

**Independent
Transportation Surtax
Oversight Board
Regular Meeting**

February 28, 2025



MAP Broward
Mobility Advancement Program
Brought to you by the
Penny For Transportation

Agenda Overview – Oversight Board Meeting

Welcome & Call to Order – Chair, C. Douglas Coolman

Roll Call – Program Project Coordinator, Roy Burnett

Regular Agenda

- 1. Motion to Approve Oversight Board Meeting Minutes**
 - a. August 9, 2024, Oversight Board Regular Meeting
 - b. October 25, 2024, Oversight Board Regular Meeting
 - c. December 11, 2024, Oversight Board Workshop

Presentations

- I. Office of Economic & Small Business MAP Broward CBE Goal Attainment Quarterly Update**
- II. Low Stress Multimodal Mobility Network Master Plan Update**
- III. Near-Miss Traffic Incident Identification System Study Update**
- IV. Major Surtax Funded Projects in Port Everglades/Fort Lauderdale-Hollywood International Airport Region – Coordination Update**

Discussion Item

- I. 3rd Amendment to the Transportation System Surtax Interlocal Agreement – Status Update**

Member Reports, Board Coordinator & General Counsel Comments

Adjourn

Regular Agenda



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Mobility Advancement Program
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Action Item 1

Motion to Approve Oversight Board Meeting Minutes

- a. August 9, 2024, Oversight Board Regular Meeting
- b. October 25, 2024, Oversight Board Regular Meeting
- c. December 11, 2024, Oversight Board Workshop

BROWARD
COUNTRY

F L O R I D A

**OFFICE OF ECONOMIC AND
SMALL BUSINESS DEVELOPMENT**



MAP Broward
Mobility Advancement Program
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MAP Broward Small Business Highlights

CBE Projects REVIEWED as of 09/30/2024

COUNTY Projects Reviewed*	MUNICIPAL Projects Reviewed*
103 Projects	136 Projects
\$933,000,437 Total Estimate of Projects	\$467,636,239 Total Estimate of Projects
29% Average CBE Project Goal	33% Average CBE Project Goal
\$415 M – Total CBE Projected Amount	

MAP Broward Small Business Highlights Cont'd



CBE Projects AWARDED as of 9/30/2024

Project Highlights	COUNTY	MUNICIPAL
Projected Amount to CBE Firms	\$139,628,572	\$29,591,230
Awarded to Contractors	52	50
Total Amount Awarded	\$451,499,871	\$77,409,081
Average CBE Commitment	35%	41%

**Inclusive of all County Business Enterprise (CBE) Activity from March 2019 – September 2024*

Economic Impact

\$528 Million

Projected for Awarded Vendors

3,267 

Projected Jobs Created
Directly from Awarded Projects

\$338 Million

Projected Additionally Generated
Due to Spending by Material/
Service Providers and Employees

1,825 

Projected Additional Jobs Created
Due to Additional Spending
Throughout the Community

\$221 Million

Projected Wages to Employees
on Awarded Projects

\$245 Million

Projected Spend by Awarded
Vendors on Materials/Services
and Vendor Profit

**Total Projected
Economic Impact**

\$866 Million

5,092 Jobs

**All values listed are projections based on the scope of work and awarded amount for each project. The overall economic impact is determined throughout the life of a project.*

Completed Projects **Exceeded** CBE Commitment

78.9%

of Completed Projects have
Exceeded the
CBE Commitment

Project Name	Broward County or Municipal	CBE Commitment	CBE Attainment
TSDOR SW 128th Avenue to Holatee Trail	Southwest Ranches	40%	43%
TSDOR SW 196th Ave to SW 202nd Ave	Southwest Ranches	35%	100%
Asphalt Roadway Resurfacing	Plantation	6%	8.9%
Emergency Repairs for Sheridan Street Bridge Over the Florida Turnpike	Broward County	10%	10.90%
Consulting Services for Lighting and Sidewalk Improvements	Broward County	36.1%	40.8%

**Inclusive of all County Business Enterprise (CBE) Activity from March 2019 – September 2024*

Completed Projects **Exceeded** CBE Commitment (cont'd)

Project Name	Broward County or Municipal	CBE Commitment	CBE Attainment
College Avenue Phase II Roadway Improvements	Davie	40%	64.4%
Wilton Drive Landscaping and Irrigation Project	Wilton Manors	80%	92.9%
NW 70th AVE Traffic Calming	Tamarac	61.5%	62.5%
Liberty Street	Hollywood	30%	47%
North 58th Avenue	Hollywood	30%	32%

**Inclusive of all County Business Enterprise (CBE) Activity from March 2019 – September 2024*

Completed Projects **Exceeded** CBE Commitment (cont'd)

Project Name	Broward County or Municipal	CBE Commitment	CBE Attainment
SE 13th Avenue Over Tern Waterway Bridge Repairs	Deerfield Beach	35.5%	100%
16th Ave to 19TH Ave University Drive Alleyway Improvements & Wiles Road Alleyway	Coral Springs	61%	100%
Multiple Streets BC-HLYWD-FY2020-00001	Hollywood	30%	41%
Roadway Drainage System Repairs (Sailboat Circle Drainage Improvements)	Weston	85%	89.30%
Lakeview Drive Sidewalk Improvement for Safe Schools Route	Weston	83%	100%

**Inclusive of all County Business Enterprise (CBE) Activity from March 2019 – September 2024*

MAP Broward-OESBD 5-Year Marketing Plan

OBJECTIVES

01 Increase the number of CBE certified firms in MAP Broward project industries by 15% (100 new certified businesses).

03 Increase name recognition among the Transportation industry throughout the United States

02 Recruit 20 new businesses to bid on MAP Broward projects

04 Equip workforce for upcoming MAP Broward projects



MAP Broward-OESBD 5-Year Marketing Plan (cont'd)

FY 2025

- Identify and recruit certifiable businesses in MAP Broward specialties
- Begin target messaging to municipal bidders
- Kickoff MAP Broward-OESBD newsletter and bid text alerts
- Identify 100 businesses for bid outreach

FY 2026

- Host Certification Workshop
- Work with community partners to identify certifiable businesses
- Develop relationships with key partners for Industry Day launch
- Advertise in transportation industry publications nationwide

FY 2027

- Host MAP Broward industry day with key partners
- Billboard advertising in tri-county area
- Film and launch commercial showcasing MAP Broward businesses
- Commence rail transferable skills training sessions

FY 2028

- Billboard advertising in tri-county area
- Seek digital advertising in 2 major airports
- Sponsor major rail industry national conference

FY 2029

- Seek digital advertising in 3 major airports
- Sponsor and panel at major national transportation conference
- Seek apprenticeship training opportunities for youth, young adults, and adults in MAP Broward trades

Broward County OESBD

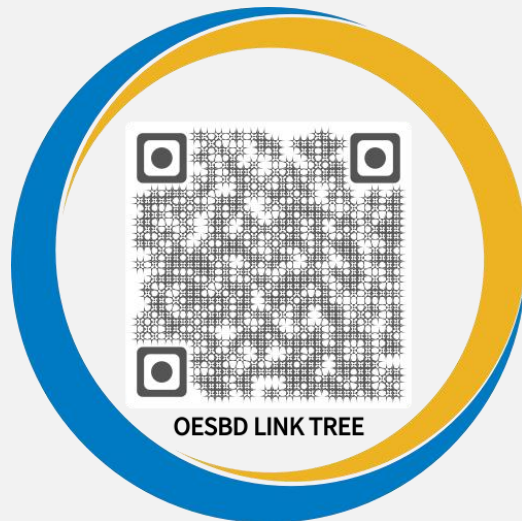


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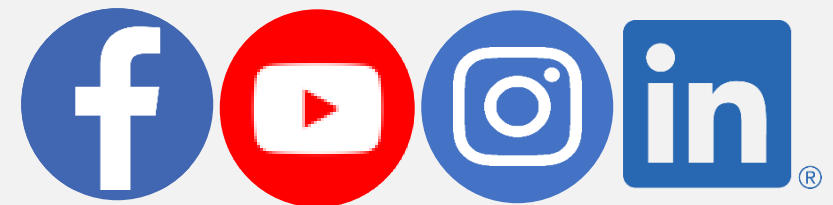


Thank You

Office of Economic and Small Business Development
115 S. Andrews Avenue, Room A-680
Fort Lauderdale, FL 33301
954-357-6400 | Broward.org/EconDev



@BCOESBD



@BrowardCountyOESBD

BROWARD COUNTY

Low Stress Multimodal Mobility Network Master Plan Update



Multimodal Mobility
Master Plan

Mobility for All Ages & Abilities

Transportation Oversight Board
February 28, 2025



VISION

To create an inclusive low-stress multimodal transportation network for all ages and abilities in Broward County.



FOUNDATIONAL PRINCIPLES



Public Outreach Summary

Community is the heart of the project



4

Community Outreach Events



3

Focus Group



2

Public Meetings



6

Technical Working Groups



9

Stakeholder Interviews



Crowdsource Map

292 COMMENTS



Public Survey

576 RESPONSES



Community Outreach Events Main Takeaways from Public Input

"Neighborhoods need more sidewalks that are wide and safe from cars"

"Need more shade, trees, benches and water fountains in walking and bike trails"

"Would love to walk and bike more but the county needs infrastructure to get out and about"

"We need physical barriers between traffic lanes and bike lanes to ride safely"

"Distracted driving is an epidemic in the County. . . every driver is looking at a phone!"



Focus Group Main Takeaways

Increase
Safety, Comfort,
Convenience,
Inclusivity

- **Comfort:** Wider sidewalks, shade, reduced noise, dedicated bike lanes.
- **Convenience:** Infrastructure to key destinations, amenities like bike stations, and secure parking.
- **Inclusivity:** Accessible pathways for all abilities, curb adjustments, connection to community facilities.
- **Safety:** Distracted driving impacts safety.



Focus Group Main Takeaways

Existing Infrastructure Concerns

- **Bike Path Gaps:** Lack of continuous sidewalks and safe bike paths
- **Maintenance:** Insufficient upkeep of bike/ped paths
- **Safety:** Bike lanes too close to high-speed traffic
- **Car-Focused Design:** Prioritization of cars over pedestrians/cyclists
- **Standardization:** Inconsistent bike infrastructure and amenities
- **User-Focused Design:** Design lacks focus on bike/ped user needs
- **Connectivity:** Lacking connectivity to parks, neighborhoods, and shops



Focus Group Main Takeaways

Desired Separated Facilities

- **Physical Separation:** Complete separation from motor vehicles
- **Funding Flexibility:** More funding for bike/pedestrian infrastructure
- **High-Crash Areas:** Targeted safety improvements in crash-prone zones
- **Other Infrastructure improvements:** coordinated crossings



Focus Group Main Takeaways

Desired Connections

- **High-Density:** Safe paths in downtowns/transit hubs
- **Access to Destinations:** Paths to malls, parks, entertainment, and transit connections
- **Existing Corridor Improvements:** Enhance existing high-use corridors and routes that connect across municipal boundaries
- **Parks and Recreation:** Safe connections to and from areas used as parks or for recreation
- **Special Population Needs:** Pedestrian-friendly adjustments for older adults and people with limited mobility



Focus Group Main Takeaways

Motivations for Walking/Biking

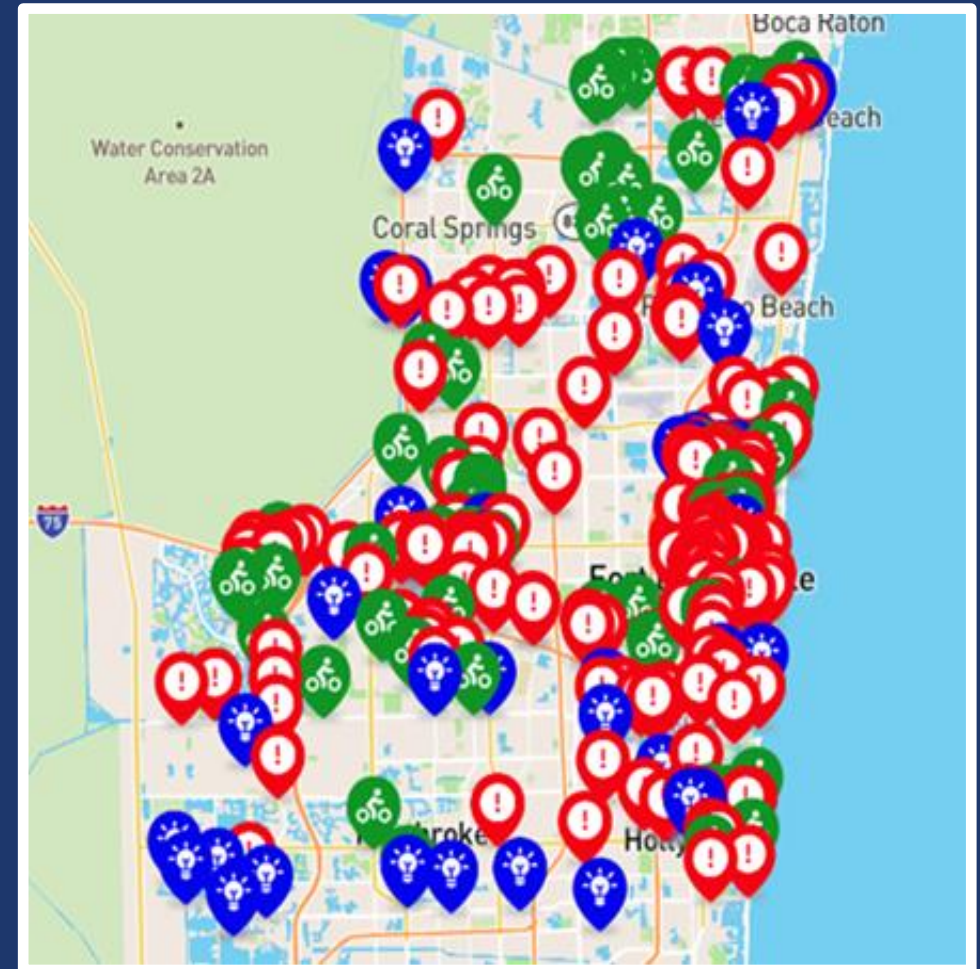
- **Health Benefits:** Safety and stress reduction
- **Environmental:** Lower CO₂ emissions, environmental health
- **Community:** Social interaction and connection
- **Enjoyment:** Appreciation of the climate, flora, fauna
- **Safety in Numbers:** Group rides for a safer experience



