



Metropolitan Planning Organization

Move People & Goods | Create Jobs | Strengthen Communities

June 17, 2024

Ms. Jennifer Shipley, Broward MPO Liaison
Florida Department of Transportation (FDOT) District Four
Planning & Environmental Management Office
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

RE: Broward MPO FFY 2024 - FFY 2028 Emergency Transportation Improvement Program (TIP) Amendments

Dear Ms. Shipley:

Due to the State of Emergency declaration made by Florida's Governor on June 12, 2024, the Broward Metropolitan Planning Organization (MPO) canceled the Board meeting scheduled for June 13, 2024. As a result, the TIP amendments on the agenda could not be approved by the Board. In accordance with the FDOT MPO Program Management Handbook (4.3.1.6) and Broward MPO Rules (4.05.3), Broward MPO has approved these TIP amendments to the Broward MPO's Federal Fiscal Year (FFY) 2024-2028 as Emergency TIP Amendments.

Specifically, the Broward MPO concurs with the TIP amendments for the following projects:

- FM# 421548-6 SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR GRIFFIN RD TO ROYAL PALM BLVD
FM# 421548-7 SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST
FM#454706-1 CITY OF FORT LAUDERDALE TRANSIT NEEDS ASSESSMENT REPORT
FM# 2024006 CONNECT FORT LAUDERDALE
FM# 2024007 SMART METRO - REGIONAL DIGITAL TWIN PLATFORM AND CORRESPONDING DATA STEWARDSHIP

If you have any questions about this correspondence or require further information, please do not hesitate to call me at (954) 875-0035 or stuartg@browardmpo.org.

Sincerely,

Handwritten signature of Greg Stuart

Gregory Stuart, AICP
Executive Director

Enclosure

- cc: William L. Cross, P.E., Broward MPO
Peter Gies, AICP, Broward MPO
Jihong Chen, Broward MPO
Roger Miranda, Broward MPO

Chair
Yvette Colbourne

Vice Chair
Joy Cooper

Deputy Vice Chair
Byron Jaffe

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Vinnie Andreano
Antonio V. Arserio
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Chris Caputo
Tycie Causwell
Yvette Colbourne
Joy Cooper
Kicia Daniel
Richard DeNapoli
Tim Fadgen
Lamar Fisher
Beam Furr
Bill Ganz
Thomas Good Jr
Bob Hartmann
William "Bill" Hodgkins
Byron Jaffe
Lori Lewellen
Tim Lonergan
Lisa Mallozzi
Lawrence "Jabbow" Martin
Andrea McGee
Hazelle Rogers
Tim Ryan
Joseph A. Scutto
Caryl S. Shuham
Joshua Simmons
Warren Sturman
Dean J. Trantalis
Michael Udine
Kyle Van Buskirk
Rich Walker
Sandra L. Welch
Michelle Whitman

Executive Director
Gregory Stuart

General Counsel
Alan Gabriel

# STATE OF FLORIDA

## OFFICE OF THE GOVERNOR

### EXECUTIVE ORDER NUMBER 24-115

(Emergency Management – Invest 90L – South Florida Flash Flooding)

**WHEREAS**, in the early hours of June 11, 2024, Invest 90L, a broad area of low pressure, began moving across the Florida Peninsula producing severe weather, widespread heavy rainfall with totals of 10 to 15 inches, and consequential flooding across portions of South Florida; and

**WHEREAS**, preliminary reports indicate that the rainfall and flooding has affected and may continue to impact the operational capability of critical infrastructure, including major interstates, state and county roadways, airports, schools, and other critical infrastructure throughout these counties; and

**WHEREAS**, additional rounds of heavy rain and thunderstorms are forecasted for South Florida for the next several days which will further exacerbate ongoing flood conditions over already impacted and vulnerable metropolitan areas; and

**WHEREAS**, as Governor of Florida, I am responsible to meet the dangers presented to Florida and its people by this emergency.

**NOW, THEREFORE, I, RON DESANTIS**, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. Because of the foregoing conditions, I declare that a major state of emergency exists in Broward, Collier, Lee, Miami-Dade, and Sarasota counties.

Section 2. I designate the Director of the Division of Emergency Management (“Director”) as the State Coordinating Officer for the duration of this emergency and direct him to

execute the State's Comprehensive Emergency Management Plan and other response, recovery, and mitigation plans necessary to cope with the emergency. Pursuant to section 252.36(1)(a), Florida Statutes, I delegate to the State Coordinating Officer the authority to exercise those powers delineated in sections 252.36(6)-(12), Florida Statutes, which he shall exercise as needed to meet this emergency, subject to the limitations of section 252.33, Florida Statutes. In exercising the powers delegated by this Executive Order, the State Coordinating Officer shall confer with the Governor to the fullest extent practicable. The State Coordinating Officer shall also have the authority to:

A. Invoke and administer the Emergency Management Assistance Compact ("EMAC") (sections 252.921-252.9335, Florida Statutes) and other compacts and agreements existing between the State of Florida and other states, and the further authority to coordinate the allocation of resources from such other states that are made available to Florida under such compacts and agreements so as to best meet the dangers presented by this emergency.

B. Seek direct assistance and enter into agreements with any and all agencies of the federal government as may be needed to meet this emergency.

C. Direct all state, regional, and local governmental agencies, including law enforcement agencies, to identify personnel needed from those agencies to assist in meeting the response, recovery, and mitigation needs created by this emergency, and to place all such personnel under the direct command and coordination of the State Coordinating Officer to meet this emergency.

D. Direct the actions of any state agency as necessary to implement the Federal Emergency Management Agency's National Disaster Recovery Framework.

E. Designate Deputy State Coordinating Officers and Deputy State Disaster Recovery Coordinators, as necessary.

F. Suspend the effect of any statute, rule, or order that would in any way prevent, hinder, or delay any mitigation, response, or recovery action necessary to cope with this emergency. In accordance with section 252.3611(1), Florida Statutes, any such order, declaration, or other action shall specify each statute or rule being amended or waived, if applicable, and the expiration date for the order or action.

G. Enter orders as may be needed to implement any of the foregoing powers; however, the requirements of sections 252.46 and 120.54(4), Florida Statutes, do not apply to any such orders issued by the State Coordinating Officer. No such order shall remain in effect beyond the expiration of this Executive Order, including any extension thereof.

Section 3. I order the Adjutant General to activate the Florida National Guard, as needed, to respond to this emergency. I further order the Director of the Florida State Guard to activate the Florida State Guard, as needed, to respond to this emergency.

Section 4. I find that the special duties and responsibilities resting upon some State, regional, and local agencies and other governmental bodies in responding to this emergency may require them to suspend or waive certain statutes, rules, ordinances, and orders they administer. Therefore, I issue the following authorizations:

A. Pursuant to section 252.36(6)(a), Florida Statutes, the Executive Office of the Governor may suspend all statutes and rules affecting budgeting to the extent necessary to provide budget authority for state agencies to cope with this emergency. The requirements of sections 252.46 and 120.54(4), Florida Statutes, do not apply to any such suspension issued by the Executive Office of the Governor. No such suspension shall remain in effect beyond the expiration of this Executive Order, including any extension thereof.

B. Each State agency may suspend the provisions of any regulatory statute prescribing the procedures for conduct of state business or the orders or rules of that agency, if

strict compliance with the provisions of any such statute, order, or rule would in any way prevent, hinder, or delay necessary action in coping with the emergency. In accordance with section 252.3611(1), Florida Statutes, any agency order, declaration, or other action suspending a statute or rule shall specify each statute or rule being amended or waived, if applicable, and the expiration date for the order or action. The requirements of section 120.54(4), Florida Statutes, shall not apply to any such suspension issued by a State agency. No such suspension shall remain in effect beyond the expiration of this Executive Order, including any extension thereof.

C. All state agencies entering emergency orders, emergency rules, or other emergency actions in response to this emergency shall advise the State Coordinating Officer contemporaneously or as soon as practicable thereafter, and, pursuant to section 252.36(3)(b), Florida Statutes, shall file the order or declaration with the Division of Administrative Hearings within five days of issuance.

Section 5. I find that the demands placed upon the funds appropriated to the agencies of the State of Florida and to local agencies are unreasonably great and may be inadequate to pay the costs of coping with this disaster. In accordance with section 252.37(2), Florida Statutes, I direct that sufficient funds be made available, as needed, by transferring and expending moneys from the Emergency Preparedness and Response Fund.

Section 6. All actions taken by the Director of the Division of Emergency Management as the State Coordinating Officer with respect to this emergency before the issuance of this Executive Order are ratified, and he is directed to continue to execute the State of Florida Comprehensive Emergency Management Plan and other response, recovery, and mitigation plans necessary to cope with this emergency.

Section 7. Medical professionals and workers, social workers, and counselors with good and valid professional licenses issued by states other than the State of Florida may render such

services in Florida during this emergency for persons affected by this emergency with the condition that such services be rendered to such persons free of charge, and with the further condition that such services be rendered under the auspices of the American Red Cross or the Florida Department of Health.

Section 8. This Executive Order is effective immediately and shall expire sixty (60) days from this date unless extended.



IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 12th day of June 2024.

