

BROWARD COUNTY, FL



Broward County Transit Development Plan 2009- 2018

EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

Table of Contents

Introduction	3
What is a TDP?	3
Chapter 1	Broward County Transit and the Community	3
Chapter 2	Existing Service	4
	Overview of Existing Transit Service in Broward County.....	4
Chapter 3	Performance Evaluation	5
	The Purpose of Performance Review.....	5
	Fixed Route Peer Analysis.....	5
Chapter 4	Situational Appraisal	10
	Overview of BCT’s Governance Structure and Funding.....	10
	BCT Coordination with Partner Agencies.....	10
Chapter 5	Public Involvement Activities	11
	Advisory Review Committee (ARC).....	11
	Community Meetings/Public Workshops.....	12
	Telephone Survey of Broward County Residents.....	12
Chapter 6	Goals and Objectives	13
Chapter 7	Ten-Year Implementation Program	14
	Framework of TDP Needs Plan.....	14
	Prioritization of Service and Capital Needs Components.....	14
	Final TDP Needs Plan.....	15
	Review of Existing Transit Funding Sources.....	17

Tables

Table 1	Broward County Population, 1990-2008	4
Table 2	BCT’s Fixed Route Peer Systems, FY 2006	6
Table 3	TDP Selected Performance Measures	6

Maps

Map 1	BCT System Map, June 2009	7
Map 2	FY 2009 BCT Weekday Level of Service (LOS)	8
Map 3	Community Bus System Map	9
Map 4	Proposed BCT Weekday LOS for FY 2019	16

EXECUTIVE SUMMARY

INTRODUCTION

In 2008, Broward County Transit (BCT), its transportation partners and the public together initiated and completed a milestone for transit planning in Broward County: the 2009-2018 Transit Development Plan (TDP). This TDP has provided the public, policy makers and BCT an invaluable account of the public transportation successes and needs in Broward County. This report provides a summary of the major components of the now-adopted 2009-2018 TDP and what it means for Broward County.

WHAT IS A TDP?

A Transit Development Plan (TDP) is ten-year strategic transit plan required by transit operators in urbanized areas by the State of Florida (per Statute 341.071(1) F.S.: Rule 14-73.001 FAC). Major elements of this ten-year TDP include:

- Community profile, vision, and plans;
- Existing transit system trend and peer analysis;
- Situational (local and regional) appraisal;
- Public involvement program;
- Agency goals and objectives;
- Service alternatives and priorities;
- Ten-year prioritized service and capital plan;
- Annual updates.

Besides the statutory requirements, the overall TDP development process provides the following for transit operating agencies such as BCT:

- Analysis of existing transit systems;
- Transit service/capital project prioritization;
- Justification for funding requests;
- Annual BCT operating funding (via FDOT Public Transit Block Grants);
- BCT organizational focus.

The following report summarizes the FY 2009-2018 TDP's overall highlights, findings and suggested actions for BCT for 2009 through 2018.

CHAPTER 1 – BROWARD COUNTY TRANSIT AND THE COMMUNITY

As a service implementation tool for BCT, the TDP established the underlying demographic and socio-economic characteristics of BCT's service area and how these characteristics effect public transportation service provision and demand.

Broward County, like it's neighboring counties and the state of Florida as a whole, is characterized by having experienced rapid population growth between 1990-2000 and somewhat aggressive growth from 2001-2008 (see Table 1 below). Broward County is the 17th largest County in the United States (US Census, 2008) in terms of total population. For the first time in years, Broward County experienced a

EXECUTIVE SUMMARY

minor decline in population in 2008 compared to the previous year of 2007. Even with the recent decline in population in 2008, Broward County remains one of the larger more urbanized counties in the United States. Also, it is expected that population will slowly enter steady growth phases again in the next few years and generally in the long-term.

