

**Wave Streetcar  
Fort Lauderdale, Florida  
Small Starts Project Development  
(Rating Assigned November 2016)**

<b>Summary Description</b>	
<b>Proposed Project:</b>	Streetcar 2.6 Miles, 10 Stations
<b>Total Capital Cost (\$YOE):</b>	\$195.28 Million
<b>Section 5309 Small Starts Share (\$YOE):</b>	\$60.80 Million (31.1%)
<b>Annual Operating Cost (opening year 2021):</b>	\$5.09 Million
<b>Current Year Ridership Forecast (2015):</b>	2,800 Daily Linked Trips 854,700 Annual Linked Trips
<b>Horizon Year Ridership Forecast (2035):</b>	3,300 Daily Linked Trips 1,008,900 Annual Linked Trips
<b>Overall Project Rating:</b>	Medium-High
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	High

**Project Description:** The Florida Department of Transportation (FDOT), in partnership with the South Florida Regional Transportation Authority (SFRTA), the Fort Lauderdale Downtown Development Authority (DDA), and Broward County Transit, is proposing to construct a modern streetcar in downtown Fort Lauderdale between Northwest 6<sup>th</sup> Street and Southeast 17<sup>th</sup> Street. FDOT is managing design and construction, while Broward County Transit will own and operate the streetcar line. The project includes the purchase of five modern streetcar vehicles, construction of a maintenance facility, and installation of transit signal priority. Streetcar service will operate in mixed traffic. Service will operate every 10 to 12 minutes during daytime hours on weekdays and every 15 minutes during weekday evenings and weekends.

**Project Purpose:** The project connects major employment and primary activity centers in Fort Lauderdale and serves the areas of the city's densest development including Flagler Village, the Downtown Core, the South Side Neighborhood, and the Hospital District. Current bus service in the corridor operates every 15 to 60 minutes, with between 40 and 50 percent of trips made by riders who do not own a car.

**Project Development History, Status and Next Steps:** A modern streetcar was selected as the locally preferred alternative upon completion of an Alternatives Analysis (AA) in September 2008. SFRTA completed an update to the AA in August 2011. The project was added to the region's fiscally-constrained long-range transportation plan in April 2012. In June 2012, the U.S. Department of Transportation awarded an \$18 million Transportation Investment Generating Economic Recovery (TIGER) grant for a 1.4-mile subsection of the project. SFRTA completed an Environmental Assessment (EA) in July 2012, and FTA issued a Finding of No Significant Impact (FONSI) in September 2012. In June 2015 FTA issued a FONSI for a Supplemental EA that reflected relocation of the vehicle maintenance storage facility. The entire project, including the subsection funded with TIGER funds, entered Small Starts Project Development in April 2013. In August 2016, the project partners executed an agreement to change the project

sponsor from SFRTA to FDOT. FDOT anticipates receipt of a Small Starts Grant Agreement in Summer 2017, and start of revenue service in 2021.

**Significant Changes Since Last Evaluation (November 2015):** The total estimated capital cost increased from \$172.93 million to \$195.28 million due to engineering and design refinements, modifications to the vehicle maintenance and storage facility, and adjustment of the project schedule to a 2021 opening year. The amount of Small Starts funding requested remained the same. The capital cost increase lowered the requested Small Starts share from 35.2 percent to 31.1 percent.

<b>Locally Proposed Financial Plan</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funds (\$million)</u></b>	<b><u>Percent of Total</u></b>
<b>Federal:</b>		
Section 5309 Small Starts	\$60.80	31.1%
USDOT TIGER IV	\$18.00	9.2%
FHWA Flexible Funds (Surface Transportation Program)	\$3.91	2.0%
<b>State:</b>		
Florida Department of Transportation New Starts Transit Program	\$52.72	27.0%
<b>Local:</b>		
City of Fort Lauderdale Cash and Land Contribution	\$23.63	12.1%
City of Fort Lauderdale Special Property Tax Assessment District Revenues	\$20.59	10.6%
Broward County General Fund	\$10.40	5.3%
South Florida Regional Transportation Authority Gasoline Tax Revenues	\$4.23	2.2%
DDA Special Property Tax Assessment Revenues	\$1.00	0.5%
<b>Total:</b>	<b>\$195.28</b>	<b>100.0%</b>

