



**CITY OF FORT LAUDERDALE  
City Commission Agenda Memo  
REGULAR MEETING**

**#18-0830**

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**TO:** Honorable Mayor & Members of the  
Fort Lauderdale City Commission

**FROM:** Lee R. Feldman, ICMA-CM, City Manager

**DATE:** August 21, 2018

**TITLE:** Resolution Requesting the Broward Metropolitan Planning Organization  
Use Downtown Fort Lauderdale Mobility Streetscape Project Funds for a  
Pedestrian Bridge over the FEC Railway

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**Recommendation**

It is recommended that the City Commission adopt a resolution requesting Broward Metropolitan Planning Organization (BMPO) use of the the Downtown Fort Lauderdale Mobility Streetscape Project Funds for a pedestrian bridge over the FEC Railway.

**Background**

The current subrecipient agreement (Exhibit 1) sets the terms and conditions for the City to provide management of the design and construction of streetscape improvements in the Downtown Fort Lauderdale Mobility Hub area, as established in the Downtown Mobility Hub Joint Development Initiative (JDI) report, completed in 2011. The current subrecipient agreement expires on December 31, 2019. The JDI initiative includes streetscape improvements that will enhance pedestrian and bicycle connectivity with the mass transit services and facilitates ease of movement throughout the four-block project area, generally bounded by Broward Boulevard, Andrews Avenue, NW 4<sup>th</sup> Street, and the Florida East-Coast Railroad (FEC) tracks. The JDI did not take into consideration a pedestrian bridge over the Federal East Coast Railway, as the NW 2<sup>nd</sup> Street crossing had not been closed to pedestrian traffic by the All Aboard Florida rail project when the report was prepared; however, staff included the concept in the design scope as procured through the subrecipient agreement.

The Downtown Mobility Hub Joint Development Initiative, was funded by the Broward Metropolitan Planning Organization. The initiative was led by the South Florida Regional Transportation Authority (SFRTA) on behalf of the City of Fort Lauderdale. The partner agencies conducted the JDI in conjunction with the Broward Boulevard Gateway Project that established a long-term vision for Broward Boulevard as an entryway into Downtown Fort Lauderdale, from east of I-95 to Tunnel Top Park.

The Downtown Fort Lauderdale Mobility Hub Project includes design and construction of physical improvements to achieve a high-quality user experience, seamless mobility and mode transfer, walkability and bike ability, and to catalyze transit-oriented development.

The project focuses on improving connectivity through pedestrian and bicycle access to multiple modes of transportation in the Downtown Mobility Hub area, including:

- All Aboard Florida's Brightline commuter rail station operating on the existing Florida East Coast (FEC) corridor
- Transportation Management Association (TMA) Community bus/trolleys
- Pedestrian and bicycle connectivity to Broward County Transit Broward Central Terminal for buses

The concepts for streetscape improvements and implementation recommendations developed as part of this study will be reduced and replaced with a pedestrian bridge which can be designed and constructed through a new subrecipient agreement with the BMPO. Our engineering consultants have provided us with a cost estimate for design, construction, and construction engineering inspections (CEI) including contingencies (Exhibit 2). Exhibit 3 provides a layout for the pedestrian bridge over the FEC corridor. The contingency in this "order of magnitude" estimate, follows the Association for the Advancement of Cost Engineering International (AACE) standard, which states the probable accuracy to be -30% to +50%, and the Federal Transit Administration (FTA) Project and Construction Management Guidelines recommend a minimum of 30% contingency.

The procurement of engineering design services for a pedestrian bridge would include a more accurate cost estimate at the 30% design milestone. Significant unknowns, including: architectural treatments, weather protection, utility conflicts, geotechnical investigations, community and stakeholder feedback, Americans with Disabilities Act (ADA) compliance, and (FEC) requirements, would be refined. Should the 30% design estimate indicate a cost greater than the available balance, the City will allocate funds from the Capital Investment Plan (CIP) to insure the completion of the project.

Based on the cost estimates from the consultants, additional funds will need to be identified.

### **Resource Impact**

There is no fiscal impact at this time; however, the City will allocate funds from the Capital Investment Plan to insure the completion of the project, if the 30% design estimate indicates a cost greater than the available balance. This will be brought forth to the Commission at that time to allocate funds.

<b>Funds available as of August 8, 2018</b>					
<b>ACCOUNT NUMBER</b>	<b>INDEX NAME (Program)</b>	<b>CHARACTER CODE/ SUB-OBJECT NAME</b>	<b>AMENDED BUDGET (Character)</b>	<b>AVAILABLE BALANCE (Character)</b>	<b>AMOUNT</b>
001-P12626.129-6599	DOWNTOWN FORT LAUDERDALE MOBILITY HUB PROJECT	Capital Outlay/ Construction	\$3,500,000	\$2,820,056	\$2,553,838.00
<b>PURCHASE TOTAL ►</b>					\$2,553,838.00

### **Strategic Connection**

This item is a Commission Annual Action Plan priority, included within the Management Agenda.

It is also a *Press Play Fort Lauderdale Strategic Plan 2018* initiative, included within the Infrastructure Cylinder of Excellence, specifically advancing:

- Goal 1: Be a pedestrian friendly, multi-modal City.
- Objective 1: Improve transportation options and reduce congestion by working with agency partners.
- Initiative 3: Transit-Oriented Development (TOD) ordinances and connections to airport, port, and rail stations.

This item advances the *Fast Forward Fort Lauderdale 2035 Vision Plan*: We are Connected.

### **Attachments**

Exhibit 1 - Subrecipient Agreement with Broward Metropolitan Planning Organization  
Exhibit 2 - Engineer's Cost Estimate  
Exhibit 3 - Pedestrian Bridge Layout  
Exhibit 4 - Resolution

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