  
\_\_\_\_\_  
RON DESANTIS, GOVERNOR

ATTEST:

  
\_\_\_\_\_  
SECRETARY OF STATE

2024 JUN 12 PM 6:41  
DEPARTMENT OF STATE  
TALLAHASSEE, FL

FILED

Due to inclement weather, the **June 13 MPO Board meeting is cancelled** and the Broward MPO office will be closed.  
**Stay safe!**

**REGULAR ITEMS**  
**(All Items Open for Public Comment)**

1. Call to Order and Pledge
2. Electronic Roll Call
3. **Approval of Minutes - May 9, 2024**
4. Approval of Excused Absences
5. Approval of Agenda
6. Public Comments  
Please submit to [info@browardmpo.org](mailto:info@browardmpo.org) at least 24 hours prior to the start of the meeting.
7. **MOTION TO ELECT OFFICERS to Serve for the Next Year, July 2024 Through June 2025:**
  - A. Chair**
  - B. Vice Chair**
  - C. Deputy Vice Chair**
  - D. Executive Committee - Broward County Representative**
  - E. Executive Committee - Small Municipalities Representative**
  - F. Executive Committee - At-Large Representative**
  - G. Executive Committee - At-Large Representative (if no Chair Emeritus)**

**CONSENT ITEMS**  
**(All Items Open for Public Comment)**

1. MOTION TO APPROVE an Interlocal Agreement Between the Broward Metropolitan Planning Organization and the City of Tamarac Florida for Transportation Planning and Related Services
2. MOTION TO APPROVE Task Work Order No. 4 Between the Broward Metropolitan Planning Organization (BMPO) and Greater Fort Lauderdale Transportation Management Association (TMA) for Commute Broward Education and Advancement in an Amount Not to Exceed \$100,000
3. MOTION TO APPROVE Agreement No. 24-09 Between Broward Metropolitan Planning Organization and Christopher Ryan for Public Involvement & Outreach Consulting Services in an Amount Not to Exceed \$180,000
4. MOTION TO APPROVE the Broward County Board of County Commissioners (through Broward County Transit [BCT]) to Continue in its Role as the Community Transportation Coordinator (CTC) for Broward County
5. MOTION TO ACCEPT the Executive Committee Recommendations Regarding General Counsel Performance Review
6. MOTION TO ACCEPT the Executive Committee Recommendation Regarding Executive Director's Performance Review

**ACTION ITEMS**  
(All Items Open for Public Comment)

1. MOTION TO APPROVE Amendments to the Fiscal Year (FY) 2024 - 2028 Transportation Improvement Program (TIP):
  - A. FM# 421548-6 SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR GRIFFIN RD TO ROYAL PALM BLVD
  - B. FM# 421548-7 SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST
  - C. FM#454706-1 CITY OF FORT LAUDERDALE TRANSIT NEEDS ASSESSMENT REPORT
  - D. FM# 2024006 CONNECT FORT LAUDERDALE
  - E. FM# 2024007 SMART METRO - REGIONAL DIGITAL TWIN PLATFORM AND CORRESPONDING DATA STEWARDSHIP
2. MOTION TO APPROVE the DRAFT Fiscal Year (FY) 2025 Multimodal Priorities List (MMPL)

**REGULAR ITEMS (continued)**  
(All Items Open for Public Comment)



8. Comments from the Chair
9. Member Comments  
[Click here](#) to submit a comment to go before the Board.
10. Executive Director's Report
11. Monthly Legislative Reports
12. **General Counsel's Report**
13. 2050 Metropolitan Transportation Plan (MTP) Updates: <http://routeto2050.org>

**NON-ACTION ITEMS**  
(All Items Open for Public Comment)

1. **Draft 2025 Broward MPO Federal and State Legislative Priorities**
2. **Federal Discretionary Grants**
3. **Broward MPO Performance Measures Dashboard & State of the System Report**
4. **Premium Transit Education Series: High Frequency Bus Service**

**FINANCIAL REPORTS - for information purposes**

1. **Consulting Contracts Summary Report**
2. **Local Contribution Collection and Expense Report**
3. **Statements of Net Position & Statements of Revenues, Expenditures and Changes in Net Position**

**CORRESPONDENCE - no discussion**

1. **March and May 2024 Correspondence**

## COMMITTEE REPORTS - no discussion

1. **Technical Advisory Committee (TAC) and Citizens' Advisory Committee (CAC) Actions of the May 22, 2024 Meetings**
2. Broward MPO Executive Committee meeting minutes can be found at: <http://browardmpo.org/index.php/agendas-minutes>

## ADMINISTRATIVE ITEMS

1. **Notice of Public Meetings for the DRAFT Transportation Improvement Program (TIP) Fiscal Year (FY) 2025 - FY 2029**
2. MPO Acronyms: <https://browardmpo.org/data/acronyms>
3. The Broward MPO and Florida Department of Transportation (FDOT) plan to jointly perform an interim roadway functional class assessment, with special emphasis placed upon public roads not currently eligible for federal aid funds from FHWA for disaster recovery and other purposes. Municipalities interested in participating in the interim assessment, please visit: <https://www.browardmpo.org/data/federal-functional-classification>
4. **Complete Streets and Other Localized Initiatives Program (CSLIP) Cycle 9 - Important Dates and Deadlines**
5. **Save the Date - MTP eTownHall - July 30, 2024**
6. **Save the Date - Route to 2050 MTP Event - September 12, 2024**

**NEXT MEETING: JULY 11, 2024**

**\*MOTION TO ADJOURN**

\* Motion Requested

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### **Mission Statement**

To collaboratively plan, prioritize and fund the delivery of diverse transportation options.

### **Vision Statement**

Our work will have measurable positive impact by ensuring transportation projects are well selected, funded and delivered.

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Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Carl Ema, Title VI Coordinator at (954) 876-0033/0052 or [emac@browardmpo.org](mailto:emac@browardmpo.org) (or via Florida Relay at 711) at least seven days prior to the meeting.

For complaints, questions or concerns about civil rights or non-discrimination please contact: Carl Ema, Title VI Coordinator at the numbers or e-mail above.

### Phase Legend

| Phase Abbreviation | PHASE                |
|--------------------|----------------------|
| CST                | CONSTRUCTION         |
| PLN                | PLANNING             |
| OPS                | OPERATION            |
| RRU                | RAILROAD & UTILITIES |

## Funding Code Legend

| Fund Code | Fund Code Description  |
|-----------|--|
| ACNP      | AC - IM, BRDG REPL, NATNL HWY-MAP21                              |
| RCP       | RECONNECTING COMMUNITIES AND NEIGHBORHOODS GRANT                 |
| FTA       | FEDERAL TRANSIT ADMINISTRATION                                   |
| SMART     | STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION GRANT. |



**Florida Department of Transportation**

RON DESANTIS  
GOVERNOR

3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.  
SECRETARY

April 11, 2024

Mr. Gregory Stuart, Executive Director  
Broward Metropolitan Planning Organization  
100 West Cypress Creek Road  
6<sup>th</sup> Floor, Suite 650  
Fort Lauderdale, Florida 33309

**SUBJECT: Broward Metropolitan Planning Organization  
TIP Amendment Request FY 2023/24 – 2027/28  
FM# 421548-6 SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR GRIFFIN RD  
TO ROYAL PALM BLVD  
FM# 421548-7 SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL  
PALM BLV TO S SW 14 ST**

Dear Mr. Stuart:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2023/24 – 2027/28 Transportation Improvement Program.

***This amendment is required because the project cost has increased by more than 20% AND \$2 million and needs to be reflected in the TIP.***

These projects are consistent with the goals of the Broward Metropolitan Planning Organization’s Long-Range Transportation Plan. The TIP amendment remains financially constrained. A State Transportation Improvement Program (STIP) amendment is required.

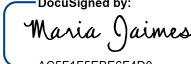
The TIP amendment is as follows:

|                 | FM#      | Project Name  | Project Description   |
|-----------------|----------|---|---|
| <b>EXISTING</b> | 421548-6 | SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR GRIFFIN RD TO ROYAL PALM BLVD | ULTIMATE INTERCHANGE IMPROVEMENTS, PD&E STUDY UNDER 419343-1 INCLUDES BRIDGE #S 860354 &860355, AUX LANES B/T GRIFFIN & ROYAL PALM, NB OFF RAMP; SB ON RAMP, LOCAL GOVERNMENT ADVANCEMENT APPROVED BY R. CONE ON 11/9/17 (SHIFTED FROM -1) LOCAL GOVT ADV APPVD BY A.BLACKBURN ON 10-18-18. |
|                 |          |   |   |

|   |                        |   |   |                |
|---|------------------------|---|---|----------------|
|   |                        |   | DESIGN ON 421548-1; G/W 421548-7  |                |
|   | <b>Project Length:</b> | <b>2.795</b>  |   |                |
|   | <b>Phase</b>           | <b>Fund</b>   | <b>FY 2024</b>  |                |
|   | RRU                    | ACNP  | \$50,000  |                |
|   | <b>Phase</b>           | <b>Fund</b>   | <b>FY 2025</b>  |                |
|   | CST                    | ACNP  | \$26,807,379  |                |
|   | <b>Phase</b>           | <b>Fund</b>   | <b>FY 2026</b>  |                |
|   | CST                    | ACNP  | \$82,814  |                |
|   | <b>TOTAL</b>           | <b>\$26,940,193</b>   |   |                |
| <b>PROPOSED</b>   | <b>FM#</b>             | <b>Project Name</b>   | <b>Project Description</b>  |                |
|   | 421548-6               | SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR GRIFFIN RD TO ROYAL PALM BLVD | ULTIMATE INTERCHANGE IMPROVEMENTS, PD&E STUDY UNDER 419343-1 INCLUDES BRIDGE #S 860354 & 860355, AUX LANES B/T GRIFFIN & ROYAL PALM, NB OFF RAMP; SB ON RAMP, LOCAL GOVERNMENT ADVANCEMENT APPROVED BY R. CONE ON 11/9/17 (SHIFTED FROM -1) LOCAL GOVT ADV APPVD BY A.BLACKBURN ON 10-18-18. DESIGN ON 421548-1; G/W 421548-7 |                |
|   |                        | <b>Project Length:</b>  | <b>2.795</b>  |                |
|   |                        | <b>Phase</b>  | <b>Fund</b>   | <b>FY 2024</b> |
|   |                        | RRU   | ACNP  | \$50,000       |
|   |                        | <b>Phase</b>  | <b>Fund</b>   | <b>FY 2025</b> |
|   |                        | CST   | ACNP  | \$35,144,694   |
|   |                        | <b>Phase</b>  | <b>Fund</b>   | <b>FY 2026</b> |
|   |                        | CST   | ACNP  | \$82,814       |
|   |                        | <b>TOTAL</b>  | <b>\$35,277,508</b>   |                |
| <b>Justification for changes: changes in costs are largely associated with final refinements to the quantities but primarily unit price updates. Funds are programmed in State FY 2025 but authorization is required in June 2024 for a September 2024 letting.</b> |                        |   |   |                |

