



GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT

Consolidated Rail Infrastructure and Safety
Improvements (CRISI) Program



U.S. Department of Transportation
Federal Railroad Administration

Project Title	Garfield Street Railroad Crossing Safety and Mobility Improvements Project	
Applicant Name	City of Hollywood, Florida	
Amount of CRISI Program funding requested under this NOFO ¹	452244	
Total amount of proposed non-Federal cost share	113062	20%
Amount of non-CRISI Federal funding (if applicable) including pending awards	0	
Total Project Cost	565306	
Source(s) of proposed non-Federal cost share and other Federal funding (<i>provide funding amount by source</i>)	City of Hollywood Local Funds	
Was a Federal grant application previously submitted for this Project? <i>If yes – please specify the program; funding year; and project title of the previous application. Identify any differences between the applications.</i>	No	
City(ies) where the project is located	Hollywood, FL	
County(ies) where the project is located	Broward	
State(s) where the project is located	Florida	
Congressional district(s) where the project is located	25	
What percent of funding is spent in a Rural Area?	0%	
Amount (if any) of funding request eligible for set-aside funds	<u>Amount:</u> \$0	
	<u>Set-Aside(s):</u> 	
Lifecycle Stage(s) proposed to be funded by this NOFO	☐ Systems Planning ☒ Project Planning ☒ Project Development	

¹ FRA will round funding requests down to the nearest whole dollar.

	☐ Final Design ☐ Right-of-Way Acquisition ² ☐ Construction ☐ Non-Capital
Current Lifecycle Stage and its anticipated completion date	☒ Systems Planning ☐ Project Planning ☐ Project Development ☐ Final Design ☐ Right-of-Way Acquisition ☐ Construction ☐ Non-Capital Anticipated Date of Completion: 12/31/2026
Is the project located on real property owned by someone other than the applicant? <i>If yes – list real property owners and the nature of the property interest.</i>	No N/A
Host railroad/infrastructure owner(s) of project assets	Florida East Coast Railway (FEC)
Other impacted railroad(s) (including tenants)	N/A
If the applicant is a commuter railroad: list the intercity passenger and/or freight railroad service(s) utilizing the proposed project.	Brightline
Has the applicant executed an agreement with the host railroad regarding use of the railroad right-of-way where the project will be located consistent with <u>49 U.S.C. 22905(c)</u> ³ (if applicable)?	Pending
Is the project currently programmed in any medium- or long-range planning document? ⁴ <i>If yes – specify planning document.</i>	Yes Garfield Street Crossing was previously included in the Broward MPO RCEP Corridor Study evaluating crossing closures and supplemental safety measures along the FEC corridor.

² FRA will consider right-of-way acquisition only for applications which seek Construction funding.

³ FRA's FAQs about Rail Improvement Grant Conditions, available at: <https://railroads.dot.gov/elibrary/frequently-asked-questions-about-rail-improvement-grant-conditions-under-49-usc-ss-22905c1>.

⁴ For example, State Rail Plan, or interregional intercity passenger rail systems planning study, State Freight Plan, TIP, STIP, MPO Long Range Transportation Plan, State Long Range Transportation Plan, etc.

Is the project located on a potential corridor selected for the Corridor Identification and Development Program? ⁵ <i>If yes – specify the corridor(s).</i>	Yes Miami-Orlando-Tampa Corridor
Is the project expected to need a waiver under FRA's domestic preference requirements? ⁶	No

⁵ For more information about selected Corridors under the Corridor Identification Program, please visit:
<https://railroads.dot.gov/elibrary/fy22-CID-program-selections>.

⁶ Funds are subject to the domestic preference requirement in 49 U.S.C. 22905(a) (FRA Buy America) and the Build America, Buy America Act, Pub. L. No. 117-58, sections 70901-52.

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City of Hollywood Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program Garfield Street Railroad Crossing Safety and Mobility Improvements Project

II. Project Summary

The City of Hollywood is requesting \$452,244 in Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funding to complete a comprehensive planning, feasibility analysis, environmental review, and preliminary engineering effort for the Garfield Street Railroad Crossing Safety and Mobility Improvements Project. The City will provide the required non-federal match of \$113,062 (20%) through local funds.

The City of Hollywood is submitting two applications under the CRISI program; however, the Garfield Street Railroad Crossing Safety and Mobility Improvements Project represents the City's top priority due to its critical importance in improving rail crossing safety, enhancing multimodal mobility, reducing traffic congestion, and strengthening connectivity for residents, businesses, and visitors.

The project is located at the Garfield Street highway-rail grade crossing along the Florida East Coast Railway (FEC)/Brightline corridor in the City of Hollywood, Florida. The crossing serves as a critical east-west connection for residents, businesses, schools, transit users, emergency responders, pedestrians, and bicyclists. However, the crossing experiences significant operational and safety challenges due to its proximity to North Dixie Highway, limited vehicle storage capacity, constrained roadway geometry, pedestrian accessibility concerns, and frequent rail activity. Approximately 52 passenger and freight train movements occur daily through the corridor, creating recurring traffic delays, vehicle queueing, and multimodal conflicts.

Building upon previous work completed through the Broward Metropolitan Planning Organization's Railroad Crossing Elimination Program (RCEP), the City seeks to advance a preferred alternative that improves safety, mobility, and operational efficiency while maintaining connectivity across the rail corridor. The proposed CRISI planning effort will provide the technical foundation necessary to move the project toward implementation by evaluating alternatives, refining concepts, and developing preliminary engineering and environmental documentation.

The project scope includes a comprehensive planning study, traffic operations analysis, railroad operations evaluation, environmental screening, surveying, geotechnical investigations, stakeholder coordination, and preliminary engineering. Additional activities include roadway design, traffic signal and railroad preemption analysis, pedestrian and bicycle accommodations, drainage improvements, utility coordination, lighting evaluation, maintenance of traffic

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planning, permitting coordination, and the development of preliminary construction cost estimates.

Upon completion, the project will deliver a Planning Study Report, environmental documentation, conceptual and preliminary engineering plans, cost estimates, and implementation recommendations that will position the City to pursue final design and construction funding. The planning effort will identify a preferred alternative that reduces conflicts between rail operations and roadway users, enhances safety for motorists, pedestrians, and bicyclists, improves emergency access and traffic flow, and strengthens connectivity within the surrounding community.

The Garfield Street Railroad Crossing Safety and Mobility Improvements Project directly supports CRISI Program goals by advancing rail safety, improving multimodal transportation operations, reducing transportation conflicts, enhancing community connectivity, and preparing a high-priority rail infrastructure project for future implementation.

III. Grant Funds, Sources, and Uses of Project Funds

Lifecycle Stage	Project Component/ Task	CRISI Federal	Other Federal	Applicant Cost Share	Other Federal Cost Share	Total
N/A	Project Administration and Management	\$0	\$0	\$0	\$0	\$0
Project Planning	Feasibility Study Traffic Analysis Alternatives Evaluation	\$67,752	\$0	\$16,938	\$0	\$84,690
Project Development	Environmental Review and Preliminary Engineering Concept Design	\$384,492	\$0	\$96,124	\$0	\$480,616
Final Design	Final Design	N/A	N/A	N/A	N/A	N/A
Construction	Coordinated traffic signals with pedestrian safety improvements	N/A	N/A	N/A	N/A	N/A
Total		\$452,244	\$0	\$113,062	\$0	\$565,306

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IV. Applicant Eligibility

The City of Hollywood is an eligible applicant under the CRISI Program as a political subdivision of the State of Florida pursuant to Section 3(a)(v) of the FY 2025-2026 CRISI Notice of Funding Opportunity.

The City is responsible for the planning, operation, maintenance, and improvement of transportation infrastructure and public facilities within its jurisdiction.

V. Project Eligibility

The Garfield Street Railroad Crossing Safety and Mobility Improvements Project is eligible for funding under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program as a planning and project development initiative focused on improving safety and operations at a highway-rail grade crossing. The project is consistent with the eligible activities identified in the Notice of Funding Opportunity for highway-rail grade crossing safety improvement projects and planning activities that advance future rail infrastructure investments.

The proposed effort will build upon prior corridor studies and will include planning, feasibility analysis, environmental review, stakeholder coordination, and preliminary engineering for improvements at the Garfield Street crossing along the Florida East Coast Railway (FEC)/ Brightline corridor. The project will evaluate and advance a preferred alternative designed to improve safety, mobility, and operational efficiency for rail and roadway users.

The planning effort will assess and develop potential improvements, including:

- Highway-rail Grade Crossing Safety Enhancements
- Railroad Crossing Signal and Gate Improvements
- Traffic Signalization and Signal Coordination Improvements
- Railroad Signal Preemption Enhancements
- Roadway Geometric and Operational Improvements
- Pedestrian and Bicycle Safety Improvements
- ADA Accessibility Enhancements
- Sidewalk and Multimodal Connectivity Improvements
- Drainage, Lighting, and Utility Coordination Improvements
- Associated Engineering, Environmental, and Permitting Activities necessary to advance the project toward implementation

Upon completion, the project will provide the technical analyses, environmental documentation, preliminary engineering plans, cost estimates, and implementation recommendations necessary to support future final design and construction activities.