Crowdsource Map

Comment Summary Breakdown

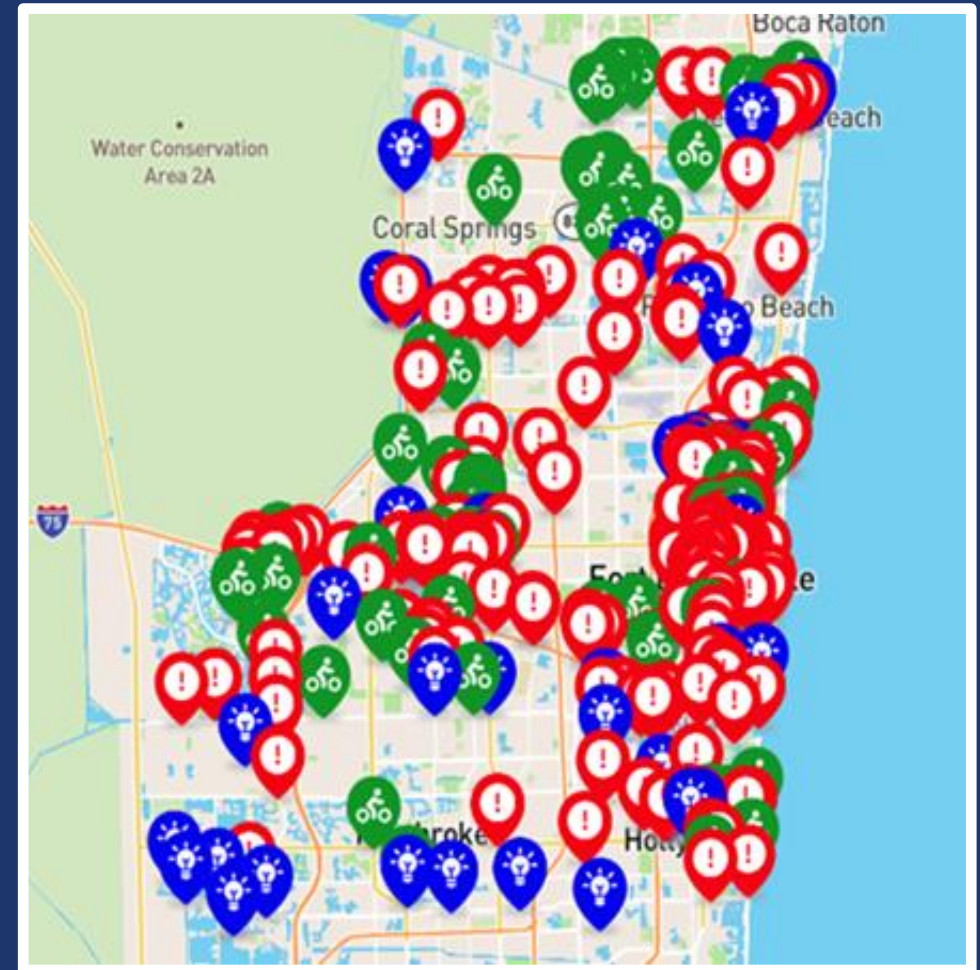
- **Public and stakeholder participation**
- **22%** bike/ped friendly comments (areas identified in **green** feel safe, comfortable, accessible, etc.)
- **61%** needs improvement comments (areas identified in **red** feel unsafe, uncomfortable, inaccessible, disconnected, etc.)
- **17%** suggested improvements (areas identified in **blue** indicate opportunities for amenities or new facilities).



Crowdsource Map Main Takeaways

Main Challenges found at red locations

- Uncomfortable, Unsafe Crossings
- Vehicle Speed
- Condition of Facility
- Lack of Connectivity
- Bike Lane Ends/Transition Concerns
- Lack of Signage
- Not Enough Time to Cross Street
- Other Challenges (Lack of bike facility, no connection)

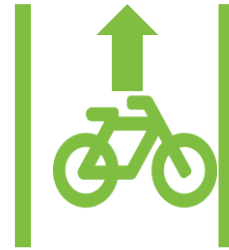


Crowdsource Map Main Takeaways



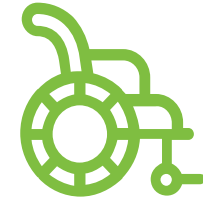
Desired Pedestrian Improvements

- Crosswalks
- More crossing time
- Lighting
- Wider sidewalks
- Shade
- Amenities



Desired Bicycle Facility Improvements

- Bike facility separate from travel lane
- Prevent cars from blocking bike lanes
- Improve signage
- Shade and bike racks
- Consistent bike facilities



Desired Other Improvements

- ADA push buttons
- Drainage
- Lighting
- Road safety education
- Bike/pedestrian-only streets



Crowdsource Map Main Takeaways



Vehicle Speed Management

- Reduce speeding and aggressive driving
- Increase traffic calming measures
- More “Complete Streets” projects



Intersection Improvements

- Reduce ped/bike delay
- Pedestrian signals
- Continue bicycle facilities
- Raised intersections where appropriate



Connectivity Improvements

- Improve connectivity to nearby neighborhoods, schools, parks, and transit stations



Transit Facilities

- Shade
- Sidewalks to transit stops
- Bicycle facilities to transit stops
- Transit stop maintenance



Public Survey Overview

Collection Period:

- August 2023- September 2024

Sample Size:

- Statistically Significant with **95% Confidence Level** and **5% margin of error**

Key Objectives

- Receive public feedback
- Capture public perceptions of existing infrastructure
- Capture public needs/wants
- Develop recommendations based on feedback



Survey Methodology

SURVEY TOOL

33 questions with topics including:

- Walking
- Biking
- Mobility Devices
- Comfort
- Safety
- Improvements
- Behavior

DISTRIBUTION

- Municipal & County Surtax Program Stakeholder Distribution Avenues
- Email Blasts (NPOs, Advisory Boards)
- Social Media, Social Media Ads, iHeartRadio (some geo-targeted)
- Outreach Events

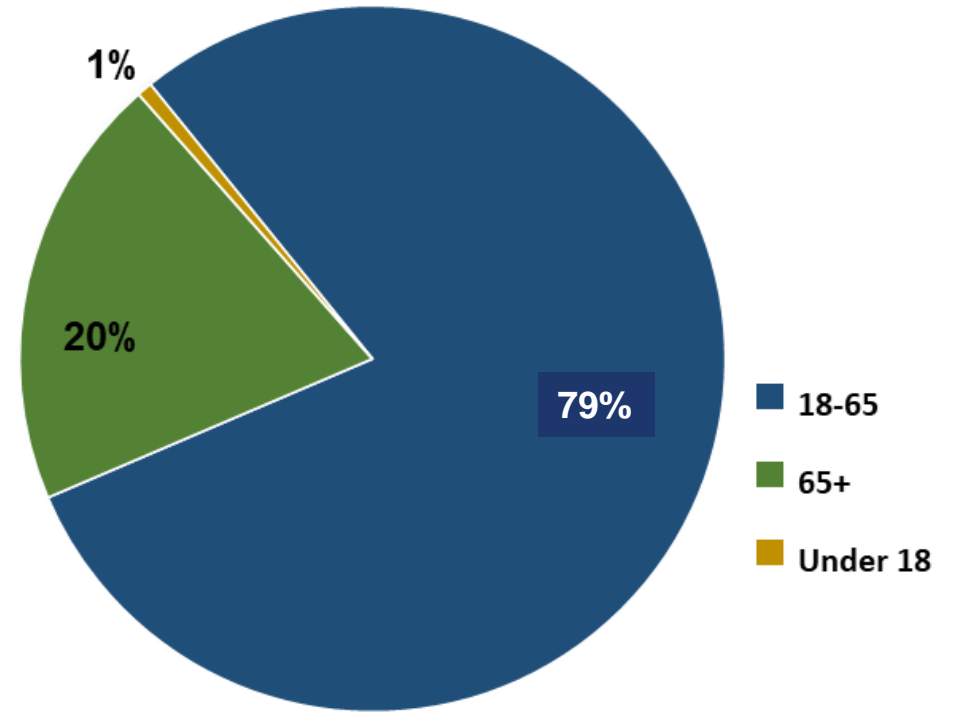
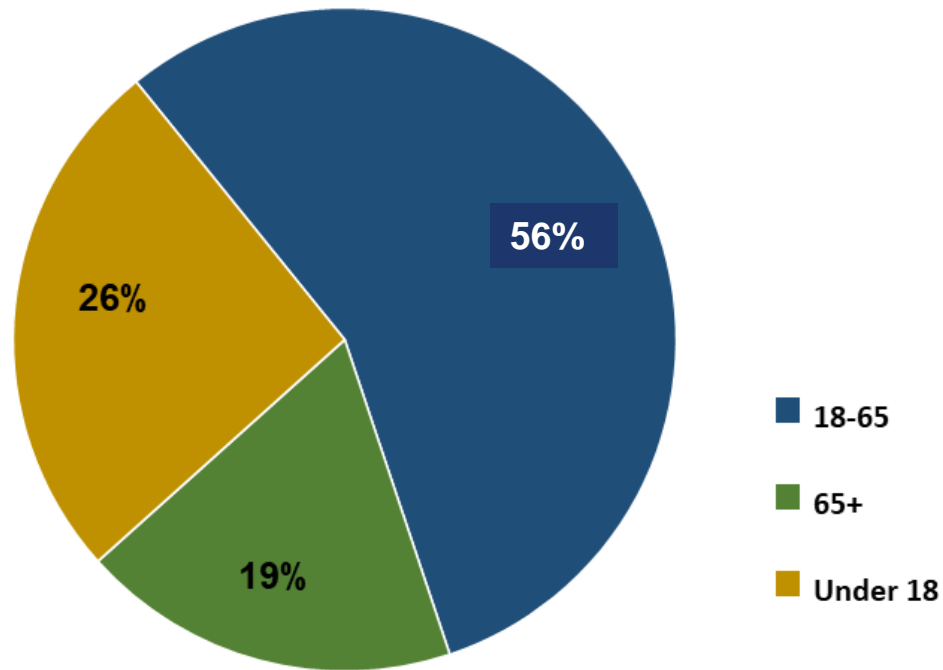


Survey Demographics

BROWARD COUNTY CENSUS DATA (2020)

BROWARD MMMP SURVEY DATA (2023 / 2024)

Age

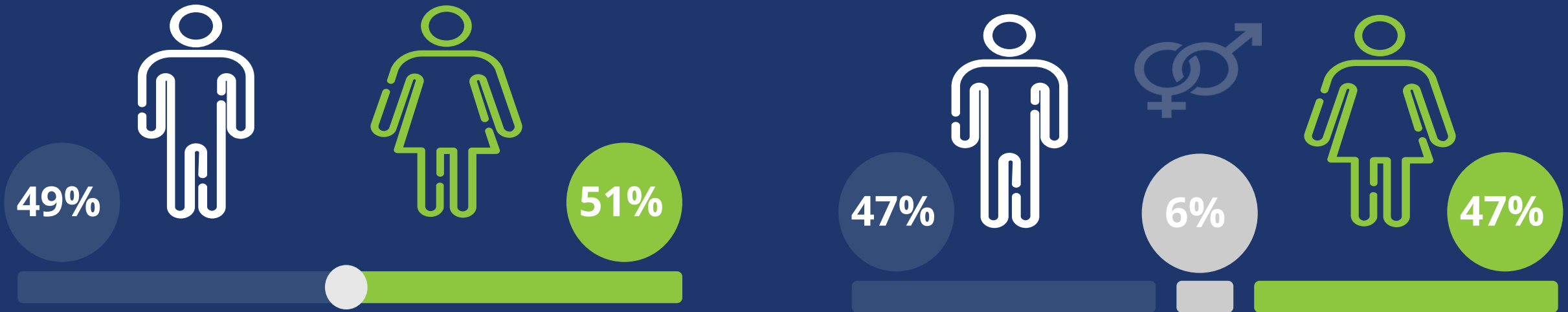


Findings

BROWARD COUNTY CENSUS DATA (2020)

BROWARD MMMP SURVEY DATA (2023 / 2024)

Gender



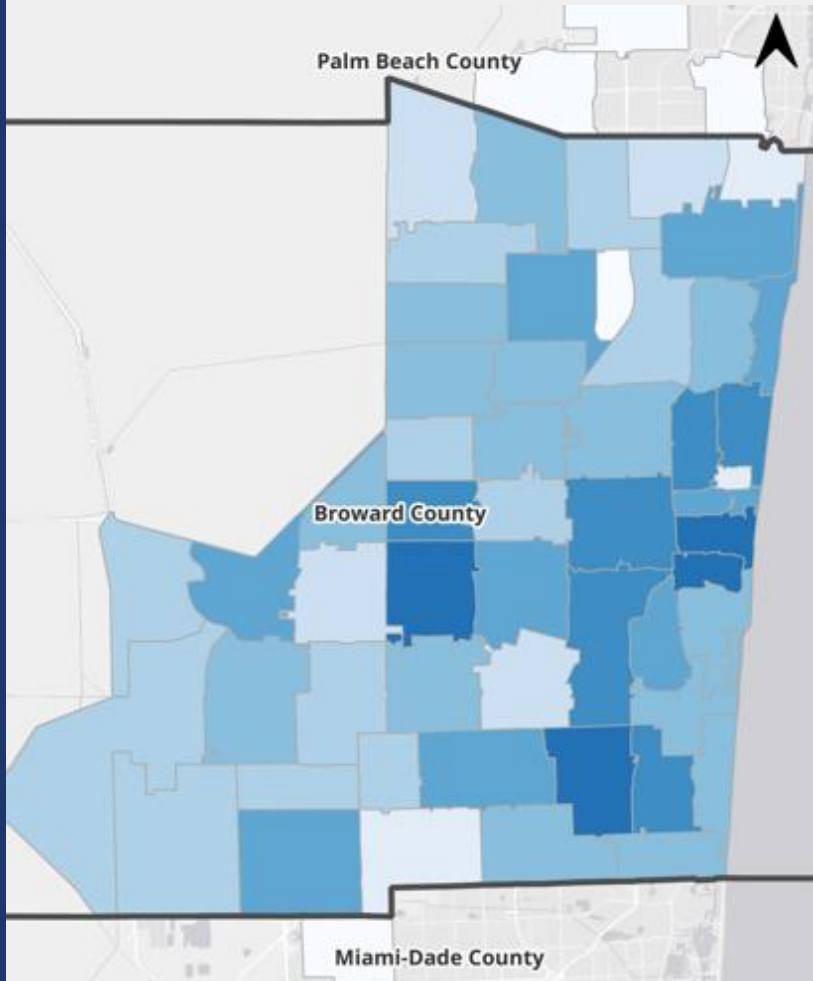
People with a Disability

- Census Data: 6.7%
- Survey: 6.9 %



Findings

Feedback Received From Every Zip Code in Broward



How long have respondents lived in Broward County?



