth
- VMT – 48,948,000 (49 million miles), 31% growth
- Delay – 353,000 hours, 64% increase
- Mode Split (Transit Share) – 2.1% to 1.6% (HBW trips, PK)

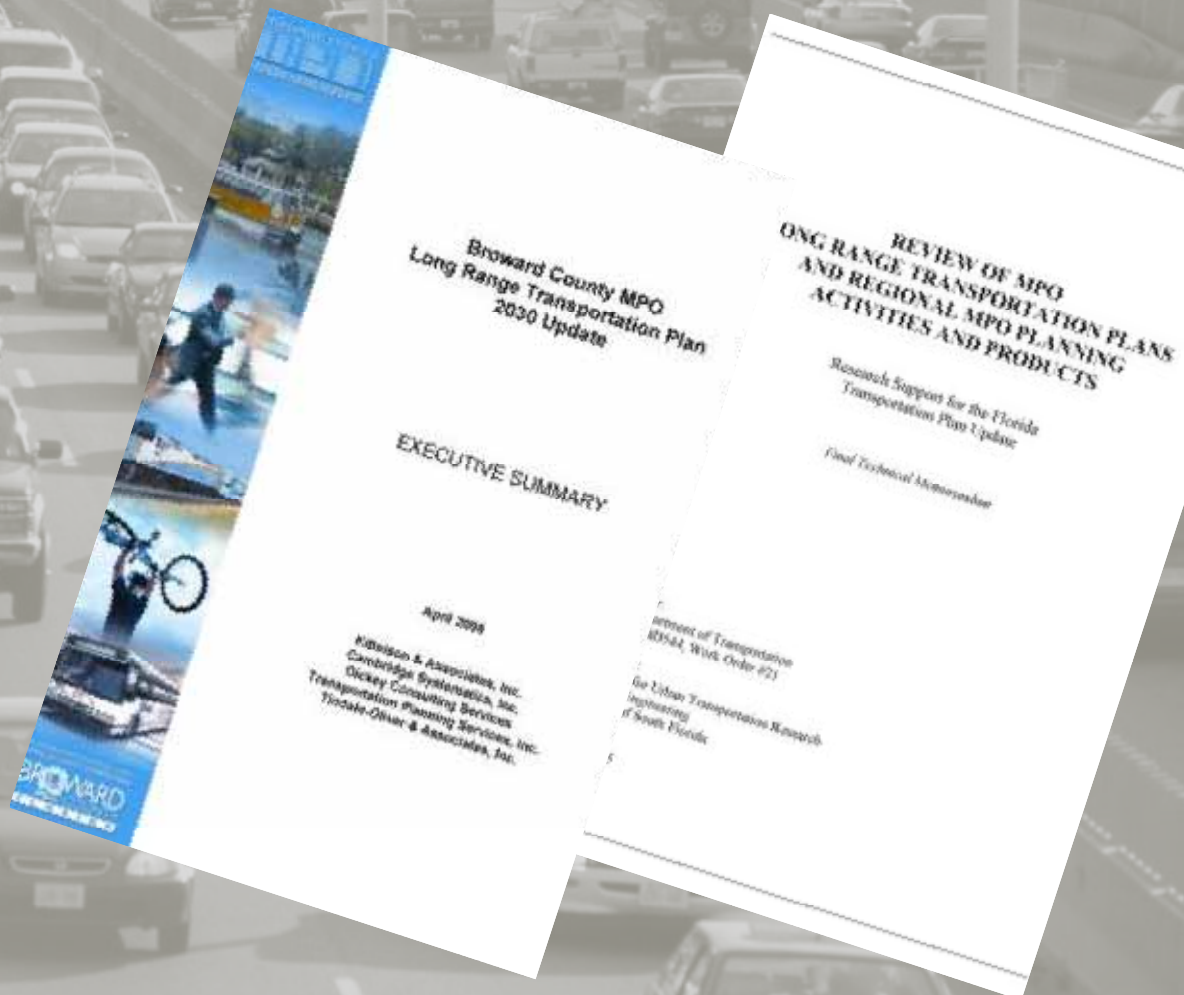


What is the Broward MPO?

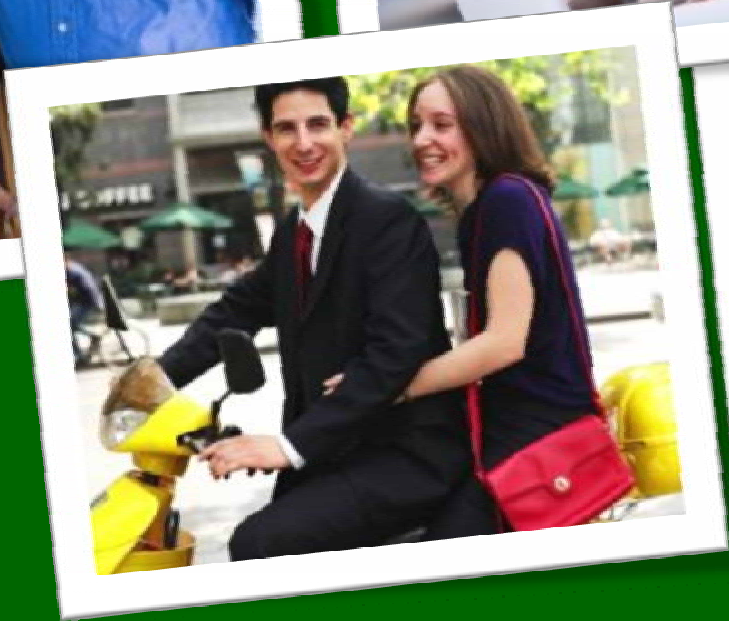
- Federally mandated planning body
- Unified voice of Broward County to state and federal legislators
- Directs transportation expenditures of federal and state funds
- 19-member Board made up of Cities, SFRTA, Broward County School Board, and Broward County Commissioners

