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...

Eugene, OR: 0.1 Million People
11.8 Miles of BRT

1.6 Million People
94 Miles of Light Rail
4 Miles of Streetcar
15 Miles of Commuter Rail

Minneapolis: 2.4 Million People
24 Miles of Light Rail

Cleveland: 1.8 Million People
15 Miles of Commuter Rail

Denver: 2 Million People
31 Miles of Light Rail

Pittsburgh: 1.8 Million People
16 Miles of BRT

Charlotte: 1.7 Million People
9.6 Miles of Light Rail

San Jose: 1.5 Million People
71 Miles of Light Rail
Commuter Rail (>100 Miles)

Austin: 1.6 Million People
32 Miles of Light Rail

Tampa: 3 Million People
2.4 Miles of Street Car

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.

*APTA website, September 14, 2009
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.


*APTA website, September 14, 2009
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

- Reorient Local Bus Service as Feeder to Trunk Lines
- Enhance Bike/Ped Access to Mobility Hubs
- Focus Infrastructure around Mobility Hubs
- Create Hierarchy of Mobility Hubs
- Create Trunk Lines of BRT, & Rail
- Incentivise TOD near Mobility Hubs
- Use Technology to Increase Travel Flow (10-Townsend: 3 min & 24 min)
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
universal
card
fare
free Wi-Fi
real-time passenger info
gathering places
pre-board ticketing
transit oriented development
bike share
partially enclosed shelters
cutting-edge technology

Courtesy of flickr user saxphile
waiting areas
neighborhood scale
TRANSIT TECHNOLOGY
Broward LRTP
Transit Corridor Improvements

- Bus
- Light Rail
- Commuter Rail
traffic signal priority
separated from traffic
BRT vehicles

Courtesy of flickr user atruedrew
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

Proposed 2035 Cost Feasible Plan Pedestrian Projects

Working Draft Sept 4, 2009
Bicycle Projects

**Legend**

**Project Ranking**

1
2
3
4
5
6
7
8
9
10

**Greenways**

Planning Priority 1
Planning Priority 2
Planning Priority 3

*Proposed 2035 Cost Feasible Plan Bicycle Projects*
FINANCIAL REALITY
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
   - Fund Most Existing BCT Services
   - Existing Revenue Stream

   BASE

2. Transform
   - Fund BCT Partially
   - Existing Revenue Stream
   - Select Premium Transit

   MODIFIED BASE +

   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

- Roadways 51%
- Transit (BCT) 25%
- Unutilized Funds/Revenue 12%
- Greenways 4%
- Freight 2%
- ITS 1%
- Bike 1%
- Mobility Hubs 1%
- Transit (Community Buses) 2%
- Pedestrian (Sidewalk) 1%
Proposed Cost Feasible Plan

**Base Case Scenario**
(excluding Mega Projects & Turnpike Projects)

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

![Pie chart showing allocation of funds](chart.png)

- Roadways: 18%
- Transit (BCT): 42%
- Unutilized Funds/Revenue: 20%
- Greenways: 6%
- Freight: 3%
- ITS: 2%
- Pedestrian (Sidewalk): 2%
- Bike: 2%
- Mobility Hubs: 2%
- Transit (Community Buses): 3%
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)
  \[= \$3.13 \text{ B} + \$8.73 \text{ B} = \$11.86 \text{ B}\]
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)
  
  \[ \$5.12 \text{ B} + \$8.73 \text{ B} = \$13.85 \text{ B} \]
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%

- Mobility Hubs (Gateway, Anchor, and Community Hubs) 2%
- Transit (Community Buses) 1%
- Pedestrian (Sidewalk) 1%
- Freight 1%
- Bike 1%
- Greenways 2%
- ITS 1%
- Upgrade BRT to Light Rail 4%
- Roadways 28%
- Premium Transit Service 17%
- Illustrative Projects (except Airport/Seaport people mover - Sunport) 15%
- Broward County Intermodal Center 1%
- Transit (BCT) 26%
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
YOU’RE TURN

How would you fund and implement the 2035 LRTP?
let’s move forward
Contact Information

Gregory Stuart
Broward MPO
Executive Director
954-357-6663
GSTUART@broward.org

Zafar Alikhan
Jacobs
Project Manager
954-315-1025
zafar.alikhan@jacobs.com