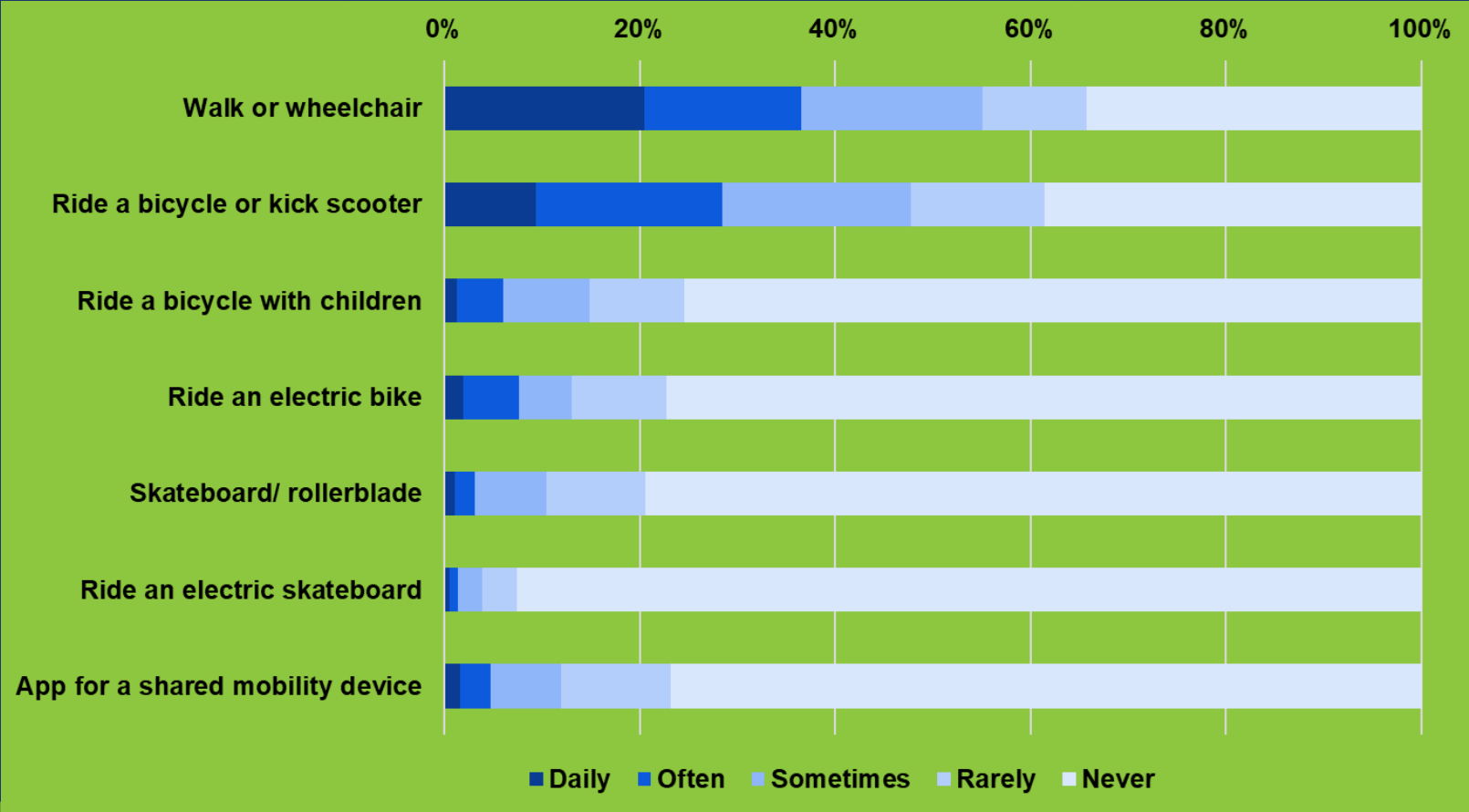
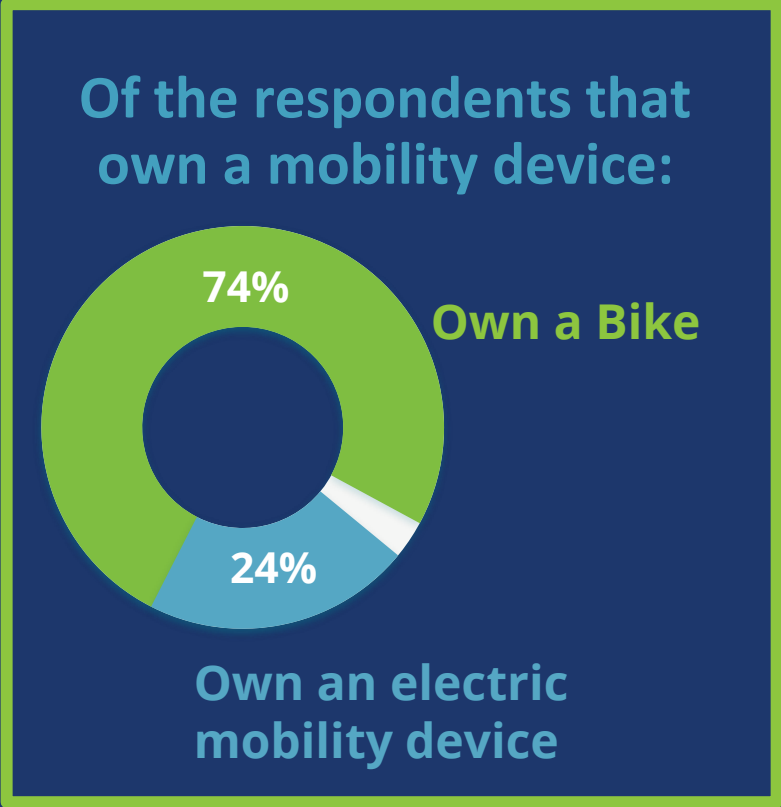
81% of respondents have lived in Broward County for 5 or more years



Findings



How often are these modes used?



21% of respondents do not own any type of mobility device



Findings

People will **WALK** this long to the following destinations:



KEY

-  Transit
-  Shopping
-  Parks/Beach
-  Entertainment
-  Work



Findings

People will **BIKE** this long to the following destinations:

KEY

-  Transit
-  Shopping
-  Parks/Beach
-  Entertainment
-  Work



Is Broward County safe for walking and biking?

69%

Do not feel safe crossing busy streets and riding a bike

71%

Do not believe its safe for children to walk or ride a bike

89%

Believe the County needs improved facilities to make it feel safer for people who walk and bike

Findings

Believe their community is a great place to:



58%



54%

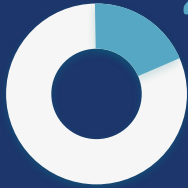


Findings

**% kids in households
ages 5-18**



20%



**of respondents
have kids**

How do kids get to school?

7%

Walk

9%

Bike

**More than 50% of kids in
Broward County are driven
to school**

**NATIONAL AVERAGE
9% WALK / 1% BIKE
(BIKEPEDINFO.ORG, 2017)**



**How comfortable are people in Broward
County with their children using the
following transportation methods:**

Walk: 41%



Ride a Bike: 37%



Ride a scooter: 24%



Ride a bus or train: 45%



Drive: 26%



Use a Taxi / Uber: 36%



Ride a mobility device: 37%

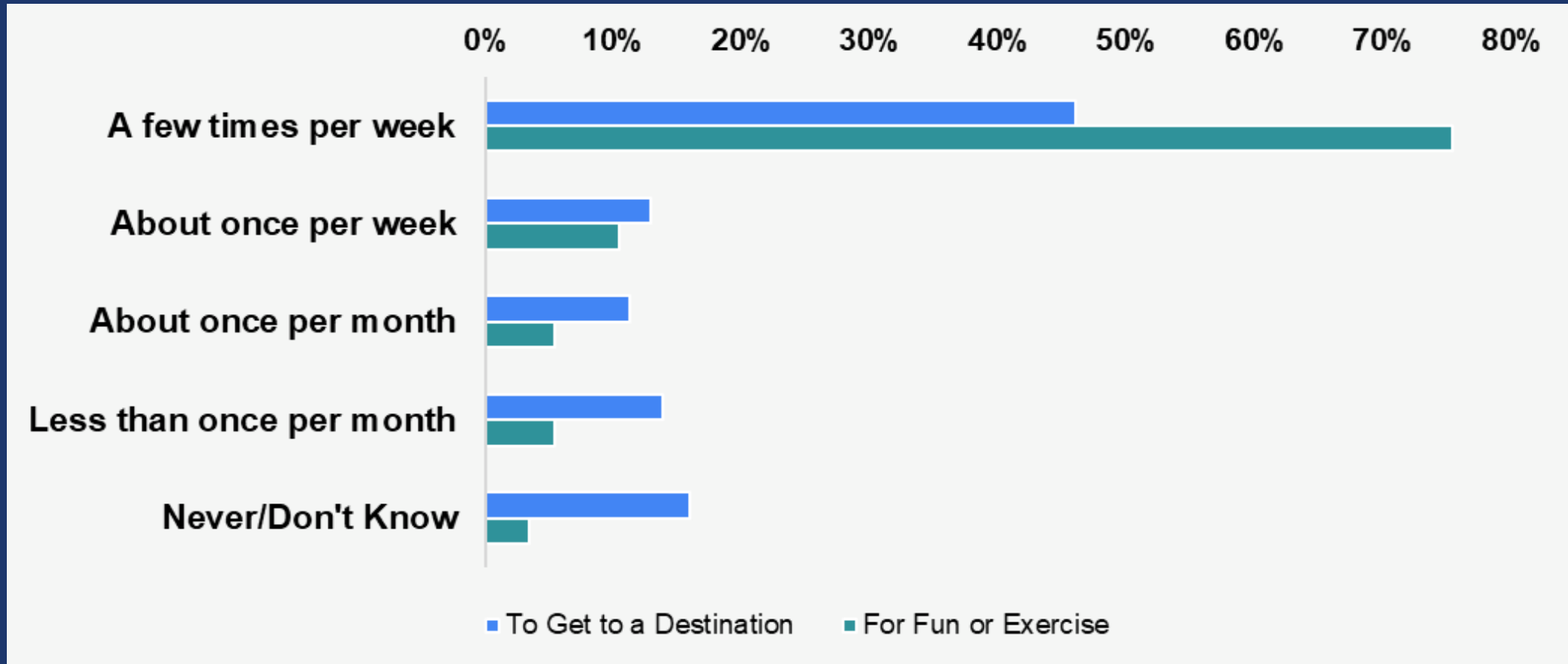


Skateboard: 26%



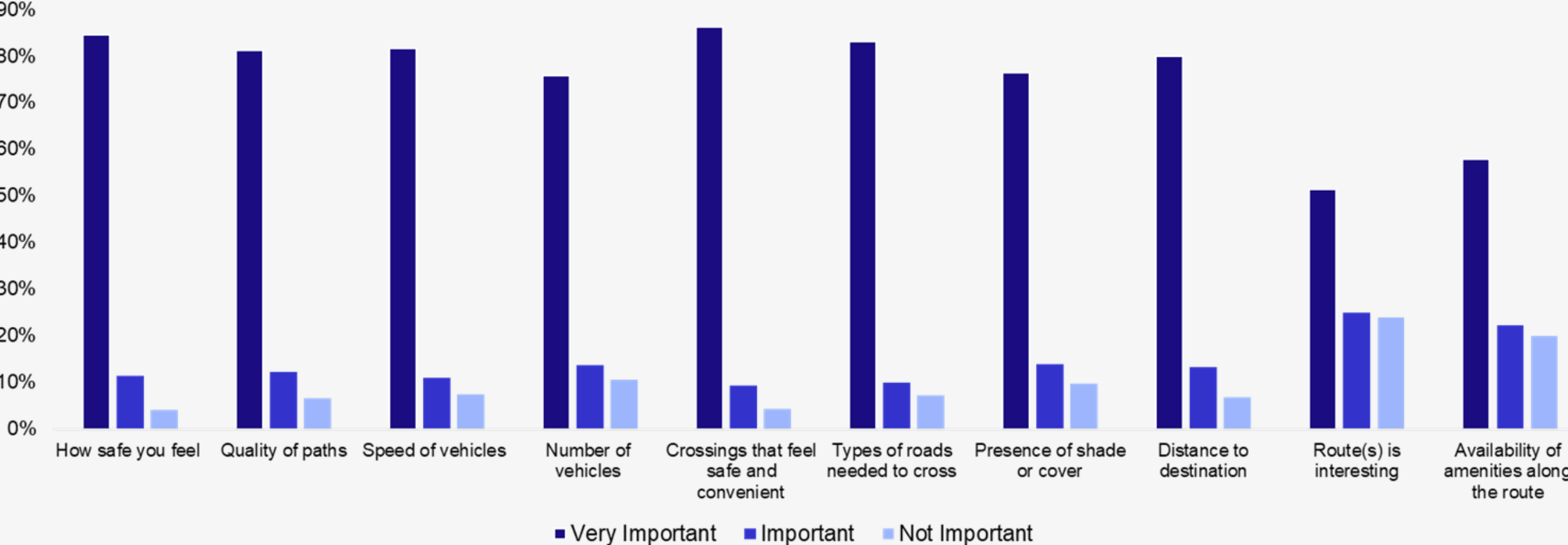
How often do people WALK in Broward County?

Findings



What influences people's decision to WALK?

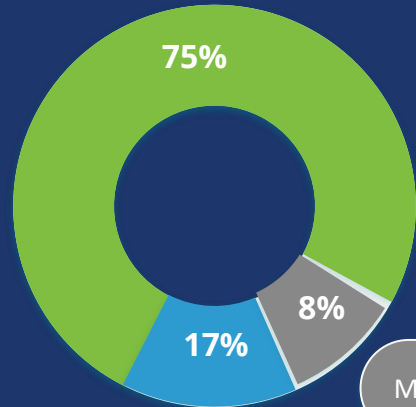
Findings



Do you ride a bicycle or are you interested in riding a bicycle?



What would encourage you to ride a bicycle more often?