Previous Long Range Transportation Plans

built for cars



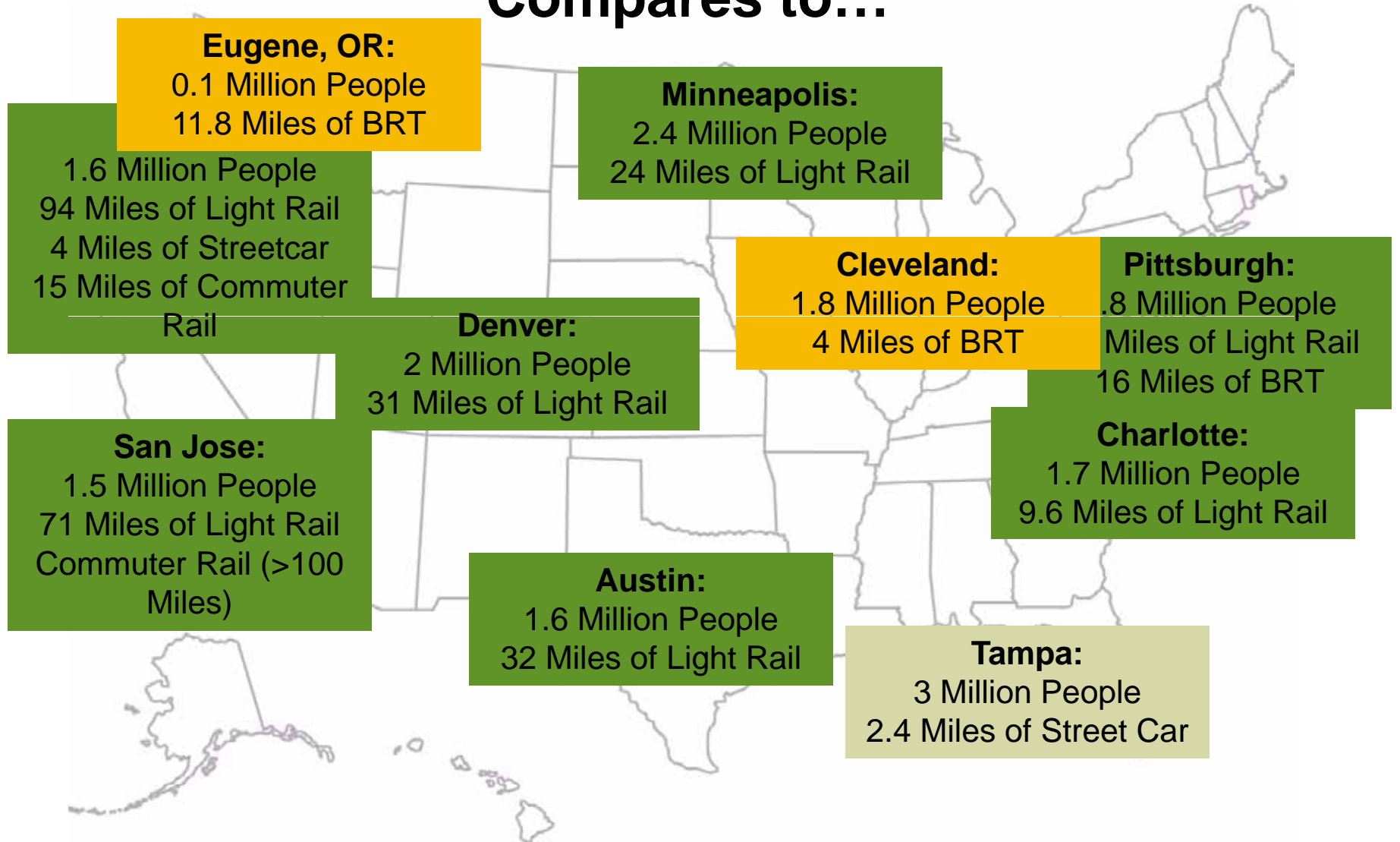
National Trends – Looking Forward



Changing the way we travel.



How Broward County's Transit System Compares to...



Broward County: 1.8 Million People, 0 Miles of LRT, 0 Miles of BRT



Public Transportation Saves Fuel, Reduces Congestion*

- Americans living in areas served by public transportation save **646 million hours** in travel time and **398 million gallons of fuel** annually in congestion reduction alone.
- Households that use public transportation and live with one less car can **save on average \$9,000 every year.**

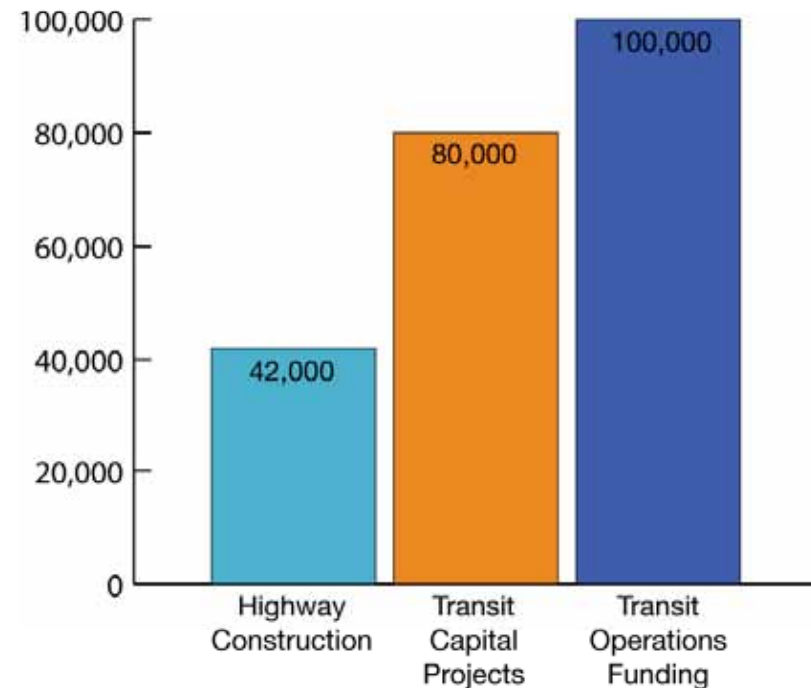


Public Transportation Provides Economic Opportunities*

- Every \$1 communities invest in public transportation generates approximately **\$6 in economic returns**.
- Every \$10 million in capital investment in public transportation yields **\$30 million in increased business sales**.
- Every \$10 million in operating investment yields **\$32 million in increased business sales**.

Public Transit Investments Create More Jobs

Investments in public transit generate more than double the jobs of highway investments

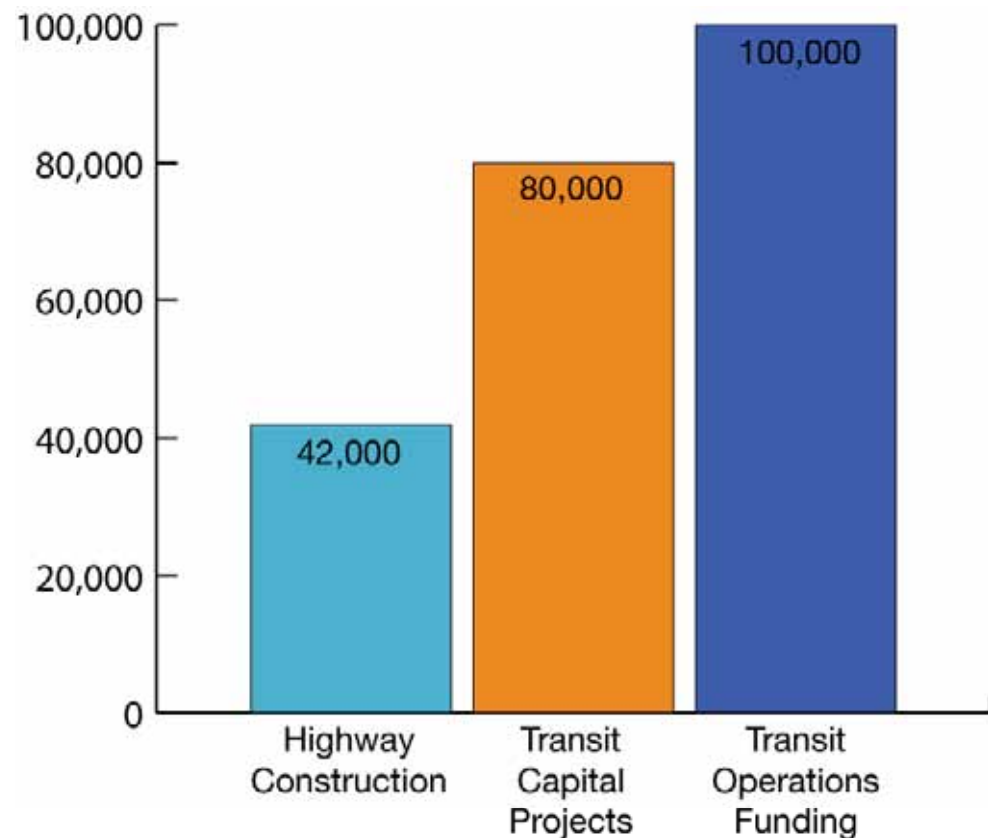


Source: "The Estimated Value of New Investment Adjacent to DART LRT Stations," Weinstein, Bernard L. and Terry L. Clower, Center for Economic Development and Research/Dallas Area Rapid Transit, University of North Texas, Denton, TX September 27, 2005.



Public Transportation Investments Create More Jobs*

Investments in public transit generate more than double the jobs of highway investments.



