



US Department
of Transportation
**Federal Transit
Administration**

National Transit Database

1200 New Jersey Avenue SE
East Building E-52
Washington, D.C. 20590

6/24/2022

Mr. Gregory Stuart
Executive Director
Broward Metropolitan Planning Organization
100 W CYPRESS CREEK RD STE 650
Suite 650
FORT LAUDERDALE, FL, 33309-2181

Re: NTD ID 42001
Primary UZA 4 - Miami, FL
Closeout Letter
2021 Report Year

Dear Mr. Stuart:

The Federal Transit Administration (FTA) is closing the 2021 National Transit Database (NTD) report year. FTA accepts your 2021 report and data revisions for the database.

You certified that Broward Metropolitan Planning Organization did not operate service, but received FTA Section 5307 Urbanized Area Formula (UAF) funds during the 2021 report year. FTA approves your Capital Grants reporting status for Report Year (RY) 2021.

If your Capital Grants reporting status changes (e.g., you begin to operate service), please notify your Validation Analyst and update your reporting type during the RY 2023 report year kickoff.

If you have any questions, please contact **Leigh Lumsden**, your Validation Analyst, at (434)-300-2897. We appreciate your efforts in reporting to the National Transit Database and value your contributions to a useful and accurate database for all users. We look forward to working with you in the next report year.

Sincerely,

Kevin Cao
ORISE Fellow

cc: Regional Administrator, IV
Ms. Amanda Christon, Transit Project Manager



MONICA CEPERO, County Administrator

115 S. Andrews Avenue, Room 409 • Fort Lauderdale, Florida 33301 • 954-357-7354 • FAX 954-357-7360

August 11, 2022

Mr. Gregory Stuart
Broward Metropolitan Planning Organization
100 West Cypress Creek Road, Suite 650
Fort Lauderdale, FL 33309

RE: MPO Surtax Services Funding Recommendations, Cycle 3

Dear Mr. Stuart:

As you may be aware, the projected funding available for municipal projects in FY2027 (Cycle 3) published in the County's FY2023 Recommended Budget is higher than what was originally estimated and communicated to Broward MPO Surtax Services staff in April, due to the difference between projected revenues and what was ultimately designated to Broward by the State. Specifically, the FY 2027 amount within the 10% Minimum Annual Guarantee for municipal projects increased from \$20,036,920 to 28,342,990.

The MPO, consistent with our contractual terms, transmitted Cycle 3 Funding Recommendations for municipal capital projects (MCPs) on June 1, 2022, totaling \$16,424,795.

Given the situation, I would like to afford you an opportunity to submit any revisions to the June 1, 2022 Cycle 3 Funding Recommendations to accommodate this increased amount available for MCPs by August 15, 2022. The Municipal Five-Year Plan is scheduled to be presented to the Transportation Surtax Oversight Board on August 19, 2022, and would also need to be shared with municipal stakeholders prior to that time. Any difference between the Cycle 3 Funding Recommendations received on or before August 15, 2022, and the amount projected to be available for municipal projects in FY2027, will be used towards unfunded, re-ranked rehabilitation and maintenance projects from Cycle 1 and/or roll forward into FY2028 municipal funding. I look forward to our continued partnership.

Sincerely,

A handwritten signature in blue ink, appearing to read "MC", is written over a light blue circular stamp.

Monica Cepero, County Administrator

cc. Kimm Campbell, Assistant County Administrator
Gretchen Cassini, MAP Administrator
Angela Wallace, Surtax General Counsel

GENERAL

1. What is this meeting for?

The Alternatives Public Information Meetings held in January 2022 gave interested persons an opportunity to review project alternatives, ask questions, and provide comments related to the proposed widening of Florida's Turnpike from south of I-595 to Wiles Road.

2. Why is this project needed? Why are you even considering adding 4 more lanes? With work at home and Covid being endemic in the long run, why do we need to expand now?

Florida's Turnpike Mainline through Broward County is a vital north-south corridor serving commuters, freight, recreational trips, and visitors. The Mainline and I-95 are the only north-south freeway facilities that connect Miami-Dade County and Palm Beach County. The corridor supports short-distance commutes within Broward County, commuters traveling between Palm Beach County and Miami-Dade County, and long-distance travelers to the Florida Keys and Orlando.

Traffic growth on the Turnpike Mainline has persisted through years due to new residential/commercial development, redevelopment, and growth in tourism and freight movements in the South Florida region. From 2000 to 2019, traffic volumes have an annual growth rate of 2.74% per year north of Atlantic Boulevard. Travel demand models show that traffic volumes north of Atlantic Boulevard are expected to increase by 1.5% per year until the year 2045.

Currently, there is moderate to severe congestion during the morning and afternoon rush hours along the Turnpike and at interchange ramps. It should be noted that Florida's Turnpike did experience a drop in congestion during the height of the COVID-19 pandemic, however we are seeing congestion return to nearly pre-pandemic levels. If nothing is done, there will be more stop-and-go traffic, longer delays, and more crashes.

The purpose and need for widening of the Turnpike Mainline is to add lanes to enhance safety, accommodate future (2045) transportation demand, improve travel time reliability, improve regional connectivity, and enhance emergency response and evacuation.

3. Why would a public hearing be scheduled for late summer when most seasonal residents would not be able to attend?

The Public Hearing was moved out to allow more time to review community feedback and is anticipated to be held in the first quarter of 2023. The Public Hearing will be held in a hybrid format, similar to the Alternatives Public Information Meeting, where the public can participate in-person or through a computer. This means that no matter where a person resides, they can participate in the public hearing. Both in-person and virtual participants will be able to provide a verbal comment during the public comment period. All interested persons will be able to provide a written comment for the Public Hearing record via mail or online through the project website. All comments provided in-person or virtually, verbally or in writing, carry equal weight.

4. Will I be able to travel on the Turnpike during the improvement? How will the time be impacted? Will there be an issue during Hurricane season, with evacuation if a storm arises or will there be delays due to being under construction?