|   |                        |   |  |
|---|------------------------|---|--|
| <b>EXISTING</b>   | <b>FM#</b>             | <b>Project Name</b>   | <b>Project Description</b>   |
|   | 421548-7               | SR-93/I-75 INTRCHNG<br>@ROYAL PALM BLVD<br>FR S ROYAL PALM BLV<br>TO S SW 14 ST | ULTIMATE INTERCHANGE IMPROVEMENTS,<br>PD&E STUDY UNDER 419343-1 INCLUDES; SB<br>AUX LANE FROM ROYAL PALM TO INDIAN<br>TRACE, SB OFF RAMP; DESIGN ON 421548-1;<br>G/W: 421548-6 |
|   | <b>Project Length:</b> |   | <b>1.961</b>   |
|   | <b>Phase</b>           | <b>Fund</b>   | <b>FY 2025</b>   |
|   | CST                    | ACNP  | \$5,382,937  |
|   | <b>Phase</b>           | <b>Fund</b>   | <b>FY 2026</b>   |
|   | CST                    | ACNP  | \$23,361   |
|   | <b>TOTAL</b>           |   | <b>\$5,406,298</b>   |
| <b>PROPOSED</b>   | <b>FM#</b>             | <b>Project Name</b>   | <b>Project Description</b>   |
|   | 421548-7               | SR-93/I-75 INTRCHNG<br>@ROYAL PALM BLVD<br>FR S ROYAL PALM BLV<br>TO S SW 14 ST | ULTIMATE INTERCHANGE IMPROVEMENTS,<br>PD&E STUDY UNDER 419343-1 INCLUDES; SB<br>AUX LANE FROM ROYAL PALM TO INDIAN<br>TRACE, SB OFF RAMP; DESIGN ON 421548-1;<br>G/W: 421548-6 |
|   | <b>Project Length:</b> |   | <b>1.961</b>   |
|   | <b>Phase</b>           | <b>Fund</b>   | <b>FY 2025</b>   |
|   | CST                    | ACNP  | \$8,772,436  |
|   | <b>Phase</b>           | <b>Fund</b>   | <b>FY 2026</b>   |
|   | CST                    | ACNP  | \$22,718   |
|   | <b>TOTAL</b>           |   | <b>\$8,795,154</b>   |
| <b>Justification for changes: changes in costs are largely associated with final refinements to the quantities but primarily unit price updates. Funds are programmed in State FY 2025 but authorization is required in June 2024 for a September 2024 letting.</b> |                        |   |  |

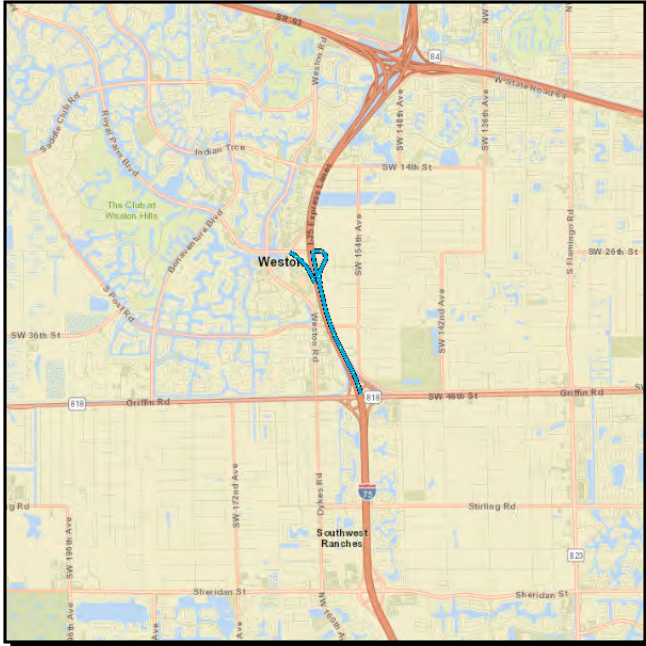
If you have any questions or need additional information, please contact me at (954) 777-4451.

Sincerely,  
DocuSigned by:  
  
AC5F1F5E8E6F4D0...  
 Maria Jaimes, FCCM  
 MPO Liaison  
 FDOT – District 4



**4215486 SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR GRIFFIN RD TO ROYAL PALM BLVD**

**SIS**



**Work Summary:** ADD LANES & RECONSTRUCT

**From:**

**To:**

**Lead Agency:** FDOT

**Length:** 2.795

**MTP Pg.:** 5-5

| Phase        | Fund Source | 2024          | 2025              | 2026          | 2027     | 2028     | Total             |
|--------------|-------------|---------------|-------------------|---------------|----------|----------|-------------------|
| RRU          | ACNP        | 50,000        | 0                 | 0             | 0        | 0        | 50,000            |
| CST          | ACNP        | 0             | 26,807,379        | 82,814        | 0        | 0        | 26,890,193        |
| <b>Total</b> |             | <b>50,000</b> | <b>26,807,379</b> | <b>82,814</b> | <b>0</b> | <b>0</b> | <b>26,940,193</b> |

**Prior Year Cost:** 13,638

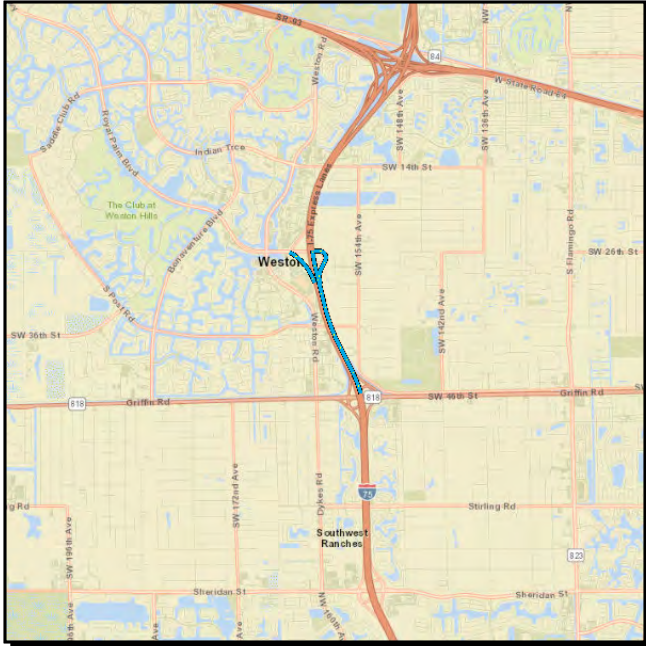
**Future Year Cost:**

**Total Project Cost:** 26,953,831

**Project Description:** ULTIMATE INTERCHANGE IMPROVEMENTS, PD&E STUDY UNDER 419343-1 INCLUDES BRIDGE #'S 860354 &860355, AUX LANES B/T GRIFFIN & ROYAL PALM, NB OFF RAMP; SB ON RAMP, LOCAL GOVERNMENT ADVANCEMENT APPROVED BY R. CONE ON 11/9/17 (SHIFTED FROM -1) LOCAL GOVT ADV APPVD BY A.BLACKBURN ON 10-18-18. DESIGN ON 421548-1; G/W 421548-7

**4215486 SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR GRIFFIN RD TO ROYAL PALM BLVD**

**SIS**



**Work Summary:** ADD LANES & RECONSTRUCT

**From:**

**To:**

**Lead Agency:** FDOT

**Length:** 2.795

**MTP Pg.:** 5-5

| Phase        | Fund Source | 2024          | 2025              | 2026          | 2027     | 2028     | Total             |
|--------------|-------------|---------------|-------------------|---------------|----------|----------|-------------------|
| RRU          | ACNP        | 50,000        | 0                 | 0             | 0        | 0        | 50,000            |
| CST          | ACNP        | 0             | 35,144,694        | 82,814        | 0        | 0        | 35,227,508        |
| <b>Total</b> |             | <b>50,000</b> | <b>35,144,694</b> | <b>82,814</b> | <b>0</b> | <b>0</b> | <b>35,277,508</b> |

**Prior Year Cost:**

**Future Year Cost:**

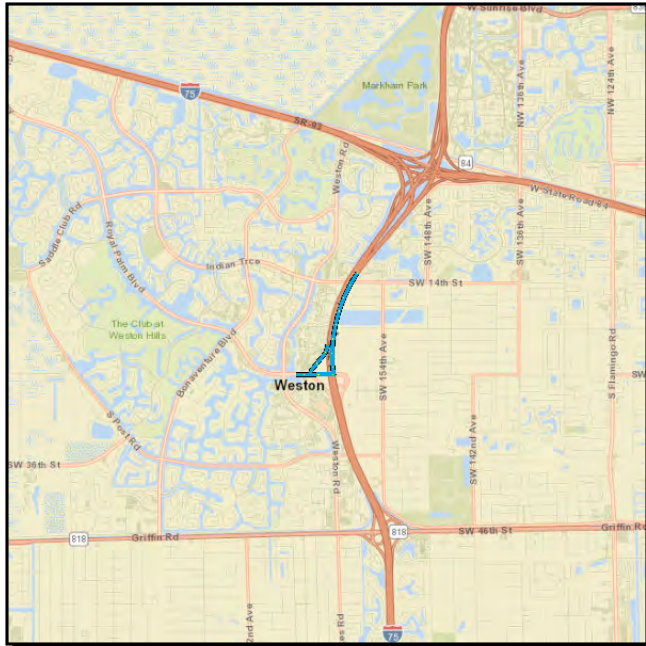
**Total Project Cost:** 35,277,508

**Project Description:**

ULTIMATE INTERCHANGE IMPROVEMENTS, PD&E STUDY UNDER 419343-1 INCLUDES BRIDGE #'S 860354 &860355, AUX LANES B/T GRIFFIN & ROYAL PALM, NB OFF RAMP; SB ON RAMP, LOCAL GOVERNMENT ADVANCEMENT APPROVED BY R. CONE ON 11/9/17 (SHIFTED FROM -1) LOCAL GOVT ADV APPVD BY A.BLACKBURN ON 10-18-18. DESIGN ON 421548-1; G/W 421548-7