**2035 LRTP—
an
opportunity
for
change.**



2035 LRTP Improvements



Transportation Innovation



2035 LRTP Improvements



Light Rail



Commuter Rail



Bus Rapid Transit



Rapid Bus and/or Breeze



Local Bus



Mobility Hubs



Bike



Pedestrian



Roadway/SIS



Freight/Port/Airport



Waterway Transit



ITS/Traveler Info



Safety



MOBILITY HUBS

Community



Anchor



Gateway



Broward LRTP
Mobility Hubs

universal card fare

八達通
OCTOPUS

98541964 (0)



free
Wi-Fi





real-time
passenger
info

gathering
places



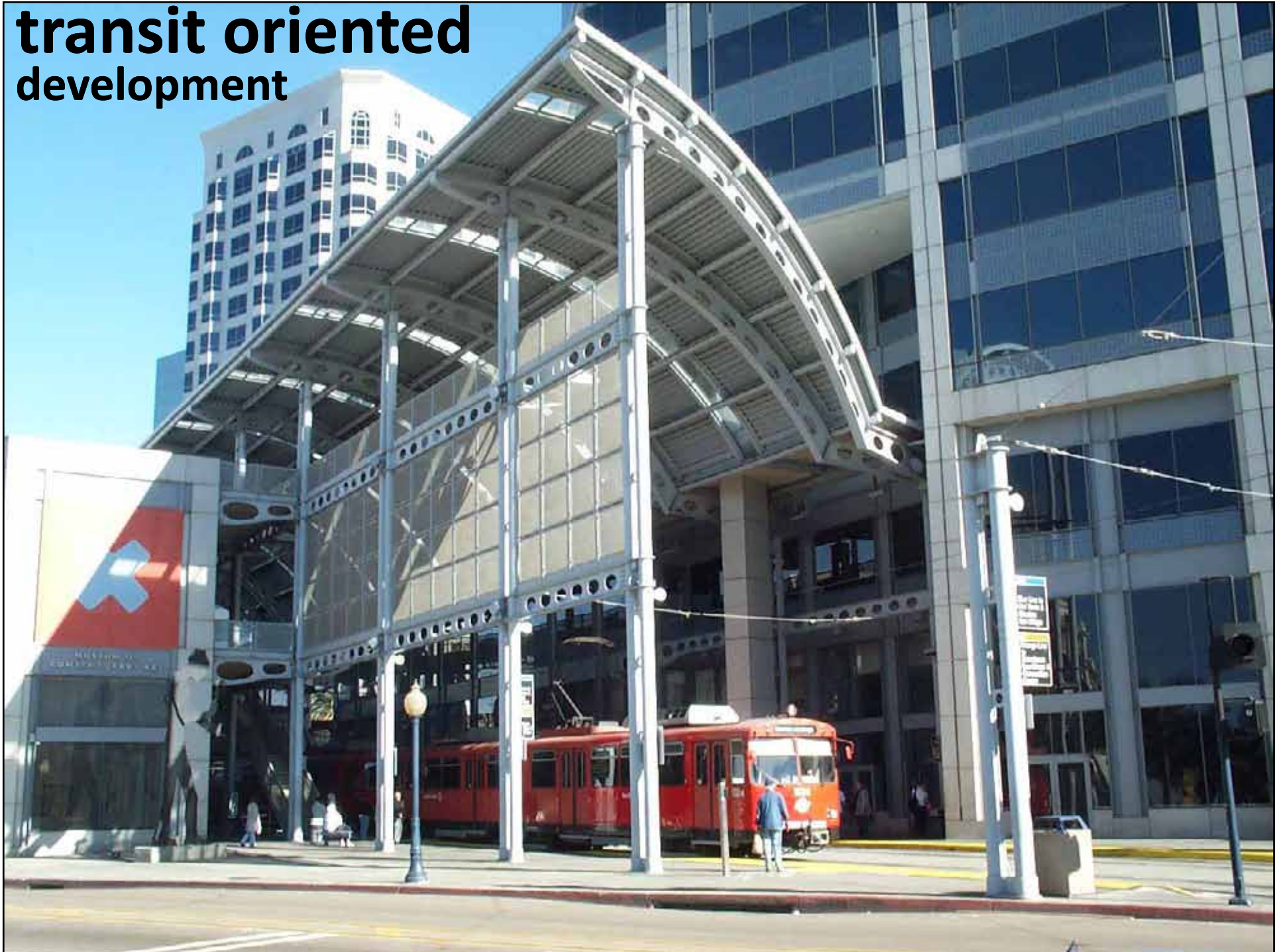
pre-board ticketing



Route	Destinations	Stop	Route	D
100, 110	Inala Plaza	← A	200, 205	C
110	Acacia Ridge/Inala	← A	200	C
115	Acacia Ridge/ Sunnybank Hills	← A	119, 120	E
			119, 120	E
			119, 120	E
214, 215	Cannon Hill	← B	119, 120	E
220	Cannon Hill	← B		
215	Tingalpa & Carindale	← B		
220	Tingalpa & Wynnum	← B		
201	Carindale Heights	← B		