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

**Wave Streetcar  
Fort Lauderdale, Florida  
Small Starts Project Development  
(Rating Assigned November 2016)**

**LAND USE RATING: Medium-High**

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- Average population density across all station areas is 6,250, which corresponds to a Medium rating according to FTA benchmarks. Total employment served is 74,223, corresponding to a Medium rating. Parking costs in the Fort Lauderdale central business district (CBD) average \$15 per day, corresponding to a Medium-High rating. The proportion of LBAR housing in the project corridor compared to the proportion in the county through which the project travels is 4.52, which corresponds to a High rating.
- Existing development near the eight downtown stations is urban in nature with mid- and high-rise residential, office/retail, and mixed-use buildings ranging in heights from five to 50 stories. The two stations south of the downtown core serve a large medical center and single-family residential neighborhoods.
- The corridor generally has a well-developed sidewalk network, with lower quality coverage in the two stations areas located just south of the downtown core. Buildings are generally oriented toward the street with minimal setbacks.

**ECONOMIC DEVELOPMENT RATING: Medium-High**

**Transit-Supportive Plans and Policies: Medium-High**

- *Transit-Supportive Corridor Policies:* The City of Fort Lauderdale and Broward County have several plans, policies, and programs to encourage mixed-use, medium- to high-density development in the project corridor. The City of Fort Lauderdale recently established transit-oriented development (TOD) design guidelines for the downtown area that discourage non-transit supportive uses.
- *Supportive Zoning Regulations Near Transit Stations:* Existing zoning in most station areas supports moderate-to high-density mixed-use development. A TOD zoning overlay was adopted in 2014 that requires a minimum of 100 dwelling units per acre for new projects. Additional recent zoning changes have decreased or waived minimum parking requirements, defined maximum setbacks to be ten feet, and established floor area ratio minimums that are moderate.
- *Tools to Implement Land Use Policies:* Significant public outreach was conducted for recent planning efforts aimed at increasing mixed-use development in the downtown area. The TOD zoning overlay includes an expedited review process incentive that is available for projects that incorporate certain benefits, such as travel demand management measures, green building or green site design elements, active uses around parking, electric vehicle car charging stations, civic open space, and/or affordable housing. The Downtown Development Authority (DDA) oversees a taxing district that collects commercial tax revenues to fund the enhancement of transit in the downtown area.