The project directly advances the goals of the CRISI Program by improving railroad safety, reducing conflicts at a heavily utilized highway-rail grade crossing, enhancing multimodal

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mobility, improving emergency access and transportation reliability, mitigating congestion, and strengthening connectivity between neighborhoods, businesses, and community destinations throughout the City of Hollywood.

VI. Detailed Project Description

A. Statement of Work

The City of Hollywood proposes to undertake a comprehensive planning, feasibility analysis, environmental review, and preliminary engineering effort for the Garfield Street Railroad Crossing Safety and Mobility Improvements Project. The project is located at the Garfield Street highway-rail grade crossing along the Florida East Coast Railway (FEC)/Brightline corridor within the City of Hollywood, Florida.

The Garfield Street crossing serves as a critical east-west transportation connection linking residential neighborhoods, commercial districts, employment centers, schools, transit services, and community destinations. The crossing experiences significant freight and passenger rail activity, with approximately 52 daily train movements operating through the corridor. The proximity of the crossing to North Dixie Highway, limited vehicle storage capacity, constrained roadway geometry, pedestrian accessibility concerns, and recurring traffic congestion create operational and safety challenges for roadway users, rail operators, pedestrians, bicyclists, and emergency responders.

The proposed project builds upon previous work completed through the Broward Metropolitan Planning Organization's Railroad Crossing Elimination Program (RCEP), which identified potential alternatives to improve safety and operational performance at the crossing. Through this CRISI-funded planning effort, the City will evaluate, refine, and advance a preferred alternative toward implementation readiness.

The project will consist of the following major tasks:

Task 1 – Planning Study and Alternatives Evaluation

The City will conduct a comprehensive planning study to validate existing conditions, review prior planning efforts, and evaluate alternatives for improving safety and operations at the Garfield Street crossing. The planning study will assess traffic operations, railroad operations, multimodal connectivity, and community impacts while identifying the most feasible and effective solution. The study will culminate in the preparation of a Planning Study Report documenting findings, alternatives evaluated, and the recommended preferred alternative.

Task 2 – Data Collection and Existing Conditions Assessment

The project team will collect and analyze transportation, traffic, rail operations, crash history, and field condition data. Existing roadway geometry, railroad infrastructure, traffic signal operations, pedestrian and bicycle facilities, utility locations, drainage systems, and

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surrounding land uses will be evaluated to establish a comprehensive understanding of existing conditions and project constraints.

Task 3 – Surveying and Geotechnical Investigation

Professional surveying services will be performed to establish project control, identify existing features, and support preliminary engineering activities. Geotechnical investigations will also be conducted to evaluate subsurface conditions and provide recommendations for future design and construction activities.

Task 4 – Traffic Operations and Railroad Analysis

The project will include detailed traffic operational analyses and railroad crossing evaluations to identify opportunities to improve safety and efficiency. Analyses will evaluate roadway capacity, queue lengths, intersection operations, railroad signal preemption, train movements, traffic signal coordination, and potential conflicts between rail and roadway users. The study will identify operational improvements that enhance safety while maintaining reliable movement of both rail and roadway traffic.

Task 5 – Environmental Review and Permitting Assessment

Environmental screening and review activities will be conducted to identify potential environmental considerations, permitting requirements, and regulatory constraints. The project team will coordinate with applicable agencies to determine environmental documentation requirements and develop a permitting strategy to support future project implementation.

Task 6 – Preliminary Engineering and Concept Development

The City will advance the preferred alternative through preliminary engineering and conceptual design. This effort will include roadway improvements, traffic signal modifications, railroad preemption enhancements, pedestrian and bicycle accommodations, ADA accessibility improvements, drainage considerations, lighting evaluations, utility coordination, and maintenance of traffic concepts. Preliminary engineering will establish the technical foundation necessary for future final design and construction activities.

Task 7 – Stakeholder Coordination and Public Engagement

The City will coordinate with key stakeholders throughout the project, including the Federal Railroad Administration, Florida East Coast Railway, Brightline, Florida Department of Transportation, Broward Metropolitan Planning Organization, Broward County, local agencies, and community representatives. Stakeholder engagement will ensure that project recommendations address operational needs, safety concerns, and community priorities.

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Task 8 – Cost Estimating and Implementation Strategy

The project team will prepare preliminary construction cost estimates and develop an implementation strategy for the preferred alternative. The implementation strategy will identify future design requirements, permitting needs, potential funding opportunities, and recommended next steps necessary to advance the project toward construction. Upon completion, the project will deliver a Planning Study Report, environmental documentation, preliminary engineering plans, conceptual designs, cost estimates, and implementation recommendations. These deliverables will provide the City with a clear and technically sound path toward improving safety, mobility, and operational efficiency at the Garfield Street crossing while positioning the project to compete for future design and construction funding.

B. Environmental information, if applicable

The Garfield Street Railroad Crossing Safety and Mobility Improvements Project is a planning and preliminary engineering effort that includes environmental review and coordination activities necessary to support future project implementation. As part of the planning process, the City will conduct environmental screening to identify potential environmental constraints, permitting requirements, and regulatory considerations associated with the proposed improvements.

The environmental review process will evaluate potential impacts to natural, cultural, and community resources and will help determine the level of environmental documentation required under the National Environmental Policy Act (NEPA) and other applicable federal, state, regional, and local regulations. The project team will identify environmental considerations early in the planning process to minimize future project risks, avoid potential delays, and support the development of a feasible and implementable preferred alternative.

The City will coordinate with the Federal Railroad Administration (FRA), Florida Department of Transportation (FDOT), Florida East Coast Railway (FEC), Brightline, Broward County, and other regulatory and resource agencies, as appropriate, throughout the planning and project development process. Environmental coordination activities will be integrated with engineering evaluations, stakeholder engagement, and alternatives analysis to ensure that environmental considerations are incorporated into project decision-making.

In addition to environmental screening, the project will identify anticipated permitting requirements and develop a permitting strategy to support future final design and construction activities. Completion of these environmental review and coordination efforts will improve project readiness, reduce implementation risk, and position the City to pursue future design and construction funding opportunities for the Garfield Street Railroad Crossing Safety and Mobility Improvements Project.

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C. Grade Crossing Information

USDOT Grade Crossing Inventory #	Proposed Improvement	Rail Operator(s)	Railroad Owner	Latitude	Longitude
272582G	Improved Traffic Signals, Roadway, and Pedestrian Infrastructure	Florida East Coast Railway/ Brightline	Florida East Coast Railway	26.021650	-80.149389

D. PTC information if applicable:

N/A

E. Trespassing injury and fatality prevention and reduction, if applicable:

The Garfield Street Railroad Crossing Safety and Mobility Improvements Project will evaluate opportunities to improve pedestrian safety and reduce the potential for rail-related trespassing incidents along the Florida East Coast Railway (FEC)/Brightline corridor. As part of the planning and preliminary engineering effort, the project will assess existing pedestrian movements, crossing behaviors, accessibility needs, and potential conflict points between pedestrians and rail operations.

The project will examine improvements such as enhanced pedestrian crossing facilities, ADA-accessible pathways, pedestrian channelization measures, upgraded warning devices, and other safety enhancements designed to guide users to designated crossing locations and discourage unauthorized access to railroad tracks. These measures will be evaluated in coordination with railroad operators and transportation agencies to identify solutions that improve safety while maintaining connectivity for residents, businesses, and community destinations on both sides of the rail corridor.

By identifying and advancing improvements that create safer, more visible, and more accessible pedestrian routes, the project will support FRA's goal of reducing trespassing-related incidents and fatalities. The planning effort will establish a framework for future implementation of safety improvements that minimize pedestrian exposure to active rail operations, reduce the likelihood of unauthorized track access, and enhance overall safety along this heavily utilized rail corridor.

F. Locomotive information, if applicable:

N/A

G. Community Emergency Plans, if applicable:

N/A

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VII. Project Location

The project will be located at the railroad crossing on Garfield Street between N. Dixie Highway and N. 21st Avenue in Hollywood, Florida.



Location: Garfield Street, Hollywood, FL 33020

County: Broward

State: Florida

USDOT Grade Crossing Inventory #: 272582G

GIS Coordinates: **26.021650, -80.149389**

US Congressional District: 25

Milepost: 348.07

Community Profile

The City of Hollywood is a diverse coastal community located in southeastern Broward County between Miami and Fort Lauderdale. Home to more than 153,000 residents, Hollywood serves as an important residential, commercial, and transportation hub within South Florida. The City encompasses approximately 30 square miles and features a unique mix of urban neighborhoods, thriving business districts, regional transportation corridors, and nationally recognized recreational destinations. Hollywood is home to more than 10,000 businesses and benefits from its strategic location adjacent to Port Everglades, one of the world's busiest cruise ports, as well as convenient access to both Fort Lauderdale-Hollywood International Airport and Miami International Airport.

The Garfield Street railroad crossing is located within a densely developed area of the City that serves residents, businesses, commuters, transit users, pedestrians, and emergency responders. The corridor is a critical east-west connection across the FEC Railway and experiences significant daily traffic volume due to its proximity to Downtown Hollywood, the US-1 corridor, major employment centers, schools, commercial establishments, and residential neighborhoods.