Table 1 - Broward County Population, 1990-2008

	1990	2000	1990-2000 % Change	2008	2000-2008 % Change
Broward County	1,255,488	1,623,018	29%	1,751,234	7%
Florida	12,937,926	15,982,378	24%	18,328,340	14%
Palm Beach County	863,500	1,131,184	31%	1,265,293	12%
Miami-Dade County	1,973,094	2,253,362	14%	2,398,245	6%

Source: US Census 2008 (please note the above table updates Table 1-1 from 2009-18 TDP with 2008 population estimate updates)

Broward County is also notable for having a high population density. In general, a higher population density usually indicates a geographic area where public transportation may be more successful and utilized in greater numbers. Using 2006 data, Broward County was measured as having more persons per square mile (1,482 per square mile) than even Miami-Dade County (1,234) and Palm Beach County (646). However, there are areas of Broward County that are less dense, making different levels of transportation service investments likely for existing and future public transportation planning efforts.

CHAPTER 2 - EXISTING SERVICE

Overview of Existing Transit Service in Broward County

As of June 30, 2009, BCT operates 37 fixed routes, 3 limited-stop routes, and assists 22 municipalities in the capital and/or operational costs of 48 community bus routes (see Maps 1-3) in Broward County. For Fiscal Year 2008 (FY 2008), BCT provided 38,511,699 fixed route trips, BCT’s Community Bus system provided 2,588,485 passenger trips, and TOPs paratransit provided 943,907 trips.

BCT’s services also provide important linkages with other transit operators in the region (this information has been updated to reflect the June 2009 schedule). Currently, the following BCT route’s meet at transfer points with the following Miami-Dade Transit (MDT) routes:

- BCT Rt. 1, US 1 Breeze & 28 - MDT 3, 9, 95, 99, E & S (Aventura Mall)
- BCT Rt. 18, 441 Breeze, Univ. Breeze - MDT E, 246 Nite Owl, 22, I- 95X (Golden Glades)
- BCT Rt. 2 - MDT 27, 27 MAX (207th St)
- BCT Rt. 18 - MDT 83 (Miami Gardens Drive)
- BCT Rt. 4, 28 - MDT 3, K (along Hallandale Bch Blvd.).

Likewise, the following BCT routes connect with Palm Tran route’s in Palm Beach County:

EXECUTIVE SUMMARY

- BCT Rt. 10 - Palm Tran 1
- BCT Rt. 18 - Palm Tran 91/92
- BCT Rt. 48 - Palm Tran 92

Finally, BCT serves a number of the region's Commuter Rail (Tri-Rail) stations in Broward County. There are seven stations in the County, which all receive service with at least one fixed route. These include:

- Deerfield Beach Station – BCT Rt. 48
- Pompano Beach Station – BCT Rt. 34
- Cypress Creek Station – BCT Rt. 60, 62
- Ft. Lauderdale Station – BCT Rt. 22
- Ft. Lauderdale/Airport Station – BCT Rt. 4, 6, 15, 16
- Sheridan Street Station – BCT Rt. 3, 12, 17
- Hollywood Station – BCT Rt. 7

CHAPTER 3 – PERFORMANCE EVALUATION

This chapter summarized the results of the performance evaluation of BCT's fixed route and demand response systems using the latest National Transit Database information from FY 2006. The performance evaluation was conducted using a sample of peers which were selected based on similar service area populations, operating characteristics, and demographics.

The Purpose of Performance Review

A performance review is one method of evaluating transit performance and consists of those aspects of the transit agency's operation that can be measured quantitatively with data from a standard reporting instrument, in this case the Federal Transit Administration (FTA) National Transit Database (NTD). The NTD provides a consistent reporting format over a period of years, allowing for the measurement of performance indicators over time and a comparison of performance indicators between transit systems. However, a performance review does not provide insight into the quality of service or the level of passenger satisfaction. Other surveying techniques must complement the performance review in order to get a complete picture of the value of transit to the community.

In addition to understanding the limits of this analysis, caution should be exercised in interpreting the meaning of the various measures. The performance review does not provide information regarding what aspects of performance are within the control of the agency and what measures are not. For instance, local policy decisions on land use, zoning, and parking can greatly dictate the types of services that will work for the community and therefore greatly impact performance. Another example is operating expense, which can vary greatly between transit systems based on work rules and collective bargaining agreements causing large variances in financial efficiency measures.