**4215487 SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST**

**SIS**



**Work Summary:** ADD AUXILIARY LANE(S) From:

**To:**

**Lead Agency:** FDOT

**Length:** 1.961

**MTP Pg.:** 5-5

| Phase        | Fund Source | 2024     | 2025             | 2026          | 2027     | 2028     | Total            |
|--------------|-------------|----------|------------------|---------------|----------|----------|------------------|
| CST          | ACNP        | 0        | 5,382,937        | 23,361        | 0        | 0        | 5,406,298        |
| <b>Total</b> |             | <b>0</b> | <b>5,382,937</b> | <b>23,361</b> | <b>0</b> | <b>0</b> | <b>5,406,298</b> |

**Prior Year Cost:** 3,963

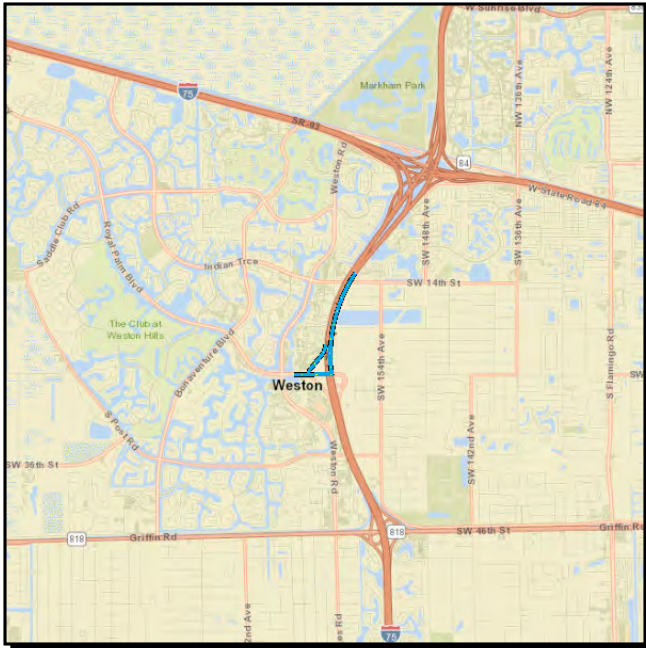
**Future Year Cost:**

**Total Project Cost:** 5,410,261

**Project Description:** ULTIMATE INTERCHANGE IMPROVEMENTS, PD&E STUDY UNDER 419343-1 INCLUDES; SB AUX LANE FROM ROYAL PALM TO INDIAN TRACE, SB OFF RAMP; DESIGN ON 421548-1; G/W: 421548-6

**4215487 SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST**

**SIS**



**Work Summary:** ADD AUXILIARY LANE(S) From:

**To:**

**Lead Agency:** FDOT

**Length:** 1.961

**MTP Pg.:** 5-5

| Phase        | Fund Source | 2024     | 2025             | 2026          | 2027     | 2028     | Total            |
|--------------|-------------|----------|------------------|---------------|----------|----------|------------------|
| CST          | ACNP        | 0        | 8,772,436        | 22,718        | 0        | 0        | 8,795,154        |
| <b>Total</b> |             | <b>0</b> | <b>8,772,436</b> | <b>22,718</b> | <b>0</b> | <b>0</b> | <b>8,795,154</b> |

**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 8,795,154

**Project Description:** ULTIMATE INTERCHANGE IMPROVEMENTS, PD&E STUDY UNDER 419343-1 INCLUDES; SB AUX LANE FROM ROYAL PALM TO INDIAN TRACE, SB OFF RAMP; DESIGN ON 421548-1; G/W: 421548-6



**Florida Department of Transportation**

RON DESANTIS  
GOVERNOR

3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.  
SECRETARY

May 7, 2024

Mr. Gregory Stuart, Executive Director  
Broward Metropolitan Planning Organization  
100 West Cypress Creek Road  
6<sup>th</sup> Floor, Suite 650  
Fort Lauderdale, Florida 33309

**SUBJECT: Broward Metropolitan Planning Organization  
TIP Amendment Request FY 2023/24 – 2027/28  
FM# 454706-1 CITY OF FORT LAUDERDALE TRANSIT NEEDS ASSESSMENT  
REPORT**

Dear Mr. Stuart:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2023/24 – 2027/28 Transportation Improvement Program.

***This amendment is required because a new project has been added to the work program and needs to be reflected in the TIP.*** The City of Fort Lauderdale was awarded a \$150k FTA grant for conducting a post-COVID transit service assessment.

These projects are consistent with the goals of the Broward Metropolitan Planning Organization’s Long-Range Transportation Plan. The TIP amendment remains financially constrained. A State Transportation Improvement Program (STIP) amendment is required.

The TIP amendment is as follows:

|                 | FM#      | Project Name  |           | Project Description   |
|-----------------|----------|---|-----------|---|
| <b>PROPOSED</b> | 454706-1 | CITY OF FORT LAUDERDALE TRANSIT NEEDS ASSESSMENT REPORT |           | AMERICAN RESCUE PLAN ROUTE PLANNING DISCRETIONARY GRANT AWARD |
|                 | Phase    | Fund  | FY 2024   |   |
|                 | OPS      | FTA   | \$150,000 |   |

|  |              |                  |  |
|--|--------------|------------------|--|
|  | <b>TOTAL</b> | <b>\$150,000</b> |  |
|--|--------------|------------------|--|

If you have any questions or need additional information, please contact me at (954) 777-4451.

Sincerely,

DocuSigned by:  
*Maria Jaimes*

AC5F1F5EBE6F4D0...  
Maria Jaimes, FCCM  
MPO Liaison  
FDOT – District 4



April 8, 2024

Mr. Peter Gies  
Metropolitan Planning Organization  
100 W Cypress Creek Road  
6<sup>th</sup> Floor, Suite 650  
Fort Lauderdale, FL 33309

Re: Transit Needs Assessment Report | Grant Amount: \$150,000

Dear Mr. Gies,

The City of Fort Lauderdale was selected as the grant recipient for the above referenced project and requests that it be added to the State Transportation Improvement Program (STIP) plan. This request is per a requirement of the Federal Transit Administration’s (FTA) to proceed with a grant awarded under the Route Planning Restoration Program to develop a Transit Needs Assessment Report. The report will assess shifts in travel behavior and transit needs of the community in the aftermath of the COVID-19 pandemic, as well as explore solutions that align the City’s Community Shuttle service with the changing transit demand to recover ridership.

The total project cost is \$150,000. The Federal share is 100%. The funds expire and must be obligated by the FTA by September 2024. The funds will be used to hire a consultant to conduct all activities necessary to develop the report, which includes public outreach, data collection, analyses, and provision of recommendations. The consultant will be selected through a competitive bid process aligned with the FTA’s Third-Party Contracting Guidance (Circular 4220.1F). City staff will also be involved in managing the project, providing necessary historical and statistical information regarding the City’s Community Shuttle Service, and assisting with any public outreach activities.

The City proposes to administer the project in a 16-month period, which covers four to six months of the solicitation process and eight to ten months to conduct and complete project activities. The estimated project schedule is summarized in Table 1. The findings of the report will guide the implementation of strategies to improve service quality and route efficiency in core transit areas servicing disadvantaged communities by expanding access to employment, services, and to the larger transit network.

Table 1: Project Schedule

| Project Task                       | Description  | Est Completion Date |
|------------------------------------|--|---------------------|
| <b>RFP/Bid Advertisement</b>       | Solicit bids from consultants to complete study and report.                          | 08/30/2024          |
| <b>Contract Award</b>              | Issue Notice to Proceed to selected consultant.                                      | 12/31/2024          |
| <b>Existing Conditions Summary</b> | High-level summary of data collection methodology and community involvement efforts. | 04/30/2025          |

| Project Task                       | Description  | Est Completion Date |
|------------------------------------|--|---------------------|
| <b>Operational Recommendations</b> | High-level summary of strategic and operational recommendations.   | 08/29/2025          |
| <b>Final Report</b>                | Document capturing total project effort, summarizing existing conditions, methodology, needs assessment, and identified recommendations. | 11/14/2025          |
| <b>Contract End</b>                | Project closeout; final deliverable shared with FTA and the general public.  | 12/31/2025          |

I will serve as the Project Manager on this effort and will be supported by the Grants and Special Projects Coordinator Gail Jagessar. Ms. Jagessar has been the administrator for several grants over the past 10 years, including both State and Federal grants.

Please feel free to contact me at eekwere@fortlauderdale.gov or 954-828-4698 if you have questions, concerns or need additional information from us.

