

Phase Legend

Phase Abbreviation	PHASE
CST	CONSTRUCTION
OPS	OPERATIONS
RRU	RAILROAD & UTILITIES

DRAFT

Funding Code Legend

Fund Code	Fund Code Description
ACNP	AC - IM, BRDG REPL, NATNL HWY-MAP21
FTA	Federal Transit Administration

DRAFT



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
6th 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.

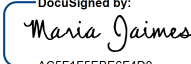
The TIP amendment is as follows:

	FM#	Project Name	Project Description
EXISTING	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	
	Project Length:	2.795		
	Phase	Fund	FY 2024	
	RRU	ACNP	\$50,000	
	Phase	Fund	FY 2025	
	CST	ACNP	\$26,807,379	
	Phase	Fund	FY 2026	
	CST	ACNP	\$82,814	
	TOTAL	\$26,940,193		
PROPOSED	FM#	Project Name	Project Description	
	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	
		Project Length:	2.795	
		Phase	Fund	FY 2024
		RRU	ACNP	\$50,000
		Phase	Fund	FY 2025
		CST	ACNP	\$35,144,694
		Phase	Fund	FY 2026
		CST	ACNP	\$82,814
		TOTAL	\$35,277,508	
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.				

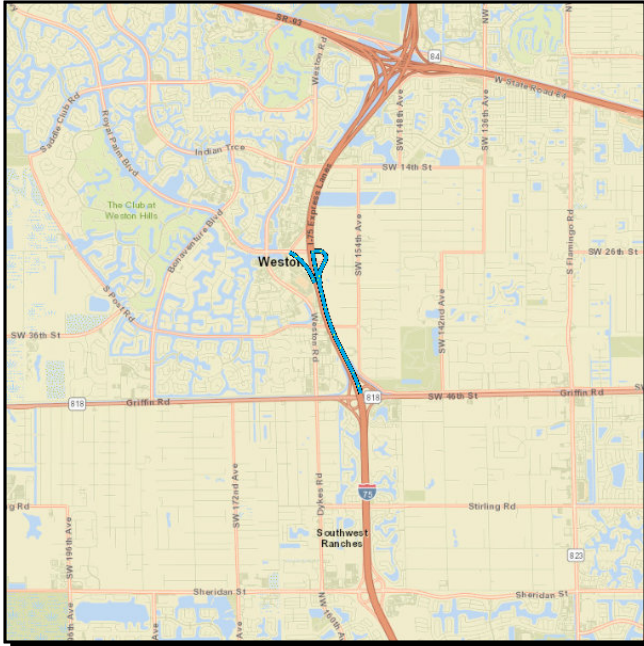
EXISTING	FM#	Project Name	Project Description
	421548-7	SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST	ULTIMATE INTERCHANGE IMPROVEMENTS, PD&E STUDY UNDER 419343-1 INCLUDES; SB AUX LANE FROM ROYAL PALM TO INDIAN TRACE, SB OFF RAMP; DESIGN ON 421548-1; G/W: 421548-6
	Project Length:		1.961
	Phase	Fund	FY 2025
	CST	ACNP	\$5,382,937
	Phase	Fund	FY 2026
	CST	ACNP	\$23,361
	TOTAL		\$5,406,298
PROPOSED	FM#	Project Name	Project Description
	421548-7	SR-93/I-75 INTRCHNG @ROYAL PALM BLVD FR S ROYAL PALM BLV TO S SW 14 ST	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
	Project Length:		1.961
	Phase	Fund	FY 2025
	CST	ACNP	\$8,772,436
	Phase	Fund	FY 2026
	CST	ACNP	\$22,718
	TOTAL		\$8,795,154
<p>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.</p>			

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
Total		50,000	26,807,379	82,814	0	0	26,940,193

