

Wave Streetcar
Fort Lauderdale, Florida
Small Starts Project Development
(Rating Assigned November 2014)

Summary Description	
Proposed Project:	Modern Streetcar 2.8 Miles, 10 Stations
Total Capital Cost (\$YOE):	\$161.85 Million
Section 5309 Small Starts Share (\$YOE):	\$59.28 Million (36.6%)
Annual Operating Cost (opening year 2017):	\$3.08 Million
Current Year Ridership Forecast (2014):	1,500 Daily Linked Trips 754,900 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	1,900 Daily Linked Trips 956,900 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The South Florida Regional Transportation Authority (SFRTA), in partnership with the Fort Lauderdale Downtown Development Authority (DDA) and Broward County Transit, is proposing to construct a modern streetcar in downtown Fort Lauderdale between Northwest 6th Street and Southeast 17th Street. SFRTA 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 and construction of a maintenance facility, and would operate in mixed traffic along existing roadways using transit signal priority. Service would operate seven days a week, with trains running every 7.5 minutes during the day on weekdays and every 15 minutes during weekday evenings and weekends.

Project Purpose: The Wave Streetcar would connect major employment and primary activity centers in Fort Lauderdale and serve the areas of densest development including Flagler Village, the Downtown Core, 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. The Wave Streetcar would provide more frequent service and direct access to currently under-served areas in the project corridor.

Project Development History, Status and Next Steps: The DDA initiated an Alternatives Analysis (AA) in 2005. A modern streetcar was selected as the locally preferred alternative in September 2008. SFRTA completed an update to the AA in August 2011. The Broward County Metropolitan Planning Organization adopted the project into its 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 in July 2012, and FTA issued a Finding of No Significant Impact in August 2012. FTA approved the entire project, including the subsection funded with TIGER funds, into Small Starts project

development in April 2013. SFRTA anticipates receipt of a Small Starts Grant Agreement in mid-2015, and start of revenue service in December 2017.

Significant Changes Since Last Evaluation (January 2014): The total estimated capital cost increased from \$142.58 million to \$161.85 million due to design refinements of systems elements. The amount of Small Starts funding requested increased from \$49.65 million to \$59.28 million, increasing the requested Small Starts share from 34.8 percent to 36.6 percent. The project's ridership forecast was updated to add the optional horizon year estimate. The number of stations decreased from 12 to 10.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$59.28	36.6%
TIGER IV	\$18.00	11.1%
FHWA Flexible Funds (Surface Transportation Program)	\$3.50	2.2%
State:		
Florida New Starts Transit Program	\$35.73	22.1%
Florida Department of Transportation	\$4.81	3.0%
Local:		
City of Fort Lauderdale Cash and Land Contribution	\$10.50	6.5%
Special Assessment District	\$20.59	12.7%
Broward Metropolitan Planning Organization	\$4.62	2.8%
Downtown Development Authority of Fort Lauderdale	\$4.82	3.0%
Total:	\$161.85	100.0%

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.

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LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- Average population density across all station areas is 6,637, which corresponds to a medium rating according to FTA benchmarks. Total employment served is 64,594, corresponding to a medium-low. Parking costs in downtown Fort Lauderdale are \$7-\$12 per day, corresponding to a medium rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 4.64, which corresponds to a high rating.
- Existing development near downtown stations is urban in nature with higher density office, retail, and mixed-use buildings. Stations north of the core serve residential neighborhoods characterized by multi-family housing. Stations south of the downtown core serve medical facilities and single-family homes.
- The corridor has a good sidewalk network, although sidewalks in station areas south of the downtown core are generally narrow. Buildings are generally oriented towards 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 established over 10 plans, policies, and programs to encourage reinvestment and redevelopment of the downtown area and the adjacent urban neighborhoods. These include the Downtown Master Plan 2013 update which outlined transit oriented development (TOD) guidelines. The City is amending its land use plan to substantially increase the density of new residential development in the downtown area.
- *Supportive Zoning Regulations Near Transit Stations:* Existing zoning in most station areas already supports moderate-to-high density mixed use development. A proposed TOD zoning overlay will be initiated at three stations and expanded to all stations in the future. Additional zoning changes to reduce minimum parking requirements, set minimum street frontage requirements, and set floor area ratio minimums have been implemented or are being formulated for portions of most station areas.
- *Tools to Implement Land Use Policies:* Significant public outreach was conducted for the proposed TOD zoning overlay and Downtown Master Plan, as a means to build public support for mixed-use development in downtown. The proposed TOD zoning overlay includes an expedited review process incentive that would be 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.

