



MAP Broward

Mobility Advancement Program

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Penny For Transportation

Broward County's 30-Year Mobility Advancement Program (MAP Broward):

 **Rolling into Year 5!** 

**Mobility Advancement Program Update for
TPA South Florida Transportation Funding Roundtable**

February 26, 2024

Why a Transportation Surtax?

Background

- 2016: After months of negotiations between County and municipalities; embarked on a joint referendum
- Infrastructure sales surtaxes cannot support operations and maintenance; transportations sales surtaxes can
- Municipalities and federally-established metropolitan planning organizations are ineligible to pursue a Charter County Surtax; both can receive funds for eligible purposes through interlocal agreements
- 2017: Under the leadership of then-Mayor Beam Furr, Broward County Commissioners amended Commission Strategic Plan to include pursuit of a full 1% sales surtax, specifically for transportation

Why a Transportation Surtax?

Background (cont.)

- County leadership understood the limitations of an Infrastructure Surtax—*only* capital costs were eligible
- Needed local dedicated source of revenue to pay transit system operations + maintenance (existing and new)
- Surtax to generate ~ \$16B over 30 years but support a total transportation program consisting of \$25B over same horizon
 - Leverage federal and state grant program revenues using local dedicated source of revenue
- Funding was needed to support premium transit services
 - At the time, the County was supporting a WAVE streetcar effort; light-rail (LRT) extensions planned
 - Discussions around expanding commuter rail were ongoing

Building the Surtax Plan – 2018 Referendum

Deciding on the right time horizon—

- In 2018, no sunset in State Statutes for Charter County Transportation Sales Surtaxes
- Leadership grappled with appropriate surtax time horizon
 - Pursuing surtax in perpetuity (like MDC) offered continuity for transit O&M costs
 - 10-/15-year sunset before required reauthorization offered public accountability
- County leadership and community stakeholders settled on a 30-year surtax plan
- Florida law changed to limit maximum 30-year time horizon (Sec. 212.055(1)) after Broward County passed its referendum
- Current State legislation seeks 10-year sunset on Transportation Sales Surtaxes

Building the Surtax Plan – 2018 Referendum (cont.)



Plan focused on congestion management, multimodal options, transit system enhancements (including premium transit services), resiliency, safety, emerging technology and innovations



**Multiple iterations overlaid w/regional plans + CIPs; reviewed by local, regional, and national subject matter experts; consultants
Final Plan audited by State's Office of Program Policy Analysis and Government Accountability (first referendum subjected to new 2018 law)**



Municipalities invited to submit mobility-related projects (no limit, no financial cap) which would be reviewed for funding, annually, beginning in FY 2020 (1st full year of funding)



**County ordinance, multi-party Interlocal Agreement created relationship among County, 29 municipalities, and Broward MPO (prior to referendum)
Guaranteed 10% minimum annual revenues to municipalities (project-based, not an allocation-based model)**



Building the Surtax Plan

1	Consulting with Subject Matter Experts	2015-2018
2	Study Nationwide Development Strategies	2015-2018
3	Develop 30-Year Project-Based Plan	Feb. 2017 – June 2018
4	Incorporation of Municipal Project Requests	March – June 2018
5	Educational Campaign + PAC Advocacy	April – Nov. 2018
6	Extensive OPPAGA State Audit	July – Sept. 2018
7	Surtax Approval – Nov. 2018 Election	

Surtax Program Oversight

Appointing Authority & Independent Transportation Surtax Oversight Board



- Popular aspect of the surtax program was an ***Independent Oversight Board*** (Oversight Board) (Article V, Section 31½ - 75, Code of Ordinances)
- Key component of independence = selected by group other than County Commissioners
- Ordinance also established Appointing Authority ***to select the Oversight Board***
 - Reps from 7 entities (Broward Workshop, Council of Chambers, League of Cities, Urban League, Hispanic Unity, Broward County Administrator, and FAU); chaired by Randall Vitale since 2019
- Oversight Board has 8 professional categories and 1 resident user of public transportation; volunteers; strict conflict of interest restrictions
- Oversight Board responsible for: Reviewing surtax proposed projects and proposed expenditures for eligibility under Florida Statute 212.055(1); monitoring revenues and expenditures; monitoring program and project performance; reporting; making recommendations