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Hollywood is a highly diverse community, with approximately 43 percent of residents identifying as Hispanic or Latino, 16 percent as Black or African American, 35 percent as White, and 2.6 percent as Asian. The City is committed to fostering an inclusive environment that supports residents of all backgrounds. Despite its economic strengths, portions of the community continue to face socioeconomic challenges. Approximately 14.7 percent of residents live below the federal poverty level, the median household income is approximately \$67,200, and nearly one in five residents under the age of 65 lacks health insurance.

The neighborhoods surrounding the Garfield Street crossing include a mix of residential, commercial, and mixed-use development, with many residents relying on walking, bicycling, transit, and personal vehicles to access employment, schools, healthcare, shopping, and recreational opportunities. Delays and safety concerns associated with frequent train movements can disproportionately impact these residents, particularly those with limited transportation options. As a result, improvements at the Garfield Street crossing will provide important safety, mobility, and quality-of-life benefits while supporting equitable access to jobs, services, and economic opportunities throughout the community.

The City of Hollywood has demonstrated a strong commitment to equity, accessibility, and community investment through policies and programs that support all residents. The proposed Garfield Street Railroad Crossing Safety and Mobility Improvements Project aligns with these goals by enhancing multimodal connectivity, reducing transportation barriers, improving safety for motorists and pedestrians, and strengthening access between neighborhoods and key community destinations.

VIII. Evaluation and Selection Criteria

A. Project Readiness

The City of Hollywood has completed significant planning, technical analysis, and stakeholder coordination efforts that position the Garfield Street Railroad Crossing Safety and Mobility Improvements Project for immediate advancement. The proposed CRISI-funded planning effort represents the next logical step in the project's development and will build upon several years of planning and evaluation completed by the City and its regional partners.

Completed activities include participation in the Broward Metropolitan Planning Organization's Railroad Crossing Elimination Program (RCEP) Sealed Corridor Project, which evaluated safety and operational challenges at the Garfield Street crossing and identified potential alternatives to improve crossing performance while maintaining critical east-west connectivity. Through this effort, the City completed existing conditions assessments, operational evaluations, safety analyses, conceptual alternative development, and preliminary stakeholder coordination with transportation and railroad partners. Brightline has publicly supported the Sealed Corridor Project and has stated,

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“We are proud to partner with agencies like Broward MPO to bring engineering solutions to their community. We applaud USDOT for moving on this grant and ask for all of our community partners to join together to amplify the message of railroad safety.”

In addition, a Traffic Signal Warrant Study completed in 2025 documented substantial operational and safety concerns at the crossing and adjacent intersections. The study identified 39 crashes during a 36-month period, including 17 crashes within a 12-month period, and concluded that the location satisfies both MUTCD Warrant 1 (Vehicular Volume) and MUTCD Warrant 7 (Crash Experience), supporting the need for future traffic signal and operational improvements. The study further documented recurring congestion, vehicle queueing, and operational conflicts associated with train movements and the close proximity of adjacent intersections.

The City has also initiated coordination with key stakeholders, including the Florida East Coast Railway (FEC), Brightline, Broward Metropolitan Planning Organization, Broward County, Florida Department of Transportation, and other regional partners. This coordination has helped establish project goals, identify operational constraints, and build consensus regarding the need for additional planning and engineering efforts.

To further advance the project, the City has developed a detailed scope of work and cost estimate for the proposed planning effort. The project team is prepared to immediately initiate feasibility analyses, environmental screening, surveying, geotechnical investigations, traffic and railroad operational evaluations, stakeholder coordination, and preliminary engineering upon receipt of CRISI funding.

While substantial planning has already been completed, additional work is required before the project can advance to final design and construction. Environmental review activities, preliminary engineering, permitting assessments, cost refinement, and implementation planning remain necessary to identify and advance a preferred alternative. The National Environmental Policy Act (NEPA) process has not yet been initiated and will be evaluated as part of the proposed planning effort.

Upon completion of the CRISI-funded activities, the City will possess the technical analyses, environmental documentation, preliminary engineering plans, cost estimates, and implementation strategy necessary to advance the project toward final design and construction. The planning effort will significantly improve project readiness, reduce implementation risk, and position the City to compete successfully for future federal, state, and local funding opportunities.

B. Technical Merit

The Garfield Street Railroad Crossing Safety and Mobility Improvements Project demonstrates strong technical merit through its data-driven approach to addressing safety, operational, and mobility challenges at a critical highway-rail grade crossing along

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the Florida East Coast Railway (FEC)/Brightline corridor in the City of Hollywood. The project will utilize a comprehensive planning, environmental review, and preliminary engineering process to identify, evaluate, and advance a preferred alternative that improves safety while maintaining efficient movement of both rail and roadway users.

The Garfield Street crossing experiences significant freight and passenger rail activity, with approximately 52 daily train movements operating through the corridor. The crossing is located immediately adjacent to North Dixie Highway, creating unique operational challenges associated with limited vehicle storage, traffic queueing, railroad preemption, and closely spaced intersections. These conditions contribute to recurring congestion, delays, and safety concerns for motorists, pedestrians, bicyclists, transit users, and emergency responders. The complexity of these interacting transportation systems requires a multidisciplinary planning and engineering approach to identify effective and implementable solutions.

The project builds upon substantial technical work completed through the Broward Metropolitan Planning Organization's Railroad Crossing Elimination Program (RCEP), which evaluated alternatives for improving safety and operations at the crossing. The proposed CRISI planning effort will further advance this work through detailed feasibility analyses, traffic operations evaluations, railroad operations assessments, environmental screening, surveying, geotechnical investigations, and preliminary engineering. This phased approach ensures that future investments are supported by sound engineering principles, stakeholder input, and comprehensive technical analysis.

A key strength of the project is its reliance on documented safety and operational data. A Traffic Signal Warrant Study completed in 2025 identified 39 crashes within a 36-month period, including 17 crashes within a single year, and determined that the location satisfies both MUTCD Warrant 1 (Vehicular Volume) and MUTCD Warrant 7 (Crash Experience) criteria. These findings demonstrate a clear need for further evaluation of operational improvements, signal coordination, and crossing enhancements to improve safety and reduce conflicts between rail and roadway users.

The proposed planning effort will evaluate roadway geometry, railroad crossing operations, traffic signal coordination, railroad preemption systems, pedestrian and bicycle accommodations, ADA accessibility, drainage infrastructure, utility conflicts, lighting improvements, and maintenance of traffic considerations. These evaluations will be supported by field data collection, engineering analyses, and stakeholder coordination to ensure that proposed improvements are technically feasible, operationally effective, and compatible with existing railroad operations.

The project team will coordinate closely with the Federal Railroad Administration, Florida East Coast Railway, Brightline, Florida Department of Transportation, Broward Metropolitan Planning Organization, Broward County, and other stakeholders throughout

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the planning process. This collaborative approach will help ensure that the preferred alternative reflects operational requirements, regulatory considerations, community needs, and long-term transportation objectives.

The project will culminate in a Planning Study Report, environmental documentation, preliminary engineering plans, conceptual designs, construction cost estimates, and implementation recommendations. These deliverables will provide the City with a technically sound roadmap for future project implementation while reducing uncertainty, improving constructability, and enhancing readiness for future design and construction funding opportunities.

By combining documented safety needs, prior planning efforts, robust technical analyses, stakeholder coordination, and a clearly defined path toward implementation, the Garfield Street Railroad Crossing Safety and Mobility Improvements Project demonstrates substantial technical merit and strong alignment with the goals of the Consolidated Rail Infrastructure and Safety Improvements Program.

C. Project Benefits

The Garfield Street Railroad Crossing Safety and Mobility Improvements Project will provide substantial safety, mobility, and operational benefits by advancing a preferred alternative that addresses long-standing challenges at one of the City of Hollywood's most critical highway-rail grade crossings. Through comprehensive planning, environmental review, and preliminary engineering, the project will identify and develop improvements that enhance safety, improve transportation system performance, strengthen community connectivity, and support the continued efficient operation of freight and passenger rail service along the Florida East Coast Railway/Brightline corridor.

The planning effort will provide the technical foundation necessary to advance a future construction project that improves conditions for motorists, pedestrians, bicyclists, transit users, emergency responders, and rail operators. In addition, the project will establish a clear implementation strategy that positions the City to pursue future federal, state, and local funding opportunities.

Safety Benefits

Safety is the primary driver of the Garfield Street Railroad Crossing Safety and Mobility Improvements Project. The crossing currently experiences operational challenges associated with frequent train movements, vehicle queueing, closely spaced intersections, and multimodal conflicts. A 2025 Traffic Signal Warrant Study documented 39 crashes within a 36-month period, demonstrating the need for further evaluation of safety improvements within the project area.

The proposed planning effort will evaluate improvements designed to reduce conflicts between rail operations and roadway users while enhancing safety for all transportation

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modes. Potential benefits include improved traffic signal coordination, enhanced railroad preemption operations, upgraded crossing warning systems, improved pedestrian and bicycle accommodations, ADA accessibility enhancements, and roadway geometric improvements that better align with current design standards.

The project will also assess opportunities to improve pedestrian channelization and crossing facilities that guide users toward designated crossing locations, reduce unsafe crossing behaviors, and minimize the potential for trespassing-related incidents along the rail corridor. Through detailed engineering analysis and stakeholder coordination, the project will identify a preferred alternative that advances FRA's goals of reducing rail-related incidents, improving grade crossing safety, and protecting both rail and roadway users.