Sincerely,



Ekaete Ekwere, Transportation Services Division Manager  
Transportation and Mobility

Cc: Milos Majstorovic, City of Fort Lauderdale Transportation and Mobility Deputy Director  
Gail Jagessar, City of Fort Lauderdale Grants and Special Projects Coordinator

Enclosure: ARP Grant Funding Selection; ARP Applicant and Proposal Profile

TRANSPORTATION AND MOBILITY DEPARTMENT  
290 NE 3<sup>RD</sup> AVENUE, FORT LAUDERDALE, FLORIDA 33301  
TELEPHONE (954) 828-3700, FAX (954) 828-3734







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- [Route Planning Restoration Program](#)

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Office of Program Management  
Federal Transit Administration  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590  
United States

**Phone:** [202-366-2053](tel:202-366-2053)

**Fax:** [202-366-7951](tel:202-366-7951)

**Business Hours:**  
8:30 a.m.-5 p.m. ET, M-F

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## American Rescue Plan Route Planning Discretionary Grant Funding Selections

| State | Project Sponsor                               | Project Description   | Funding   |
|-------|---|---|-----------|
| AL    | Birmingham-Jefferson County Transit Authority | The Birmingham-Jefferson County Transit Authority (BJCTA) will receive funding to plan for restoring eliminated/reduced transit routes due to COVID-19 and exploring new transit routes to expand current services. | \$780,115 |
| AZ    | YAVAPAI APACHE NATION                         | The Yavapai Apache Nation, a federally recognized Native-American tribe will receive funding to evaluate its existing service, improve its operations and explore routes for expansion of services.                 | \$60,000  |

| <b>State</b> | <b>Project Sponsor</b>                        | <b>Project Description</b>  | <b>Funding</b> |
|--------------|---|---|----------------|
| AZ           | City of Phoenix (Valley Metro)                | The City of Phoenix (Valley Metro) will receive funding to study and examine a potential new high capacity transit route designed to increase ridership and reduce travel times and to plan for interim improvements to its transit network to restore service lost from COVID-19.  | \$514,045      |
| CA           | San Diego Metropolitan Transit System         | The San Diego Metropolitan Transit System (MTS) will receive funding to study improvements to its Orange Line Corridor, designed to increase ridership and reduce travel times and to make service adjustments to increase the quality of service provided to low-income riders and disadvantaged neighborhoods or communities.   | \$750,000      |
| CA           | City of Culver City                           | The City of Culver City will receive funding to analyze its current transit system (Culver CityBus) and develop a roadmap to not only induce post-pandemic ridership recovery, but to build a sustainable bus system that can achieve long term growth.   | \$645,750      |
| CA           | Golden Empire Transit District                | The Golden Empire Transit District in Bakersfield, CA, will receive funding to conduct a planning study that restores transit routes impacted by COVID-19 and to identify opportunities to improve service quality for low-income and disadvantaged communities.  | \$413,005      |
| CA           | Long Beach Public Transportation Company      | The Long Beach Public Transportation Company will receive funding to study and redesign Long Beach Transit's service routes designed to increase ridership and reduce travel times and to identify opportunities to increase the quality or frequency of service provided to low-income riders and disadvantaged neighborhoods or communities.                                      | \$600,000      |
| CA           | City & County of San Francisco                | The City and County of San Francisco (SFMTA) will receive funding to conduct an evaluation of its transit system to prioritize resources to increase ridership and reduce travel times and to identify opportunities to increase the quality or frequency of service provided to low-income riders and disadvantaged neighborhoods or communities.                                  | \$514,045      |
| CA           | City of Santa Clarita                         | The City of Santa Clarita will receive funding to analyze pre-pandemic and post-pandemic transit service and develop a plan to restore services to pre-pandemic levels. The proposed plan would identify opportunities to better serve low income and disadvantaged neighborhoods communities while reducing the negative environmental impact to these communities and the region. | \$300,000      |
| CA           | Gold Coast Transit District                   | The Gold Coast Transit District in Western Ventura County, CA will receive funding to identify areas in Ventura County that were affected by the decrease in service and frequency due to the COVID-19 pandemic, and to benefit disadvantaged or low-income communities and reduce greenhouse gas emissions by developing a plan to increase service frequency and ridership.       | \$113,100      |
| CA           | San Francisco Bay Area Rapid Transit District | The San Francisco Bay Area Rapid Transit District (BART) will receive funding to conduct an evaluation of its transit system designed to increase ridership and reduce travel times and to identify opportunities to increase the quality or frequency of service provided to low-income riders and disadvantaged neighborhoods or communities.                                     | \$514,045      |

| State | Project Sponsor   | Project Description   | Funding     |
|-------|---|---|-------------|
| CA    | City of Fairfield   | The City of Fairfield will receive funding to examine restructuring its transit service in Fairfield's Cordelia area from traditional fixed route to on-demand microtransit that will reduce wait and travel times, increase access to an expanding area and improve overall public transportation usage.   | \$1,000,000 |
| FL    | The City of Gainesville                                   | The City of Gainesville will receive funding to identify opportunities to restore and expand transit services by collaborating with community-sourced options with the goal of reducing travel time and increasing trip frequency while incorporating the use of other complementary travel modes.  | \$300,000   |
| FL    | The City of Fort Lauderdale (INC)                         | The City of Fort Lauderdale will receive funding to conduct an Assessment Report of its current transit system to inform decision making for proposed route restructuring.  | \$150,000   |
| FL    | Hillsborough Transit Authority                            | The Hillsborough Transit Authority (HART) will receive funding to identify cost effective and efficient service improvements aimed at routes that have been negatively impacted by COVID-19 and to identify opportunities to improve transit services to low-income and disadvantaged communities through the development of a short-term operations and financial plan.  | \$300,000   |
| GA    | Atlanta Region Transit Link Authority                     | The Atlanta-Region Transit Link Authority will receive funding to develop a return to ridership service implementation plan for its Xpress commuter bus service that will focus on growing ridership through strategic service increases by assessing new regional travel behaviors and commute patterns, soliciting public input and accounting for the needs of low income, disadvantaged, and environmental justice populations throughout the metro Atlanta region, coordinating with local and county governments, social service providers, employers, and the MPO. | \$250,000   |
| GA    | Chatham Area Transit                                      | Chatham Area Transit Authority (CAT) will receive funding to initiate a route restoration and transit enhancement study to analyze current transit needs in the service area, specifically to improve service for public housing neighborhoods and low-income, minority communities.  | \$550,000   |
| IL    | Northeast Illinois Regional Commuter Railroad Corporation | The Northeast Illinois Regional Commuter Railroad Corporation (Metra) will receive funding to collect data on Metra's current transit schedules which will be used to support enhanced service to better serve under-resourced communities and to provide recommendations to improve service levels.  | \$500,000   |
| KY    | Transit Authority of River City                           | The Transit Authority of River City (TARC) will receive funding to conduct a system wide analysis of its post-pandemic transit needs and to identify how resources can be better allocated to serve its riders, especially low income and disadvantaged communities who utilize TARC services.  | \$780,100   |
| LA    | Capital Area Transit System                               | The Capital Area Transit System will receive funding to study transit options on the Florida Boulevard corridor, to include environmental impact assessment for a new Operations and Maintenance/Administration facility and transit centers, as well as feasibility planning for transit-oriented development opportunities.   | \$514,045   |

| State | Project Sponsor                                | Project Description   | Funding     |
|-------|--|---|-------------|
| MA    | Massachusetts Bay Transportation Authority     | The Massachusetts Bay Transportation Authority (MBTA) will receive funding for The Chelsea and Everett Cross-Town Route Implementation Planning Study, which prioritizes improving access to opportunities and service quality for low-income riders.   | \$780,100   |
| MA    | Merrimack Valley Regional Transit Authority    | The Merrimack Valley Regional Transportation Authority will receive funding to conduct a planning study on restoring transit services and addressing the affects of COVID-19 and its changing demographics.   | \$450,000   |
| MD    | Maryland Department of Transportation          | The Maryland Department of Transportation (MDOT) will receive funding to develop a plan for service recovery and expansion that will include reviewing its existing strategic plans, conducting a service analysis, and engaging its riders to identify essential, work, social, and recreational transit destinations. The plan will propose phased improvements to existing routes and prioritize service changes for low-income households and disadvantaged neighborhoods.  | \$300,000   |
| MI    | Mass Transportation Authority INC              | The Mass Transportation Authority in Flint, MI will receive funding to conduct a route planning restoration study of its fourteen fixed, primary routes with the goal of increasing ridership, improving service delivery, and better understanding the changing needs in the post COVID-19 community.  | \$260,000   |
| MI    | Macatawa Area Express Transportation Authority | The Macatawa Area Express Transportation Authority (MAX Transit) in Holland, MI, will receive funding to conduct a regional transit planning initiative to collect data on first and last mile connections in the transit service area and neighboring transit agencies in West Michigan. The initiative will assist in improving transit systems management, to resume fixed route services to underserved and vulnerable populations, launch microtransit operations to increase ridership, and offer workforce development to equip transit staff with the skills and training to effectively respond to the increasing demands of transit innovation. | \$400,000   |
| MO    | Kansas City Area Transportation Authority      | The Kansas City Area Transportation Authority (KCATA) will receive funding to conduct a study of its transit services designed to improve mobility and access while combating climate change.   | \$514,045   |
| MS    | City of Jackson                                | The City of Jackson will receive funding to establish the JTRAN New Bus Network Project, to improve public transportation, provide more flexibility, frequency, and coverage to areas of the City of Jackson that are currently under-served. The JTRAN New Bus Network Project will be designed to better link under-served communities to critical services.  | \$1,000,000 |
| NC    | City of Charlotte                              | The City of Charlotte (CATS) will receive funding to initiate the First Mile -Last Mile project that will provide the transit agency with an opportunity to expand frequent and affordable transit service to low-income and disadvantaged neighborhoods/communities. Through a proactive outreach and engagement process that extensively involves low-income residents in disadvantage neighborhoods/communities, CATS will develop a first mile/last mile mobility solution that improves the quality of life for all residents within Mecklenburg County.   | \$750,000   |