If the build alternative is chosen, you will be able to travel on the Turnpike during construction. If any lane closures are necessary, they would most likely occur at night to avoid impacting traffic during rush hour. It is expected that the same number of lanes would remain open to traffic during construction through all times of the year including hurricane season.

5. Is the project coordinating with Broward public Transportation? With the Gas company?
We have been coordinating with Broward County as well as Florida Gas Transmission (FGT).

DRAINAGE

1. What studies will be done on storm drain flow in light of projected dramatic increases in frequency and severity of storms due to climate change?

Any future modifications to the Turnpike drainage system will be evaluated, designed, and constructed in accordance with all current, local, and state requirements.

2. Will the canal be put back that was filled in that ran parallel to the turnpike just south of Sunrise Blvd.? Will the construction affect the wall and canal on the west side of the turnpike? I am a resident on Redwood Circle.

Yes, the existing noise wall and canal will be affected if the build alternative is chosen, as shown in the second roll plot on the website. Right of way is needed from the water management district, not the residential properties, and the existing noise wall will be replaced. To better understand, please visit www.Turnpike595toWiles.com, scroll down to "Documents", then "Alternatives Public Information Meeting", and then "Overall Corridor Improvement Map 2 of 7".

PROJECT SCHEDULE

1. When will we know which alternatives are selected?

The preferred project alternative will be presented for public input at a Public Hearing anticipated to be held in the first quarter of 2023. If you received a prior invitation for a public meeting, then you are already on our mailing list and will be notified about the Public Hearing. If you did not receive a notification, then please send an email to Jazlyn.Heywood@dot.state.fl.us requesting to be added to the mailing list.

PROPERTY VALUES, TAXES & COMPENSATION

1. Was cost to homeowner's home value considered? How will this impact home value in South Coconut Creek?

Florida's Turnpike Enterprise (Enterprise) does not provide opinions on potential future property values. The Enterprise only appraises those properties that are needed for purchase for its

projects. The right-of-way requirements for this project will be developed/refined during the design phase.

2. [Would we pay higher taxes on our property with this new widening road? Will this project affect the property taxes?](#)

Because Florida's Turnpike is a self-supporting, user-financed toll road, the tolls collected generate the revenue necessary to fund roadway projects such as the widening of I-595 to Wiles Road, and other projects throughout the state, without using tax dollars. Reinvesting all revenues from tolls into the roadway system allow projects to be planned and built years before enough tax dollars could be collected to keep up with demand. Hence, Florida's Turnpike projects do not affect taxes or taxpayers.

3. [How do you compensate individuals who are impacted but outside the State right-of-way? How does the Turnpike Authority intend to compensate homeowners for the value lost by the turnpike expansion being so very close? How and when will we be compensated for our units?](#)

Florida's Turnpike Enterprise only appraises those properties that are required for its projects. The right-of-way requirements for this project will be developed/refined during the design phase. If a property is identified as being required for the construction of the project, the property owner will be contacted by a FDOT appraiser during the design phase.

PROJECT FUNDING, PHASES & APPROVAL

1. [What would be the sources of funding? Federal, State \(our taxes\), or solely from Toll income?](#)

The project will be funded through toll and concession revenues collected on Florida's Turnpike facilities.

2. [Regardless of alternative chosen does funding exist for design and construction?](#)

Currently, there is no funding for design or construction.

3. [Who ultimately approves this project?](#)

After the Public Hearing is conducted, the final PD&E document will then be provided to the Executive Director of Florida's Turnpike Enterprise for approval. If the Build alternative is approved, the project will move into the design phase.

4. [Can you separate the interchanges from the additional lanes for funding?](#)

Due to the size and scope of the proposed project, it will move forward in segments based on priority. Future phases of the potential projects include Design, Right of Way and Construction. The PD&E phase is the only phase that is currently funded.

5. [What is federal input to this project?](#)

The Federal Highway Administration (FHWA) is not involved in this project.

6. How long will it take to complete the project? When will the project start? When do you anticipate the road expansion reaching Coconut Creek Blvd?

Currently, there is no funding for the project beyond the PD&E study phase; therefore, no timelines for Right of Way, Design, and Construction have been developed.

7. When will you be purchasing the old golf course for the Oakland Park Blvd interchange? Will you be buying the whole property?

Currently, no future project phases are funded. If the interchange alternative is chosen as the build alternative and funding becomes available, the final design phase that includes right of way would follow. Further analysis needs to be completed prior to knowing if the whole parcel is needed for the project.

ENVIRONMENTAL IMPACTS

1. Is anyone looking at the quality of the air?

An air quality analysis will be documented in an Air Quality Technical Memorandum and made available for public review prior to the Public Hearing.

2. What quality of life will be had? What effect will the proposed expansion of the Florida Turnpike to our current standard of living?

The expansion of the Florida's Turnpike would help reduce congestion, cars idling for long periods of time, travel times, and accidents, which improves the quality of life for residents. At the same time, we are evaluating potential natural, cultural, physical, and social impacts as a result of the project and will identify ways to mitigate or offset those impacts. The results of the study will be presented at the Public Hearing.

3. Why can't the additional lanes for the expansion be on the east side instead of the west side? Why are you placing the extra lanes on the Coconut Creek side? Why not expand on east side of turnpike and readjust utilities instead of inconveniencing residents and creating noise, pollution? Although I realize that it would be costly, why can't the road be widened on the opposite side, away from the residential community?

In response to community feedback, we compared three widening alternatives for the section of Turnpike from south of Atlantic Boulevard to Wiles Road; one that widens the Turnpike to the west within existing right of way, another that widens the Turnpike on a center alignment, and a third that widens the Turnpike to the east. All three alternatives would provide the same number of lanes. Also, the noise impacts would be comparable in all three options after mitigating with noise barriers. The center and east widening alternatives result in significant relocations of both residential and commercial property owners. The west widening alternative requires no relocations and results in the least impacts to the region.