Prior Year Cost: 13,638

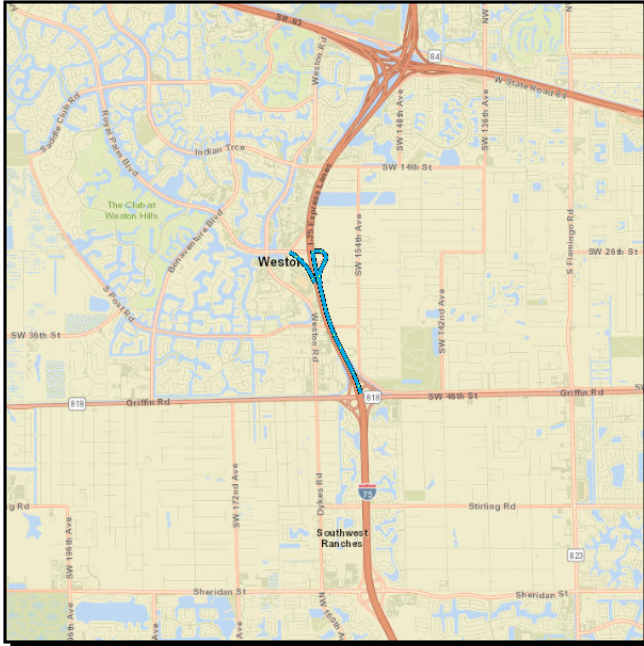
Future Year Cost:

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
Total		50,000	35,144,694	82,814	0	0	35,277,508

Prior Year Cost:

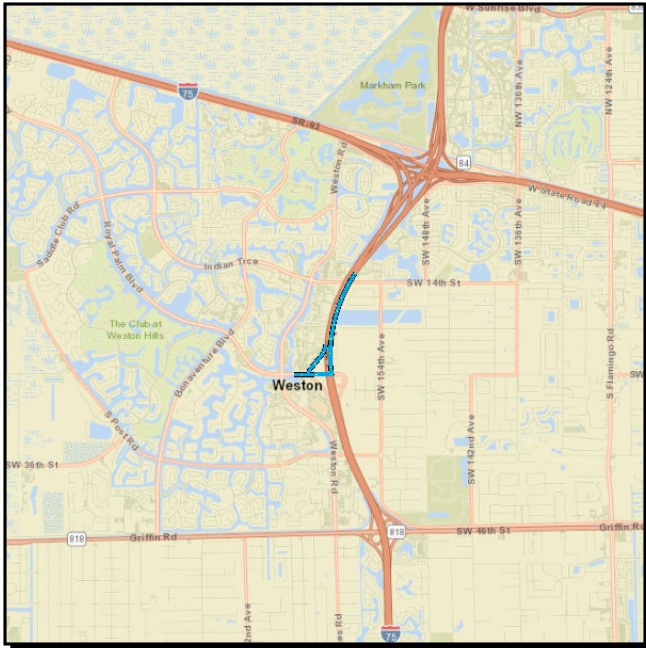
Future Year Cost:

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
Total		0	5,382,937	23,361	0	0	5,406,298

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
Total		0	8,772,436	22,718	0	0	8,795,154

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
6th 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:

PROPOSED	FM#	Project Name		Project Description
	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	

	TOTAL	\$150,000	
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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

DRAFT



April 8, 2024

Mr. Peter Gies
Metropolitan Planning Organization
100 W Cypress Creek Road
6th 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
RFP/Bid Advertisement	Solicit bids from consultants to complete study and report.	08/30/2024
Contract Award	Issue Notice to Proceed to selected consultant.	12/31/2024
Existing Conditions Summary	High-level summary of data collection methodology and community involvement efforts.	04/30/2025

Project Task	Description	Est Completion Date
Operational Recommendations	High-level summary of strategic and operational recommendations.	08/29/2025
Final Report	Document capturing total project effort, summarizing existing conditions, methodology, needs assessment, and identified recommendations.	11/14/2025
Contract End	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 3RD AVENUE, FORT LAUDERDALE, FLORIDA 33301
TELEPHONE (954) 828-3700, FAX (954) 828-3734

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Related Links

- [American Rescue Plan Act of 2021](#)
- [Route Planning Restoration Program](#)

Contact Us

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

If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

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

State	Project Sponsor	Project Description	Funding
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

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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
Total:		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.

DRAFT

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
Total		150,000	0	0	0	0	150,000

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.