Photo Courtesy of Flickr User RACTOD

transit oriented development





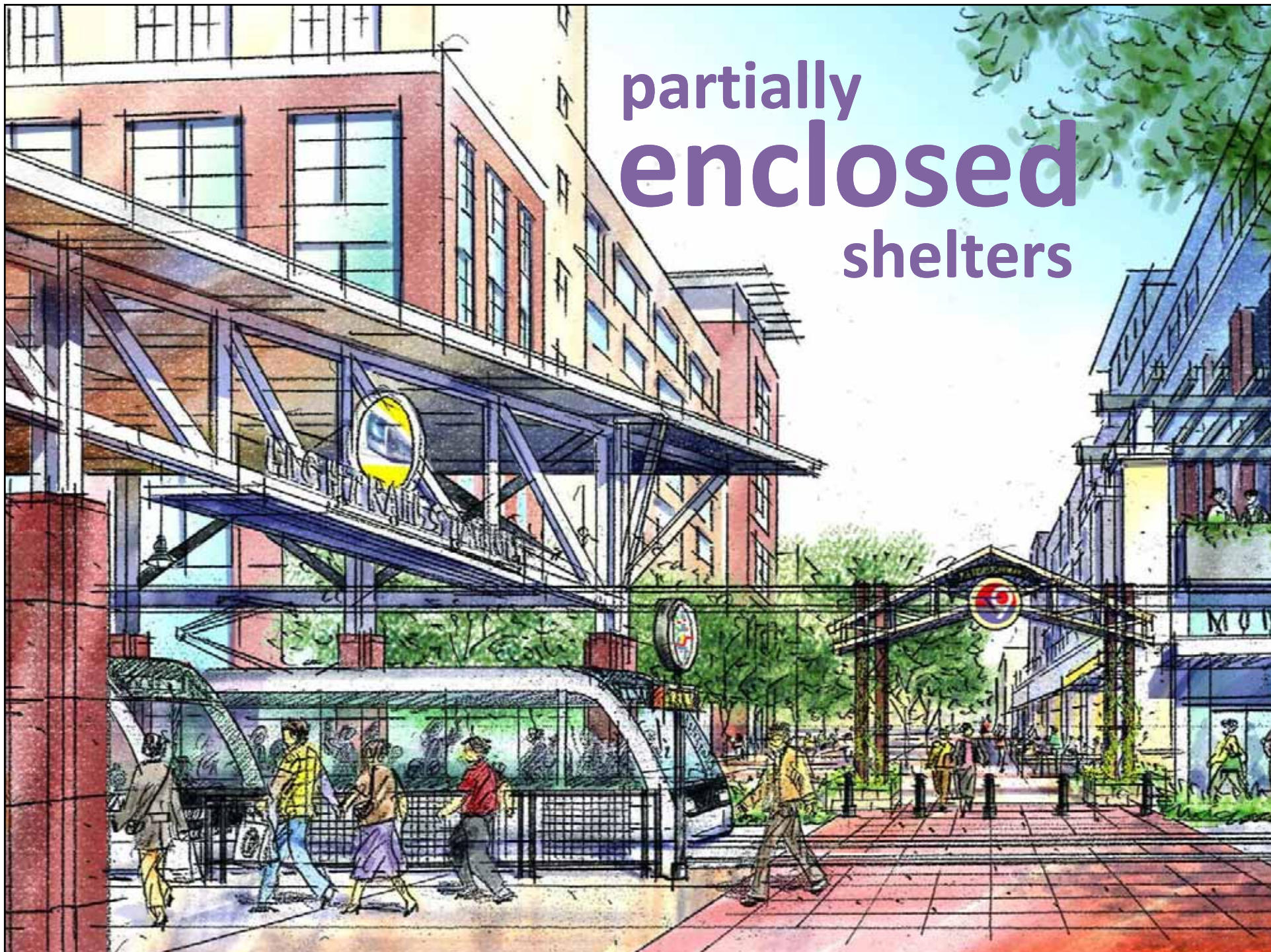
car^{share}

bike share



Photo Courtesy of Flickr User Ambrosiana Pictures

partially
enclosed
shelters





cutting-edge
technology

Courtesy of flickr user saxphile



unique
architecture



lighted
waiting areas

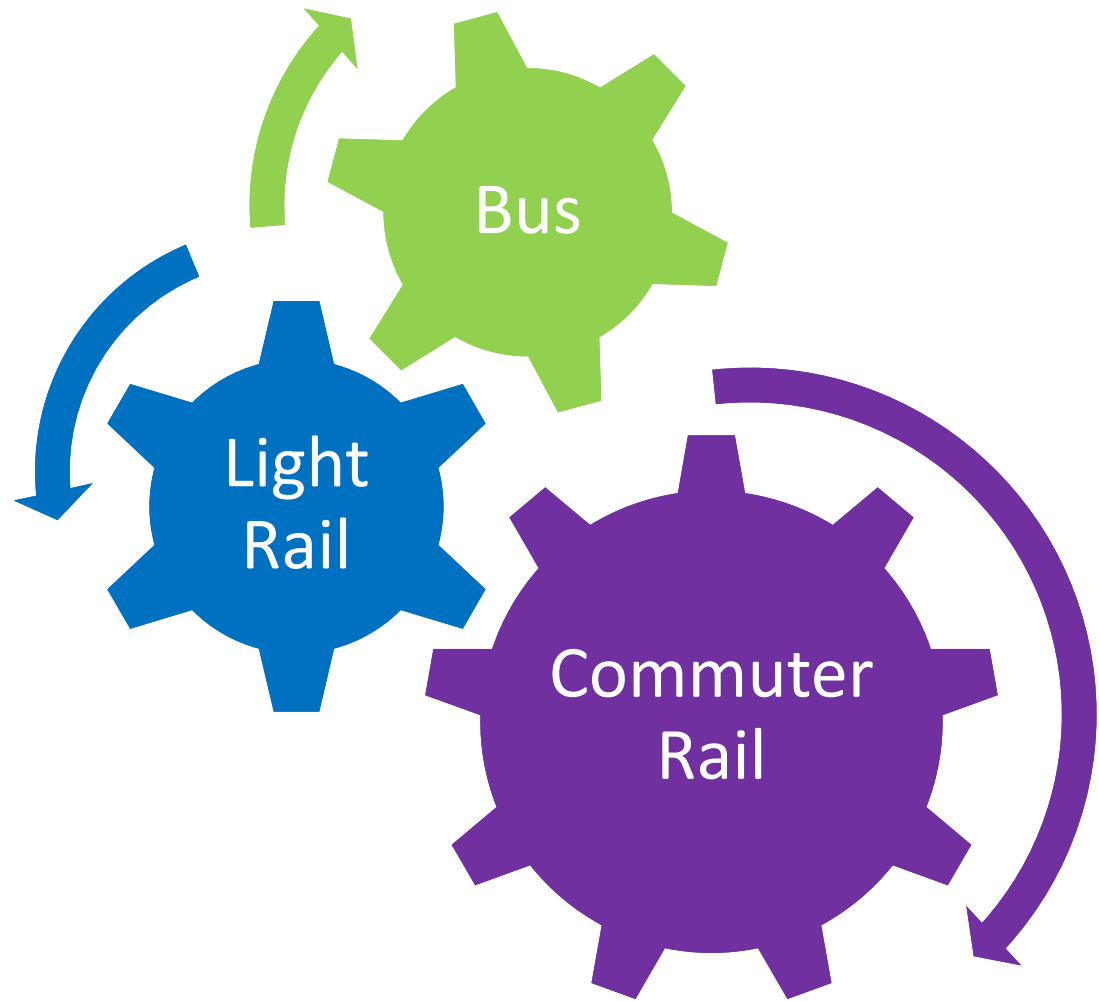


neighborhood
scale

A 3D puzzle piece is shown in a light green color, casting a darker green shadow on the surface below it. The puzzle piece is positioned in the upper right quadrant of the image. The shadow is cast to the left and slightly forward, indicating a light source from the upper right. The background is a light green gradient.