Mobility and Operational Benefits

The Garfield Street crossing serves as a vital east-west connection for residents, businesses, schools, transit services, and emergency responders. Existing conditions can result in recurring congestion, delays, and operational inefficiencies associated with train movements and adjacent intersection operations.

The proposed planning effort will evaluate strategies that enhance traffic circulation, improve vehicle storage capacity, reduce queue spillback, and optimize coordination between roadway traffic signals and railroad preemption systems. These improvements are expected to increase travel reliability, reduce delays, and enhance the overall efficiency of the transportation network.

The project will also examine opportunities to improve multimodal connectivity by enhancing pedestrian and bicycle accommodations and improving access between neighborhoods, businesses, transit services, and community destinations located on both sides of the rail corridor. Improved connectivity will benefit residents, employees, visitors, and transit users while supporting broader community mobility goals.

In addition, the project will evaluate strategies to improve emergency response access by reducing operational constraints and improving traffic management near the crossing. Enhanced coordination between roadway and rail operations will support both transportation system reliability and the continued safe and efficient movement of freight and passenger rail service along the FEC/Brightline corridor.

Upon completion, the planning effort will provide a technically sound roadmap for implementing improvements that enhance safety, reduce congestion, improve multimodal mobility, strengthen community connectivity, and support long-term transportation system performance throughout the City of Hollywood.

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IX. Project Implementation and Management

The City of Hollywood will be responsible for overall project implementation, consultant management, procurement, grant administration, financial oversight, and coordination with project stakeholders throughout the duration of the Garfield Street Railroad Crossing Safety and Mobility Improvements Project. The City will administer the project in accordance with all applicable federal, state, and local requirements and will ensure compliance with CRISI Program requirements, reporting obligations, and project milestones.

The City has identified HDR Engineering, Inc. as the proposed consultant team, a nationally recognized engineering and transportation planning firm with extensive experience in railroad crossing safety, transportation engineering, environmental review, and project development. HDR has prepared a detailed scope of work and cost estimate for the proposed planning effort and will provide technical support for the planning study, alternatives evaluation, traffic operations analysis, railroad operations assessment, environmental screening, surveying, geotechnical investigations, stakeholder coordination, and preliminary engineering activities included in this application. HDR's experience with multimodal transportation projects and rail corridor improvements will provide the City with the technical expertise necessary to advance the project toward implementation readiness.

Clarissa Ip, P.E., Assistant Director of Development Services and Chief City Engineer, will serve as Project Manager. Ms. Ip oversees a wide range of engineering, development, transportation, and infrastructure initiatives for the City and brings extensive experience in project planning, design management, regulatory permitting, construction administration, and capital improvement program delivery. In her current role, she manages engineering activities that support the City's growth and long-term infrastructure objectives, including roadway improvements, traffic engineering projects, utility coordination, development review, and public infrastructure investments.

As Project Manager, Ms. Ip will provide overall leadership and technical oversight for the project, coordinate consultant activities, monitor project progress, facilitate stakeholder engagement, and ensure that all project deliverables are completed on schedule and in accordance with applicable engineering and regulatory standards. She will serve as the primary liaison between the City, HDR, project partners, and regulatory agencies throughout project implementation.

Tymira Mack, Grants Administrator, will serve as the primary grant administration contact and will be responsible for grant compliance, reporting, reimbursement requests, documentation management, and coordination with the Federal Railroad Administration. Ms. Mack has extensive experience administering federal and state grant programs and will ensure that all grant requirements are satisfied throughout project implementation.

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The City and HDR will coordinate closely with the Federal Railroad Administration, Florida East Coast Railway, Brightline, Florida Department of Transportation, Broward Metropolitan Planning Organization, Broward County, and other stakeholders throughout the planning process. This collaborative approach will ensure that project recommendations address safety concerns, operational needs, regulatory requirements, and community priorities.

The City has successfully managed numerous transportation, infrastructure, and capital improvement projects utilizing federal, state, regional, and local funding sources. This experience includes consultant procurement and management, project development, permitting coordination, grant administration, and delivery of complex transportation projects involving multiple stakeholders and regulatory agencies.

While significant planning work has already been completed through previous studies, including the Broward Metropolitan Planning Organization's Railroad Crossing Elimination Program (RCEP), the project has not yet advanced into final design. Upon award of CRISI funding, the City will finalize consultant agreements and immediately initiate the planning, environmental review, and preliminary engineering activities outlined in this application.

The City, in partnership with HDR Engineering, possesses the technical expertise, project management capacity, and stakeholder relationships necessary to successfully complete the proposed planning effort and position the Garfield Street Railroad Crossing Safety and Mobility Improvements Project for future final design and construction funding opportunities.

X. Environmental Review and Permitting

The Garfield Street Railroad Crossing Safety and Mobility Improvements Project is a planning, environmental review, and preliminary engineering effort intended to advance future safety and mobility improvements at an existing highway-rail grade crossing along the Florida East Coast Railway/Brightline corridor in the City of Hollywood. The project will build upon previous planning efforts and develop the technical and environmental documentation necessary to support future final design and construction activities.

As part of the proposed CRISI-funded effort, the City will conduct environmental screening and regulatory coordination to identify potential environmental constraints, permitting requirements, and applicable federal, state, regional, and local regulations. Environmental review activities will be integrated into the alternatives evaluation and preliminary engineering process to ensure environmental considerations are incorporated into project decision-making from the earliest stages of project development.

The project team will evaluate potential environmental considerations associated with the alternatives under consideration, including historic and cultural resources, threatened and endangered species, wetlands and water resources, hazardous materials, environmental justice, noise and vibration, community impacts, and other resource areas that may be subject to

GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT

federal or state review requirements. The results of these evaluations will help determine the level of environmental documentation required to advance the project and support future National Environmental Policy Act (NEPA) review.

The City will coordinate closely with the FRA, FEC, Brightline, FDOT, Broward County, and other regulatory and resource agencies throughout the planning process. This coordination will assist in identifying environmental requirements, permitting needs, and project constraints while helping to reduce implementation risk and improve project readiness.

The project area is located within an existing developed transportation corridor, and no major environmental constraints have been identified through previous planning efforts. However, environmental review activities have not yet been completed, and the NEPA process has not been initiated. The proposed planning effort will provide the environmental screening, agency coordination, and supporting documentation necessary to determine the appropriate environmental pathway for future project implementation.

In addition to environmental review, the project will include a permitting assessment to identify approvals that may be required for future roadway, drainage, utility, traffic signal, railroad crossing, and pedestrian improvements. The project team will develop a permitting strategy that will serve as a roadmap for future design and construction phases.

The City currently possesses conceptual crossing layouts and alternatives developed through previous studies and technical evaluations conducted by HDR Engineering and other planning efforts. However, additional work is required to advance the project through feasibility analysis, environmental review, preliminary engineering, final design, permitting, and construction. Completion of the proposed CRISI planning effort will significantly improve project readiness and position the City to pursue future funding for final design and implementation of the preferred alternative.

Supporting Attachments

- SF-424 Application forms Federal Assistance
- Qualitative Analysis
- Signal Warrant Study
- HDR Garfield Street Grade Crossing Cost Estimate
- HDR Garfield Street Grade Crossing Scope
- Location Map
- Photographs
- Project Schedule
- Funding Commitment Letter
- Letters of Support
- Railroad Coordination Documentation
- Broward MPO Sealed Corridor Project
- Crossing Inventory and Accident Reports

GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT

Project Schedule Garfield Street Railroad Crossing Safety and Mobility Improvements Project

The City of Hollywood anticipates completing the proposed planning, environmental review, and preliminary engineering effort within approximately eighteen (18) months of receiving a Notice to Proceed.

Task	Duration	Schedule
Project Initiation and Consultant Notice to Proceed	1 Month	Month 1
Project Management and Coordination	Ongoing	Months 1-18
Stakeholder Coordination and Agency Outreach	Ongoing	Months 1-18
Existing Conditions Assessment and Data Collection	2 Months	Months 1-2
Surveying and Geotechnical Investigations	3 Months	Months 2-4
Planning Study and Alternatives Evaluation	4 Months	Months 2-5
Traffic Operations Analysis	3 Months	Months 3-5
Railroad Operations and Preemption Analysis	3 Months	Months 3-5
Environmental Screening and Regulatory Coordination	6 Months	Months 4-9
Preferred Alternative Selection	1 Month	Month 6
Preliminary Engineering and Concept Development	6 Months	Months 7-12
Roadway, Signal, Drainage, and Multimodal Evaluations	4 Months	Months 8-11
Utility Coordination and Permitting Assessment	4 Months	Months 8-11
Preliminary Cost Estimates and Implementation Strategy	2 Months	Months 12-13
Draft Planning Study Report	2 Months	Months 14-15
Final Stakeholder Review and Agency Coordination	2 Months	Months 15-16
Final Planning Study Report and Preliminary Engineering Deliverables	2 Months	Months 17-18

Key Milestones

Month 1

- Execute Consultant Agreement
- Conduct Project Kickoff Meeting
- Initiate Stakeholder Coordination

Month 6

- Complete Alternatives Evaluation
- Select Preferred Alternative

GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT

Month 9

- Complete Environmental Screening and Regulatory Assessment

Month 12

- Complete Preliminary Engineering Evaluations

Month 13

- Complete Preliminary Construction Cost Estimate
- Complete Implementation Strategy

Month 15

- Submit Draft Planning Study Report

Month 18

- Complete Final Planning Study Report
- Complete preliminary engineering deliverables
- Complete environmental screening documentation
- Establish implementation roadmap for future final design and construction funding

Final Deliverables

Upon completion of the project, the City will have:

- Planning Study Report
- Existing Conditions Assessment
- Alternatives Evaluation
- Traffic Operations Analysis
- Railroad Operations Assessment
- Environmental Screening Documentation
- Preliminary Engineering Plans
- Preliminary Cost Estimate
- Permitting Assessment
- Implementation Strategy
- Stakeholder Coordination Documentation

These deliverables will position the Garfield Street Railroad Crossing Safety and Mobility Improvements Project for advancement into final design, environmental clearance, permitting, and future construction funding opportunities.

GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT

Garfield Street Railroad Crossing Safety and Mobility Improvements Project Qualitative Analysis

Existing Conditions

The Garfield Street railroad crossing is located along the Florida East Coast Railway (FEC) corridor within the City of Hollywood, Florida. The crossing serves as a critical east-west connection between residential neighborhoods, commercial areas, employment centers, schools, transit facilities, and community destinations. The corridor accommodates both freight and passenger rail operations, including Brightline service, and experiences approximately 52 train movements per day.

The crossing is situated within a densely developed urban environment where roadway, rail, pedestrian, and bicycle activities converge. Garfield Street intersects with North Dixie Highway immediately adjacent to the railroad crossing, creating operational challenges associated with limited vehicle storage, closely spaced intersections, and competing transportation demands. During train events, vehicle queues frequently extend into nearby intersections, reducing roadway efficiency and creating potential conflicts between motorists, pedestrians, and rail operations.

The crossing serves a diverse population that relies on multiple modes of transportation. Many residents access jobs, schools, healthcare facilities, shopping destinations, and recreational opportunities by walking, bicycling, transit, or personal vehicle. As a result, maintaining safe and reliable connectivity across the rail corridor is essential to the mobility and economic vitality of the surrounding community.

Safety Challenges

The Garfield Street crossing presents several safety concerns that warrant detailed evaluation. Frequent train activity, constrained roadway geometry, and limited vehicle storage between adjacent intersections contribute to operational conditions that increase the potential for conflicts between roadway users and rail operations.

A recent Traffic Signal Warrant Study documented 39 crashes within a 36-month period, including 17 crashes within a 12-month period. The study identified operational deficiencies that may be addressed through improved traffic control, signal coordination, and roadway modifications. In addition, the location satisfies both MUTCD Warrant 1 (Vehicular Volume) and MUTCD Warrant 7 (Crash Experience), supporting the need for further analysis of traffic signal improvements.

GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT

Pedestrian safety is also a significant concern. Existing crossing conditions require pedestrians to navigate an active rail corridor within a constrained urban environment. Improvements to pedestrian facilities, crossing treatments, warning devices, and ADA accessibility will be evaluated to reduce exposure to conflicts and improve overall safety for vulnerable users.

Mobility and Operational Challenges

The Garfield Street crossing experiences recurring congestion associated with train movements and adjacent intersection operations. When trains occupy the crossing, vehicle queues can rapidly develop and extend into neighboring intersections, affecting traffic circulation and reducing roadway reliability.

These operational constraints can impact emergency response times, transit operations, freight movement, and daily travel for residents and businesses. The close proximity of the crossing to Dixie Highway creates unique signal coordination and railroad preemption challenges that require detailed engineering analysis to ensure safe and efficient operation of both the roadway and rail systems.

As rail activity continues to grow within the FEC corridor, operational improvements will become increasingly important to maintaining mobility and minimizing conflicts between rail and roadway users.

Planning and Feasibility Analysis History

Previous planning efforts conducted through the Broward Metropolitan Planning Organization's Railroad Crossing Elimination Program (RCEP) evaluated alternatives for improving safety and operations at the Garfield Street crossing. While those efforts identified potential improvement concepts, additional planning, engineering, environmental review, and stakeholder coordination are necessary before a preferred alternative can advance toward implementation.

The proposed planning effort will provide the technical foundation needed to evaluate alternatives, assess feasibility, identify environmental considerations, coordinate with railroad operators and regulatory agencies, and develop preliminary engineering concepts. This process will ensure that future investments are based on sound engineering principles, stakeholder input, and comprehensive evaluation of operational, safety, and community impacts.

Purpose and Need

The purpose of the Garfield Street Railroad Crossing Safety and Mobility Improvements Project is to improve safety, mobility, operational efficiency, and community connectivity at one of the City of Hollywood's most critical at-grade rail crossings. The project seeks to identify and advance feasible transportation improvements that reduce conflicts between rail operations

GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT

and roadway users while maintaining safe and reliable access for motorists, pedestrians, bicyclists, transit users, and emergency responders.

The need for the project is driven by the frequency of rail activity, documented crash history, recurring traffic congestion, and the operational challenges associated with the close proximity of the railroad crossing to North Dixie Highway. The crossing serves as a key east-west connection within the City and is utilized daily by residents, employees, businesses, visitors, emergency service providers, and transit users. Frequent train movements create delays and vehicle queues that can extend into adjacent intersections, reducing transportation system reliability and increasing the potential for conflicts between transportation modes.

As passenger and freight rail activity continues to grow along the Florida East Coast Railway corridor, these operational challenges are expected to become more pronounced. Without improvements, increased rail traffic may further impact mobility, emergency response, pedestrian accessibility, and economic activity in the surrounding area.

Previous planning efforts have identified potential improvement concepts; however, additional technical analysis is necessary to determine the most effective and implementable solution. The proposed planning effort will evaluate alternatives, identify operational and safety benefits, assess environmental considerations, coordinate with stakeholders, and establish a preferred alternative that can advance toward future design and construction.

The project supports local, regional, and federal transportation goals by improving safety at a rail crossing, enhancing multimodal transportation options, reducing transportation system conflicts, and strengthening connectivity within the community.

Community Impacts and Equity Considerations

The Garfield Street crossing serves neighborhoods that rely on safe and reliable transportation access to employment centers, educational institutions, healthcare facilities, public services, recreational destinations, and commercial areas. The crossing is particularly important because it connects residents on both sides of the rail corridor and provides access to essential community resources.

Frequent train movements and resulting traffic delays can disproportionately affect residents who have limited transportation options and depend on walking, bicycling, public transit, or shorter local vehicle trips. Delays at the crossing may also affect emergency response times, school transportation, transit reliability, and access to businesses and services.

GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT

The planning effort will evaluate how proposed improvements can enhance mobility and safety for all users, with particular attention given to pedestrians, bicyclists, older adults, individuals with disabilities, and transit users. Improving pedestrian accommodations and ADA accessibility will be a key consideration throughout the planning process to ensure that transportation investments benefit all members of the community.

The project will also seek to improve overall quality of life by reducing congestion, improving transportation reliability, and enhancing connectivity between neighborhoods and activity centers. Increased transportation efficiency can support local economic activity by improving access to businesses and employment opportunities while creating a safer and more welcoming environment for residents and visitors.

Public engagement and stakeholder coordination will be central components of the planning process. The City will work closely with residents, businesses, transportation agencies, railroad operators, and community organizations to ensure that the preferred alternative reflects local priorities and addresses community concerns. Through this collaborative approach, the project will help advance transportation solutions that are responsive to community needs while promoting long-term safety, accessibility, and economic vitality.

Proposed Planning Activities

The project will undertake a comprehensive planning and project development process that includes feasibility analyses, traffic operations evaluations, railroad operations assessments, environmental screening, surveying, geotechnical investigations, stakeholder coordination, and preliminary engineering.

The effort will evaluate roadway geometry, traffic signal operations, railroad signal preemption, pedestrian and bicycle accommodations, drainage considerations, utility conflicts, lighting improvements, and multimodal connectivity. Coordination will occur with the Federal Railroad Administration, Florida East Coast Railway, Brightline, Broward MPO, Florida Department of Transportation, Broward County, and other stakeholders.

The planning process will also identify permitting requirements, develop conceptual design alternatives, prepare cost estimates, and establish implementation strategies that can support future funding requests.

Anticipated Outcomes

Upon completion, the planning effort will produce a preferred alternative supported by engineering analysis, environmental review, stakeholder coordination, and preliminary design

GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT

documentation. The project will establish a clear path toward implementation by providing the City with the technical information necessary to pursue final design and construction funding. The anticipated outcomes include improved railroad crossing safety, enhanced pedestrian and bicycle accommodations, reduced congestion, improved emergency access, better coordination between rail and roadway operations, and strengthened community connectivity. The planning effort will also reduce implementation risk, improve project readiness, and position the City of Hollywood to compete successfully for future federal, state, and local transportation funding opportunities.

Ultimately, the project will support the long-term goal of creating a safer, more efficient, and more reliable transportation corridor while maintaining the critical role of the Garfield Street crossing within the community and the broader regional transportation network.

Consequences of Taking No Action

If no action is taken, the safety, operational, and mobility challenges currently experienced at the Garfield Street railroad crossing are expected to persist and potentially worsen over time. The crossing serves as a critical connection within the City of Hollywood, supporting access to neighborhoods, businesses, schools, healthcare facilities, transit services, and other community destinations. As rail activity continues to increase along the Florida East Coast Railway corridor, existing conflicts between rail operations and roadway users are likely to become more frequent and severe.