**Performance and Impacts of Policies: Medium-High**

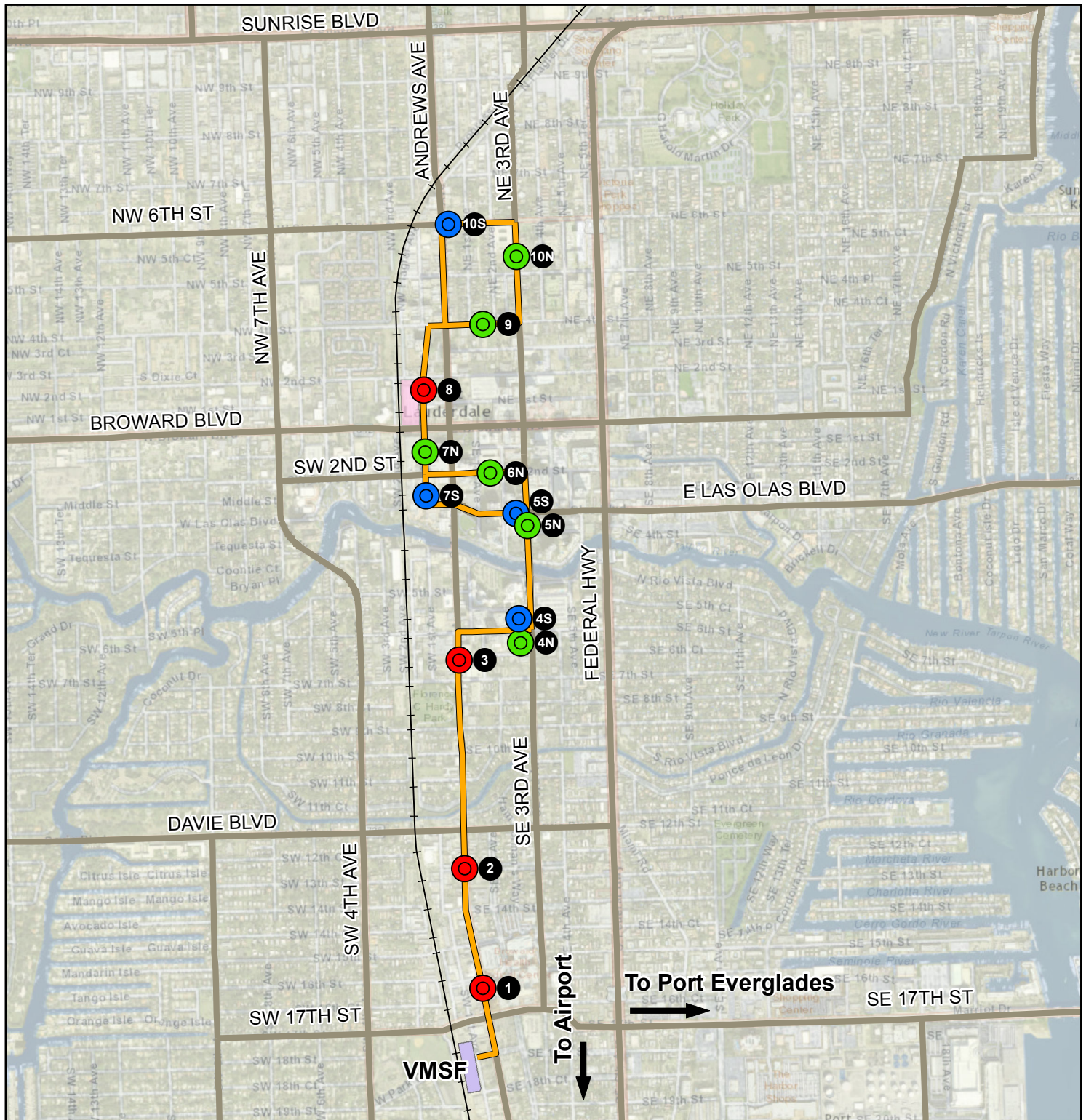
- *Performance of Land Use Policies:* In the past ten years, over 4,270 new residential units and one million square feet of new office and retail space have been constructed in the corridor with an average height of 15 stories and with many buildings that are exceeding 30 to 40 stories. As of June 2016, there are 42 projects that are in the review and permitting process, have been approved, or are under construction. Most recent and proposed developments demonstrate transit- and pedestrian-supportive design in terms of their setbacks, lot coverage and other architectural features.
- *Potential Impact of Transit Investment on Regional Land Use:* The project is expected to help continue the redevelopment of downtown Fort Lauderdale and surrounding neighborhoods into a more vibrant, mixed-use, walkable urban district. The DDA recently completed an analysis that identified over 72 acres of vacant land or land prime for redevelopment within one-half mile of the station areas.

**Tools to Maintain or Increase Share of Affordable Housing: Medium-High**

- Zoning downtown requires that 15 percent of housing units in new developments be affordable. The

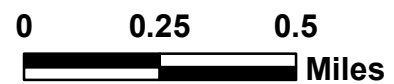
city currently has provisions to benefit affordable housing developments such as expedited processing, density bonuses, and development fee rebates. Approximately 900 affordable units have been allocated to development projects in the project corridor since 2005.

# Wave Streetcar Alignment



## Legend

- Wave Streetcar Route
- Center Platform
- Side Platform (Southbound)
- Side Platform (Northbound)
- 1 Station Number
- Existing Roadway
- +— FEC Railroad
- Broward County Central Transit Terminal
- Vehicle Maintenance & Storage Facility (VMSF) Site



Location: Fort Lauderdale, FL