Fixed Route Peer Analysis

For this TDP, a fixed-route trend analysis among BCT and a selected group of peer transit agencies in the United States was performed. The peer systems were selected by selecting nine other agencies that had

EXECUTIVE SUMMARY

similar characteristics to BCT and its operating area of Broward County. That said, peer agencies were selected based on the data sets of number of transit vehicles in service, service area population, service area population density, overall operating expense and agencies from geographically similar regions (see Peer System list in Table 2 below).

Table 2 - BCT's Fixed Route Peer Systems, FY 2006

Florida Peer Systems	Non-Florida Peer Systems
Jacksonville Transit Authority (Jacksonville, FL)	Sacramento Regional Transit District (Sacramento, CA)
LYNX (Orlando, FL)	VIA Metropolitan Transit (San Antonio, TX)
	Central Ohio Transit Authority (Columbus, OH)
	Utah Transit Authority (Salt Lake City, UT)
	Ride-On Montgomery County Government (Rockville, MD)
	Capital Metropolitan Transportation Authority (Austin, TX)
	Charlotte Area Transit System (Charlotte, NC)

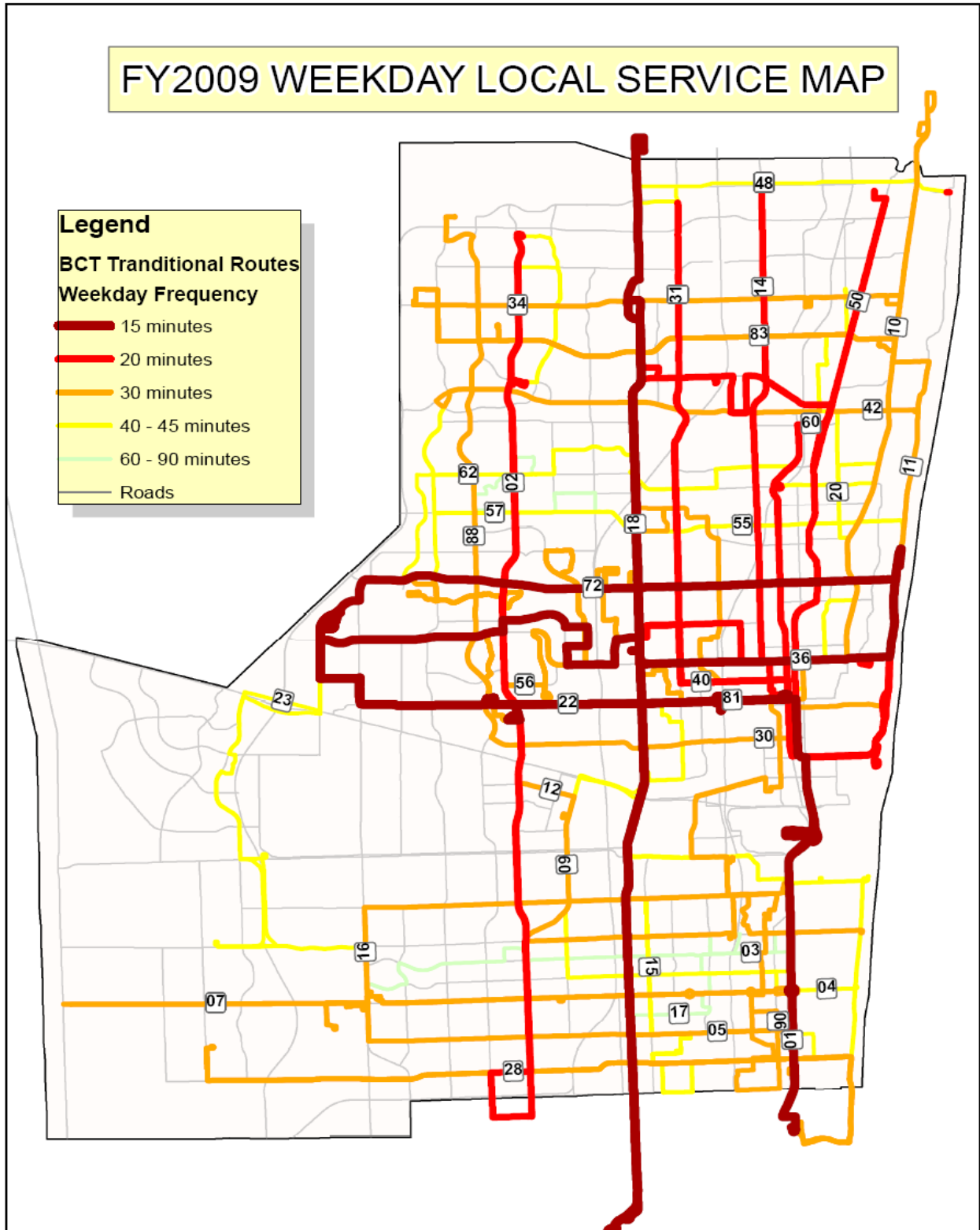
The peer analysis profiled BCT and the nine peer agencies performance for the following Performance Measures:

Table 3 – TDP Selected Performance Measures

<i>SELECTED PERFORMANCE MEASURES</i>	
OPERATIONAL MEASURES	FINANCIAL MEASURES
Service Area Population	Operating Expense
Service Area Density	Maintenance Expense
Passenger Trips	Local Revenue
Passenger Miles	<i>*Local Contribution</i>
Average Passenger Trip Length	<i>*Passenger Fare Revenue</i>
Revenue Miles	<i>*Other Non-Fare Revenues</i>
Revenue Hours	Average Fare
Vehicles Available	Operating Expense per Capita
Vehicles Operated in Maximum Service	Operating Expense per Passenger Trip
Revenue Miles per Vehicles in Maximum Service	Operating Expense per Revenue Mile
Average Age of Fleet (in years)	Operating Expense per Revenue Hour
Total Employee FTEs	Maintenance Expense per Revenue Hour
Revenue Hours per Employee FTE	Maintenance Expense per VOMS
Passenger Trips per Employee FTE	Farebox Recovery
Vehicle Miles per Capita	
Passenger Trips per Capita	
Passenger Trips per Vehicles in Maximum Service	
Passenger Trips per Revenue Mile	
Passenger Trips per Revenue Hour	

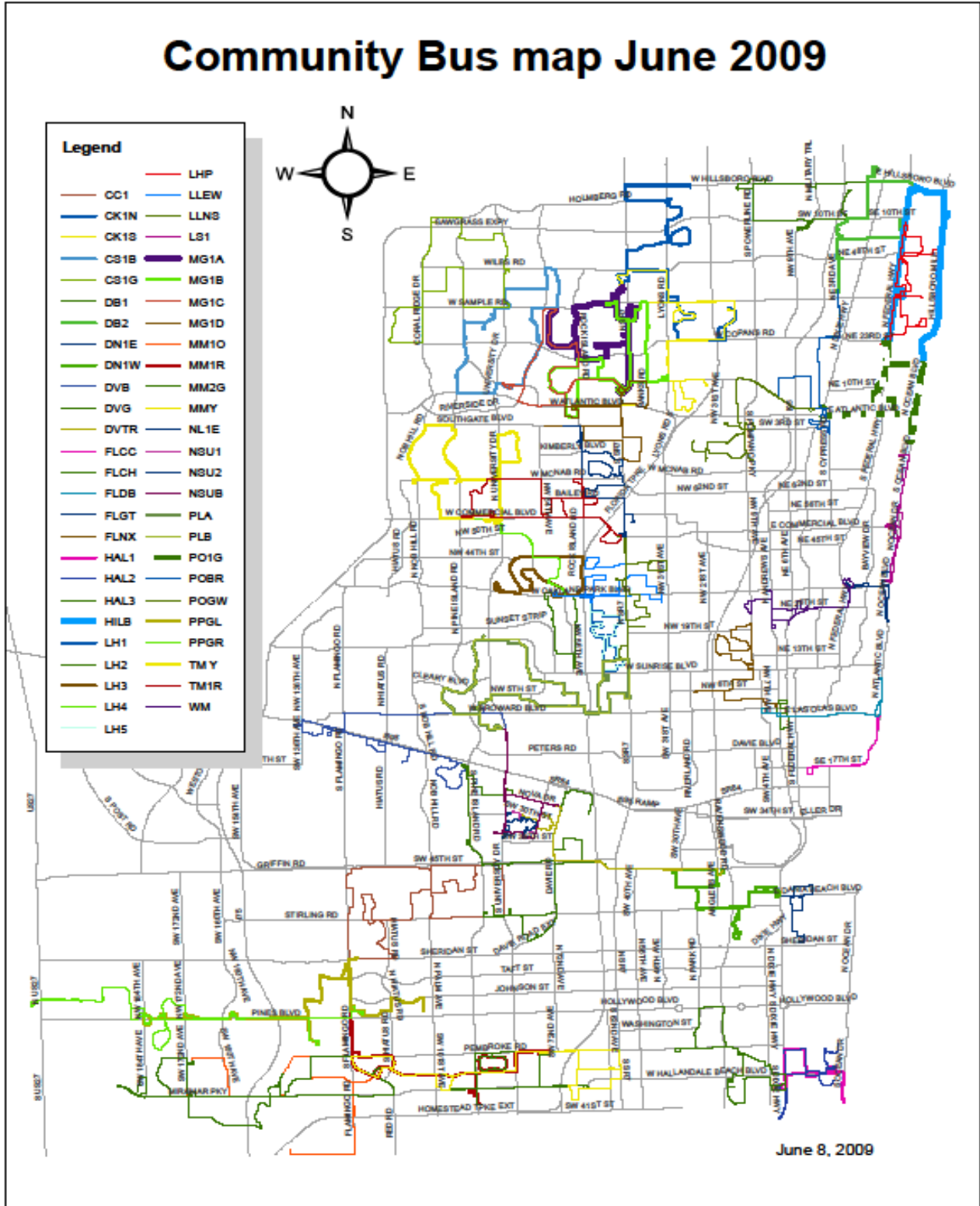
EXECUTIVE SUMMARY

Map 2: FY 2009 BCT Weekday Level of Service (LOS)



EXECUTIVE SUMMARY

Map 3: Community Bus System Map



EXECUTIVE SUMMARY

CHAPTER 4 – SITUATIONAL APPRAISAL

In the TDP development process, an assessment must be provided that looks at the structures that effect transit delivery in Broward County. In particular, the FY 2009-2018 TDP provided an overview of BCT's organizational structure, coordination efforts with other agencies in the region, land use characteristics of Broward County, transit generators and attractors, roadway level of service, pedestrian infrastructure, technology and other state and local transportation planning efforts.

Overview of BCT's Governance Structure and Funding

BCT is a Division within Broward County's Transportation Department. BCT's governing body is a nine member board s officially identified as the Broward County Board of County Commissioners (BCC).

For FY 2008, BCT utilized a number of sources to fund its final \$135.8 million annual operating budget:

- Charges for Services (including fare revenue) – 17%
- Miscellaneous Revenue – .5%
- State of Florida Operating Grants – 9%
- Broward County General Funds – 40%
- Broward County Local Option Gas Tax – 33%
- Broward County Transit Concurrency Fees - .5%

For FY 2008, BCT utilized two sources to fund its final \$26 million annual capital budget:

- Federal Transit Administration (FTA) 5307 Funds - 90%
- Broward County Transit Concurrency Fees - 10%

BCT Coordination with Partner Agencies

BCT works in partnership with a number of transportation planning agencies and committees in Broward County and the Southeast Florida region. These institutions include:

- Broward County
 - Broward County Transit Advisory Committee (TAC)
- Broward County Metropolitan Planning Organization (MPO)
 - Community Involvement Roundtable (CIR)
 - Technical Coordinating Committee (TCC)
- South Florida Regional Transportation Authority (SFRTA)
 - Planning Technical Advisory Committee
 - Operations
- Florida Department of Transportation (FDOT)
- Southeast Florida Transportation Council (SEFTC)
- South Florida Regional Planning Council (SFRPC)

EXECUTIVE SUMMARY

CHAPTER 5 – PUBLIC INVOLVEMENT ACTIVITIES

A Public Involvement Program (PIP) was created specifically for the TDP development process in 2008. The development of the PIP assured that the public had a clear and active role in identifying and prioritizing Broward County's transit needs. The 2009-2018 TDP process was highlighted by the following public involvement activities:

- Advisory Review Committee (ARC);
- Community Meetings/Workshops;
- Web Information/Surveys/E-Blasts;
- Broward County Metropolitan Organization (MPO) Committees/Presentations;
- Community Telephone Survey of Broward County Residents;
- Stakeholder Briefings/Interviews.

Advisory Review Committee (ARC)

The ARC was formed to guide and facilitate the creation of the 2009-2018 TDP. As such, the ARC played a key role in laying the foundation for the TDP by completing the following:

- Providing insight and visioning during the plan's development;
- Identifying the overlaying goals and objectives for the plan;
- Supporting all public outreach activities;
- Reviewing and commenting on TDP work products; and
- Networking and sharing ideas throughout the community.

The ARC was comprised of a broad-base of community leaders and transit users from a variety of backgrounds:

Ms. Ana Zeinieh	Workforce One/The Broward Alliance
Mr. Kevin Walford	City of Fort Lauderdale (MPO Technical Coordinating Committee)
Mr. Jeremy Mullings	Florida Department of Transportation
Ms. Edith Lederberg	Area Agency on Aging of Broward County
Ms. Lucienne Brutus	Hispanic Unity of Florida, Inc.
Ms. Rhonda Calhoun	Broward Leagues of Cities
Mr. Al Calloway	Public Transportation User
Mr. Rhon Ernest-Jones (Co-Chair)	Rhon Ernest-Jones, Inc. (MPO Community Involvement Roundtable)
Mr. Larry Allen (Co-Chair)	South Florida Regional Planning Council
Mr. Jeff Weidner	Florida Department of Transportation
Mr. Bill Cross	South Florida Regional Transportation Authority
Ms. Anna Enriquez	Public Transportation User
Mr. John Ramos	Broward MPO (staff)
Mr. Roosevelt Walters	NAACP
Ms. Kareen Boutros	Broward Workshop
Mr. Francois LeConte	Minority Development & Empowerment, Inc.
Ms. Shirley Snipes	Aging and Disability Resource Center of Broward

EXECUTIVE SUMMARY

The ARC met monthly from April-August 2008 and was indispensable in getting the final TDP drafted and completed for BCC review and approval in October 2008. The TDP was also approved by the FDOT in December 2008.

Community Meetings/Public Workshops

A total of three public meetings/workshops were held between May and August 2008 to gather opinions about public transportation and the improvements desired by the public. An additional survey was distributed to the public at these workshops to gather what types of public transportation improvements were desired in the community. The most desired improvements included:

- More frequent bus service
- Better route coverage to where people live and work
- More service later at night and on the weekends
- Better information on existing services and schedules
- Commuter Rail, Bus Rapid Transit and Streetcar as new service improvements

When asked what was the most important reason to improve transit was, the respondent's top reasons were as follows:

- Relieve congestion
- Address rising fuel costs
- Conserve energy
- Make the community more livable

Finally, when given an open-ended question for their ideas on transit improvements in Broward County, the top responses included:

- System needs more bus shelters/benches
- System needs longer span of service
- System needs more frequent service
- System needs more express bus service

Telephone Survey of Broward County Residents

BCT initiated and completed a random telephone survey of to gauge the attitudes and perceptions of the County's residents on transit issues in June of 2008. In total, 400 phone interviews/surveys were completed.