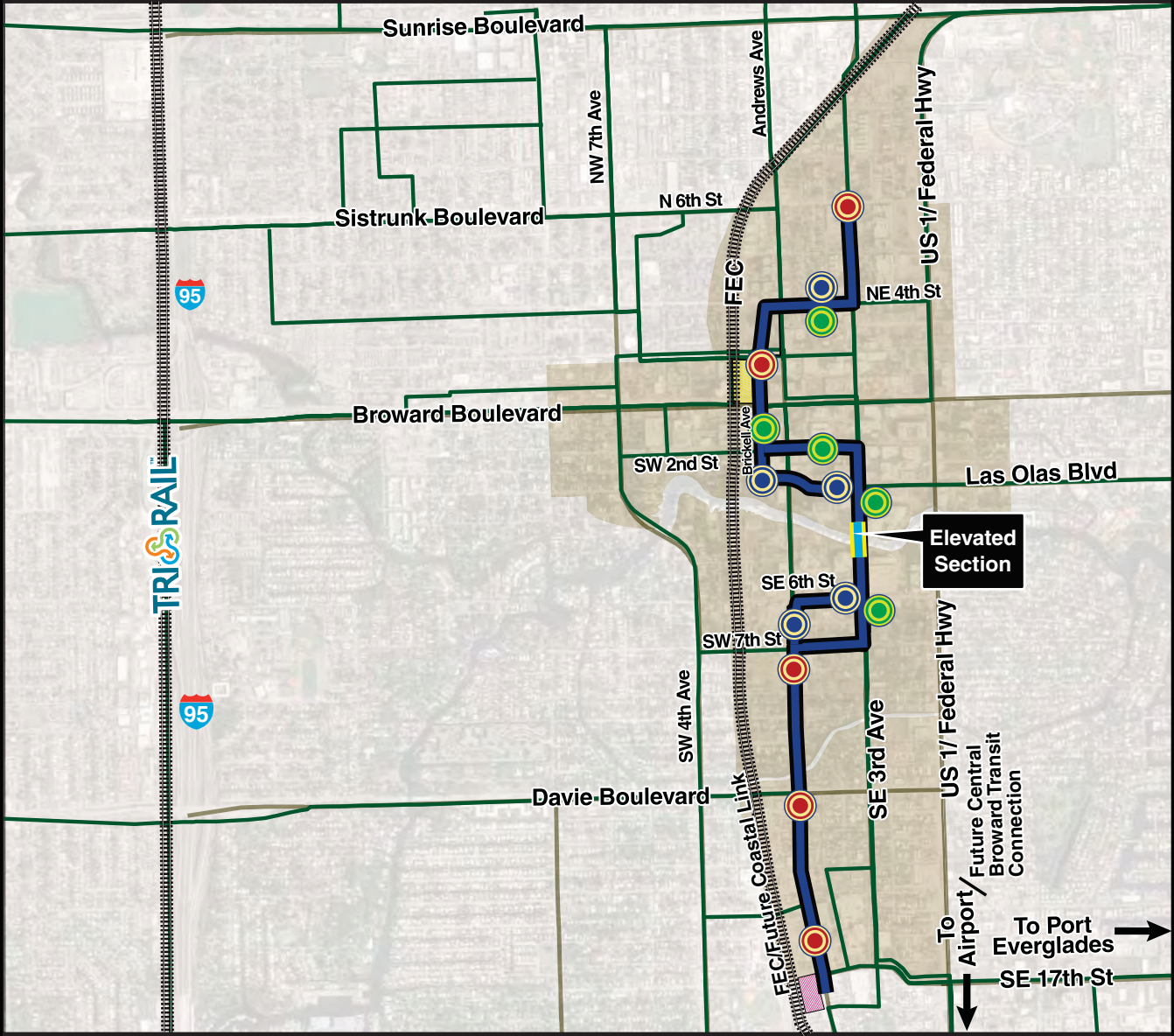
Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* Downtown Fort Lauderdale has experienced a substantial amount of growth in pedestrian oriented development over the last 10 years, which is expected to continue with ongoing transit-supportive regulations. There are 957 residential units under construction and eight mixed use or residential projects approved in the project corridor.
- *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 Downtown Development Authority recently completed an analysis that identified over 72 acres of vacant land or land prime for redevelopment within ½ 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 like expedited processing, density bonuses and development fee rebates. Approximately 900 affordable units have been allocated to development projects within the project corridor since 2005.

Fort Lauderdale, FL Wave Streetcar Alignment



LEGEND

- Project Alignment
- Center Platform
- Side Platform (South)
- Side Platform (North)
- Preferred Maintenance & Storage Facility Site
- Broward County Central Transit Terminal
- Existing Transit Routes
- Study Area