Without further planning and evaluation, the City will lack the technical information necessary to identify and implement effective solutions to address these challenges. Existing traffic congestion associated with train movements will continue to affect travel reliability, resulting in recurring delays for motorists, pedestrians, bicyclists, transit users, and emergency responders. Vehicle queues may continue to extend into adjacent intersections, creating operational inefficiencies and increasing the potential for crashes and conflicts.

Pedestrians and bicyclists will remain exposed to existing crossing conditions that may not adequately accommodate the growing demand for safe and accessible multimodal transportation options. Opportunities to improve ADA accessibility, pedestrian safety, and bicycle connectivity may be delayed indefinitely without a comprehensive planning effort to identify feasible improvements.

Failure to advance the project could also limit the City's ability to compete for future state and federal funding opportunities. Many implementation grant programs require completed planning, environmental review, engineering analysis, and documented stakeholder coordination before construction funding can be awarded. Without these foundational planning

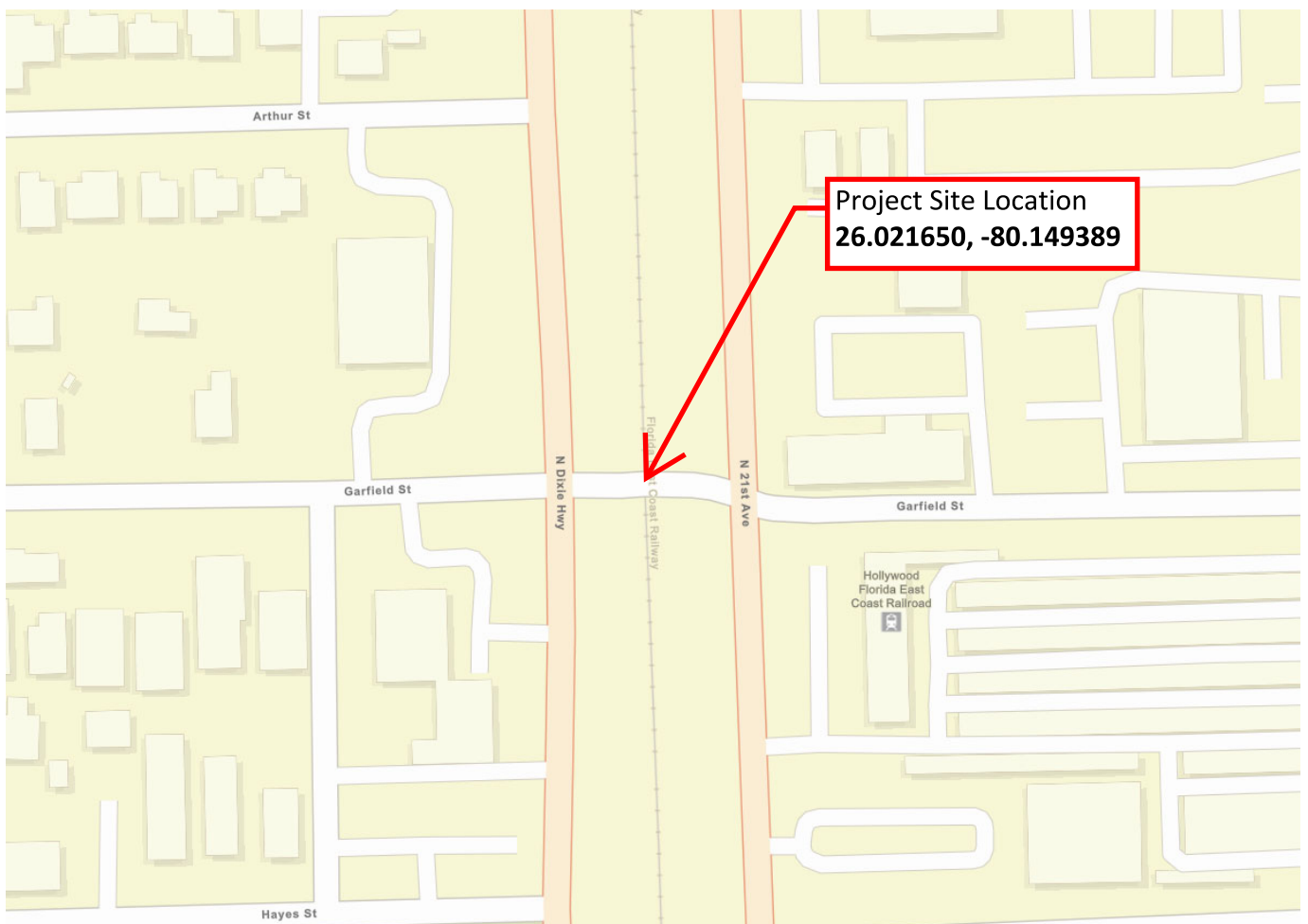
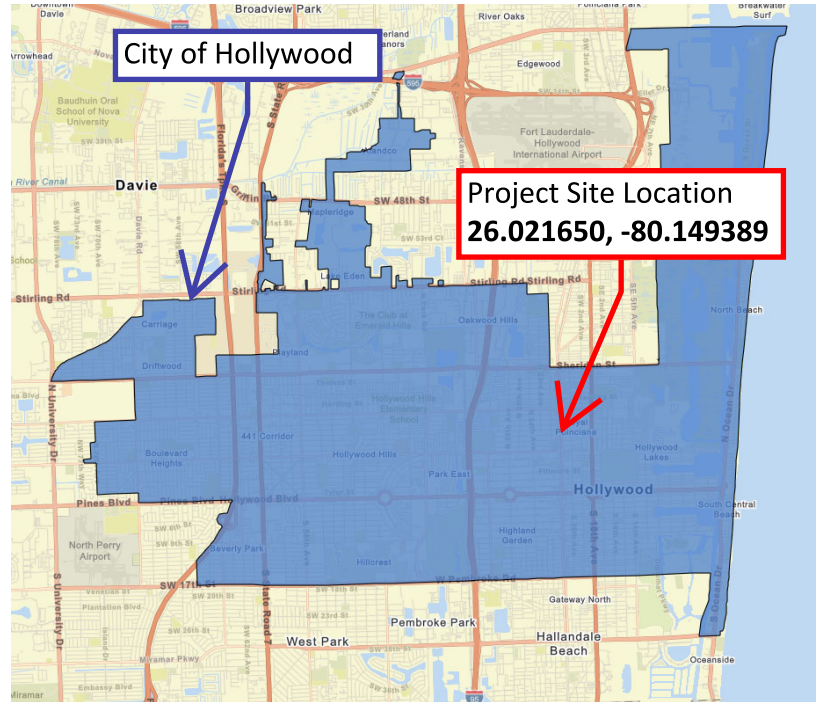
GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT

activities, the City may be unable to advance crossing improvements despite the demonstrated need.