| State | Project Sponsor  | Project Description  | Funding   |
|-------|--|--|-----------|
| NC    | Research Triangle Regional Public Transportation Authority | The Research Triangle Regional Public Transportation Authority (GoTriangle) will receive funding to conduct a transit study to identify opportunities to shift from a park-and-ride-based transit service to a community-based service that connects to the regional network those who rely the most on transit such as seniors, individuals with disabilities, and low income riders.   | \$90,000  |
| NJ    | New Jersey Transit Corporation                             | New Jersey Transit (NJT) will receive funding to study ridership trends and mass transit service in Hudson County, NJ. The study will analyze current service, strengths, deficiencies, gaps, opportunities of the existing local bus network and opportunities for stakeholder and public involvement intended to develop a comprehensive Public Involvement Plan that identifies a range of outreach approaches targeting key internal and external stakeholders.                      | \$514,045 |
| NV    | The Regional Transportation Commission of Southern Nevada  | The Regional Transportation Commission of Southern Nevada will receive funding for planning and designing of enhanced bus stops to increase quality and safety for transit riders and increase ridership for customers who reside in disadvantaged communities.  | \$450,000 |
| NY    | City of New York   | The City of New York (NYCDOT) will receive funding to support planning, service and reliability improvements on three Brooklyn Bus Corridors (B15, B35, B41). The study will evaluate opportunities to improve operational performance on these routes.  | \$780,100 |
| NY    | Capital District Transportation Authority                  | The Capital District Transportation Authority (CDTA) will receive funding to develop a transportation data platform in support of intelligent system-wide route structuring, expansion, and improvement in order to more effectively and efficiently restore service to pre-COVID levels and to better serve disadvantaged communities and environmental justice populations while reducing greenhouse gas emissions.  | \$514,045 |
| OH    | Southwest Ohio Regional Transit Authority                  | The Southwest Ohio Regional Transit Authority (GoMetro) will receive funding to plan for and develop new Bus Rapid Transit corridors which will improve service, reliability and environmental impact of transit in the region, in particular for low-income riders and those living in disadvantaged communities.   | \$780,100 |
| OH    | Toledo Area Regional Transit Authority                     | The Toledo Area Regional Transit Authority will receive funding to study and develop an operations plan for new service with bus stop planning, coordination of core service in corridors to facilitate safer transfers between routes.  | \$410,000 |
| OR    | Tri-County Metropolitan Transportation of Oregon           | The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) will receive funding to develop improvement plans, with input from the local community and its jurisdictional partners, to respond to emerging transportation trends and ridership patterns following COVID-19.  | \$514,045 |
| PA    | Port Authority of Allegheny County                         | The Port Authority of Allegheny County (PAAC) will receive funding to perform a bus network study which will evaluate the existing network to determine how to most effectively restore service for low-income and other disadvantaged populations as well as account for new trends in mobility following COVID-19. The study will assist PAAC so that it can combat climate change and support the region's long-term values of accessibility, equity, sustainability, and efficiency. | \$780,100 |

| State | Project Sponsor                                      | Project Description   | Funding   |
|-------|--|---|-----------|
| PA    | Southeastern Pennsylvania Transportation Authority   | The Southeastern Pennsylvania Transportation Authority (SEPTA), in conjunction with the City of Philadelphia, will receive funding to identify, study, and develop transportation improvements for the North Philadelphia West neighborhood between 18th and 33rd Street, and Lehigh and Girard Avenue, an area of roughly 2 square miles. This area is served by 9 bus routes, with service concentrated on 7 primary transit corridors.   | \$500,000 |
| PA    | Centre Area Transportation Authority                 | The Centre Area Transportation Authority (CATA) will receive funding to conduct a study on current operations of existing services and make recommended changes that will increase ridership and overall transit experience for its riders. The study is intended to determine how CATA can fully integrate its transportation services in order to provide enhanced mobility to seniors, low-income, and working families through efficiencies and enhanced routing.   | \$205,000 |
| SC    | BERKELEY-CHARLESTON-DORCHESTER COUNCIL OF GOVERNMENT | The Berkeley-Charleston-Dorchester Council of Governments will receive funding to study fixed route and bus rapid transit (BRT) alternatives for the US 52 Corridor connecting the communities of Goose Creek and Moncks Corner in Berkeley County. The BRT study will identify alignments, station locations and guideway features based on criteria related to increased ridership, equitable access, cost and financial effectiveness, local land use policy, regional transportation goals, e-mobility, electric fleets, engineering and safety features and environmental impacts. | \$650,000 |
| SC    | Charleston Area Regional Transportation Authority    | The Charleston Area Regional Transportation Authority (CARTA) will receive funding to develop a downtown restoration plan to improve ridership and service quality post pandemic.   | \$563,800 |
| TX    | The Woodlands Township                               | The Woodlands Township, primarily located in Montgomery County, TX, will receive funding to conduct a planning effort to evaluate ways to improve post-COVID-19 service levels across its transit services, improve driver retention, and evaluate the potential of expanding transit services.   | \$400,000 |
| TX    | VIA Metropolitan Transit                             | VIA Metropolitan Transit will receive funding to analyze pre-and post-COVID-19 ridership, travel patterns, rider demographics and service allocation on its route network to identify opportunities to maximize ridership and improve service quality for throughout its transit system.  | \$780,100 |
| TX    | Capital Metropolitan Transportation Authority        | The Capital Metropolitan Transportation Authority (CapMetro) will receive funding to assist in developing a training program for its frontline operations staff, including operators, mechanics, supervisors and dispatchers. This will allow CapMetro to incorporate industry best practices into its training program processes.  | \$780,100 |
| TX    | City of McAllen                                      | The City of McAllen will receive funding to conduct a study to review its current service levels, as well as the feasibility of high capacity transit for immediate and future implementation of service that would get McAllen to pre-COVID-19 service levels and beyond pre-COVID-19 service levels.  | \$500,000 |

| State | Project Sponsor        | Project Description  | Funding   |
|-------|------------------------|--|-----------|
| TX    | City of El Paso        | The City of El Paso (Sun Metro) will receive funding to conduct a study to explore initiatives that will enhance transit services via cost-effective methods. These enhancements will help attract new users to Sun Metro, stimulate economic activity, help reduce greenhouse gas emissions, and help reduce the effects of climate change. | \$450,000 |
| TX    | City of Lubbock        | The City of Lubbock will receive funding to study their current transit priorities and developing a route proposal that prioritizes connecting low income and underserved neighborhoods to all areas of the city.  | \$300,000 |
| TX    | City of Brownsville    | The City of Brownsville will receive funding to plan and implement microtransit services that will expand Brownsville Metro's service, increase ridership and enhance the public's connectivity to opportunities.  | \$300,000 |
| UT    | Utah Transit Authority | The Utah Transit (UTA) will receive funding to study the impact of transit service restoration and future expansions on vulnerable and disadvantaged populations.  | \$300,000 |
| WI    | City of Madison        | The City of Madison (Metro Transit) will receive funding to develop a plan to restore services to pre-pandemic levels and to do so in a way that improves the quality of service provided to low-income riders and disadvantaged neighborhoods.  | \$436,170 |

**Total Funding:**  
\$25,000,000

Last updated: Thursday, September 7, 2023

U.S. DEPARTMENT OF TRANSPORTATION

**Federal Transit Administration**

1200 NEW JERSEY AVENUE, SE

WASHINGTON, DC 20590

202-366-4043

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# FY 2021 Grants under the Route Planning Restoration Program

## Applicant and Proposal Profile

Is this a resubmission due to an invalid/error message from FTA?  Yes  No

### Section I. Applicant Information

Organization Legal Name:

FTA Recipient ID Number:

Organization Chief Executive Officer:   
(Name and Direct Phone Number)

Project Location:  Large Urban (200,000 or greater)  
 Small Urban (199,999 to 50,000)

Specify the County(s) and State where the project is located:

Confirm the project is located in a low-income or disadvantaged neighborhood or community by referencing the project location census tracts. Use this link to confirm: <https://datahub.transportation.gov/stories/s/tsyd-k6ij>

Yes  No

Eligible Recipient or Subrecipient of 49 U.S.C. 5307?  Yes  No

If applicant is not a direct recipient, identify the organization that has agreed to secure funding on their behalf in FTA's grants management system. Is documentation of that agreement included in the application?

- Applicant Eligibility (select all that apply):
- State
  - Local government authority
  - Public Transit Provider
  - Metropolitan Planning Organization
  - Federally-recognized Native American Tribe
  - Other

If Other, specify:

## Section II. Project Information

### About the Project

Project Title:  
(Descriptive title of this project)

City of Fort Lauderdale Ridership Recovery Program - Planning Phase - Transit Needs Assessment

Project Executive Summary:

The City of Fort Lauderdale’s Community Shuttle ridership has plummeted by 50% since the beginning of the COVID-19 pandemic in January 2020. This project will assess shifts in travel behavior and transit needs of the community in the aftermath of the COVID-19 pandemic, as well as explore solutions that will align the City’s Community Shuttle service with the changing transit demand to recover ridership in core transit areas, specially in disadvantaged communities and business districts.

Project Statement of Work (one sentence summarizing request):

The City of Fort Lauderdale would like to request \$150,000 to develop a Transit Needs Assessment Report over 14 months.