Yes

Maybe

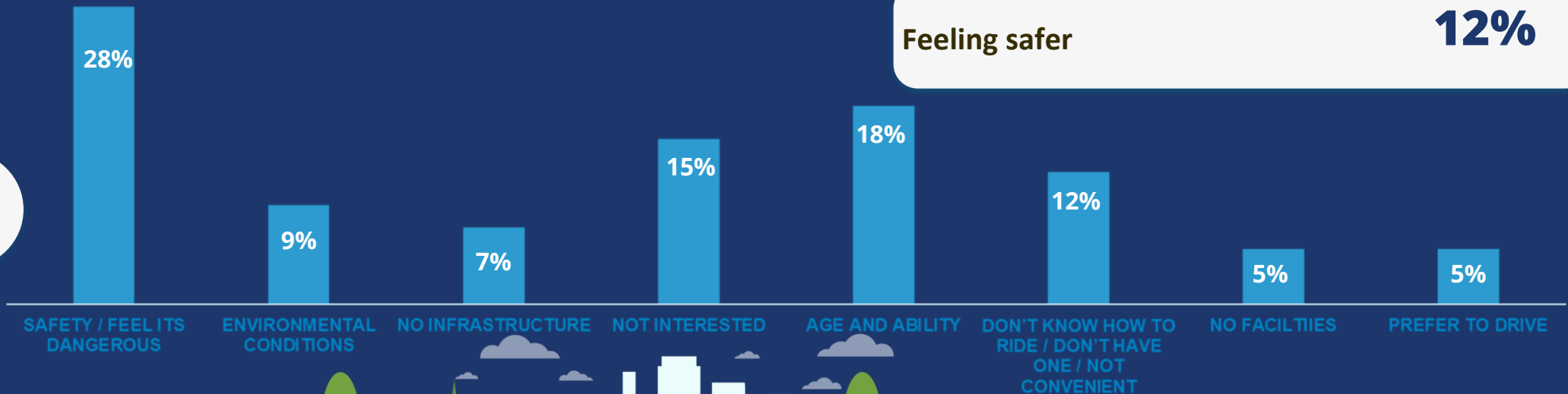
No

If there were more protected / dedicated bike paths **30%**

If there was less traffic / lower speed **22%**

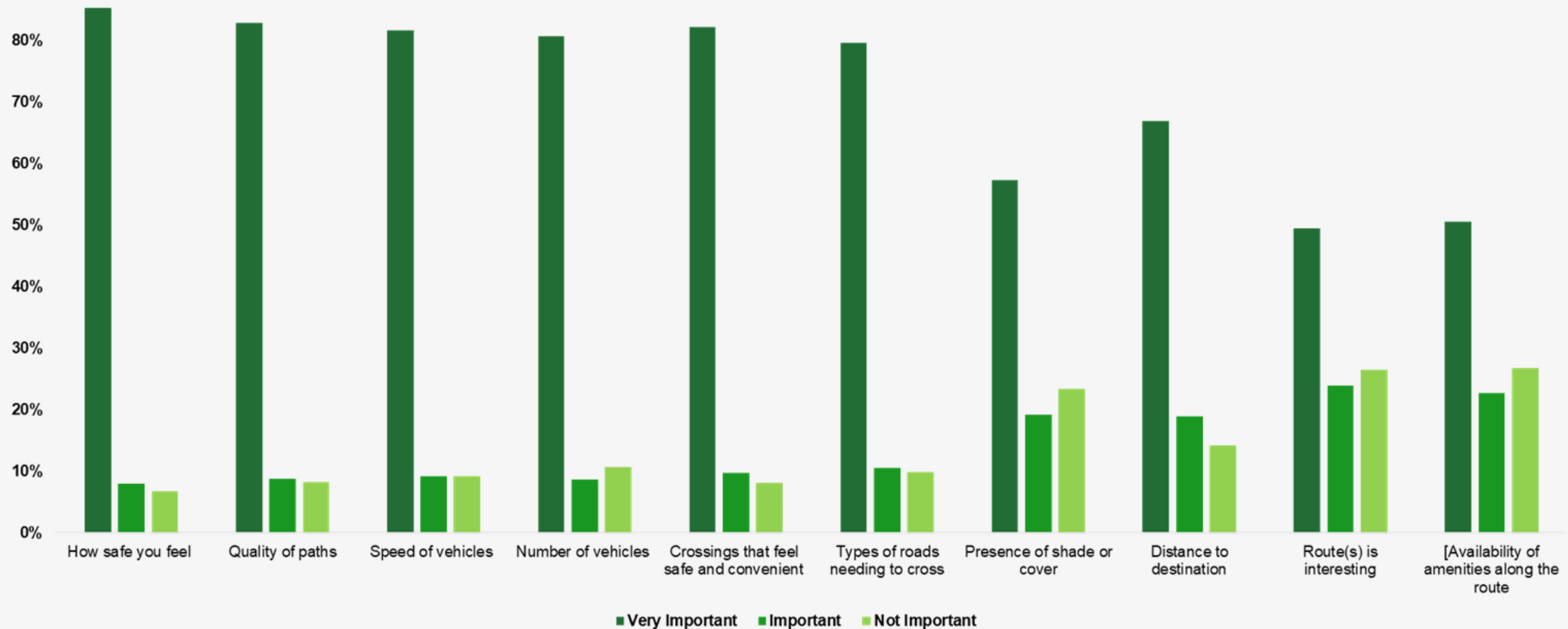
Feeling safer **12%**

Why not?



What influences people's decision to BIKE?

Findings



TOP 5 challenges identified through our public outreach

1 Pedestrian & Bike Amenities



The need for better facilities, such as bike lockers, shade, water fountains, bike racks, proper lighting, benches and rest areas encourage active transportation and often enhance the livability of an area

2 Safety



The absence of barriers between sidewalks and traffic lanes leaves pedestrians vulnerable to vehicles driving over curbs. Respondents expressed concern over driver behavior and the lack of police enforcement which deters them from walking and biking.

3 Infrastructure Deficiencies



Lack of continuous sidewalks, buffered bike paths, safe crosswalks and intersections, and a well maintained network discourage people from walking or biking in Broward County.

4 Proximity & Connectivity



The design of many areas requires long walks to reach essential services like grocery stores or workplaces. The county's infrastructure is predominantly designed for cars, discouraging pedestrian / bike activity

5 Environmental Challenges



The need to be protected from the elements while biking or walking is of great importance. The weather in Florida, during the hotter months of the year discourage people from walking or biking.



BROWARD COUNTY

Low Stress Multimodal Mobility Network Master Plan



Multimodal Mobility
Master Plan

Mobility for All Ages & Abilities

Questions and Comments

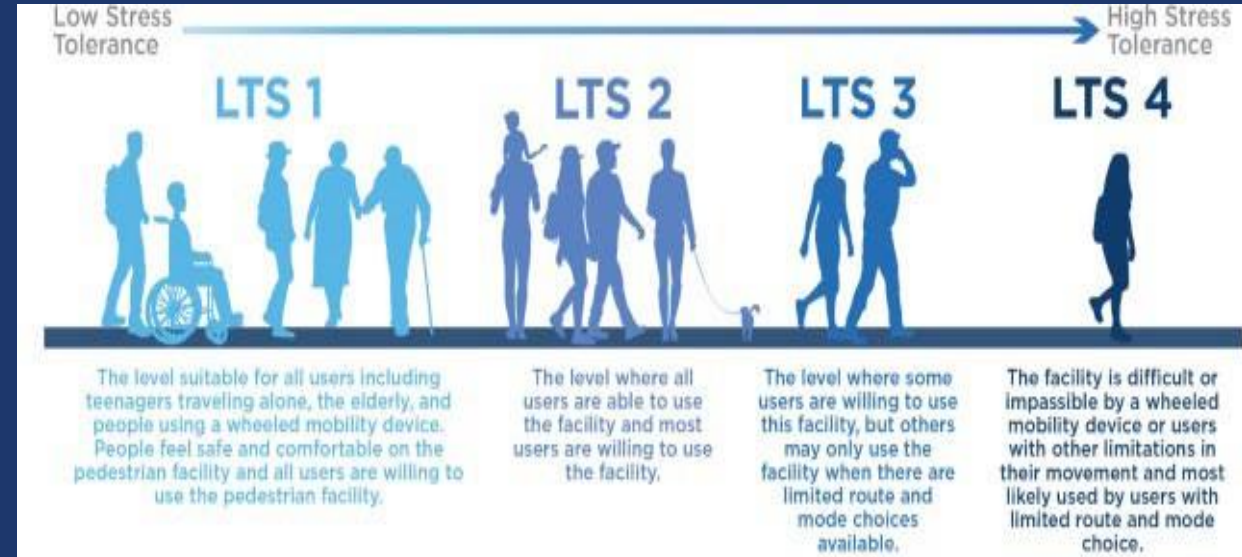


Level of Traffic Stress

Bicycle Level of Traffic Stress



Pedestrian Level of Traffic Stress



Findings

What makes people comfortable when **WALKING**?

Typical neighborhood street
Speed limit: 25 to 30 MPH.

Typical collector street
Speed limit: 30 to 35 MPH.

Typical arterial/major street
Speed limit: 35 to 45 MPH

Facilities that are comfortable
to cross the street

92% Buffered sidewalk

90% Wide urban sidewalk

76% Shared-use Path

80% Paved Crosswalks



What makes people comfortable when BIKING?

Typical neighborhood street
Speed limit: 25 to 30 MPH.

Typical collector street
Speed limit: 30 to 35 MPH.

Typical arterial/major street
Speed limit: 35 to 45 MPH

Facilities that are comfortable
to cross the street

68%

Street with painted
bike lane



86%

Street with protected
bike lane



79%

Two-way separated
& protected bike
lane



79%

Protected
bicycle
intersection



Near-Miss Traffic Incident Identification System Pilot Study Update

Dr. Sanjay Ranka, University of Florida



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Presentation Outline

Overview

- Hardware Requirements for Supporting Video Analytics
- Video-based Analysis of Severe Events
 - Led to changes in the intersection signage
- Results on two signalized intersections
 - Stirling Rd. & 66th Ave.
 - Stirling Rd. & 68th Ave.

Show significant reductions in severe events

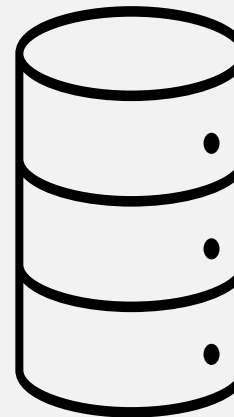
Video Processing



Video Broadcast



AI Tracking and
Classification



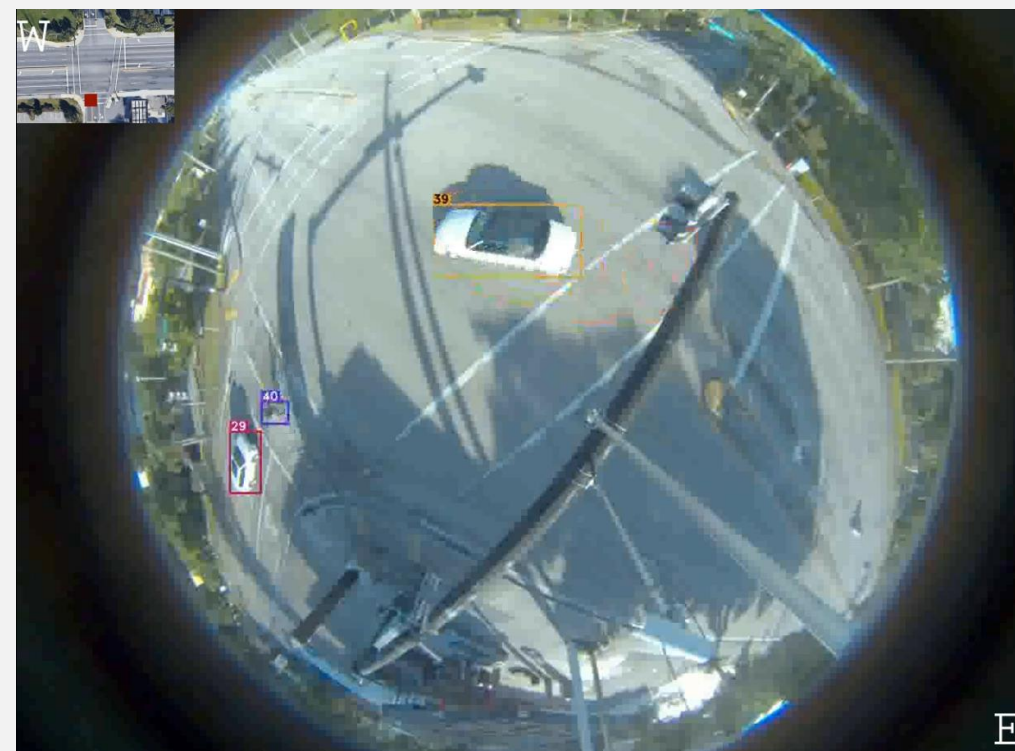
Trajectory
Database



Near-miss
Identification

Hardware Requirements for Supporting Video Analytics

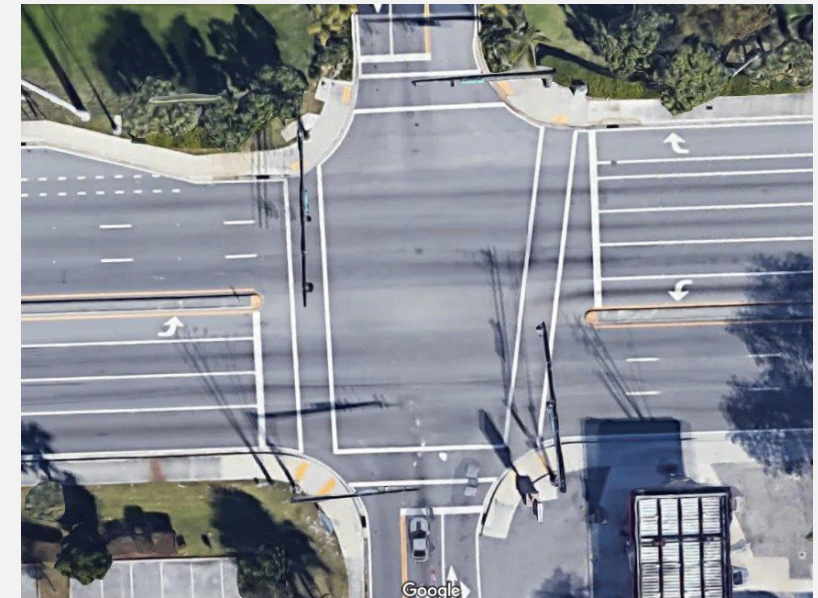
- Near-miss detection in complex, signalized intersections
 - Single-camera and dual camera
- Phase detection (turning lanes, egress/ingress, crosswalk)
- 8 streams supported on 1 GPU