TRANSIT TECHNOLOGY

Broward LRTP Transit Corridor Improvements





BUS

traffic signal
priority



separated
from traffic



BRT vehicles



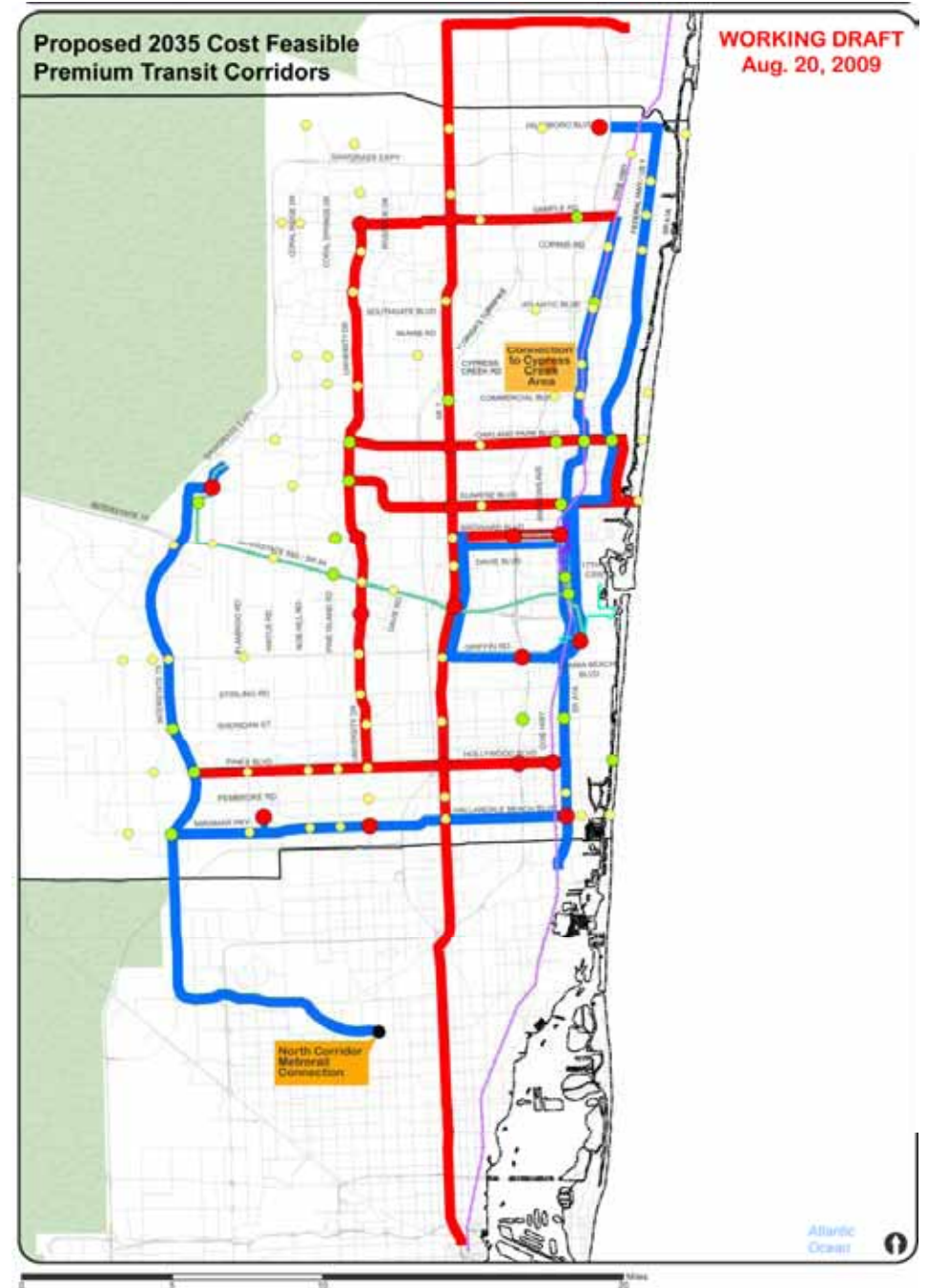
Higher
capacity

regional connections



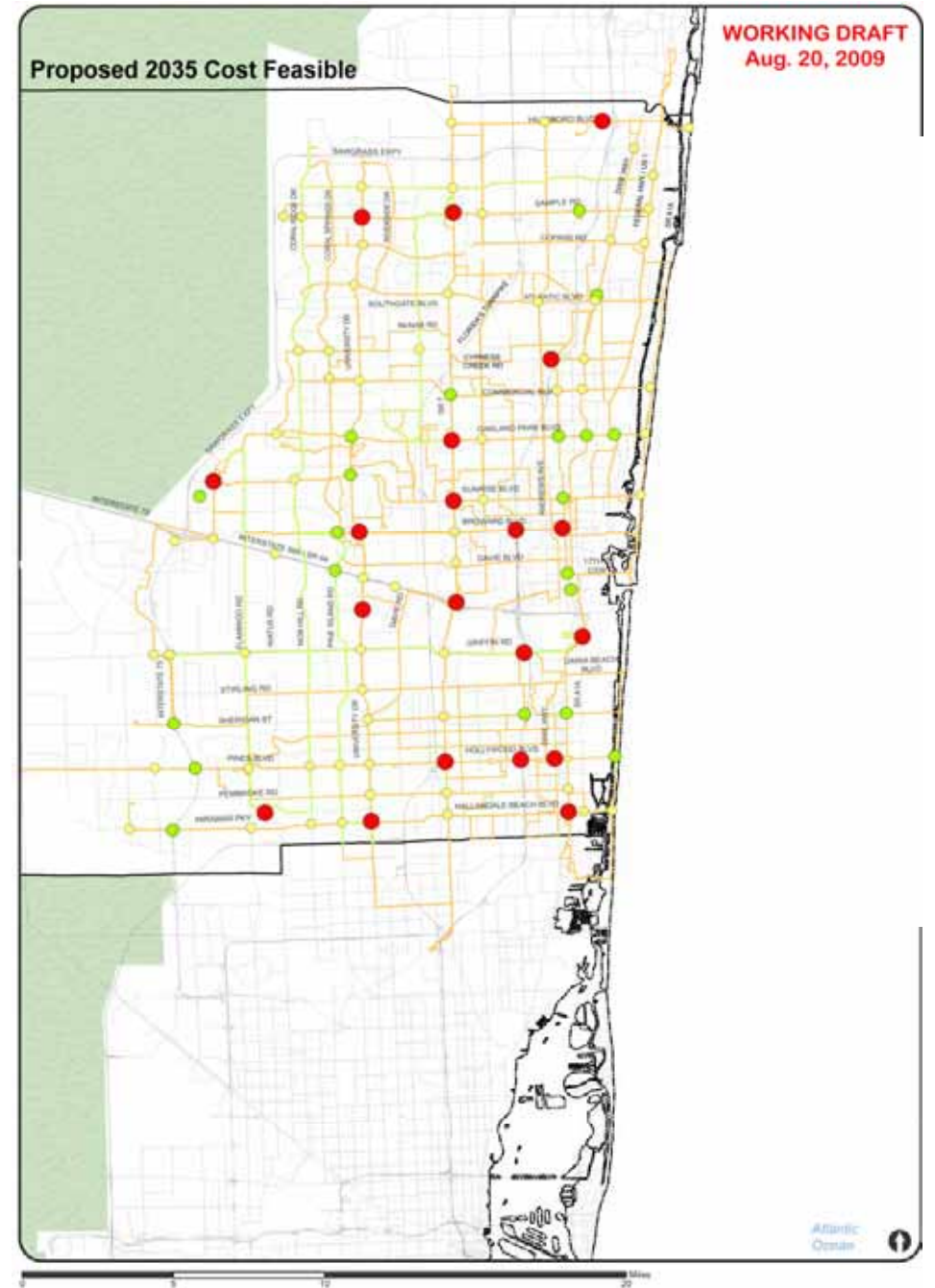
Premium Transit System

- Premium Rapid Bus (Blue)
 - US 1
 - Dixie Hwy
 - Miramar Parkway/Hallandale Beach
 - Central Broward Loop
 - Sample Rd
- Premium High Capacity (Red)
 - University Drive
 - Sunrise Blvd
 - Pines/Hollywood Blvd
 - Broward Blvd (SR 7 to DT)
 - I -75



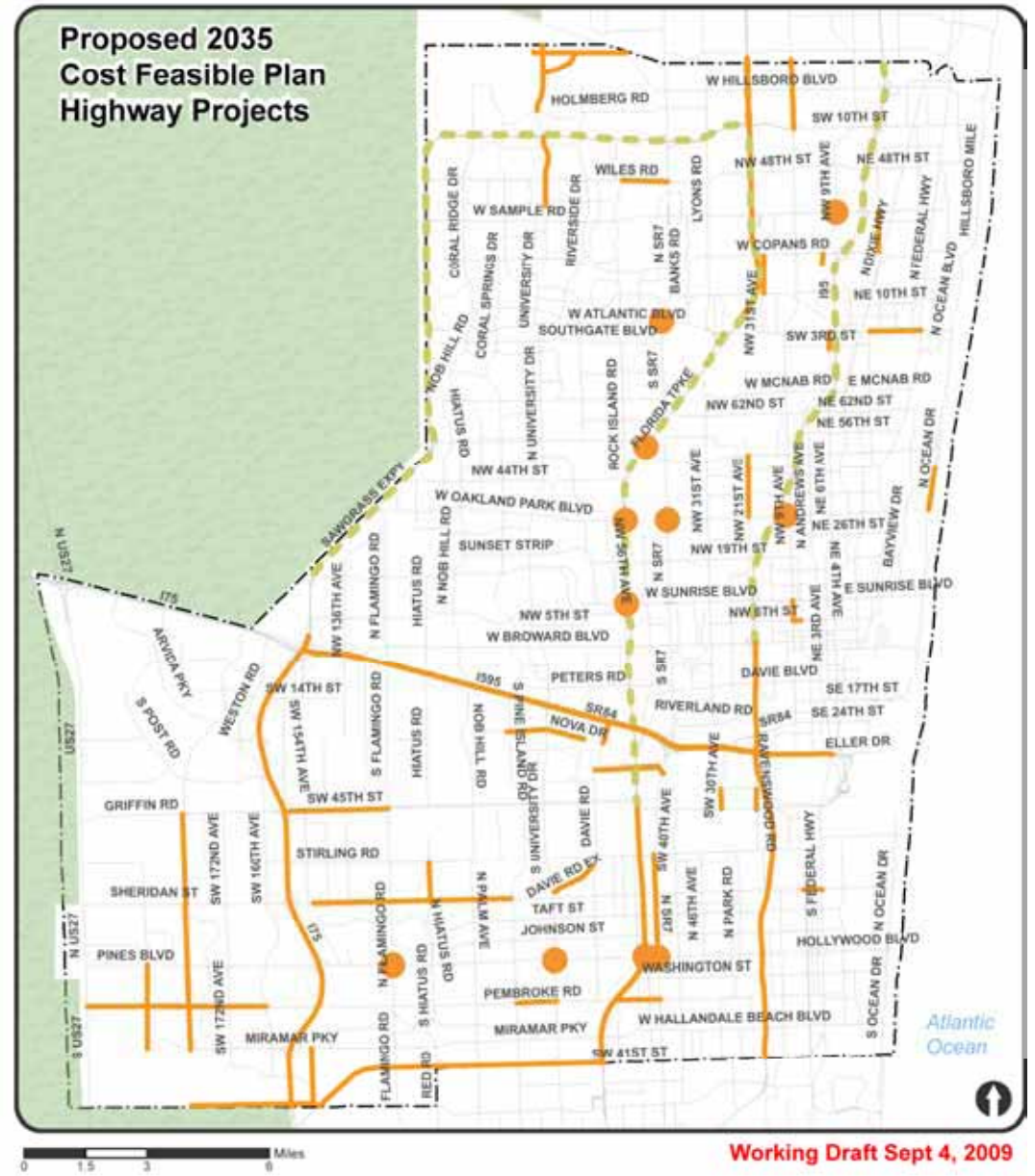
Local Bus Service (BCT)