4. Has there been a completely new environmental impact study to how moving four lanes west will affect the quality of life of resident? Have you done an environmental impact study?
Environmental analyses performed in this PD&E Study will identify the project's potential effect on social, cultural, natural, and physical resources, along with potential mitigation measures. The resulting documentation will be available for public review prior to the Public Hearing.

FLORIDA GAS TRANSMISSION

1. How are scheduled improvements and expansion of Turnpike Interchange ramps allowed to occur within the main line gas easement?
The Enterprise and FGT have coordinated on many projects. FGT understands the need for localized crossing of ramps over their facilities and recognizes that the ramp crossings do not adversely impact the operation and maintenance of the pipelines. However, longitudinal roadway encroachments (e.g., pavement, walls, bridges and drainage pipes) into the FGT easement do impact the operation and maintenance of the pipelines and impede FGT's access to their facilities.

POTENTIAL PROPERTY IMPACTS

1. How will the project affect our property? Will residential properties be taken for this road widening? I live in Hawaiian Gardens Phase Two, how will this affect me? I live on the west side of Turnpike just south of Commercial Blvd, how would this widening affect my home? I cannot find any maps of any proposed takings or construction to see if this impacts my property. What kind of direct impact does this have to homes and businesses that are in close proximity to the turnpike already? What are the proposed changes near and around the Pompano Beach service plaza? My home is located on the southbound side of the Florida Turnpike – will I have to move? How close will the construction be near my home since we live already pretty close to the turnpike? My property backs up to Turnpike with 18 ft. wall in between; how will this project impact the wall and my property?
Conceptual plans that show proposed improvements and the potential impacts to adjacent parcels are available for review on the project website, www.turnpike595towiles.com under 'Documents' or in the 'Public Meeting Exhibit Room'. A legend, provided on each plan, defines the symbols and line types used on the concept plans. For example, the legend identifies the line type and color used to show the existing and proposed limited and non-limited access right of way lines.
2. Will this cause any homes in Lauderhill to be relocated?
The proposed Sunrise Blvd interchange modifications will require six residential relocations. The project alternatives will be further refined and developed in detail during the design phase.
3. Can you review again, potential impacts to Plantation Harbor, on the West side of the Turnpike, just north of 595?
Adjacent to Plantation Harbor, the proposed Turnpike widening will occur within existing Turnpike right of way.

4. Regarding Alternative #2 for the Commercial Blvd interchange - How is this proposed to be accomplished? Is it at grade or will it be elevated? How will they maintain the construction work zone without impacting our one way in and one way out street?

If Alternative 2 at Commercial Blvd moves forward, the new southbound off-ramp on the west side of Turnpike will be elevated prior to connecting with Commercial Blvd. The proposed improvements on Commercial Blvd at the junction of NW 48th Lane/NW 56th Court (one-way in and one-way out street) is limited to sidewalk addition, guardrail adjustments and resurfacing. During construction, the junction will be maintained except for limited nighttime lane closures (not total closure) for resurfacing work.

5. Will the southbound on ramp and exit ramp to Sample Road be changed from the current design?

If the build alternative is chosen for this interchange, the proposed improvements change the current interchange configuration. The proposed interchange changes the partial cloverleaf design to a tight diamond interchange for the southbound ramps. Please refer to the graphic on the website at www.Turnpike595toWiles.com, scroll down to "Documents", then "Alternatives Public Information Meeting", and then "Sample Rd Interchange".

6. What are the modifications projected to the exit on both side of Oakland, the Oakland bridge and on the 36th and 35th street? Will the south side of the turnpike be affected? If so, what will be the impact? Where would an exit ramp be constructed at Oakland Park Blvd?

Currently, there is no exit from the Turnpike to Oakland Park Blvd. If the build alternative is chosen, a grade separated full access interchange would be built just north of Oakland Park Blvd. This interchange would connect to Rock Island Road through a ramp connector road. Rock Island Road would be realigned to the west to receive the ramp connector. The intersection at Rock Island Road and Oakland Park Blvd. would be modified. The existing Oakland Park Blvd. bridge would be replaced and located slightly south from its current location. 35th and 36th Streets would not be affected. Please refer to the concept plan on the website at www.Turnpike595toWiles.com, scroll down to "Documents", then "Alternatives Public Information Meeting", and then "Oakland Park Blvd. Interchange".

UTILITIES

1. When was FGT installed alongside the TPK from I-595 to Sawgrass in Broward County?

Within the study limits, the 18" FGT gas pipeline was installed in 1959, the 24" gas pipeline was installed in 1968 and the 36" gas pipeline was installed in 2008.

2. Why couldn't the gas lines have been installed on the west side?

For information about the gas pipeline installation, please contact Terry Coleman, Senior Right of Way Representative for Florida Gas Transmission by phone at (407)838-7054 or by email at terry.coleman@energytransfer.com.

3. [Why was a legal agreement entered into with the FGT?](#)

The Florida Department of Transportation (FDOT) and Florida Gas Transmission Company, LLC (FGT) entered into a legal agreement to establish and clarify the limits, uses, and obligations of FDOT and FGT regarding the Natural Gas Pipeline Easement.

4. [Why can't the gas lines be relocated to the west under the existing right of way? Instead of having to relocate outside the existing right of way.](#)

The Florida Department of Transportation (FDOT) and Florida Gas Transmission Company, LLC (FGT) entered into a legal agreement to establish and clarify the limits, uses, and obligations of FDOT and FGT regarding the Natural Gas Pipeline Easement.