Revenue Projections & Community Benefits

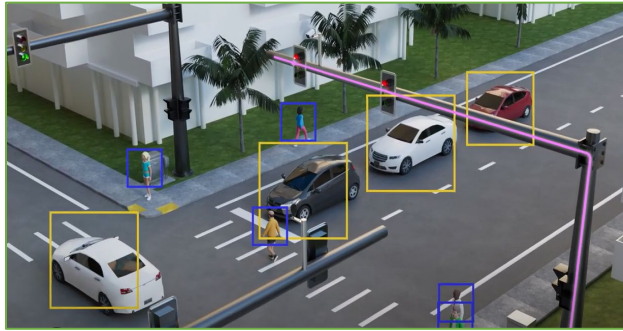
Surtax Budget Update

- \$1.6B* surtax revenues (partial fiscal year of FY 2019-FY2023)
- \$2.8B of total program revenues (including non-surtax funding) budgeted and appropriated through County's FY 2024 Adopted Budget
- \$312.8M budgeted/appropriated for municipalities through County's FY 2024 Adopted Budget (additional funds are *programmed* in the municipal Five-Year Plan through FY 2028)

Reserves: Audited 2018 Financial Plan built-up reserves in early years to assure local funding required for significant capital investments -- **County's Premium Mobility Plan (PREMO)**-- commuter rail, light rail, bus rapid transit, airport improvements, etc.

***Surtax revenue totals are audited through FY 2022; FY 2023 audit is ongoing**

MAP Broward Accomplishment Highlights To Date



➤ **322 County and City projects completed to date (planning studies, design & construction phases)**

➤ Implementing impactful congestion management strategies (Fiber, ATSC, TSP, Near-Miss, TTS, etc.)

➤ Leveraging surtax to win major state and federal discretionary grants; significant local match from municipalities

➤ Transportation system enhancements: commuter rail, PREMO, and COA; transit pilots; electrification of fleet (goal by 2035)

➤ 78 projects with small business goals assigned are expected to create ~ **\$424M in business revenue and over 2,600 jobs**





Premium Mobility Plan (PREMO)

Coree Cuff Lonergan, General Manager/CEO of
Broward County Transportation Department

Premium Mobility Plan



PREMO – Transit Systemwide Study (TSYS) is underway; funded entirely by the surtax (\$10.6M)

- County Commission approved the PREMO (2023)
- Over 200 miles of new premium service
- Approximately 23 million annual ridership
- 100% zero emission bus fleet
- New Intelligent Transportation Systems (ITS) technology
- Localized aesthetic and architectural enhancements
- High-capacity (BRT & LRT) corridor recommendations based on projected ridership and land use
- Premium transit is driven by, and supports, economic development





COMPREHENSIVE OPERATIONAL ANALYSIS



Every 5-10 years, Broward County Transit (BCT) conducts a Comprehensive Operational Analysis (COA)-- to determine:

- Where improvements can be made for operational effectiveness
- Efficiency across the network
- How to better reflect the changing travel patterns and development patterns

COA will specifically consider how the rest of the transit system should adapt as the Premium Mobility Plan (PREMO) network of rail and bus rapid transit (BRT) projects come online



Five-Year Look Ahead

2023

PREMO
Study
Complete

2024

Pre-Launch Activities

- Service integration
- Bus procurement
- NEPA/PD&E
- Design development
- Workforce readiness

2025

2026

**High
Frequency
Corridors
Launched**

2027

**Commuter
Rail Opens**

2028

**BRT and
LRT Open**

Broward Commuter Rail South (BCR-South)

Project Overview: Provides a regional connection between Broward and Miami-Dade Counties (NE Corridor) and includes:

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

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

Projected Opening: EOY 2027 (BCR-S must be coordinated with MDC's NE Corridor project as a regional asset; any delays to the south could impact the projected opening date)

Estimated Total Investment: \$297M (does not include PD&E and there are unknown commercial fees for track access)