- Existing BCT Local Bus Service (Yellow)
- New BCT Local Bus Route (Green)



Highway Projects

- Proposed Projects (Yellow)
- Illustrative Projects (Green)



Pedestrian Projects

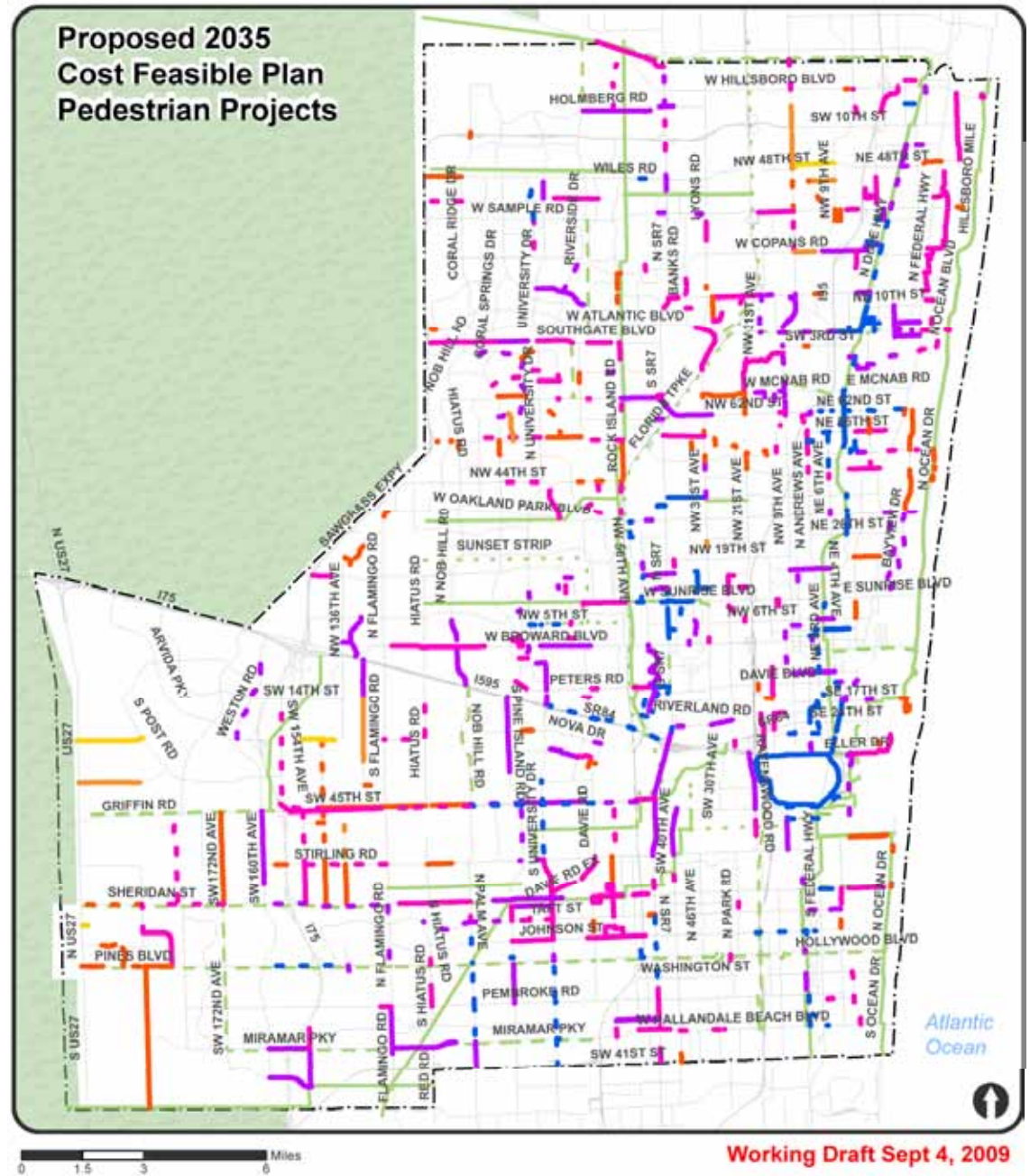
LEGEND

PROJECT RANKING

	1		7
	2		8
	3		9
	4		10
	5		11
	6		12

GREENWAYS

	Planning Priority 1
	Planning Priority 2
	Planning Priority 3



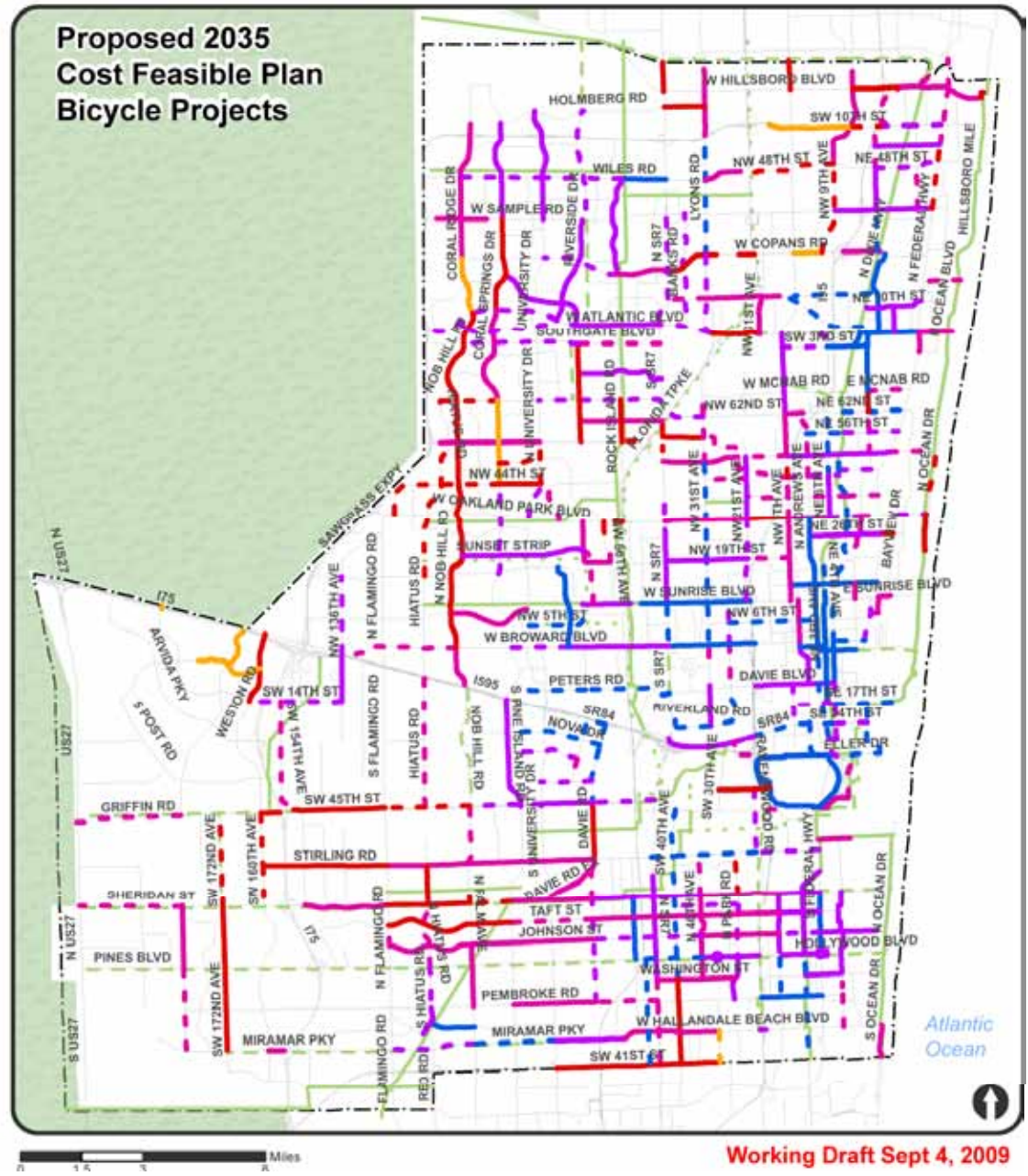
Bicycle Projects

LEGEND

PROJECT RANKING



GREENWAYS





FINANCIAL REALITY

Evaluation Process

TRANSIT	MOBILITY HUBS	BIKE/PED	HIGHWAY/ROADWAY	FREIGHT
<ul style="list-style-type: none">• Activity Centers• Cost Effectiveness• Efficiency for Users• Reliability• New Funding• TIF• Transit Dependents• Greenhouse Gas Emissions• SOV Travel	<ul style="list-style-type: none">• Critical Connections• Serve Existing Developed Areas• Local Support• Funding Opportunities• PPP Opportunities• TIF	<ul style="list-style-type: none">• Schools• Greenways• Mobility Hubs• Continuity of Network	<ul style="list-style-type: none">• Mobility Hubs Access/Egress• Transit Guideways• Cost Benefit• SIS• Safety• Congestion Mitigation• Hurricane Evacuation	<ul style="list-style-type: none">• Economic Development• Support Mobility Hubs Development & Access• Supports Freight Regional Mobility