- Project Type (select all that apply):
- Planning for Services to Address Equity
  - Planning for Addressing Climate Change
  - Transit Planning Study for Services and Routes
  - Engineering Study of Transit Facilities or New Facilities
  - Technical Study or Plan for Advancing Innovative Technologies
  - Transit Financing Study or Plan
  - Planning and Environmental Linkage Study
  - Environmental Analysis
  - Planning for Low or No Emission Buses
  - Coordinated Public Transit Human Services Transportation Planning
  - Integrated Fare Collection Study
  - Other

If Other, specify:

### General Information

Describe how this application would address racial equity and/or environmental justice for low-income riders and low-income or disadvantaged neighborhoods and communities. Environmental justice populations include low income and disadvantaged neighborhoods and communities as defined in 49 U.S.C. 5302(11) and FTA Circular C4702.1B Title VI Requirements and Guidelines for Federal Transit Administration Recipients.

Based on definitions in 49 U.S.C. 5302 (11) and FTA Circular C4702.1B Title VI, low-income population is a group of individuals whose family income is below 150 percent of the poverty line who live in geographic proximity. The analyses of racial equity and environmental justice conducted in this application focuses on low-income population in Northwest Fort Lauderdale whose connection to employment, services, and larger transit network has been impacted due to the reduction in Community Shuttle service.

Northwest Fort Lauderdale is the heart of the City's Community Shuttle service. Since the onset of the pandemic, this area has accounted for 58% of the total ridership of the City's five-route Community Shuttle network, reflecting its resilient transit supportive potential. There are two Community Shuttle routes that service this area: Neighborhood Link and Northwest Community Link. These two routes combined have a length of 24.42 miles, 93% of which serve census tracts that have a poverty rate of at least 20% and have been identified by the US Department of Transportation as "areas of persistent poverty". These areas serve over 30,000 residents, more than 80% of which are non-White or of Hispanic/ Latino origin. Nevertheless, this area is not resistant to the impacts of the pandemic. Total ridership from the area has declined from 76,215 in between October 2018 and September 2019 to 60,706 between October 2020 to September 2021, a 20% drop. Among other pandemic-related reasons, this decline could be partially attributed to the cutback in service of connecting routes.

The City's free Community Shuttle network reaches 47,300 residents, 67% of which resides in Northwest Fort Lauderdale. Yet, 69% of employment as well as most free recreational areas such as parks and beaches are concentrated in Downtown and East Fort Lauderdale. Hence, even when the Community Shuttle service has not been reduced in the Northwest Fort Lauderdale, the reduction of services in the Downtown and East Fort Lauderdale, limited access of its residents to job centers in the other side of the City. As the study by Shamshiripour et al. (2020) found, low-income groups are the hardest hit by the pandemic with a higher likelihood of losing their main source of income. The number of pandemic-related unemployment is particularly high among women of color working in the leisure and hospitality industry (Fins, 2020). Now, more than ever, the importance of a well-connected, fare-free transit could not be stressed enough.

Moreover, the pandemic highlights the disproportionate opportunities between higher-income and low-income groups. A study by Kar et al. (2020) in Columbus, Ohio found that low-income groups tend to make more medium- to long-distance work trips compared

to higher-income groups who have remote work options and tend to make shorter recreational trips during the pandemic. However, through public transit, low-income communities could have a wider access to free amenities across the City. The Community Shuttle network could provide low-income communities connection to the beach, recreational amenities and outdoor spaces that could facilitate the much needed physical activity and socially distant interactions during these challenging times.

The transit needs assessment will be very focused in engaging the low-income communities in the Northwest Fort Lauderdale, beyond just conducting surveys, holding public meeting, and presenting in HOAs. The community engagement will involve partnering with local organizations and coordinating with local leaders to identify needs and discuss solutions. Programs such as bike and ride, art fairs, local business events will also be utilized as tools to gather more insights about the transit needs of the community.

Describe how this application would support reduced greenhouse gas emissions and reduce the effects of climate change:

The City of Fort Lauderdale’s (City) topographical characteristics – low elevation on porous geology surrounded by inland waterways and shorelines make it vulnerable to sea-level rise cause by greenhouse gas emissions. Amid the pandemic, the city has experienced a surge in population and housing demand from individuals permanently moving to the City from the North. To meet such demand various residential and commercial developments are being proposed across the City, but with limited strategic approach in offsetting its traffic impacts.

The transit needs assessment then will allow for a better understanding on how public transportation, particularly the City’s Community Shuttle network, can support the mobility needs of residents and patrons of these new developments. These new developments potentially could become major activity and trip generators. The community engagement activities of the project can include discussions with business owners, developers, and current/ future residents or workers, which could evolve in establishing programs that would lessen the car-dependency of these new developments. With transportation being one of the largest sources of greenhouse emission (Environmental Protection Agency, 2021), having a purposeful transit program that encourages people to take the shuttle or use of other active modes of transport instead of driving can make a difference. It all starts with “grassroot” conversations.

References:

EPA. (2017). Fast Facts: US Transportation Sector Greenhouse Gas Emissions.  
 Fins, A. (2020). Women in Leisure and Hospitality Are Among the Hardest Hit by Job Losses and Most at Risk of Covid-19 Infection. <https://nwlc.org/wp-content/uploads/2020/11/LeisureFS.pdf>  
 Kar, A., Le, H. T., & Miller, H. J. (2021). What Is Essential Travel? Socioeconomic Differences in Travel Demand in Columbus, Ohio, during the COVID-19 Lockdown. *Annals of the American Association of Geographers*, 1-24.  
 Shamshiripour, A., Rahimi, E., Shabanpour, R., & Mohammadian, A. K. (2020). How is COVID-19 reshaping activity-travel behavior? Evidence from a comprehensive survey in Chicago. *Transportation Research Interdisciplinary Perspectives*, 7, 100216.

### Project Budget

| Description  | QTY | Federal Amount | Federal Match Amount | Other Federal Funds | Other | Total Cost |
|--|-----|----------------|----------------------|---------------------|-------|------------|
| Consultant-conduct needs assessment,public engagement, summarize fundings, provide recommendations | 1   | 150,000        | 0                    | 0                   | 0     | 150,000    |
| <b>Total:</b>  |     | 150,000        | 0                    | 0                   | 0     | 150,000    |

### Matching Funds Information

Matching Funds Amount (must match project budget amount):

**Source of Matching Funds:**

Not applicable. Grant does not require local match.

**Matching Funds Availability:**

Not applicable. Grant does not require local match.

## Project Scalability

Is project scope scalable?  Yes  No

If Yes, specify minimum Federal Funds necessary:

Provide explanation of scalability with specific references to the budget line items above:

This project is the second component of the planning phase. The final planning document for this project will include the following components:

Part 1: Market Analysis – Provide a historical and current evaluation of Community Shuttle service network. Data and contents for this part will be based on the City's 2017 Transit Master Plan and annual service summary reports. This will be conducted in-house by City staff.

Part 2: Needs Assessment – Assess the shift in travel behavior and needs in the aftermath of COVID-19 and upcoming developments within the network that will impact transit demand. This part will involve data collection and analysis, research, and evaluation of travel patterns and rider profiles in the core service areas. Recommend strategic and operational solutions to address these needs.

Part 3: Implementation Plan – Summarize a plan of action to execute operational and alignment recommendations that will best serve the present and future needs of City residents and visitors.

## Project Proposed Milestones Timeline (Please be as specific as possible)

| Timeline Description  | Timeline Date |
|---|---------------|
| Solicitation Process (Develop request for proposal, consultant selection, Commission approval)      | 04/01/2022    |
| Preliminary Documentation (Finalize agreement, project kickoff mtg, provide service info and stats) | 10/01/2021    |
| Customize public outreach and data collection strategy for residents, tourists, and businesses      | 11/01/2021    |
| Develop public outreach materials and data collection instruments (includes review)                 | 12/01/2021    |
| Collect data via interactive surveys and conduct public outreach activities                         | 01/17/2022    |

|   |            |
|---|------------|
| Analyze data and summarize results of public outreach activities    | 03/01/2022 |
| Draft the Transit Needs Assessment Report (includes review process) | 04/01/2022 |
| Submit Final Transit Needs Assessment Report                        | 06/01/2022 |

## Congressional Districts (Place of Performance)

Congressional District

FL-022

## Section III . Evaluation Criteria

**\*\*\* Address each of the evaluation criteria as described in the Notice of Funding Opportunity.\*\*\***

### Demonstration of Need

As a result of the pandemic, the City of Fort Lauderdale reduced its Community Shuttle services to maintain operational efficiency needed to secure funding from Broward County (County). The City's Community Shuttle operations and maintenance is fully funded by the County through the penny for transportation surtax. The Interlocal Agreement between the City and County requires the Community Shuttle service to maintain a 7.1 passengers per hour (PPH) consistently throughout the year. This threshold has been lowered to 3.5 PPH amid the pandemic. To meet this threshold, service cutbacks was necessary. Such decision, however, negatively impacted the mobility and connectivity of the entire transit network, particularly the transit-dependent residents in Northeast Fort Lauderdale as explained earlier in the application. This project then aims to identify how demographics, activity centers, travel patterns, and transit needs have changed in the aftermath of the pandemic. This will guide future planning decisions relating to route realignment, expansion, and service schedule that meet ridership threshold by the County without compromising service quality and connectivity. The extent and impact of service reduction is described below.

i. Pre-pandemic service levels versus current service levels using both absolute numbers and relative proportions of service reduction and elimination of:

a. Service routes and route mileage; and

Service Routes

Pre-pandemic: 5 routes (Downtown Link, Las Olas Link, Beach Link, Neighborhood Link, Northwest Community Link)

Post-pandemic: No changes in the number of routes

% CHANGE IN SERVICE ROUTES: No changes

Route Mileage

Pre-pandemic: 50.8 miles

Post-pandemic: 50.8 miles

% CHANGE IN ROUTE MILEAGE: No changes

b. Scheduled daily hours of service; and

Pre-pandemic:

Downtown Link (16 hours)

Las Olas Link (13 hours)