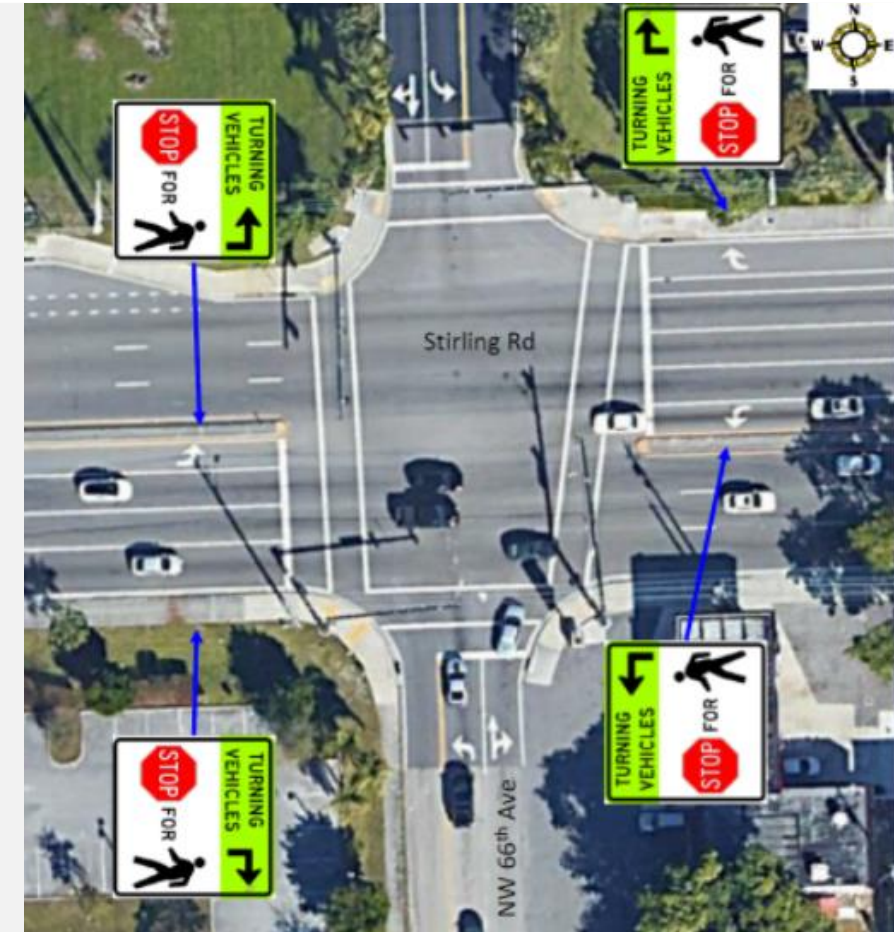
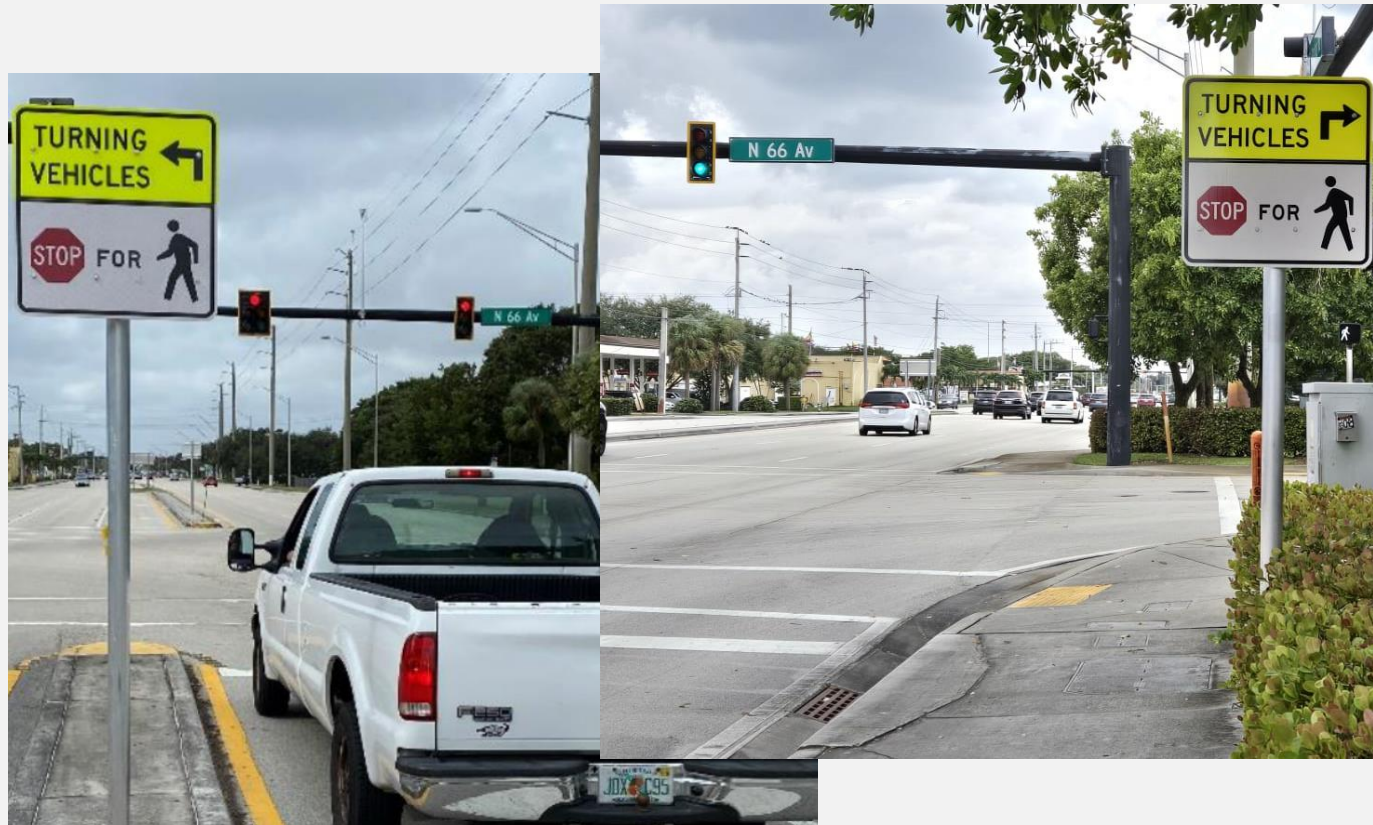
Stirling Rd. & 66th Ave. Severe Events

Pedestrians often conflicted with through and left turning vehicles

- More P2V conflicts with permissive turns
- Suggested a sign for NBL and WBL turns.



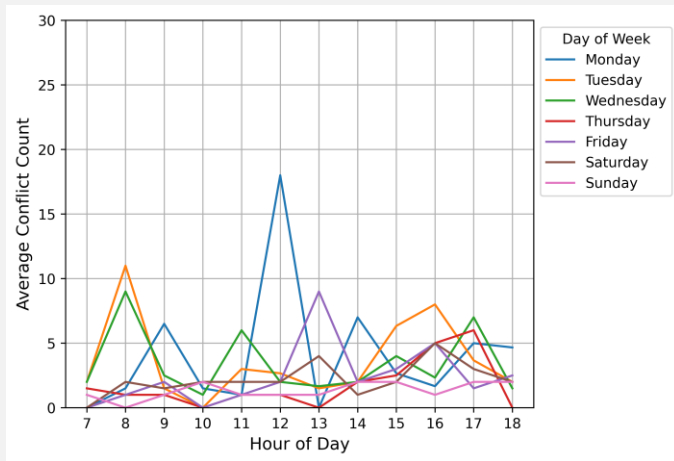
Stirling Rd. & 66th Ave. New Signage



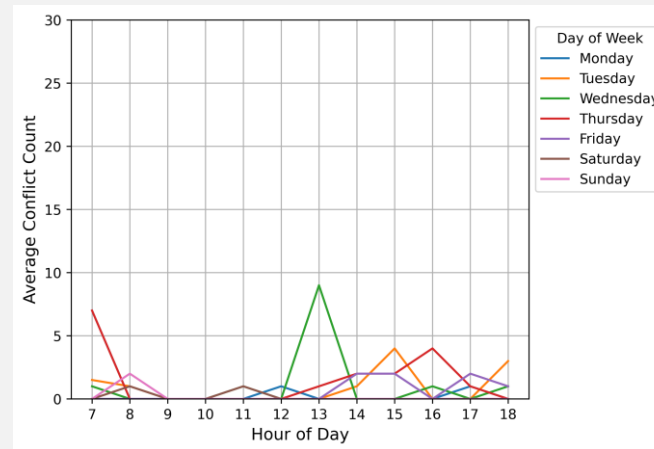
R10-15a Turning Vehicles Stop for Pedestrians sign EB and WB
(left and right turns)

Near-miss Rates 66th

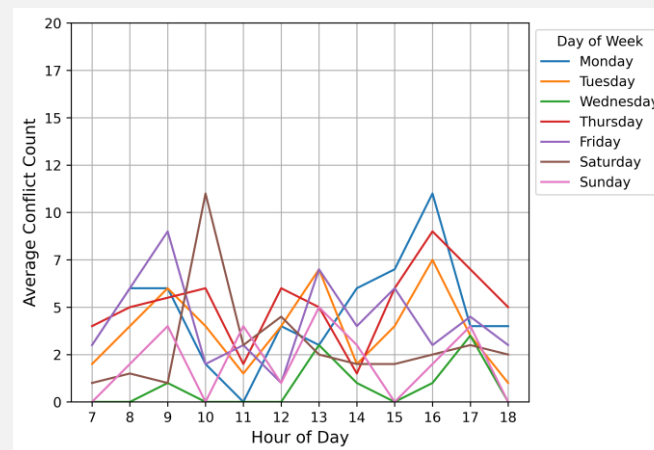
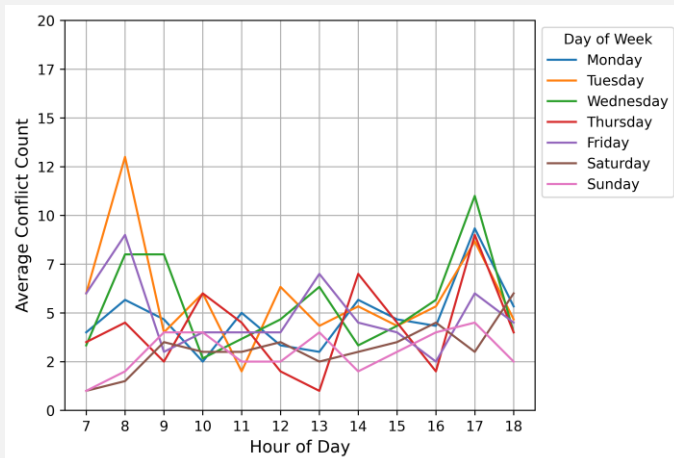
Before