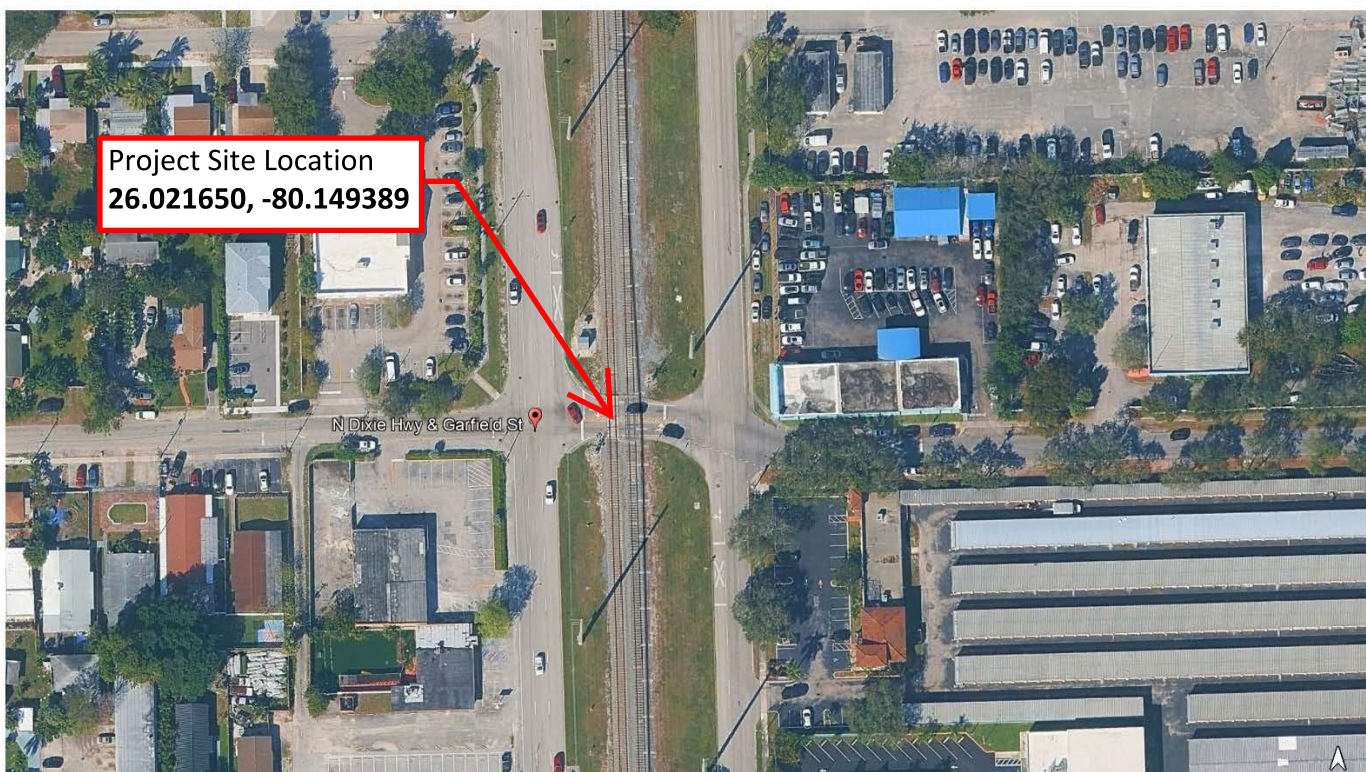
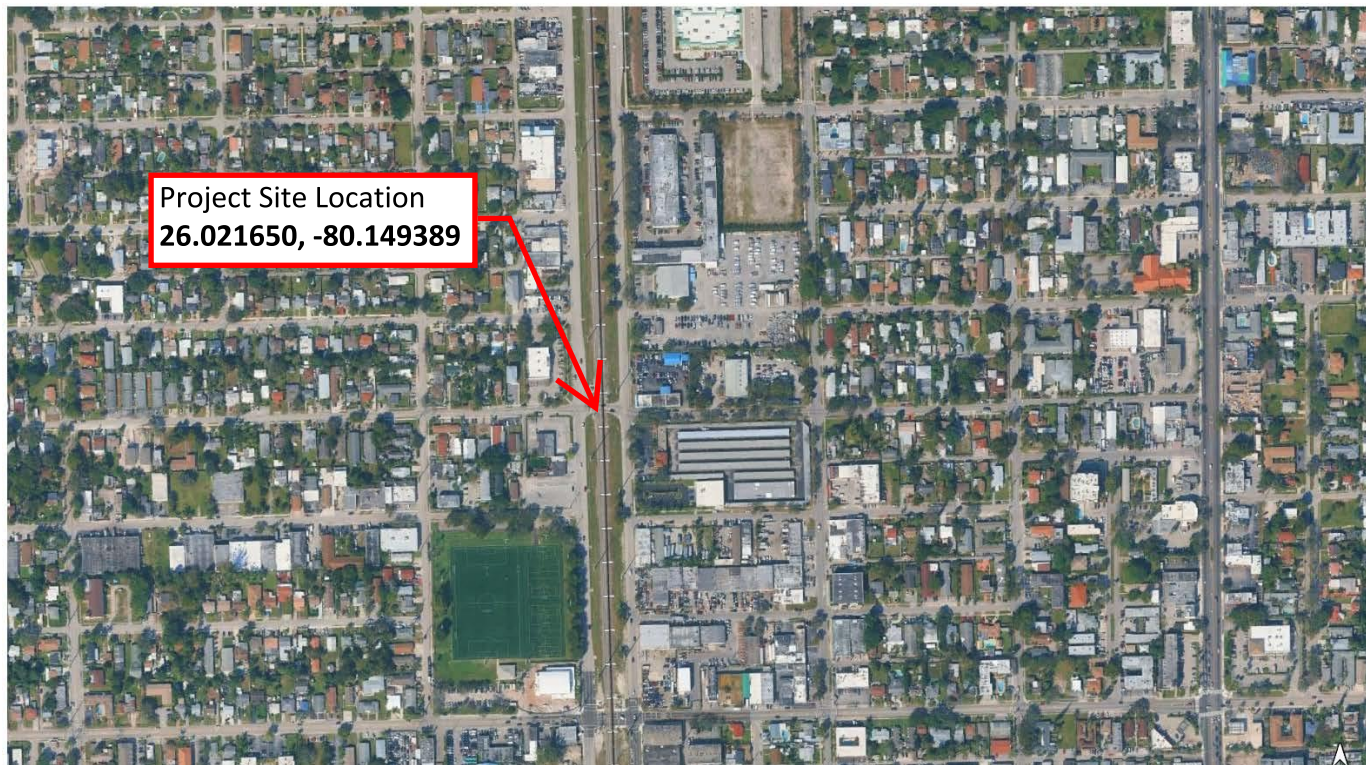
The no-action alternative would also forgo opportunities to improve community connectivity, support economic activity, and enhance transportation system resilience. Businesses, residents, visitors, and emergency service providers would continue to experience the operational impacts associated with the crossing, while future growth in rail traffic could further exacerbate existing conditions.

By undertaking this planning effort, the City of Hollywood will establish a roadmap for addressing current and future transportation challenges at the Garfield Street crossing. The study will position the City to pursue implementation funding, improve project readiness, and advance a solution that enhances safety, mobility, accessibility, and quality of life for the surrounding community. In contrast, taking no action would leave these issues unresolved and increase the likelihood that operational and safety concerns will continue to affect the community for years to come.

GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT



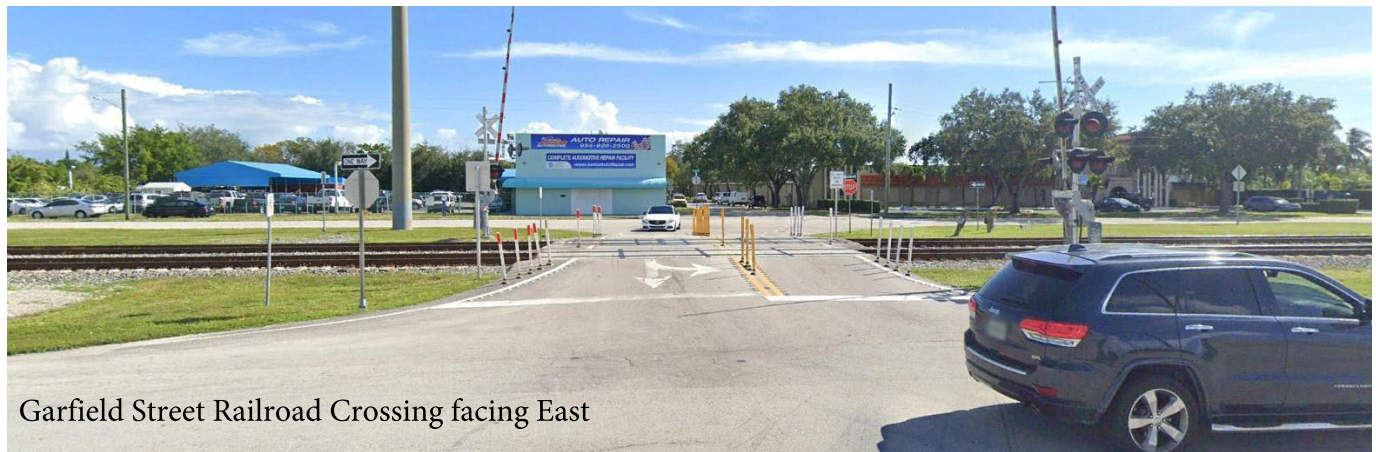
GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT



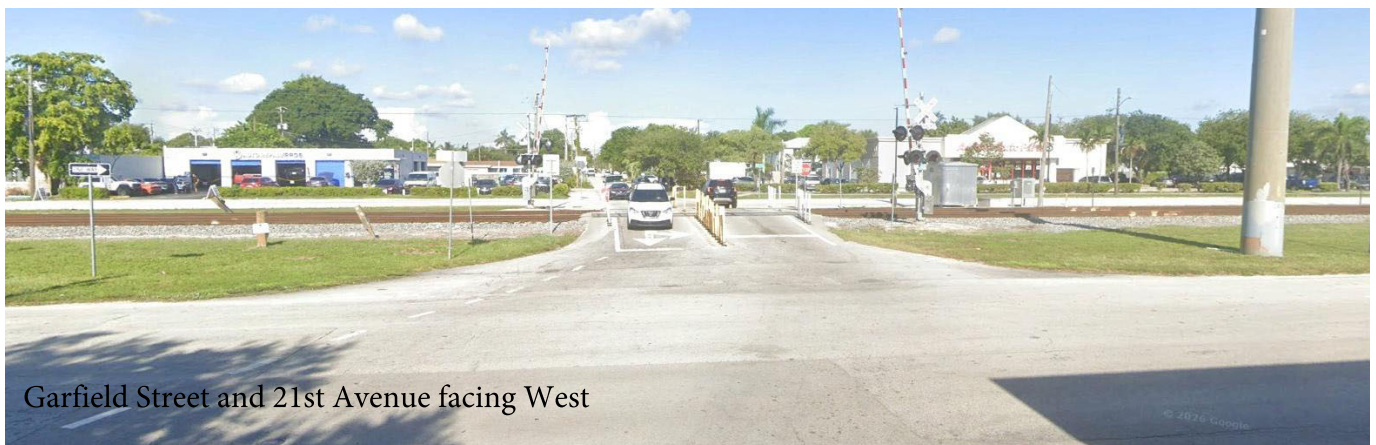
GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT



Garfield Street and Dixie Highway facing East



Garfield Street Railroad Crossing facing East



Garfield Street and 21st Avenue facing West

GARFIELD STREET RAILROAD CROSSING SAFETY AND MOBILITY IMPROVEMENTS PROJECT





Public Works and Environmental Services Department

TRAFFIC ENGINEERING DIVISION

2300 W. Commercial Boulevard • Fort Lauderdale, Florida 33309 • 954-847-2600

June 18, 2026

David A. Fink
Administrator
Department of Transportation
Federal Railroad Administration
1200 New Jersey Ave SE
Washington, DC 20590

RE: FR-CRS-26-001, The Fiscal Year 2025 and 2026 Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program – City of Hollywood, Florida

Dear Administrator Fink,

The Broward County Traffic Engineering Division is providing this letter in support of the City of Hollywood's application for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. The Planning and Development funding requested for the Garfield Street Railroad Crossing Safety and Mobility Improvements Project supports the planning and preliminary engineering of improvements designed to enhance safety, mobility, and operational efficiency at the Garfield Street railroad crossing. The project will evaluate roadway, pedestrian, and railroad crossing safety improvements that reduce conflicts between rail and roadway users while improving connectivity and transportation reliability throughout the surrounding community.