Beach Link (19.5 hours)  
 Neighborhood Link (5.17 hours)  
 Northwest Community Link (25.94 hours)  
 Total: 79.61 hours

Post Pandemic:  
 Downtown Link (8 hours)  
 Las Olas Link ( 4.43 hours)  
 Beach Link (19.5 hours)  
 Neighborhood Link (5.17 hours)  
 Northwest Community Link (25.94 hours)  
 Total: 63.04 hours  
 % CHANGE IN DAILY HOURS OF SERVICE: 20.8% decrease

c. Vehicle-revenue miles of service.  
 Pre-pandemic (January 2019 to December 2019): 186, 581  
 Post-pandemic (January 2020 to December 2020): 139,016  
 % CHANGE IN ROUTE MILEAGE: 25.5% decrease

ii. Pre-pandemic versus current levels of ridership due to reduced or eliminated services:  
 RIDERSHIP  
 Pre-pandemic (January 2019 to December 2019): 195,814  
 Post-pandemic (January 2020 to December 2020): 97,096  
 % CHANGE IN ROUTE MILEAGE: 50.41% decrease

The number of vehicles and scheduled hours servicing the following Community Shuttle routes: Downtown Link, Las Olas Link and Beach Link were reduced, impacting 19,000 residents, 11% of whom are living in poverty and 33% are non-White or of Hispanic/ Latino origin. As explained earlier in this application, however, the reduction of services in these routes created a barrier in the free transit access of low-income groups residing in Northwest Fort Lauderdale to employment opportunities and services that are concentrated in Downtown and East Fort Lauderdale.

## Demonstration of Benefits

### Identification of low-income community's transit needs

The famous Sherlock Holmes once said, "Data, data, data. You cannot build bricks without clay." In a similar way, the City's existing knowledge of the Community Shuttle service in the aftermath of the pandemic is primarily based on previous data collection efforts as well as secondary data from Census, operators, and other third-party partners. Since the pandemic, the City has not attempted to collect data first-hand limiting the ability to truly gauge the impact of the pandemic on transit ridership and needs. Hiring an experienced consultant to conduct the proposed activities provide the delicate technical skill to engage hard to reach groups including pockets of the community who has limited English proficiency.

### Inclusion of low-income groups in the planning process

One of the main focus of this project is to include low-income groups in Northwest Fort Lauderdale in the planning process. Once again, selection of the right consultant to complete the tasks detailed in this proposal is key in ensuring that the public outreach strategy will be inclusive of all segments of the population and will involve different engagement and data collection tools that will optimize participation especially among hard to reach groups.

### Route funding

The outcome of this report will be particularly useful in applying for the County surtax operations fund. The funding could be used towards route realignment, extension, and expansion, that would benefit low-income population in terms of improving service levels and connectivity to major employment centers, social services, and recreational spaces.

## Project Implementation Strategy

### MAIN DELIVERABLE

Development of a Transit Needs Assessment Report in electronic and hard copy format

### TASKS

#### Task 1: Preliminary documentation

Consultant will coordinate with City staff to get a historical background and current service statistics of the City's Community Shuttle service, including the identification of low-income communities and transit core areas. This initial task will also include a discussion of the scope of work to clarify project tasks and deliverables.

Deliverable - Preliminary meetings and notes | City staff to provide service information and statistics using the Remix software and other various sources

#### Task 2: Develop public outreach and data collection plan

Consultant will develop a public outreach and data collection plan that outlines how they will engage with various segments of the population, including low-income residents, tourists, and business entities, among others. Emphasis will be on connecting with local leaders, organizations, and stakeholders that have a sway in the outcome of discussions and the formation of transportation policies and operations. Data collection should be interactive and equity-focused in a way that engages different segments of the population using various mediums - online, charettes, breakout groups, etc.

Deliverable - Public Outreach and Data Collection Plan | City staff to review the plan in consultation with partners

#### Task 3: Develop public outreach materials and data collection instruments

Consultant will develop materials needed to implement community engagement activities described in Task 2. The materials will be customized to different segments of the population to optimize participation and will be presented in various mediums for inclusivity.

Deliverable - Public outreach materials and data collection tools in various mediums | City staff to review the deliverables in consultation with partners

#### Task 4: Analyze the data and summarize results of public outreach activities

Consultant will analyze the qualitative and quantitative data collected from the public outreach activities and convey it in a compelling story telling format that highlights the existing and future needs of the population, particularly the low-income communities.

Deliverable - Raw data and summary of results | City staff to review results

#### Task 5: Draft the Transit Needs Assessment Report

The consultant will put together all the deliverables from Tasks 1 to 4 and summarize them in the Transit Needs Assessment Report. Based on the outcome of the public engagement and data collection activities, consultant will provide strategic and operational recommendations for the City.

Deliverable - Transit Needs Assessment Report | City staff to review the final report

### Timeline

As described above, 14-month process which includes 4 to 6 months of the solicitation process.

### Scalability component:

The City will work with the Broward County Transit to use the outcome of the Report to apply for funding in either realigning or extending routes and service hours.

## Technical, Legal, and Financial Capacity

The City of Fort Lauderdale Transportation and Mobility Team is composed of planner, engineers, and public servants with diverse professional backgrounds and transportation-related expertise. The team is supported by in-house grants coordinator and financial



administrators that ensure compliance with grant requirements and financial processes. The regional impact of their decisions and analyses are done in consultation with other City departments such as Department of Sustainable Development, Public Works, Parks and Recreation, Northwest Community Redevelopment Agency, among others. The team also partners with Broward County Transit, Broward Metropolitan Planning Organization, and Florida Department of Transportation - District 4. These external partners not only provide funding to the City but also provide the much needed technical, administrative, and logistical guidance to City in running in various transportation programs. All funding, solicitation, and service agreements are also vetted and reviewed by the City's Risk, Procurement, Finance, and Legal Departments prior to approval by the City Commission and external partners.

For this project, a request for proposal will be solicited from a consultant who has an excellent qualification in conducting innovative community outreach programs involving both disadvantaged communities and business districts. The selected consultant will also demonstrate an ability to provide a compelling story highlighting the qualitative and quantitative information gathered from the outreach. The procurement process will comply with FTA Circular 4220.1F: Third Party Contracting Guidance.

**4547061 CITY OF FORT LAUDERDALE TRANSIT NEEDS ASSESSMENT REPORT**

**Non-SIS**

**Work Summary:** TRANSIT STUDY **From:**

**To:**

**Lead Agency:** Fort Lauderdale

**MTP Pg.:** 5-8

| Phase        | Fund Source | 2024           | 2025     | 2026     | 2027     | 2028     | Total          |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| OPS          | FTA         | 150,000        | 0        | 0        | 0        | 0        | 150,000        |
| <b>Total</b> |             | <b>150,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>150,000</b> |

**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 150,000

**Project Description:** The City of Fort Lauderdale received FY 2021 Grants under the Route Planning Restoration Program. The project will assess shifts in travel behavior and transit needs of the community in the aftermath of the COVID-19 pandemic, as well as explore solutions that align the City's Community Shuttle service with the changing transit demand to recover ridership.

**2024006 CONNECT FORT LAUDERDALE**

**Non-SIS**

**Work Summary:** FEASIBILITY STUDY **From:**

**To:**

**Lead Agency:** BROWARD MPO

**MTP Pg.:** 5-34

| Phase        | Fund Source | 2024             | 2025     | 2026     | 2027     | 2028     | Total            |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| PLN          | RCP         | 1,500,000        | 0        | 0        | 0        | 0        | 1,500,000        |
| <b>Total</b> |             | <b>1,500,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,500,000</b> |

**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 1,500,000

**Project Description:** BROWARD MPO RECEIVED RECONNECTING COMMUNITIES AND NEIGHBORHOODS GRANT FOR FEASIBILITY STUDY TO EVALUATE REPLACING FIVE AT-GRADE FEC RAILROAD CROSSINGS LOCATED AT DAVIE BLVD., BROWARD BLVD., SISTRUNK BLVD / NW 6TH ST., ANDREWS AVE., AND SUNRISE BLVD. WITH PROPOSED ROADWAY UNDERPASSES, INCLUDING VEHICULAR, PEDESTRIAN, AND BICYCLE INFRASTRUCTURE.

**2024007 SMART METRO - REGIONAL DIGITAL TWIN PLATFORM AND CORRESPONDING DATA STEWARDSHIP Non-SIS**

**Work Summary:** PLANNING **From:**

**To:**

**Lead Agency:** BROWARD MPO

**MTP Pg.:** 5-34

| Phase        | Fund Source | 2024             | 2025     | 2026     | 2027     | 2028     | Total            |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| PLN          | SMART       | 2,000,000        | 0        | 0        | 0        | 0        | 2,000,000        |
| <b>Total</b> |             | <b>2,000,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2,000,000</b> |

**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 2,000,000

**Project Description:** BROWARD MPO RECEIVED STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION (SMART) GRANT FOR DEVELOPMENT OF AN INNOVATIVE REGIONAL APPLICATION OF SYSTEMS INTEGRATION TO IMPLEMENT A FOUNDATIONAL DIGITAL TWIN PLANNING TOOL, REGIONAL DATA GOVERNANCE, AND STEWARDSHIP.






# TIP amendment package final

Final Audit Report

2024-06-17

|                 |  |
|-----------------|--|
| Created:        | 2024-06-17                                   |
| By:             | Jihong Chen (chenj@browardmpo.org)           |
| Status:         | Signed                                       |
| Transaction ID: | CBJCHBCAABAA8-pJuluiwfRghuHRq9xFBZkNm372pcFa |

## "TIP amendment package final" History

-  Document created by Jihong Chen (chenj@browardmpo.org)  
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-  Document e-signed by Greg Stuart (stuartg@browardmpo.org)  
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