RANKING	RANKING	RANKING	RANKING	RANKING

FUNDING ALLOCATION
BY CATEGORY
(Policy Decision)

TOP RANKED PROJECTS (Fit into Revenue Scenarios)





Two Pressing Challenges

- O&M shortfall
- Not enough leveraging of Federal Capital Programs





Revenue

- Base = \$8.7 B





Needs Plan Cost

Mega Projects I-95, 595, 75 = \$3.17 B

Freight = \$.50 B
Turnpike = \$.66 B

Illustrative Projects
=\$3.27 B, Wave FEC, CBT & SunPort

ITS projects = \$.18 B
BCT = \$4.09 B
LRTP Roadway = \$1.42 B
Mobility Hubs = \$.32 B
Bike Ped = \$.23 B
Greenways = \$.31 B
Premium Transit = \$2.13 B

TOTAL:
\$16.28 B



Two Cost Feasible Plans

1. Sustain

BASE

- Fund Most Existing BCT Services
- Existing Revenue Stream

2. Transform

**MODIFIED
BASE**

- Fund BCT Partially
- Existing Revenue Stream
- Select Premium Transit

+

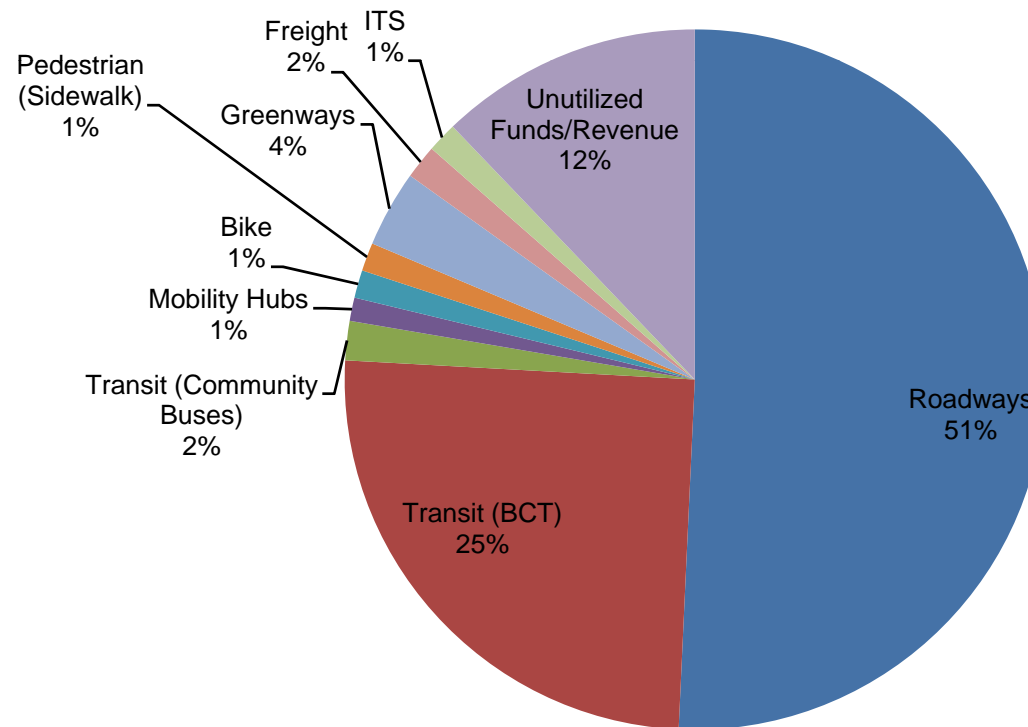
**INNOVATIVE
FUNDING**

- New Funding
- Fill in BCT O&M Gap
- Full Premium Transit Program



Proposed Cost Feasible Plan Base Case Scenario (including Mega Projects & Turnpike Projects)

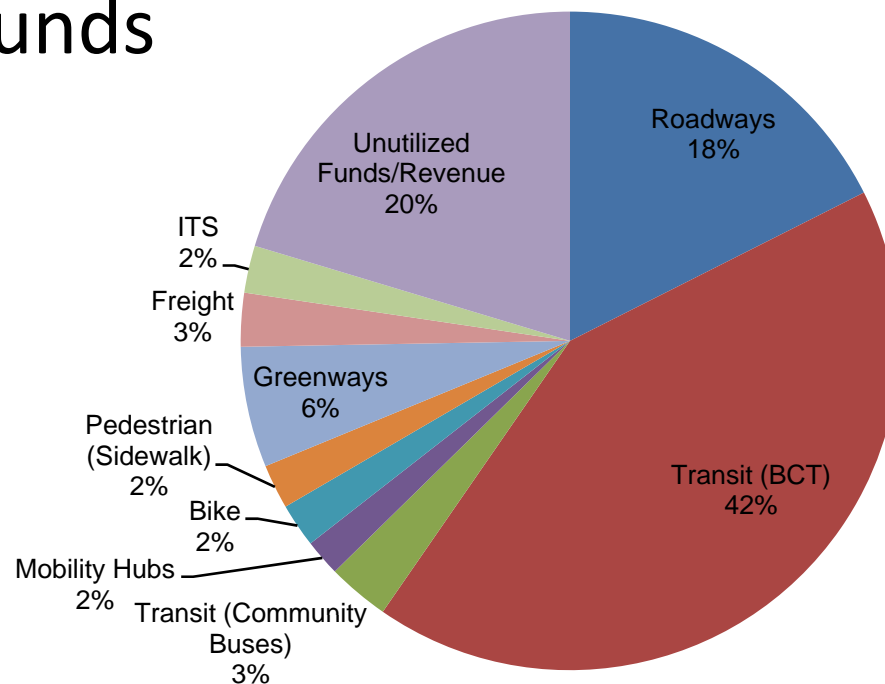
- Very roadway focused!
- Un-utilized funds





Proposed Cost Feasible Plan Base Case Scenario (excluding Mega Projects & Turnpike Projects)

- Getting closer
- Not much innovation
- Un-utilized funds





What to do???