Section 5 of the Agreement states that a "suitable location" (for relocation of the affected Turnpike Easement Facility) shall mean "the nearest practical location to FGT's existing Pipeline Facilities that is outside the right of way of Florida's Turnpike and is in FGT's sole discretion: (1) unencumbered and free of obstructions and (2) substantially equivalent to the existing Turnpike Easement Facility location for the purpose of Pipeline Operations. "

There have been limited instances (e.g., approaching or through interchanges) where FGT's existing pipeline facilities were relocated within State right of way if all parties agreed. When encroaching into the FGT easement is unavoidable and gas pipeline relocation is needed, a new pipeline alignment is determined by FGT after their review of the Department's 90% equivalent design plans. Within the study limits, and specifically for the segment from Atlantic Boulevard to Wiles Road, the proposed Turnpike widening can be accommodated within the existing State right of way without encroaching into the existing FGT easement.

5. [Is the agreement with FGT a public document, and if so, how can we access it?](#)

The Agreement is a public document and can be accessed using this link – [FDOT and FGT Agreement and Global Settlement](#)

CONSTRUCTION

1. [Will my building be monitored for any structural changes due to the vibration caused by ground modification being performed?](#)

Per the standard practice of the Florida Department of Transportation, the construction contractor will be required to monitor existing structures for damage and/or settlement if they fall within the following distances from the construction activities: (1) within 200 feet of steel sheet pile installation, (2) within 100 feet of steel soldier pile installation, (3) within an estimated distance of 60 to 170 feet from bridge pile driving operations (depending on the actual pile driving hammer size being used and the type of monitoring involved), or (4) within 75 feet of vibratory compaction.

2. [How will noise be handled during construction? How will construction noise affect my life for 4-5 years, especially at night? What consideration is being given to the noise of construction? What impact will it have on noise pollution during construction?](#)

Our public information team disseminates information to the community during the construction process to keep the community informed. In general, we try to minimize the

adverse effects of construction to both the surrounding community and the traveling public, but it is not always possible to avoid adverse effects. The effects of construction noise can be addressed by limiting hours of construction where it is practicable to do so, and to dictate that contractors limit certain disruptive operations like pile driving, etc., to daytime hours so to mitigate the disruption it causes. Many times, daytime pile driving is not possible because of traffic volumes and the proximity of the bridge work to traffic. Generally, paving must be done at night for traffic safety because traffic is too heavy to pave during the daytime. Contractors are required to maintain machinery to minimize exhaust noise to the greatest degree possible.

3. [Where will all of the construction equipment, material, debris and workers shanties be kept during the Coconut Creek Bridge removal and replacement?](#)

The construction contractor may use public rights of way in the performance of work activities. Typically, available Department-owned right of way outside the traffic clear zone is used for staging equipment and material. If available, and at the contractor's discretion, there have been infrequent occasions when the contractor may enter into private agreements to utilize nearby open private property for staging.

4. [What is being done to ensure that air quality, pollution and dust remediation be done during the construction process?](#)

The construction contractor must comply with Chapter 403 of the Florida Statutes for control of air pollution. The contractor provides erosion control measures during earthwork operations to prevent detrimental effects to public and private property adjacent to the work. The measures include watering disturbed earth haul routes for dust control and stabilizing finished slopes with turf.

NOISE

1. [Do you intend to install noise walls in there? Will there be a sound wall built to prevent the noise? Does this have anything to do with building a wall by the Turnpike? Can anything be done to diminish the noise coming from the Turnpike? How is the noise level from widening the roadway going to affect my property? How will sound issues be addressed/remediated? What sound mitigation is planned? Will anything be done to decrease the noise at Oasis at Palm Aire? Will there be noise walls along the turnpike as the street will be closer to the home and the noise will be more? Will authority install sound barriers? Has an environmental impact study been done with respect to noise?](#)

A traffic noise analysis will be documented in a Noise Study Report and made available for public review prior to the Public Hearing. The analysis will determine if future impacts warrant consideration of noise abatement as part of this project. Any noise walls identified as potentially feasible and reasonable under federal and state regulations will be further assessed during the Design phase. If they then meet FDOT criteria, noise barriers would be built during construction. To better understand FTE's noise analysis process, please review this brief video from the Florida Department of Transportation at this link: [FDOT FTE Noise Video](#)

2. [My property backs up to Turnpike with 18 ft. wall in between; how will this project impact noise levels?](#)

Locations with existing noise walls are also evaluated in the PD&E noise analysis. If we determine that there are still future noise impacts that exceed FDOT criteria even with those existing walls in place, we will evaluate if new or taller noise walls (within the limitations of FDOT design standards) can effectively meet FDOT acoustical criteria.

We cannot guarantee during the PD&E phase that existing noise walls will be replaced or supplemented by better walls. If the noise study indicates that new or taller noise walls are potentially feasible and reasonable, we will commit to further study during the design phase to confirm if noise walls are still feasible and reasonable. Only then would noise walls be included with construction.

3. [Are the noise barriers being built with better noise suppression material?](#)

We are required under state standards to construct noise barriers from concrete, which have enough mass to minimize the transmission of noise through the wall. FDOT has no standards for using other materials on noise walls.

4. [Would it be possible to get noise suppression windows in our homes due to our proximity to the project?](#)

FDOT does not have a policy for providing noise abatement measures like insulation, acoustical windows, or other similar building improvements at residential properties.

5. [How will noise be handled during construction? How will the construction noise affect my life for 4-5 years, especially at night? What consideration is being given to the noise of construction? What impact will it have on noise pollution during construction?](#)

Our public information team disseminates information to the community during the construction process to keep the community informed. In general, we try to minimize the adverse effects of construction to both the surrounding community and the traveling public, but it is not always possible to avoid adverse effects. The effects of construction noise can be addressed by limiting hours of construction where it is practicable to do so, and to dictate that contractors limit certain disruptive operations like pile driving, etc. to daytime hours so to mitigate the disruption it causes. Many times, daytime pile driving is not possible because of traffic volumes and the proximity of the bridge work to traffic. Generally, paving must be done at night for traffic safety because traffic is too heavy to pave during the daytime. Contractors are required to maintain machinery to minimize exhaust noise to the greatest degree possible.