Current and future transit policy issues highlighted by this telephone survey include:

- Two-thirds (68%) that responded stated that transportation was one of their top three concerns in Broward County.
- 8 of 10 (79%) stated that if fuel remained above \$4 a gallon that they would consider changing their travel behavior:
 - 64% of this total stated they will consider using public transit for these trips instead.
- 63% favored public transit expansion as a way to improve transportation in Broward County.

EXECUTIVE SUMMARY

- 52% responded that they do not use public transportation in Broward County.
- Among non-transit users surveyed, the reasons for not using transit included:
 - Public transit “does not go where I want to go” (78%)
 - Public transit “takes too long” (66%)
 - Public transit is not close “to where I live” (64%)
- 8 of 10 households (81%) stated they would support public funding for a comprehensive public transportation improvement plan.

The purpose and outcome of this research effort included:

1. Understanding public issues, concerns and perspective
2. Ensured public was acknowledged and considered in TDP development
3. Provided insight for further public transit program development and implementation

CHAPTER 6 – GOALS AND OBJECTIVES

In FY 2008, BCT’s Mission Statement was as follows:

The mission of Broward County Transit is to provide clean, safe, reliable and efficient transit service to the community by being responsive to changing needs and focusing on customer service as our highest priority.

In support of the existing BCT Mission Statement and the new TDP efforts, a complete set of conceptual Goals and Objectives were developed by the TDP ARC to support the BCT Mission Statement. These Goals and Objectives were configured by the ARC based on the input they received from the following key areas of the TDP:

1. Community (Broward County) characteristics and evaluation (Chapter 1);
2. Existing transit system trends and peer analysis (Chapter 2 & 3);
3. Feedback from BCT customers, employees and stakeholders (Chapter 4 & 5).

The ARC reviewed the results of the above efforts of the TDP, the Goals and Objectives from the Broward County FY 2005-2009 TDP and the Goals and Objectives of other plans such as the Broward County MPO 2030 Long Range Plan (LRTP). The final TDP Goals from this effort include:

1. Continuously Improve Delivery of Mobility Services for Customers to Increase Ridership.
2. Provide and Effective Service Communication Program to Address Image, Awareness, and User Information for Existing and Future Customers.
3. Support Regional and Community Sustainability Policies and Programs.
4. Enhance Economic Development and Community Quality of Life Efforts by Coordinating Appropriate Mobility Service Development.
5. Provide Associated Capital Vehicles, Inventory, Infrastructure, Amenities and Equipment for Mobility Services.
6. Maximize Safety and Security of Mobility Services, Equipment, Facilities and Overall Transportation System Emergency Management.
7. Ensure Prudent Public Stewardship of Financial Resources and Secure Additional Funding for System Maintenance & Improvements.

EXECUTIVE SUMMARY

8. Intergovernmental and Regional Transportation Coordination.
9. Administer the Broward County Transportation Department in Conformance with Local, State and Federal Policy and Maximize Support of all other TDP Goals.

CHAPTER 7 – TEN-YEAR IMPLEMENTATION PROGRAM

The approved 10 year plan was ultimately a combination of not only efforts for the current TDP but included elements of the previous TDP as well. The plan as approved contains a prioritized list of capital and operating needs for BCT and other transit stakeholders to pursue.

Framework of TDP Needs Plan

- Population in Broward County has increased 29% between 1990 and 2000 and another 7% between 2000 and 2008 (Chapter 1 - Demographics).
- Broward County has the highest population density (1,482 persons per square mile) of the three county urbanized areas of South Florida (Chapter 1 - Demographics).
- In a survey of households in Broward County, 63% believe that improving public transportation is the best way to improve the County's overall transportation system.
- The TDP Advisory Review Committee (ARC), assembled to guide the development of the TDP, prioritized the following transit improvements:
 - Frequency
 - Capacity
 - Connectivity
 - Accessibility
 - Shelters, Amenities, Infrastructure
 - Customer Information and Travel Planning
 - Customer Awareness
 - Prioritization of Resources
 - Transit-Supportive Technology