After

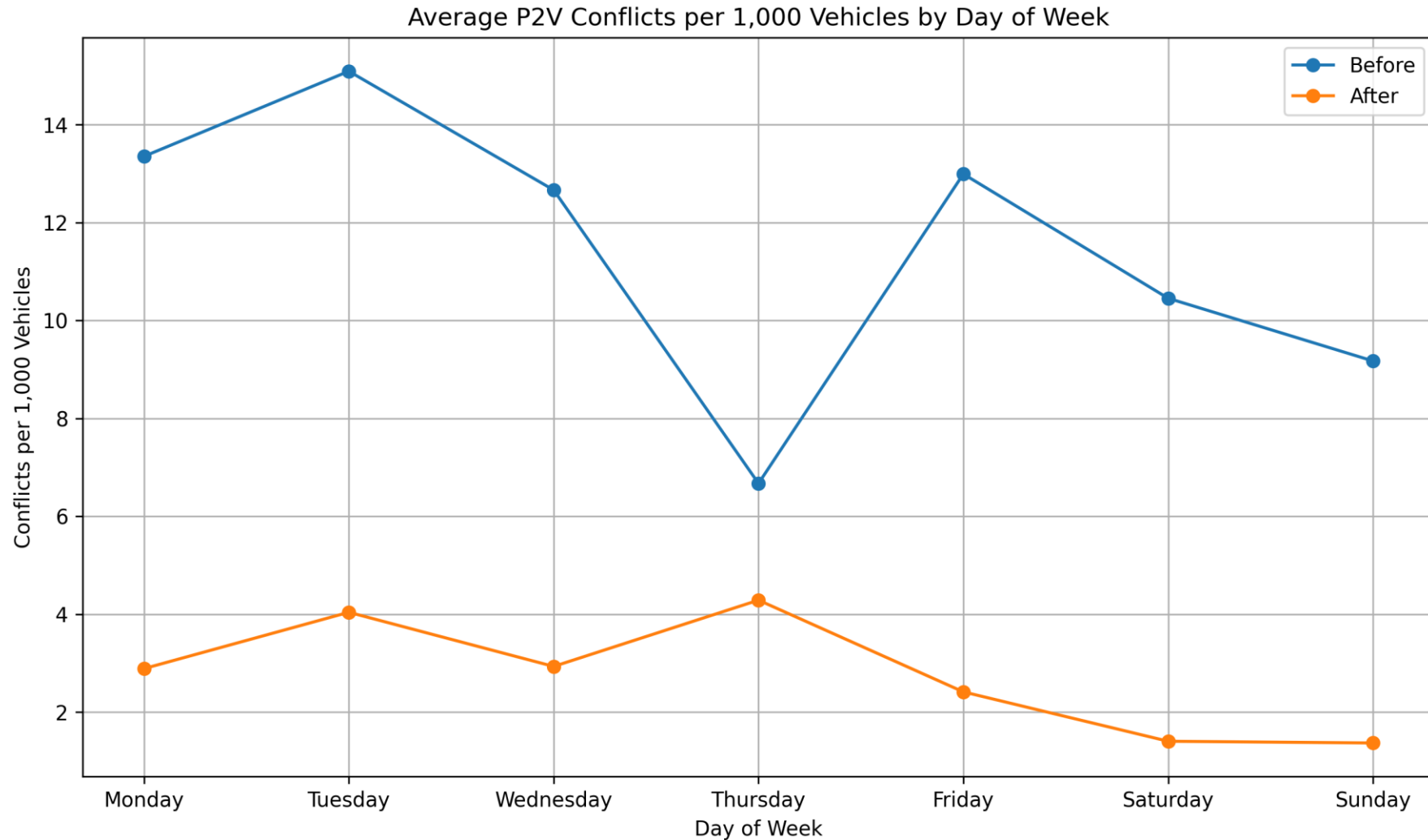


P2V



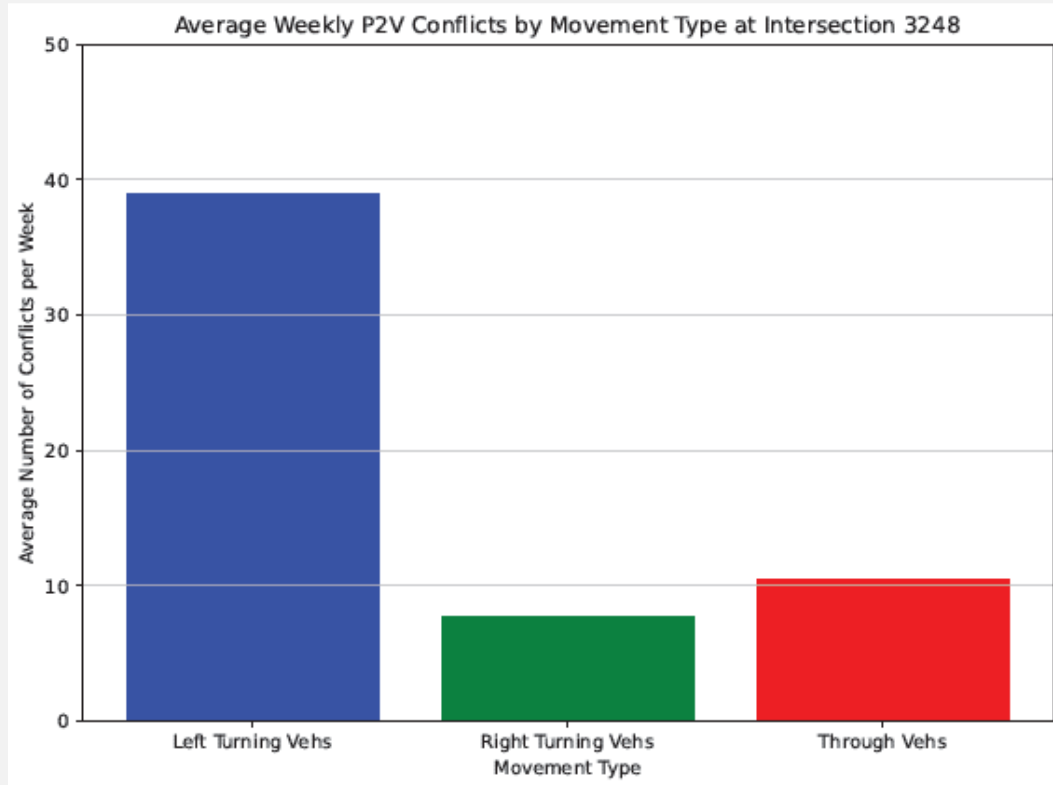
V2V

Stirling Rd. & 66th Normalized Conflicts

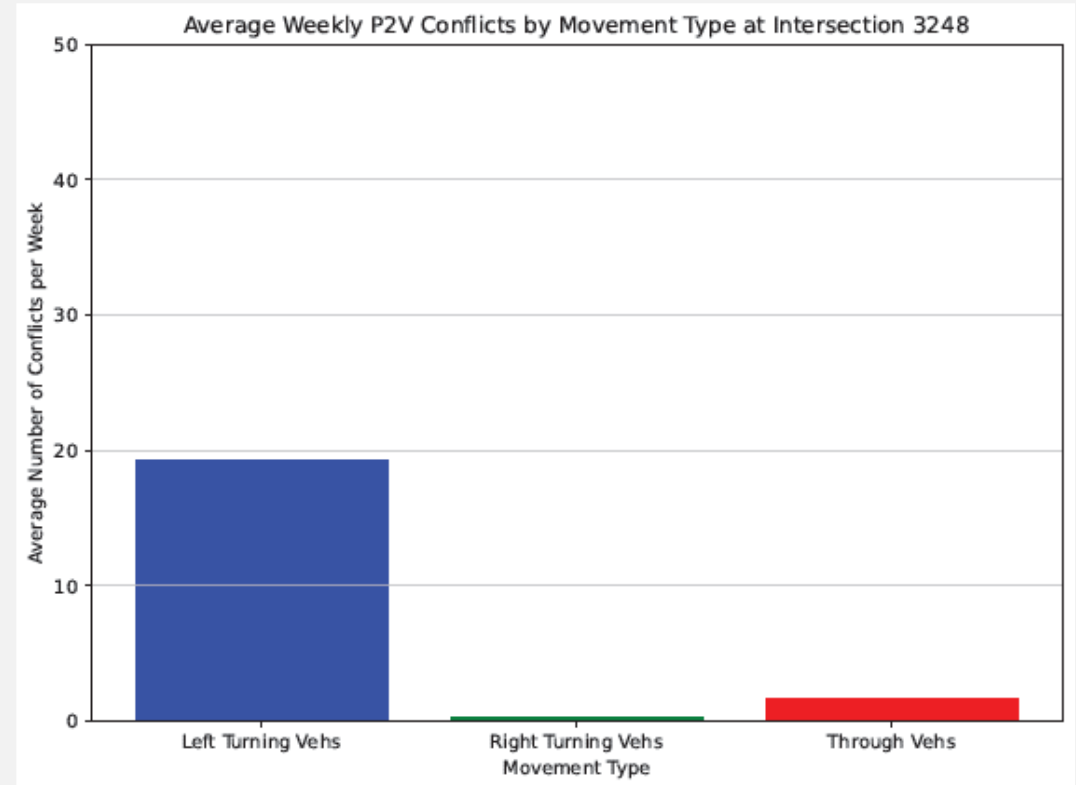


Near-miss Rates 66th

Before

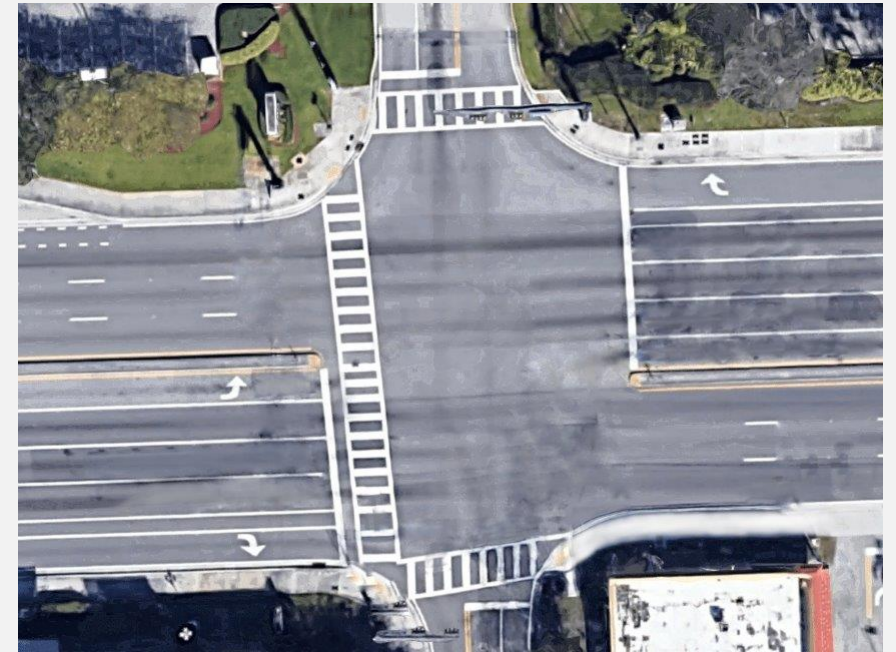


After

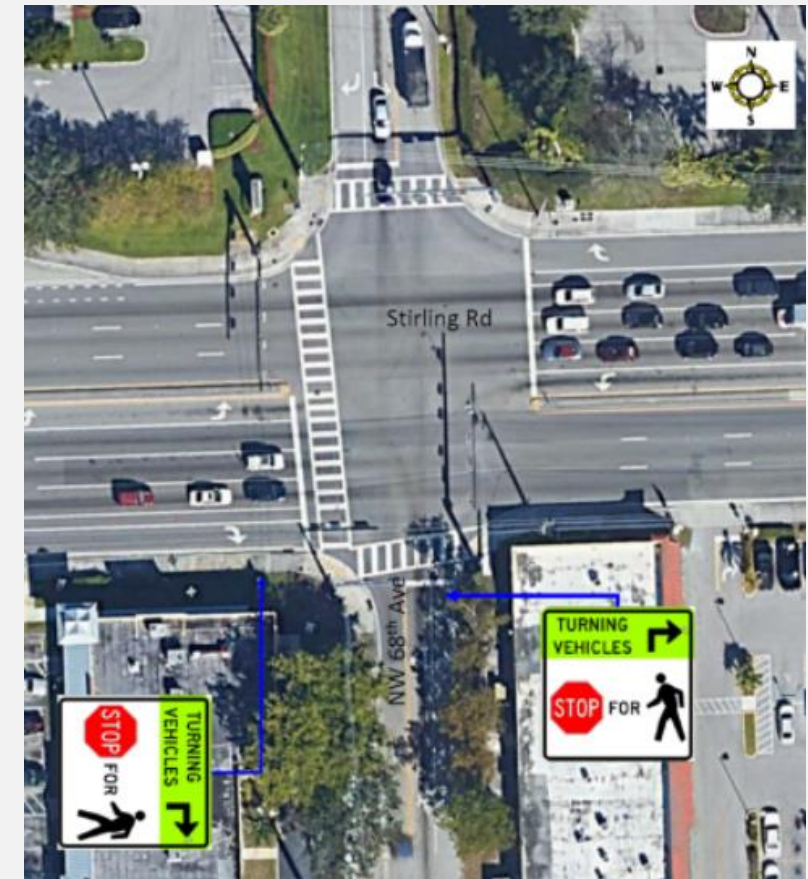


Stirling Rd. & 68th Ave. Severe Events

- Right turning vehicles often did not yield to pedestrians
- Pedestrian conflicted with left turning vehicles
- Pedestrians often crossed right in front of a through vehicle



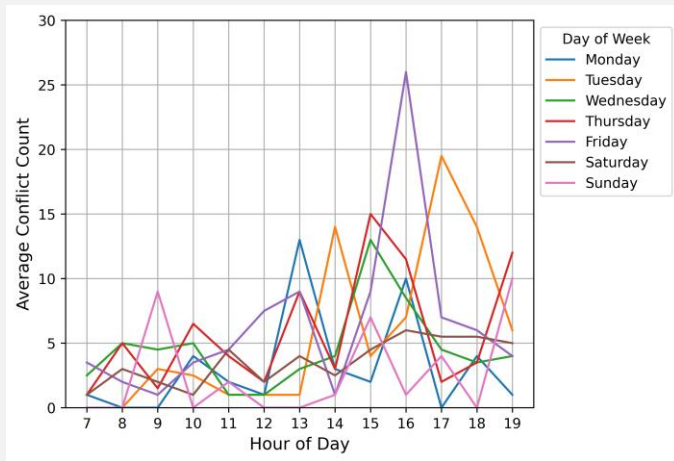
Stirling Rd. & 68th Ave. New Signage



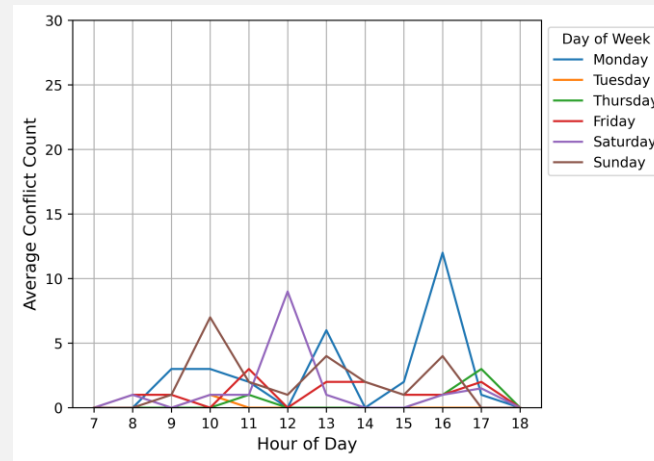
R10-15a Turning Vehicles Stop for Pedestrians sign EB and NB
(right turns)

Near-miss Rates 68th

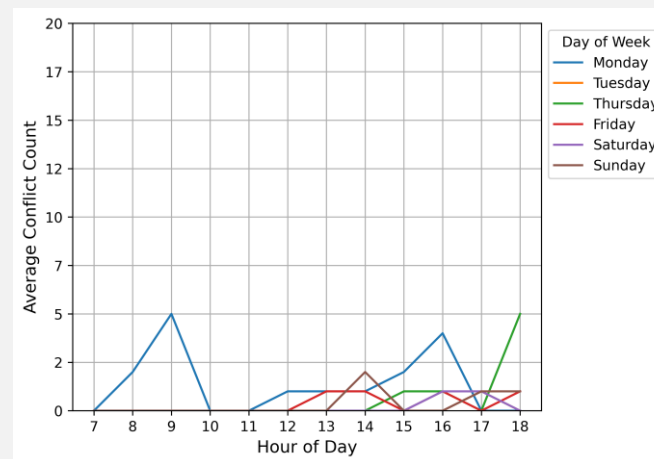
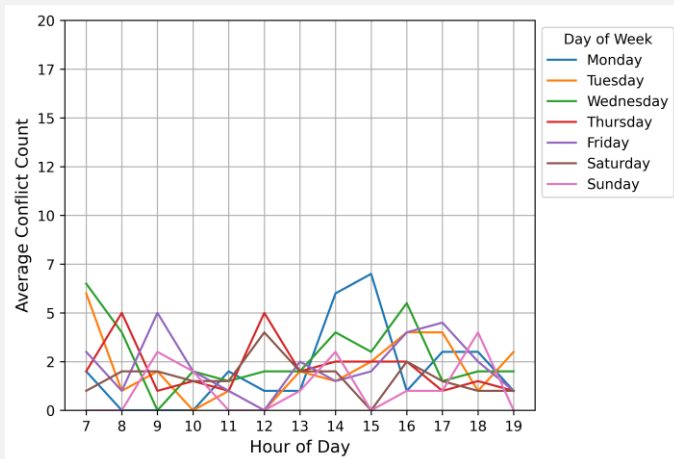
Before