6. [How will noise impacts to second, third and fourth floor receivers be addressed and mitigated for during the construction phase and the ultimate operational phase?](#)

We are in the process of studying operational noise as part of the PD&E study and communities near the Turnpike will be evaluated for future noise impacts. A draft noise study will be made available for the Public Hearing, anticipated to be held in the first quarter of 2023. To predict future noise levels associated with the project, we use a computer model that takes into account the roadway features, nearby homes, topography, etc. Noise receivers on second, third and fourth floors are included in the computer model, accounting for their higher elevation above the ground.

If your community (including those upper-level residences) is determined to be above the specified noise level that we consider for noise walls, we will do a noise wall evaluation. We look at the placement location and height of walls within FDOT standards and try to find a concept that potentially meets FDOT criteria. We are also looking at alternative construction methods to build the highest possible wall closer to the roadway shoulder to more effectively shield traffic noise from upper floor units. We attempt to get a 5+ decibel noise reduction at homes behind noise walls. It may not be possible to achieve this level of reduction at every upper floor unit.

If we determine that noise walls potentially meet FDOT criteria, they will be re-studied during a future design phase to confirm they still meet the criteria. If that is the case, they would be constructed as part of the construction phase.

7. [Where is the 22' measured from for the noise wall height?](#)

The 22 feet is measured from where the wall meets the ground to the top of the wall.

8. [Can noise walls be constructed first?](#)

For those noise walls proposed near the right of way line, Florida's Turnpike Enterprise considers it a best practice to construct them in the first phase of work, typically within the first year of construction, concurrent with other improvements.

TRAFFIC

1. [Is there a proposal to widen the Sawgrass Expressway? Could it be an alternative to relieve congestion?](#)

A PD&E for the southern 18 miles of the Sawgrass Expressway was completed in 2018. Several design projects to deliver these improvements are underway and funds are programmed to begin construction in Florida's Turnpike Enterprise Five-Year Work Program. A PD&E study for the northern portion of Sawgrass Expressway (from US 441 / SR 7 to Powerline Road) is currently underway. This project also includes the portion of the Turnpike from north of Wiles Road (the north limit of this PD&E) extending to Palm Beach County.

The forecasts for this widening project (from south of I-595 to Wiles Road) assume the referenced projects above are in place and demonstrate the need for both. The Sawgrass Expressway and Turnpike serve different travel markets (i.e., trips), with the Sawgrass Expressway serving the western communities and the Turnpike serving the central and eastern communities.

2. [An alternative way to reduce congestion is limitations on the number of vehicles allowed to enter the Turnpike System. Is this under study? What about reducing congestion by variable pricing based on demand? Is there a study of that possibility? The point is that there ARE alternatives to the present plans, alternatives that do not have the same negative effects on resident.](#)

A strategy that limits the number of vehicles entering a freeway is called ramp metering. Ramp metering is viable solution that can complement a future expansion but does not address long-term traffic demand as a stand-alone strategy. Variable pricing was considered by Florida's

Turnpike Enterprise in the past. Variable priced lanes or express lanes were a component of the 2017 widening proposal for the Turnpike from Atlantic Boulevard to Wiles Road. As a result of negative feedback on express lanes deployed on an existing toll facility, Florida's Turnpike Enterprise has changed the policy regarding its use. The current approach is to provide managed lanes or Thru Lanes that allow customers to pay the same toll they would pay to travel in all other lanes on the toll road.

3. [Let's say in 2040 you decide you need another widening for 2065. Will you have to widen to the east then?](#)

Based upon Florida Department of Transportation procedures, the study time frame is a 20-year horizon. For this project, the project design year is 2045. A new PD&E Study will need to be conducted after 2045 to evaluate feasible improvements for future year needs.

4. [Regarding Alternative #2 for the Commercial Blvd interchange - Does the proposed lighted intersection create additional back up due to the proximity of the light just to the west? Is there any TSM&O improvements being looked at to improve traffic flow on Commercial Blvd?](#)

The referenced new signalized intersection is under the ongoing evaluations. If there are operational issues associated with Alternative 2, then the results will be taken into consideration as part of the alternative selection process. The TSM&O alternative alone cannot address the existing and forecasted congestion due to the insufficient roadway and access capacity. Besides the interchange improvements proposed in this study, additional immediate new interchange(s) are needed for effectively addressing the on-going and future traffic congestion at existing Commercial Blvd. interchange.

5. [Was there no plan to address the area from Wiles to Sawgrass?](#)

A PD&E study is currently underway for the portion of the Turnpike from Wiles Road north to Palm Beach County (Project No. 437153-1). The limits of that study include Sawgrass Expressway from US 441 / SR 7 to Powerline Road. The Study is coordinating with the SW 10th Street project being managed by FDOT District 4. Proposed improvements include widening of the Turnpike, completion of the missing movements to and from the east along SW 10th Street within the Turnpike and Sawgrass Expressway interchange, and a limited access connection on the north side of SW 10th Street (i.e., SW 10th Street Connector) between the Turnpike and I-95.

6. [How will this expansion enhance traffic patterns?](#)

The project will enhance traffic patterns by adding capacity and new access points while reducing traffic congestion.

7. [Other than this road building expansion have other approaches been considered to reduce congestion such as public transportation, express buses, speed limits, etc.?](#)

Florida's Turnpike Enterprise considers transit plans to the extent that the Broward Metropolitan Planning Organization has identified this transportation mode in their long-range transportation plan and incorporated them into the approved forecast model at the time of the current project's forecast effort initiation. The proposed managed lanes on Turnpike can accommodate local transit plans and facilitate the success of its operations.

8. **What are entrances/exits for managed lanes?**

In the southern portion of the project, the managed lanes south entry and exit points would be located south of the Sunrise Boulevard interchange, with the north entry and exit being just south of the Pompano Beach Service Plaza. Intermediate access would be provided at Oakland Park Boulevard. In the northern portion of the project, the south entry and exit points would be located south of the Sample Road interchange with the intermediate entry and exit being north of the study area in Palm Beach County.

