

City of Hollywood Tri-Rail Corridor Micro-Transit Service Pilot Program

Project Summary

The project proposes to implement an on-demand micro-transit pilot program within the South Florida Regional Transportation Authority (Tri-Rail) corridor between the Hollywood and Sheridan Street Tri-Rail Stations located within the City of Hollywood. The proposed pilot program will provide first mile/last mile services to various points of interest and residential areas within the corridor, providing seamless coverage for residents between two previously established micro transit zones, existing Broward County Transit (BCT) routes, and future City of Hollywood Community Shuttle routes.

The project need is based on the findings on the 2025 City of Hollywood Transit Study completed in April of 2025 and aligns with recommendations found within Broward County's 2024-2033 Transit Development Plan (TDP) reflected in Figure 1 below.



Figure 1: Recommended Micro transit Modifications

The objective of the pilot program is to provide convenient first/last mile connectivity between residential neighborhoods, two Tri-Rail Stations, BCT services, and the City of Hollywood's Community Shuttle within 1 mile either side of the Tri-Rail corridor within the City of Hollywood.

The proposed services will include connectivity to three community shuttle routes that are expected to start operating in Q2 of FY2024 along with a pilot micro-transit service currently being implemented in western Hollywood and an existing micro-transit service operating in the City of Hollywood's downtown/beach areas.

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The project will have a positive impact on the public transportation service needs within the Tri-Rail Corridor between Sheridan Street and Hollywood Station by filling the gap between the City's Community Shuttle route in western Hollywood and two Community Shuttle routes in eastern Hollywood. The boundary of the proposed pilot program is between Sheridan Street to the north and Pembroke Road to the south. The zone will extend east to Dixie Highway and west to 46th avenue, encompassing an area of approximately 4.6 miles (Figure 2).



Figure 2: Proposed Micro Transit Zone and Existing Community Shuttle Routes

The proposed micro-transit zone will also allow the City to provide more complete coverage and connectivity between existing micro-transits zones. In addition, the proposed service will provide connectivity between both of Hollywood's Tri-Rail stations and Memorial Regional Hospital, one of the region's largest employers. The overlap between the proposed micro-transit zone and existing micro-transit zones shown in Figure 3 will be eliminated, providing a seamless transition between all zones.

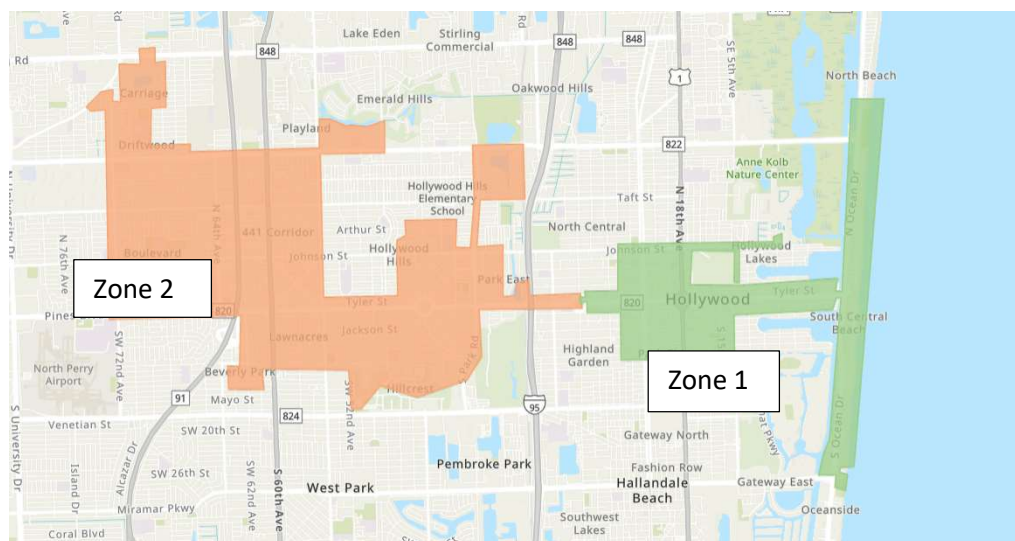


Figure 3: Current COH Micro-Transit Zones

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Currently the City's contractor operates and maintains the following EV vehicles:

- Zone1: 1 WAV EV Van (ADA Accessible), 8 GEM vehicles, and 1 ADA GEM vehicle
- Zone 2 (including the existing Pilot Area): 1 EV sedan, 1 WAV EV Van

The proposed transit corridor service would complement the existing fleet by adding 2 additional EV sedans in year 1. As ridership increases, the fleet would be expanded to include 21 additional EV sedans and 1 WAV EV VAN in years 2 and 3.

Proposed Service

Year 1

	Monday through Friday	Saturday/Sunday and Holidays
Hours of Operation	6:00 A.M.-10.00 A.M. 3:00 P.M. - 7:00 P.M.	10:00 A.M. – 6:00 P.M.
Frequency	On Demand	On Demand

Years 2 & 3

	Monday through Friday	Saturday and Sunday
Hours of Operation	6:00 A.M. - 10.00 A.M. 3:00 P.M. - 7:00 P.M.	10:00 A.M. - 6:00 P.M.
Frequency	On Demand	On Demand

The proposed service hours shown above are based on daily ridership data provided by Tri-Rail. On weekdays, peak daily activity at the Hollywood and Sheridan stations occurs between 6:30 am and 9:30 am and then between 3:30 pm and 6:30 pm. The dual peak during the week can be attributed to daily commuting. Weekend activity did not appear to be influenced as much by commuting activity; consequently, most daily activity occurred between 10:00 am and 6:00 pm. During the pilot test actual service times may be adjusted based on seasonal demand and usage data. The total level of service for each vehicle will remain constant at 8 hours per day.

Estimated Cost

Costs over the first year and subsequent years were calculated based on established costs within the City of Hollywood's existing micro-transit contract with Circuit LLC. Cost sharing for each year have been summarized in the table below:

	Operational Cost	50% Match Request (FDOT Grant Funding)	Level of Service
Year 1: FY 2026	\$265,654.00	\$132,827.00	2 EV Sedans
Year 2: FY 2027	\$558,946.00	\$279,473.00	3 EV Sedans, 1 WAV EV Van
Year 3: FY 2028	\$575,714.00	\$287,857.00	3 EV Sedans, 1 WAV EV Van
Year 1 through Year 3 (Total)	\$1,400,314	\$700,157.00	

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Summary

The City of Hollywood has significant experience operating micro-transit services and already has a contract in place that can potentially be used for implementation of the proposed pilot program. The project can also be implemented relatively quickly and operated with minimal cost.

The City of Hollywood has support from its residents and partners, including the Memorial Regional Hospital and the South Florida Regional Transportation Authority. If approved, the City of Hollywood will have the ability to provide a seamless network of micro-transit zones and provide an opportunity to showcase one of the most extensive, EV micro-transit services in the region.

Operational data collected from the pilot program, combined with data from the City's existing micro-transit services will provide a solid foundation for EV technology transfer that will result in significant reduction in vehicle miles traveled, emission reductions, and improved quality of life.