Prioritization of Service and Capital Needs Components

In order to prioritize the public's desire that BCT's service be dramatically increased over the next ten years, it was imperative to prioritize how, where and when new service would be added to the system in a meaningful way for the public and in a realistic way for BCT. In order to do this, a performance report was developed that ranked BCT's existing routes based on a number of factors:

- Annual ridership, revenue hours, revenue miles, service cost and fare revenue.
- Performance measures: costs, passengers per revenue mile (overall/AM Peak/PM Peak), cost per passenger and subsidy per passenger.

The following criteria were then used to prioritize the ten-year program of transit service improvements for BCT:

- Improvements already programmed in BCT's FY 2009 budget;
- Route rank in system;

EXECUTIVE SUMMARY

- Proposed frequency standard;
- Passengers per revenue hour;
- Relevant improvements found in the previous TDP update (FY 2008-12).

Concurrent with this prioritized set of service needs was also a comprehensive list of transit capital needs to facilitate the new service needs as well as address the public's request for more transit amenities and support facilities. The capital projects are assumed to evolve into development phases as new service is added to the BCT system over time, so their actual implementation depends on many aspects of the new service being initiated first and/or concurrently.

Final TDP Needs Plan

When all of the inputs are taken together in the development of the 2009-2018 TDP, a list of transit service (see Map 4) and transit capital needs was developed for BCT.

1. Local Service Enhancements
 - a. Addition of 149 new buses into active service throughout BCT's existing local bus system;
 - b. 187,729 estimated new hours of local, limited stop and express bus service;
 - c. Eight new bus routes on underserved corridors.
2. Bus Rapid Transit (BRT) Improvements
 - a. BRT improves mobility on corridors where local bus service is most popular;
 - b. 10-minute peak service/15-min. off-peak and weekends;
 - c. BRT-supportive improvements including some dedicated bus lanes, high capacity loading stations, fare pre-payment systems, transit signal priority, special branding of buses assumed as part of total costs;
 - d. 95 new BRT vehicles;
 - e. BRT implementation is suggested for the following corridors: State Road 7, Oakland Park Blvd., Broward Blvd., Hollywood/Pines Blvd., US 1 and Sunrise Blvd.
3. Transit Capital Projects (\$388 million)
 - a. New (Third) Bus Operating/Maintenance Facility
 - b. Replacement of 300+ buses currently in operation in BCT's fleet;
 - c. Upgrade of existing/new intermodal transfer centers;
 - d. New park-n-ride facilities;
 - e. Upgrades to bus stops/bus stop-area amenities/new bus shelters;
 - f. Transit Information Technology Systems (ITS). Includes real-time information signage/kiosks, transit signal priority, scheduling software upgrades.

EXECUTIVE SUMMARY

The total estimated unfunded BCT Needs for FY 2009-2018 (see Table 7-21, pg. 7-40) are as follows:

- **\$290 million** for new annual operating and maintenance costs;
- **\$1.75 billion** for new transit capital needs.

All of these new transit service and capital needs are programmed in the 2009-2018 TDP on an annual basis based on reasonable implementation projections by BCT.

Review of Existing Transit Funding Sources

A review of existing federal, state and local transit funding resources is provided in the last section of the FY 2009-18 TDP. In general, it acknowledges that most of these existing sources of capital and operating funding for BCT are not rising exponentially. In fact, some of these sources are actually in decline (such as State Block Grant funds, Local Option Gas Tax, Broward County General Funds), as indicated in Broward County's FY 2009 budget reductions. Many of these funding sources may at best fluctuate on an annual basis, making long-term planning more difficult. In closing, it has been discussed that the next major TDP should include a more formalized approach to identify stable and more diverse funding mechanisms until a dedicated funding source is identified for transit.

The document in its entirety can be found on BCT's website:

<http://www.broward.org/bct/pdfs/bcttdpfulldocument.pdf>