9. **Will projected 2045 traffic volumes be fully accommodated by this project?**

Yes.

10. **Why not leave the Turnpike as is, and construct a new roadway system west of the Sawgrass from 595 to north Palm Beach?**

A western roadway as described would encroach into environmentally sensitive lands and would not address the regional demand identified for the Turnpike from I-595 to Wiles Road.

11. **For the proposed interchange at Oakland Park Boulevard, given the existing congestion on that roadway between SR-7 and NW 56 Ave, how is the potential increase in traffic will be mitigated?**

Trips to and from the west of the Turnpike along Oakland Park Boulevard travel the corridor to the east of the Turnpike to use other north/south facilities, such as I-95. The travel forecasting effort showed no increase in traffic along Oakland Park Boulevard east of the Turnpike for trips using the new interchange to travel north or south. This is because the traffic to and from the west that diverts to the Turnpike is higher than new traffic traveling to and from the east to access a potential new interchange.

12. **I would like the link to the population studies used for the projected traffic flow in 2045**

The source of the population projections can be found in the Broward Metropolitan Planning Organization's Commitment 2045 Metropolitan Transportation Plan and supporting documents (<http://www.browardmpo.org/mtp-documents>).

13. **What data shows that accidents will increase if more lanes are not added? Were the effects of the ever-increasing number and sophistication of accident-avoidance systems in vehicles considered in the statistical analysis?**

The project safety evaluations follow and reference information in the current department standards and procedures of the Highway Safety Manual (HSM) developed by the American Association of State Highway and Transportation Officials (AASHTO) through a collaborative effort with industry experts.

Through Turnpike System safety assessments, a clear correlation of congestion and crash frequencies exists, and queues in higher speed limited access lanes is associated with an elevated risk serious crash injury. The study will consider the effects of vehicle accident-avoidance systems, to the extent that is captured by studies supporting the HSM.

14. **Could the improvements to the Coconut Creek Parkway Interchange be done if the widening is not approved?**

No funding has been identified for any advancement of improvements within the PD&E. The potential improvements identified in the PD&E would likely be advanced in smaller projects.

15. Doesn't increased congestion result in decreased speeds and a corresponding decrease in fatalities?

The project safety evaluations follow and reference information in the current department standards and procedures of the Highway Safety Manual (HSM) developed by the American Association of State Highway and Transportation Officials (AASHTO) through a collaborative effort with industry experts.

Lower speeds are generally associated with lowered crash severity. However, the Turnpike, being a limited access facility intended for high level regional mobility, is not intended to operate at speeds lower than the posted safe operating speed. Speed differentials within the facility could also contribute to crash risk.



Metropolitan Planning Organization

Move People & Goods | Create Jobs | Strengthen Communities

August 15, 2022

Ms. Monica Cepero
Broward County
115 S. Andrews Avenue, Room 409
Fort Lauderdale, FL 33301

RE: Revised MPO Surtax Services Funding Recommendations, Cycle 3

Dear Ms. Cepero:

Congratulations on the additional funding estimated to be available for municipal projects for FY 2027. The increase from \$20,036,920 to \$28,342,990 for a 39.6% boost in more funds is undoubtedly welcome news for our partners.

As stated in your letter dated August 11, 2022, we provided to the MAP Administrator on June 1, 2022 funding recommendations totaling \$16,424,795 for municipal capital projects (MCPs), which was based on the initial Minimum Annual Guarantee (MAG) estimate of \$20,036,920. This recommendation was developed strictly following the *New MPO Evaluation and Ranking Process (New MPO E&R Process)* approved on April 29, 2022 (see Attachment A).

With additional funding available for municipal projects, I want to thank you for the opportunity to submit a revised Cycle 3 Funding Recommendation of MCPs scheduled to be presented to Transportation Surtax Oversight Board on August 19, 2022. Our updated recommendation (see Attachment B) continued the implementation of the *New MPO E&R Process* by confirming the readiness of the project phase of the next highest ranked New MCP (see Page 4 within Attachment A). We only recommend projects that we could confirm are ready for programming, which, depending on the complexity of materials provided by the applicant, can take some time to complete.

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Vice Chair

Patricia Good

Deputy Vice Chair

Sandy Johnson

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Andrea McGee
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Howard Meltzer
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Joshua Simmons
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Sandra L. Welch
Beverly Williams
Ana M. Ziade

Executive Director

Gregory Stuart

General Counsel

Alan Gabriel



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The City of Lauderdale submitted the next highest ranked MCP as a design-build project to construct a new roadway along NW 38th Avenue to connect NW 19th Street to the Lauderdale Performing Arts Center. In order to complete a readiness review before the August 15, 2022 deadline, the application was separated into two phases: design and construction. We were able to confirm the readiness of the design phase (totaling \$511,563) could be included in an updated list of recommended MCPs for FY2027.

Our revised Cycle 3 Funding Recommendation for MCPs totals \$16,656,358 represents all the phases that we were able to confirm for the next highest ranked MCPs since receiving your letter on August 11, 2022.

We are grateful for this chance to revise our initial recommendation and add another project to the list for consideration. We continue to learn from our partners and experiences like this on the challenges and opportunities when implementing the Second Amendment. We look forward to having an opportunity to discuss areas of potential enhancements with you to make this process more equitable with a greater geographic distribution of projects with greater flexibility in project delivery when additional funding becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Stuart". The signature is written in a cursive style and is enclosed within a simple rectangular box.