- Find new revenues
- How do we select...many options
- Large revenues to fill the gap are a starting point
 - Sales Tax
 - Vehicle Miles Traveled (VMT) Tax
 - Tax Increment Finance District (TIFD)



Sales Tax

- Most common form of local dedicated funding
- Generates large amounts of revenue from the “get go”



Innovative Revenue

- Sale Tax 1 cent (23 yr) + base (21 yr)
= \$6.60 B + \$8.73 B = \$15.33 B





VMT

- New concept
- Pilot programs underway
- Possible replacement for declining gas tax revenues



Innovative Revenue

- VMT (23 yr) + Base (21 yr)
= \$3.13 B + \$8.73 B = \$11.86 B





TIFD

- Various forms already in place
- Ties in well with Mobility Hubs concept
- Dependent on market demand/development activity
- Long term implementation and revenue capture



Innovative Revenue

- Tax Increment Financing Districts (TIFD)
(15 yr) + base (21 yr)
=\$5.12 B + \$8.73 B = \$13.85 B





Innovative Financing

TIFD (15 yr) + 1 cent sales tax (23 yr) + base (21 yr)
= \$5.12 B + \$6.60 B + \$8.73 B = \$20.45 B





Specifics

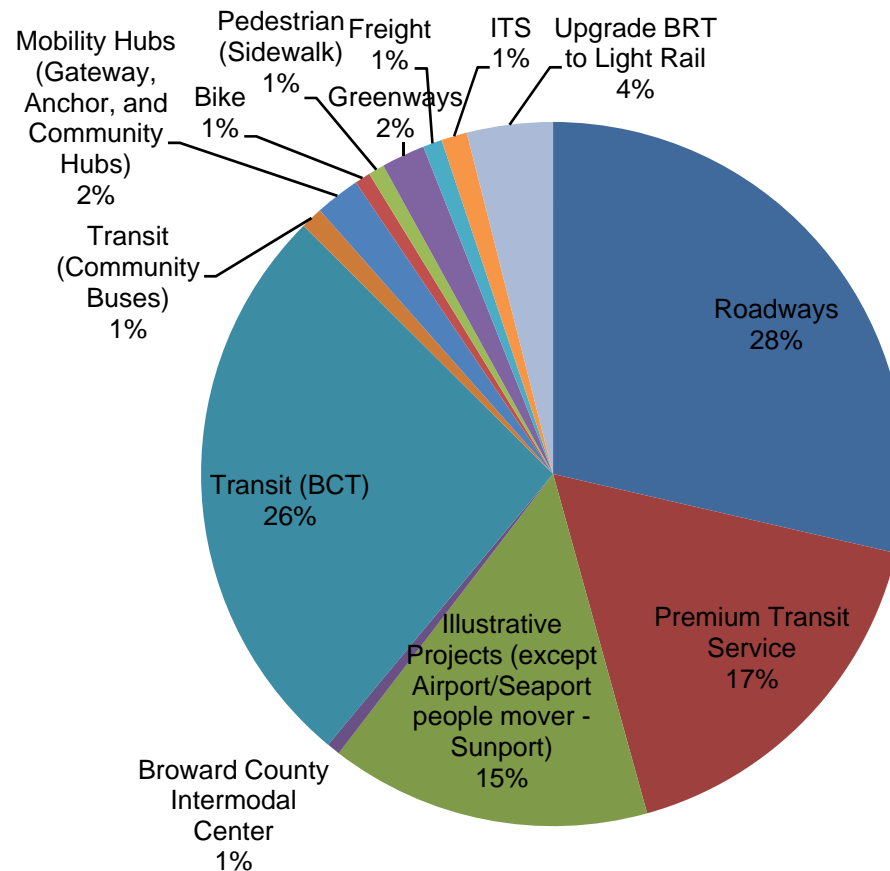
(1 cent Sales Tax Example)

- Modified Base (leverage)
- Lots of new alternative mode projects
(don't need to spend any more money on roadways)



Modified **Base Case Scenario + Innovative (1 cent)** (including Mega Projects & Turnpike Projects)

- Transit = 63%



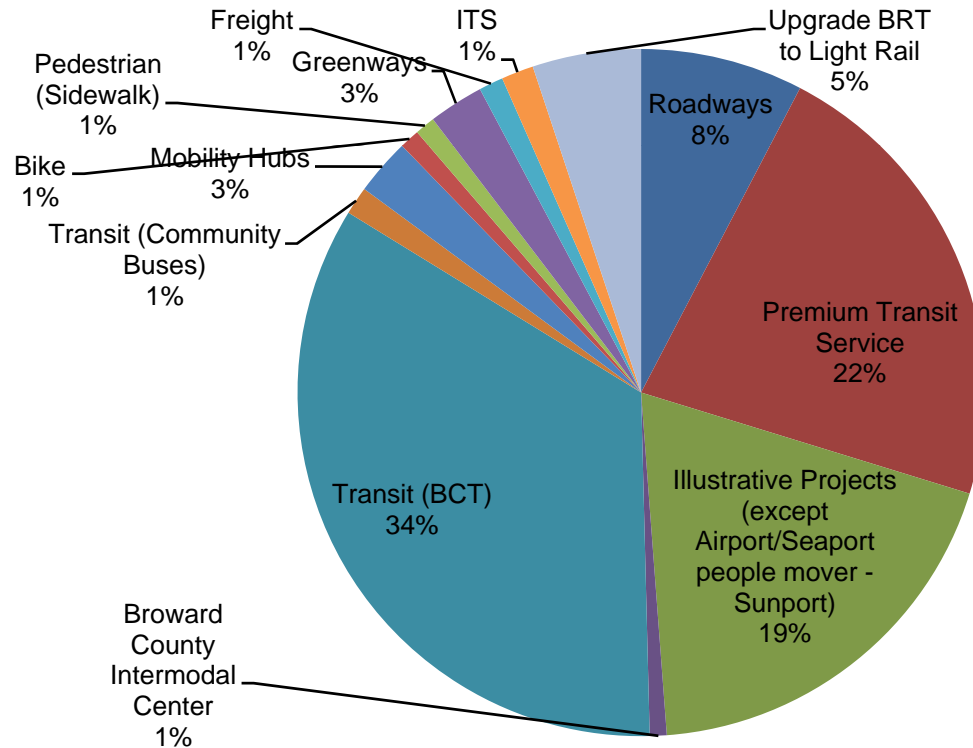


2035 Long Range Transportation Plan



Proposed Cost Feasible Plan Modified **Base Case Scenario + Innovative (1 cent)** (excluding Mega Projects & Turnpike Projects)

- Transit = 81%





Economic Benefits of Transit Oriented Development



Social Benefits

- More interaction
- Convenient services
- Less time traveling
- Attractive places





Environmental Benefits

- Less emissions
- Fewer resources used
(land, materials, water, energy)





Fiscal Benefits

- Higher FAR
- Less and/or shared parking
- Incentives (taxes and infrastructure)
- High value (rents and appreciation)
- Better quality of development



A hand is shown holding a fan of several US one-dollar bills. The bills are fanned out, showing the portrait of George Washington and the text 'THE UNITED STATES OF AMERICA' and 'ONE DOLLAR'. The background is a solid light green color.

YOU'RE TURN

**How would you fund and
implement the 2035 LRTP?**

The background of the image features several interlocking gears of various sizes and orientations, rendered in a light blue color. The gears are scattered across the frame, creating a sense of motion and mechanical complexity. The overall aesthetic is clean and modern, with a focus on geometric shapes and a monochromatic color palette.

**let's
move
forward**



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