LRT – Airport/Seaport/ Convention Center Corridor

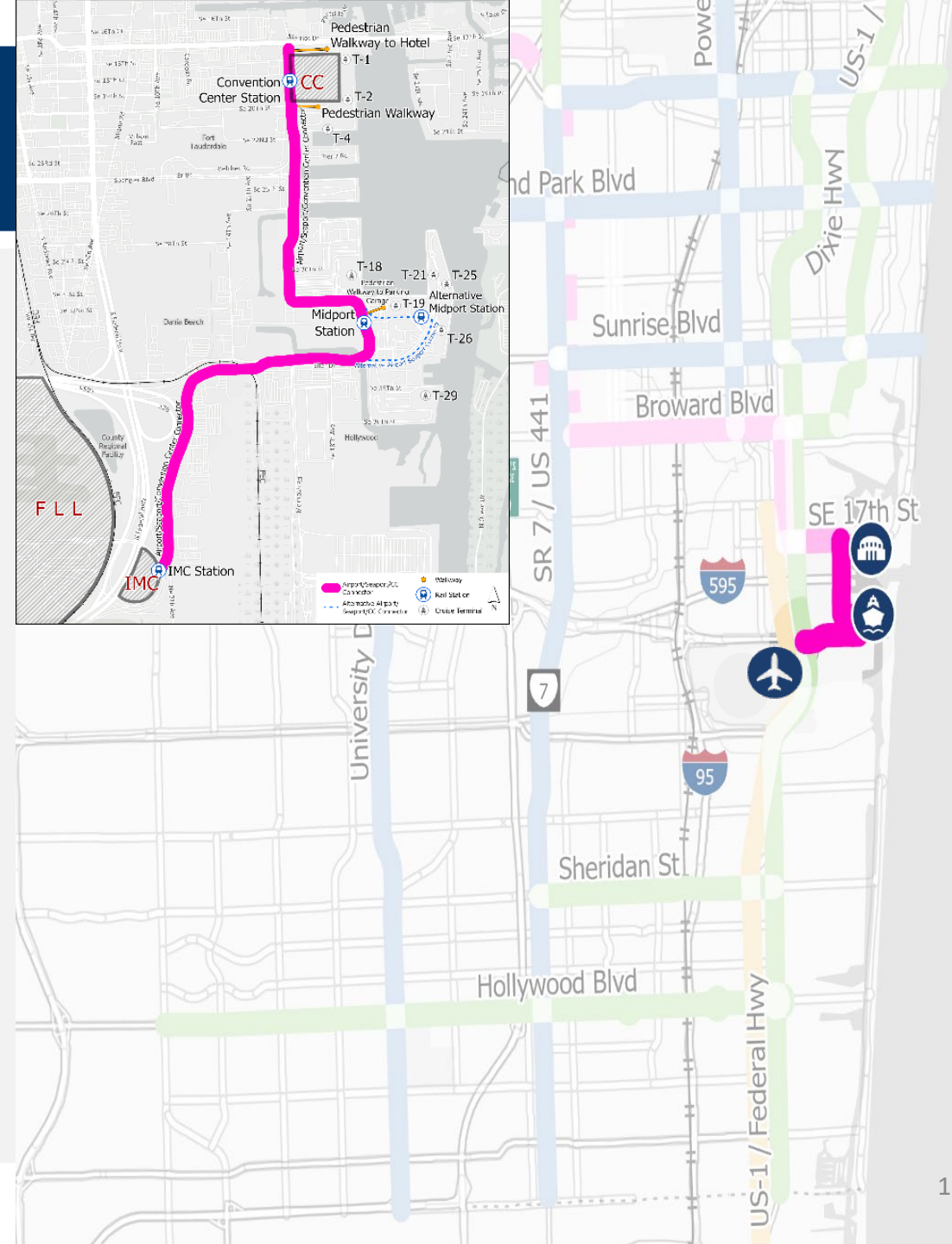
Project Overview: Initial segment connects the Fort Lauderdale-Hollywood International Airport, Port Everglades, and the Broward County Convention Center, includes:

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

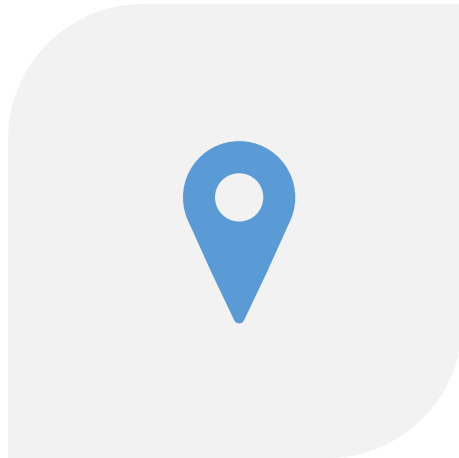
Anticipated Annual Ridership: 130K - 665K

Projected Opening: EOY 2028

Estimated Investment (FY2024-FY2028): \$1.25B*



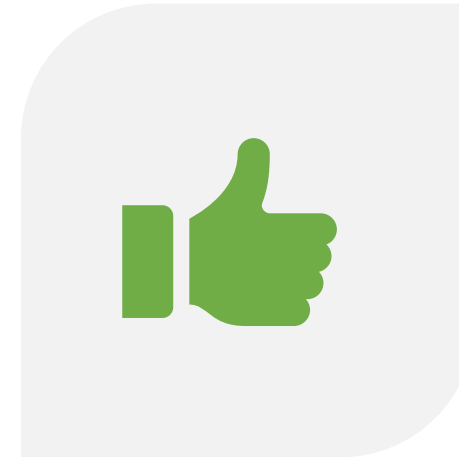
Thank You!



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Q & A