Greg Stuart, Executive Director

cc. Bryan Caletka, Director of Transportation
Kimm Campbell, Assistant County Administrator
Gretchen Cassini, MAP Administrator
Angela Wallace, Surtax General Counsel



August 24, 2022

Gregory Stuart
Broward Metropolitan Planning Organization
100 West Cypress Creek Road, Suite 650
Fort Lauderdale, FL 33309

Monica Cepero
Broward County
115 S Andrews Ave # 409
Fort Lauderdale, FL 33301

Elected Officials and City Managers:

Broward MPO (MPO) and Broward County (County) will be **co-lead applicants** to pursue federal funding to collaboratively develop an *Action Plan* under the Safe Streets and Roads for All (SS4A) grant program. The County will utilize transportation surtax-funded projects, surtax or other revenues, and potentially in-kind support totaling \$1.25 million local match, allowing the County and MPO to apply for the \$5 million maximum. The combined total of \$6.25 million will be used to collaboratively conduct a comprehensive safety plan to study, plan, and prioritize strategies to improve roadway safety. Once an *Action Plan* is completed and accepted, SS4A implementation program funds would be available. The County and its municipalities would then be eligible to seek up to \$1 billion in federal grant opportunities. This presents an important and unique opportunity to address the increasing number of motorized and non-motorized injuries and deaths on and around area roadways.

After a thorough review of the grant criteria, and in consultation with the United States Department of Transportation (USDOT), we feel a joint application from Broward County and the MPO has a strong likelihood of success. To strengthen our application, many municipalities in Broward have provided letters of support for this joint safety effort. We will be partnering with each local government to collect data, conduct meaningful public outreach, then collectively plan and prioritize projects.

We are looking forward to working with you.

Sincerely,

Greg Stuart

Executive Director
Broward MPO

Monica Cepero

County Administrator
Broward County



MONICA CEPERO, County Administrator

115 S. Andrews Avenue, Room 409 • Fort Lauderdale, Florida 33301 • 954-357-7354 • FAX 954-357-7360

August 30, 2022

Greg Stuart, Executive Director,
Broward Metropolitan Planning Organization
100 W. Cypress Creek Rd., #650
Fort Lauderdale, FL 33309

Re: Broward Commuter Rail-South Project (BCR-South)

Dear Greg,

I am writing to follow up on the Broward Commuter Rail-South Project (BCR-South), for which Broward County's Board of County Commissioners recently approved resolutions formally designating a Locally Preferred Alternative (LPA) and associated funding. These resolutions (attached), and the unanimous decision by our Board of Commissioners to approve them, reflect the County's keen interest in moving this project forward.

We are looking forward to next steps, including efforts to seek grant funding from federal and state government sources, and continue our coordination with the Broward Metropolitan Planning Organization (MPO) and other important organizations and stakeholders. I understand that the MPO has already confirmed a place on the agenda of its September 8, 2022 Board meeting, which will allow us to join our partners from FDOT to make a presentation on the BCR-South project. Thank you for opening up this space—we look forward to providing more information to the MPO leadership at that time, and to a near-term endorsement of the LPA passed by our Commission.

I would also like to take this opportunity to formally request an amendment to the Metropolitan Transportation Plan, so that the BCR-South project is officially included within the fiscally-constrained portion of the plan. Our team stands ready to work together with yours, to support the process and satisfy all related requirements for this amendment. Please do not hesitate to reach out to me or to Mr. Kevin Kelleher if you have any questions or advice in this regard.

I realize that you and other MPO team members have already engaged with our team, providing valuable help and guidance. On behalf of all of us, I would like to thank you for your commitment to planning and advancing public transit and for collaborating with us on this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Cepero", is written over the word "Sincerely,".

Monica Cepero
County Administrator

Attachments

cc.: Board of County Commissioners
Gerry O'Reilly, FDOT District 4 Secretary
Kevin Kelleher, Assistant County Administrator
Tim Garling, Deputy General Manager, BCT

Broward County Board of County Commissioners

Mark D. Bogen • Lamar P. Fisher • Beam Furr • Steve Geller • Jared E. Moskowitz • Nan H. Rich • Tim Ryan • Michael Udine
www.broward.org

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A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, APPROVING THE DESIGNATION OF "LOCALLY PREFERRED ALTERNATIVE" TO CERTAIN PROPOSED ELEMENTS OF A COMMUTER RAIL PUBLIC TRANSIT PROJECT LOCATED ON THE FLORIDA EAST COAST RAILWAY CORRIDOR; CONFIRMING INDEPENDENT UTILITY AND LOGICAL TERMINI OF THE PROJECT; TRANSFERRING \$15,500,000 OF THE FY2021-22 CAPITAL BUDGET APPROPRIATION FOR REGIONAL TRANSPORTATION AND COMMUTER RAIL TO THE PROJECT FOR PROJECT DEVELOPMENT AND ENVIRONMENTAL STUDY COSTS; DIRECTING COUNTY ADMINISTRATOR TO PURSUE GRANT FUNDING; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, there is a critical need to develop adequate transit services for the mobility needs of residents, businesses, and visitors in Broward County and the broader Southeast Florida region;

WHEREAS, in 1995 a collaboration of freight operators and the Florida Department of Transportation ("FDOT") completed the "Rail Rationalization Study," recommending long-term planning for both the South Florida Rail Corridor and the Florida East Coast Railway ("FEC") Corridor, including double tracking the SFRC, concurrent public investment in the FEC Corridor, and consideration of implementing passenger rail service within the FEC Corridor;

22 WHEREAS, the South Florida East Coast Corridor Study, later referred to as the
23 Tri-Rail Coastal Link Study (initiated in 2004), explored the feasibility of an 85-mile Tri-
24 County commuter rail transit system to provide traffic relief, increased mobility, and
25 greater access to the State's Strategic Intermodal System facilities;

26 WHEREAS, the provision of commuter rail service in Broward County is consistent
27 with the Broward Metropolitan Planning Organization's ("MPO's") 2045 Metropolitan
28 Transportation Plan, which identifies a commuter rail project on the FEC Corridor
29 ("Coastal Link") as an element of a "Transit Needs" list;