After



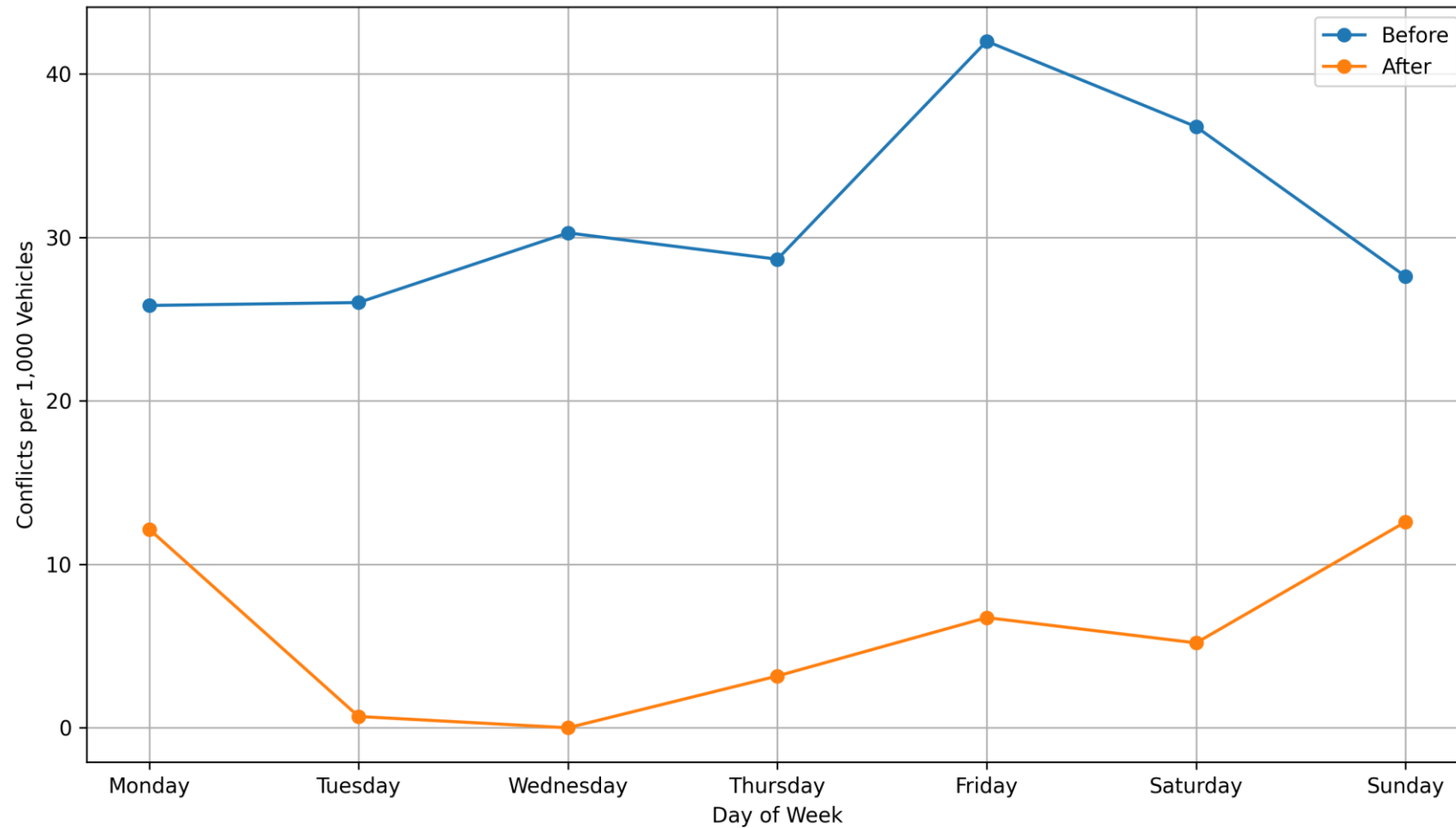
P2V



V2V

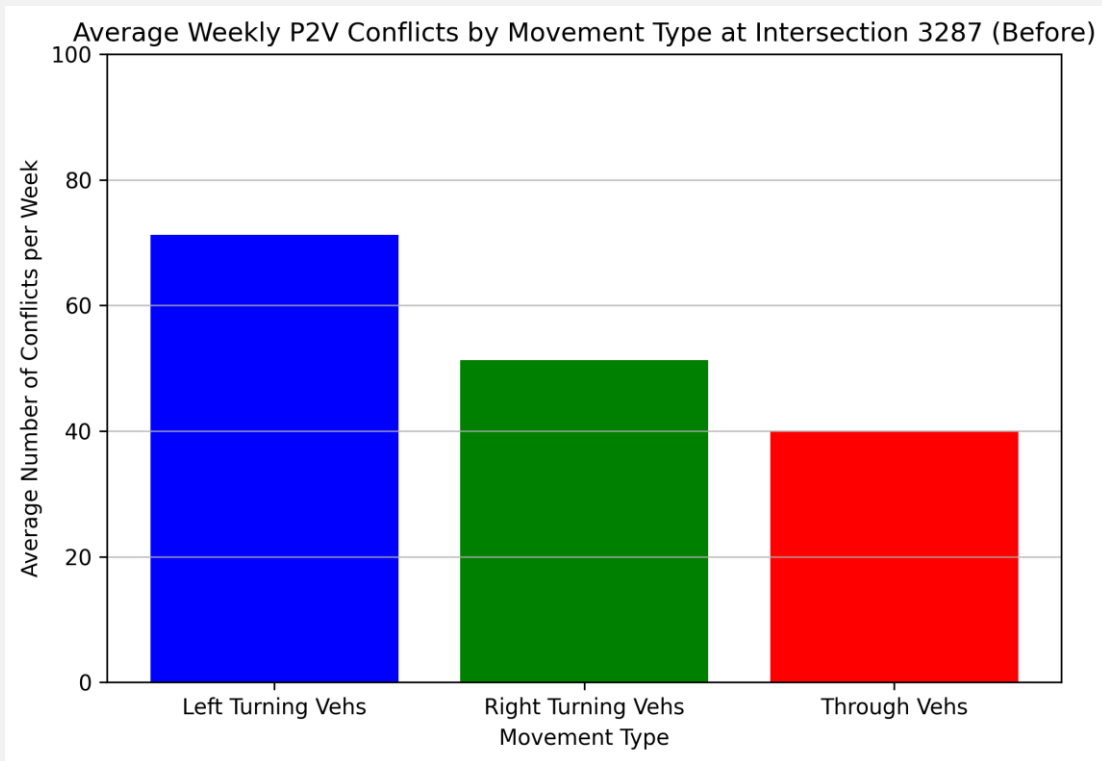
Stirling Rd. & 68th Normalized Conflicts

Average P2V Conflicts per 1,000 Vehicles by Day of Week

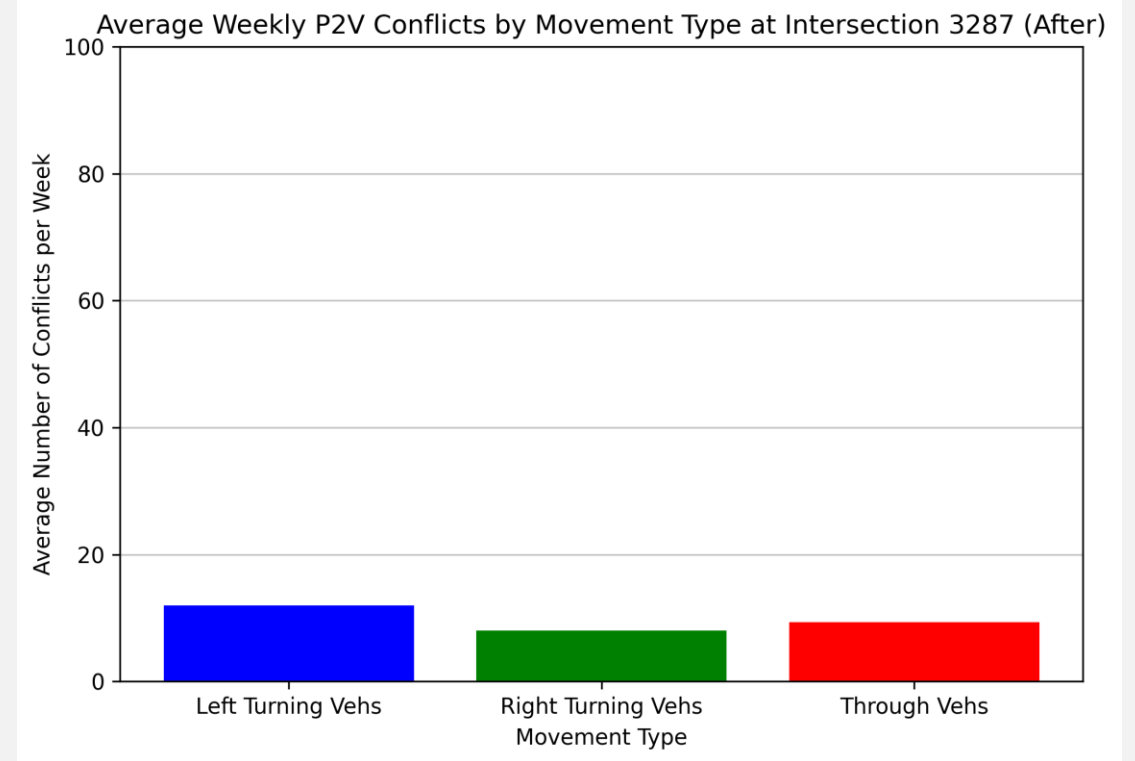


Near-miss Rates 68th

Before



After

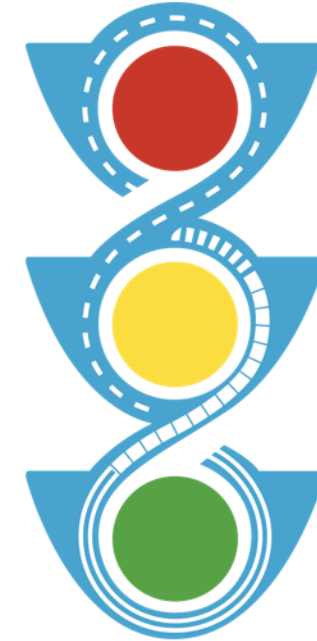


Conclusion

- Video analytics can quantify safety rates in signalized intersections
- Before-and-after study demonstrated that signage changes led to significant reductions in severe events, effectively improving pedestrian safety
- Cost of hardware for video processing can be amortized over multiple intersections



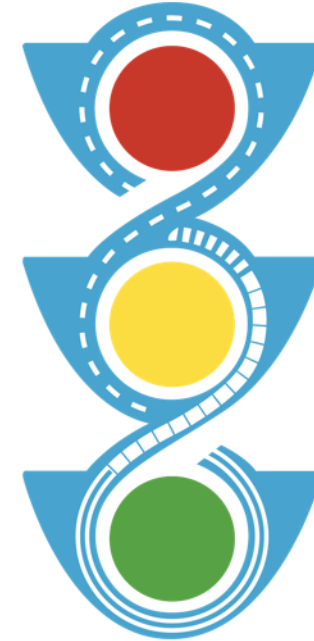
**Major Surtax Funded
Projects in the
Port Everglades &
Fort Lauderdale-Hollywood
International Airport Region –
Coordination Update**



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**Broward County Aviation
Department
FLL Intermodal Center (IMC) &
Automated People Mover (APM)
Updates**

Mark Gale, Director of Aviation



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Broward County Connects – PREMO Program LRT Projects Updates

Live, Learn, Work, and Play

Transportation Surtax Oversight Board Meeting

February 28, 2025

Premium Mobility Program





Strategy

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

GOALS



Improve Mobility for All



Implement Equitable Transit Solutions



Integrate and Serve Communities



Enhance Economic Development and Ensure Financial Stability



Improve Safety, Security, and Ensure Environmental Stewardship

What We Gain

- More than 200 miles of new premium service
- Approximately 23 million annual ridership
- 100% electrified bus fleet
- New Intelligent Transportation Systems (ITS) technology
- Localized aesthetic and architectural enhancements



Connecting Activity Centers

With direct connections to the airport, seaport, and convention center; Broward County will be one of the leading intermodal transit providers in the country.

Through PREMO we have a unique opportunity to connect Broward County's three major economic engines with fast, reliable and convenient transit service.



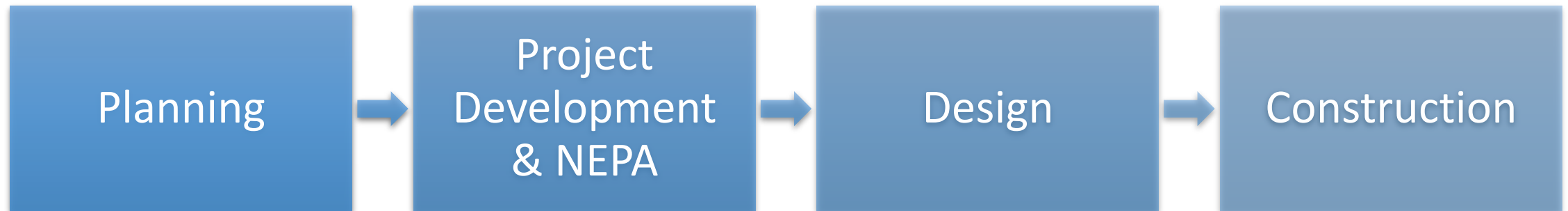
According to the American Public Transportation Association, investing in public transportation can create 49,700 jobs for one billion dollars invested and for every one dollar spent yields a five to one economic return.

- New construction and related jobs
- Catalyst for economic development
- A foundation for transit-oriented development and affordable housing
- Expanded small business opportunities





Phases of Project Delivery





The LRT Projects















Existing and Approved PREMO Network

Mode	Miles
Commuter Rail South	11.5
Light Rail Transit (LRT)*	23.3
Bus Rapid Transit (BRT)	76
High Frequency Bus	100

* Pending evaluation of alternative technologies before finalizing the recommendation.