30 WHEREAS, on January 28, 2021, Broward County and the Florida Department of
31 Transportation ("FDOT") executed a Memorandum of Understanding, formalizing a
32 partnership for a Project Development and Environmental Study ("PD&E Study") and
33 activities aimed at advancing commuter rail service on the FEC rail corridor in Broward
34 County;

35 WHEREAS, as part of the PD&E Study, FDOT created a project website and
36 facilitated a number of meetings and workshops to ensure public access to information,
37 participation, and feedback, including Alternatives Public Workshops held in January of
38 2022, and over 100 meetings with stakeholders and potentially affected parties;

39 WHEREAS, on October 21, 2021, Miami-Dade County received approval from the
40 Federal Transit Administration ("FTA") to enter the project development phase for a
41 project along the FEC rail corridor, the completion of which would allow a commuter rail
42 project in Broward County to connect and become part of a strategic regional
43 transportation initiative extending from Broward to downtown Miami;

44 WHEREAS, on June 16, 2022, the Board of County Commissioners of Broward
45 County, Florida ("Board"), held a public workshop to review commuter rail study results
46 performed to date, including options for phasing a commuter rail project and the
47 designation of a locally preferred alternative for such a project to allow expeditious
48 application to state and federal grant funding sources, timely coordination with Miami-
49 Dade County, and expedited start-up of operations; and

50 WHEREAS, the Board finds that a timely commuter rail project would benefit
51 Broward County residents and promote enhanced mobility, economic growth, affordable
52 housing development, lower vehicle emissions, and higher overall quality of life, and
53 thereby serve a public purpose, NOW, THEREFORE,

54 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF
55 BROWARD COUNTY, FLORIDA:

56 Section 1. Designation of Locally Preferred Alternative for Elements of
57 Commuter Rail Project. The Board hereby approves the following elements as the locally
58 preferred alternative ("LPA") for a Broward Commuter Rail-South project (the "Project"):

- 59 • Alignment: Florida East Coast Railway Corridor, beginning at the planned
60 passenger train station in the City of Aventura, Florida, to a terminus located south
61 of Davie Boulevard in the City of Fort Lauderdale, Florida.
- 62 • Mode: Commuter Rail Transit.
- 63 • Technology: Push-pull locomotive.
- 64 • Recommended Station Locations:
 - 65 ○ at or near Hollywood, north of Hollywood Boulevard;
 - 66 ○ at or near Fort Lauderdale-Hollywood International Airport; and

67 o at or near SW 15th and 17th Streets near the Broward Health Medical
68 Center.

69 Section 2. Utility and Logical Termini. The Board of County Commissioners
70 finds that the Project has independent utility and logical termini. Service will extend
71 approximately 11.5 miles between the south terminus proposed at the Aventura Station
72 (connecting to Miami-Dade's proposed commuter rail project on the FEC corridor), and
73 the north terminus near the Broward Medical Health Center (SW 15th/17th Street) station,
74 which would serve the neighborhoods and commercial areas around the medical center
75 campus and enable regional rail access to the Broward County Convention Center and
76 Port Everglades.

77 Section 3. Authorized Appropriation and Disbursement. Of the FY2021-22
78 Capital Budget appropriation for Regional Transportation adopted by the Board of County
79 Commissioners through Resolution No. 2021-601 on September 21, 2021, \$13,150,000
80 is transferred to the Project for engineering, design, and other project development and
81 environmental study tasks consistent with state and federal funding requirements. This
82 appropriation is in addition to \$2,350,000 authorized by the Board of County
83 Commissioners on December 14, 2021, and the balance of that appropriation is also
84 transferred to the Project for the same purposes.

85 Section 4. Grant Funding. The Board of County Commissioners directs County
86 Administrator to pursue grant funding from federal and state government sources to
87 support the Project, and to coordinate with the Broward MPO and other organizations as
88 appropriate in seeking such grant funding.

89

90 Section 5. Severability.

91 If any portion of this Resolution is determined by any court to be invalid, the invalid
92 portion will be stricken, and such striking will not affect the validity of the remainder of this
93 Resolution. If any court determines that this Resolution, in whole or in part, cannot be
94 legally applied to any individual, group, entity, property, or circumstance, such
95 determination will not affect the applicability of this Resolution to any other individual,
96 group, entity, property, or circumstance.

97 Section 6. Effective Date.

98 This Resolution is effective upon adoption.

ADOPTED this 25 day of Aug, 2022. (#53A)

Approved as to form and legal sufficiency:
Andrew J. Meyers, County Attorney

By: /s/ Mckillop B. Erlandson 08/03/2022
Mckillop B. Erlandson (date)
Assistant County Attorney

By: /s/ Benjamin R. Salzillo 08/03/2022
Benjamin R. Salzillo (date)
Senior Assistant County Attorney

Resolution No. 2022-377

BE IT RESOLVED by the Board of County Commissioners of Broward County Florida, that the Clerk of this Board is hereby authorized and directed to make the following budget amendments within the Surtax Special Revenue Fund Fund 11610 for fiscal year 2022, pursuant to Section 129.06(2), Florida Statutes.

APPROPRIATIONS (000674640)

MT-General Administration (50401010)

Broward Commuter Rail PR (107463)

Prof Svcs-Proj Mgt Services (512160)

(\$2,350,000)

BRWD Commuter Rail-South PR (107715)

Prof Svcs-Proj Mgt Services (512160)

\$15,500,000

ND-Rev Coll-Treasury-Cash Mgm (95101000)

Regional Transportation Parent (106896)

Payments To Oga (580020)

(\$13,150,000)

Total APPROPRIATIONS

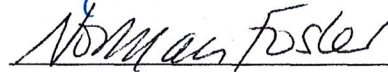
\$0



Approved County Administrator

Date

8/25/22



Approved Office of Management and Budget

Date

8/4/22

ADOPTED THIS 25 day of August, A.D. 20 22

Agenda # 22-1247B

C#55B