Map Legend

-  Broward Commuter Rail South
-  Light Rail Transit
-  Bus Rapid Transit
-  High Frequency Corridors
-  Future Light Rail West Extension Options
-  Future Commuter Rail Extension
-  New Routes
-  Tri-Rail
-  Fort Lauderdale Hollywood International Airport
-  Port Everglades
-  Broward County Convention Center
-  Sawgrass Mills





Airport- Seaport- Convention Center (ASCC) LRT

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

- 3.5 miles of Light Rail Transit (LRT)
- Three stations
- Elevated guideway primarily on Broward County property
- Maintenance facilities location: *to be determined*

Delivery Method:

Design/Build/Operate/Maintain (DBOM)

Completion Date:

EOY 2028 (to be adjusted)

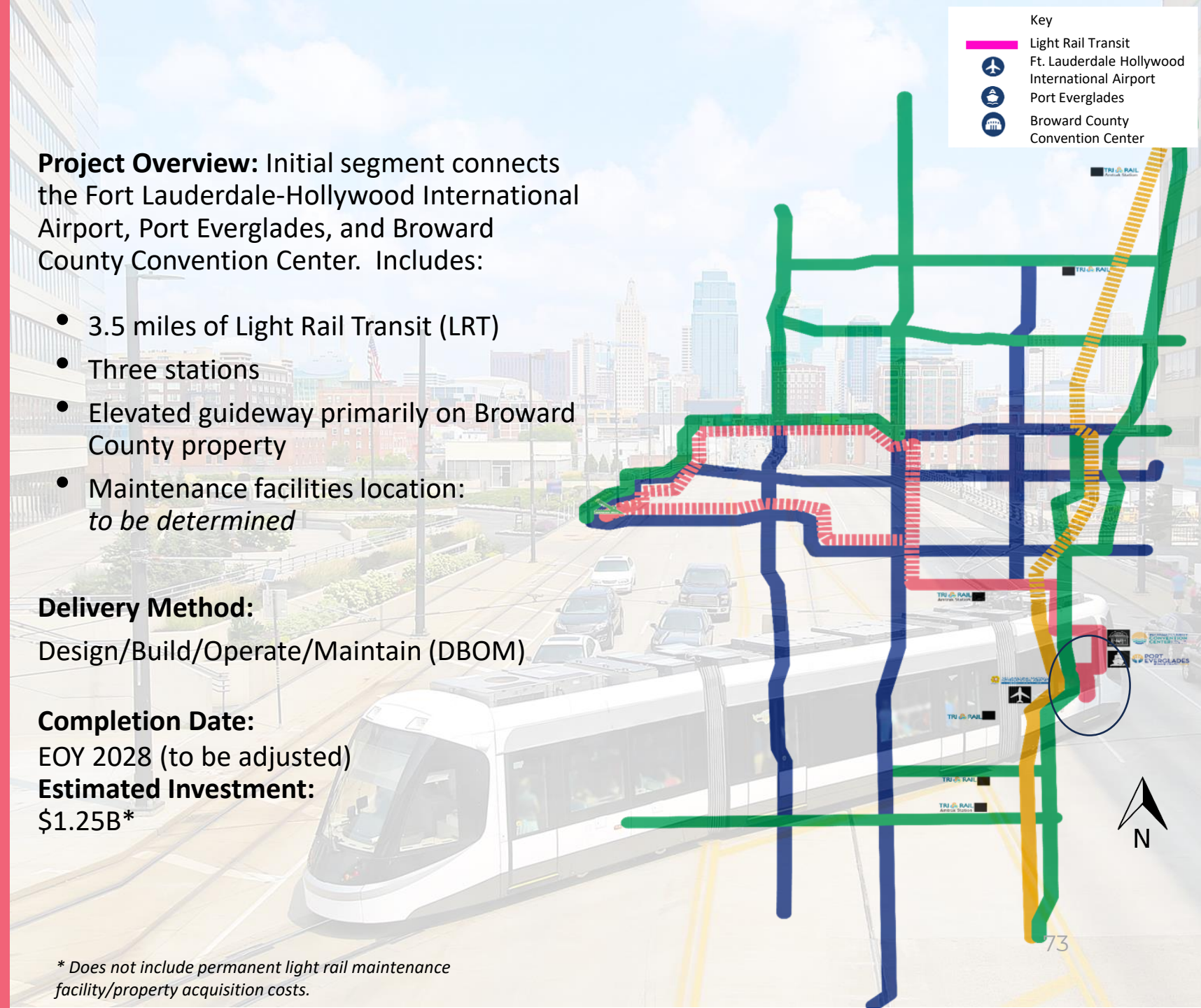
Estimated Investment:

\$1.25B*

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

Key

- Light Rail Transit
- Ft. Lauderdale Hollywood International Airport
- Port Everglades
- Broward County Convention Center



ASCC Current Project Status

1

Solicitation for Project Development & Environmental (PD&E) was posted on June 27, Currently under county cone of silence

2

Proposals were due August 21

3

Final Evaluation Committee meeting on October 15, 2024

4

Negotiations completed February 2025

5

Award PD&E – April 1, 2025

Next Steps

Commence PD&E – April 2025

ASCC PD&E/NEPA Study

Project Development & Environmental (PD&E) study will include the following:

Public Involvement Program (PIP)

- Will follow FTA NEPA process

Project Development & NEPA

- Alternative Analysis – Identifying Recommended Alternative
- Adoption of Locally Preferred Alternative
- NEPA Compliance and Analysis
- Travel Demand Forecasting
- Preliminary Engineering Design
- Cost Estimates
- Grant Application – Assuming New Starts

NEPA Class of Action

- Anticipated to be either Environmental Assessment (EA) or Environmental Impact Statement (EIS)



ASCC Project Scope

Project scope includes the following:

- Guideway and track work (anticipated to be primarily elevated)
- Contemplates construction of 3 stations
- Multimodal access to the stations
- Procurement of rolling stock
- Vehicle Storage and Maintenance Facility (VSMF)
- Right of Way (ROW) acquisition – guideways and stations can be mostly accommodated by existing public ROW. ROW needs to be identified for the VSMF.



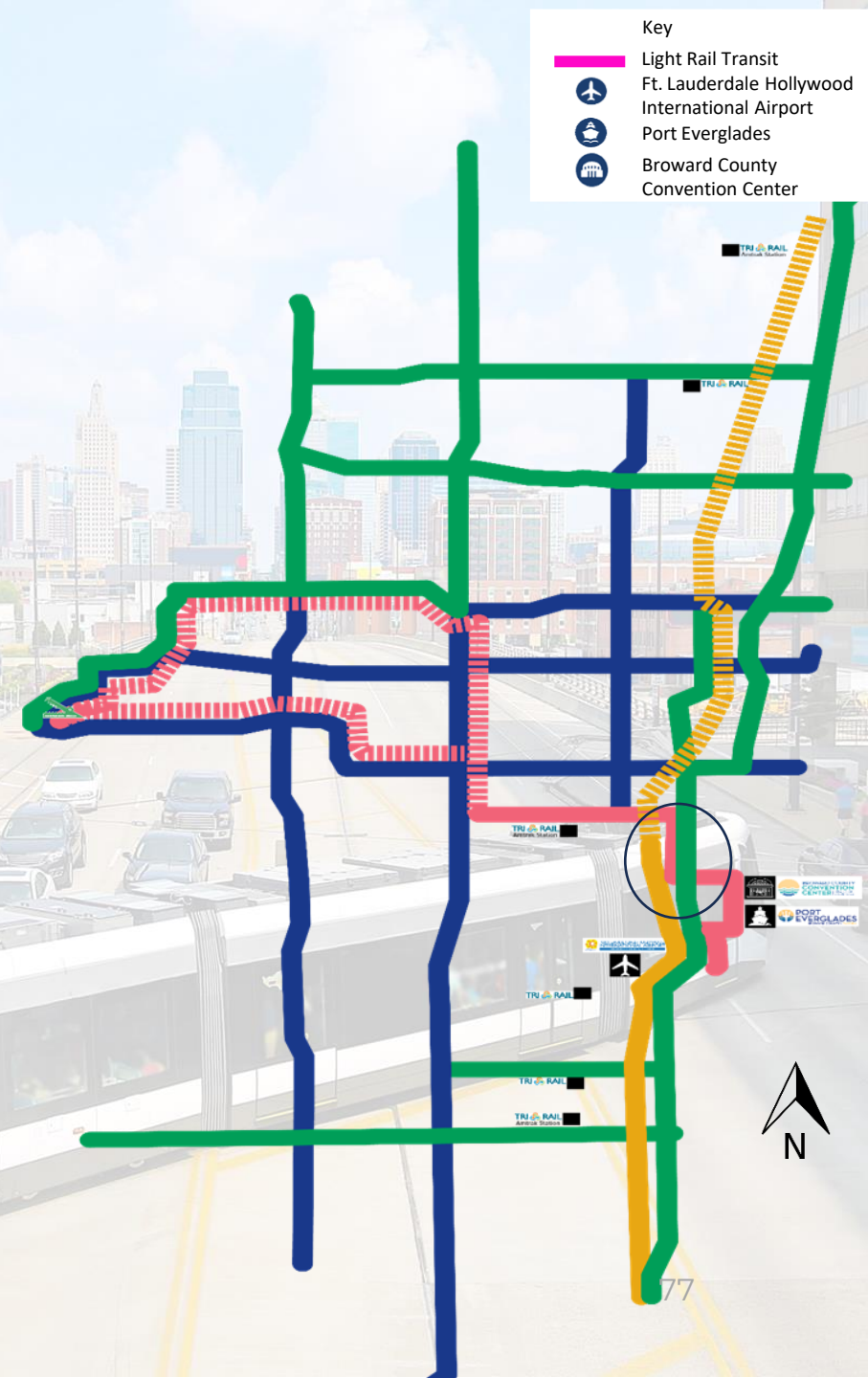
Downtown Connection LRT

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

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

Estimated Investment: \$442M*

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





Broward Boulevard LRT

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

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

Project Status:

- FDOT D4 is taking the lead on a PD&E Study for this project. Currently evaluating different lane and track/guideway configurations

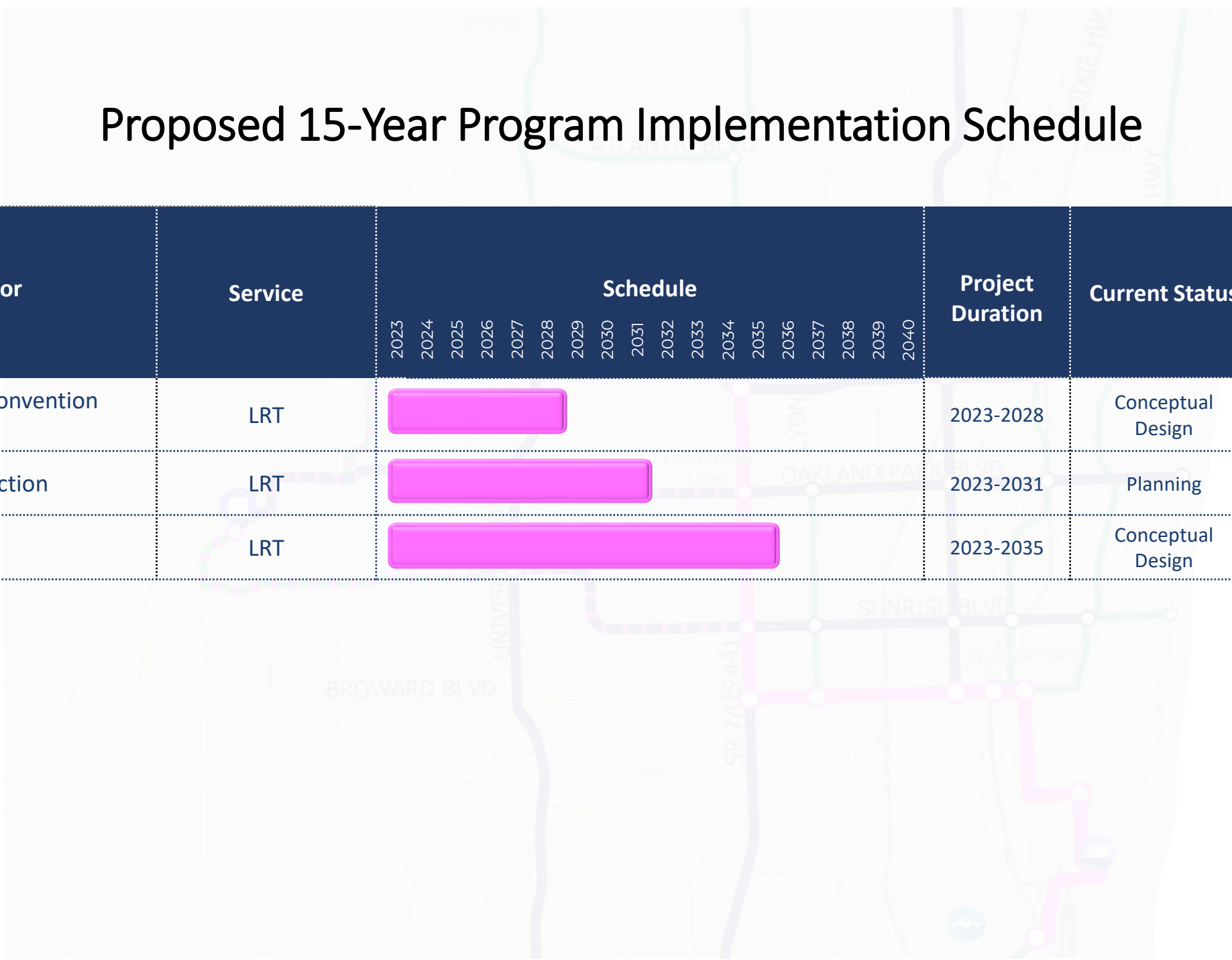
Estimated Investment: \$930M*

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



Proposed 15-Year Program Implementation Schedule

Corridor	Service	Schedule																		Project Duration	Current Status	Target Revenue Service
		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040			
Airport-Seaport-Convention Center	LRT	█																		2023-2028	Conceptual Design	2028
Downtown Connection	LRT	█																		2023-2031	Planning	2031
Broward Blvd LRT	LRT	█																		2023-2035	Conceptual Design	2035





LRT Capital Cost Summary

Corridor	Estimated Capital Investment* (\$Million)
Airport-Seaport-Convention Center	1,250
Downtown Connection	442
Broward Blvd LRT	930
Total	2,622

* Does not include:

- Operations and maintenance costs



Summary

- This transformational effort will redefine service delivery, mobility and connectivity throughout Broward County.
- At the end, we will have:
 - More than 200 miles of new premium service (Commuter Rail, Bus Rapid Transit, Light Rail, and High Frequency Bus)
 - Connections between the major County Activity Centers and Communities
 - Enhanced Economic Development Potential

Broward County Connects

Live. Learn. Work. Play.

THANK YOU!



Port By-Pass Road, Port-Airport Connector Updates

*Richard Tornese, Director
Highway Construction & Engineering*



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Port By-Pass Road Video



Discussion & Q&A

Non-Agenda

Reports

- Chair
- Oversight Board Members
- Surtax General Counsel
- Oversight Board Coordinator

Discussion Item



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Non-Agenda

Reports

- Chair
- Oversight Board Members
- Surtax General Counsel
- Oversight Board Coordinator

Adjourn February 28, 2025

Oversight Board Regular Meeting