We respectfully request your favorable consideration of this application; however, with Garfield Street being a City-owned roadway for which the City holds a crossing license agreement with the Florida East Cost Railway (FECR), the County's support is contingent upon FECR's approval and permitting of any proposed improvements. Should you require further information or clarification, please feel free to contact me.

Sincerely,

Rasem Awwad

Rasem Awwad, P.E., PTOE, Director
Traffic Engineering Division - Public Works and Environmental Services Department
rawwad@broward.org



June 4th, 2026

Department of Transportation
Federal Railroad Administration
Office of Railroad
David A. Fink
Administrator
1200 New Jersey Ave SE
Washington, DC 20590

RE: Letter of Support – City of Hollywood CRISI Application, Garfield Street Crossing

Dear Administrator Fink:

On behalf of the North Central Hollywood Civic Association I am pleased to convey our support for the City of Hollywood's application to the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Garfield Street Railroad Crossing Safety and Mobility Improvements Project.

This project is designed to enhance safety and operations at the Garfield Street railroad crossing by implementing upgraded traffic signals, railroad crossing equipment, roadway improvements, and enhanced accommodations for pedestrians. These measures are expected to minimize conflicts among vehicles, pedestrians, and rail operations while improving mobility and connectivity in the surrounding area.

The proposed project represents a vital investment in public safety, transportation infrastructure, and community resilience. We fully support the City of Hollywood's application and respectfully request favorable consideration for funding.

Sincerely,

Patty Antrican

Patty Antrican

President

North Central Hollywood Civic Association

June 22, 2026

David A. Fink
Administrator
Department of Transportation
Federal Railroad Administration
1200 New Jersey Ave SE
Washington, DC 20590

RE: FR-CRS-26-001, Fiscal Year 2025 and 2026 Notice of Funding Opportunity for
the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
– City of Hollywood, Florida

Dear Administrator Fink,

The Broward Metropolitan Planning Organization (BMPO) is providing this letter of support for the City of Hollywood's application for Planning and Development funding through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. This project will support the planning and preliminary engineering of improvements designed to enhance safety, mobility, and operational efficiency at the Garfield Street railroad crossing. The project will evaluate roadway, traffic signal, pedestrian, and railroad crossing improvements that reduce conflicts between rail and roadway users while improving connectivity and transportation reliability throughout the surrounding community. The BMPO fully supports safety, mobility, and operational improvements at the Garfield Street railroad crossing, provided they have been approved and permitted by the Florida East Coast Railway and Broward County.

We respectfully urge your consideration of this application. Should you require further information or clarification, please contact James Cromar at cromarj@browardmpo.org.

Sincerely,


Greg Stuart (Jun 18, 2026 11:33:49 EDT)

Greg Stuart
Executive Director
Broward Metropolitan Planning Organization (Broward MPO)

Chair
Yvette Colbourne

Vice Chair
Joy Cooper

Deputy Vice Chair
Byron Jaffe

Members | Alternates

Antonio V. Arserio
Samson Borgelin
Felicia M. Brunson
Tycie Causwell
Yvette Colbourne
Joy Cooper
Kicia Daniel
Alexandra Davis
Richard DeNapoli
Todd Drosky
Melissa Dunn
Tim Fadgen
Lamar Fisher
Beam Furr
Thomas Good Jr
Rex Hardin
Bob Hartmann
William "Bill" Hodgkins
Byron Jaffe
Lori Lewellen
Tim Lonergan
Lisa Mallozzi
Jane Reiser
Hazelle Rogers
Paul Rolli
Joseph A. Scuotto
Caryl S. Shuham
Joshua Simmons
Ben Sorensen
Rebecca Thompson
Dean J. Trantalis
Michael Udine
Kyle Van Buskirk
Rich Walker
Sandra L. Welch
Michelle Whitman

Executive Director
Gregory Stuart

General Counsel
Alan Gabriel

Gregory Stuart
Executive Director
Broward Metropolitan Planning Organization

LOS City of Hollywood 2026 CRISI - MPO_REV

Final Audit Report

2026-06-18

Created:	2026-06-18
By:	Vilma Hurtado (hurtadov@browardmpo.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAyCxXIOybDsku1jWk-wv893z7_mhugXdH

"LOS City of Hollywood 2026 CRISI - MPO_REV" History

-  Document created by Vilma Hurtado (hurtadov@browardmpo.org)
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-  Document emailed to Greg Stuart (stuartg@browardmpo.org) for signature
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-  Email viewed by Greg Stuart (stuartg@browardmpo.org)
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-  Document e-signed by Greg Stuart (stuartg@browardmpo.org)
Signature Date: 2026-06-18 - 3:33:49 PM GMT - Time Source: server - Signature Appearance Selected: MOBILE_DRAW
-  Agreement completed.
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Downtown Parkside Royal
Poinciana Civic Association
MONTHLY

MEETING

SECOND TUESDAY @ 7:00 PM

Lippman Center
2030 Polk Street
Hollywood, Florida 33020

MAKE YOUR VOICE HEARD
FOR MORE INFORMATION CONTACT
LYNN SMITH @ 954-854-4496



June 17, 2026

David A. Fink
Administrator
Department of Transportation
Federal Railroad Administration
1200 New Jersey Ave SE
Washington, DC 20590

RE: Letter of Support – City of Hollywood CRISI Grant Application

Dear Administrator Fink:

On behalf of the Downtown Parkside Royal Poinciana Civic Association, I am pleased to support the City of Hollywood's application to the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Garfield Street Railroad Crossing Safety and Mobility Improvements Project.

This project will improve safety and operations at the Garfield Street railroad crossing by funding the planning and design of upgraded traffic signalization, railroad crossing equipment, roadway improvements, and enhanced pedestrian accommodation. These improvements will help reduce conflicts between vehicles, pedestrians, and rail operations while improving mobility and connectivity within the area.

Thank you for your kind consideration of the City of Hollywood's funding request. Please do not hesitate to contact me if I may provide additional information.

Best Regards,
Lynn Smith
President
Downtown Parkside Royal Poinciana Civic Association

June 22, 2026

David A. Fink
Administrator
Department of Transportation
Federal Railroad Administration
1200 New Jersey Ave SE
Washington, DC 20590

RE: FR-CRS-26-001, The Fiscal Year 2025 and 2026 Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program – City of Hollywood, Florida

Dear Administrator Fink:

I am pleased to provide this letter of commitment in support of the City of Hollywood's application to the Federal Railroad Administration's Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Garfield Street Railroad Crossing Safety and Mobility Improvements Project.

The City is requesting \$452,244 in CRISI funding to support the Project Planning and Development phases of the project and commits to providing the required local match of \$113,062, representing the 20% non-Federal cost share, through local City funds. The City of Hollywood is fully committed to the successful implementation of this project and to providing the required matching funds, subject to grant award and final City approval processes.

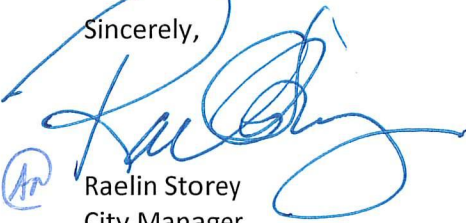
The Garfield Street Railroad Crossing Safety and Mobility Improvements Project will support the planning and preliminary engineering of improvements designed to enhance safety, mobility, and operational efficiency at the Garfield Street railroad crossing. The project will evaluate roadway, traffic signal, pedestrian, and railroad crossing improvements that reduce conflicts between rail and roadway users while improving connectivity and transportation reliability throughout the surrounding community.

Tymira Mack, Grants Administrator, will serve as the primary point of contact for this grant application. Ms. Mack may be reached at 954-921-3201 or via email at tmack@hollywoodfl.org.

Should you have any questions or require additional information, please do not hesitate to contact me directly at 954-921-3201 or by email at rstorey@hollywoodfl.org.

The City of Hollywood strongly supports this important infrastructure investment and respectfully requests favorable consideration of our CRISI application.

Sincerely,


Raelin Storey
City Manager

2600 Hollywood Boulevard
P.O. Box 229045
Hollywood, Florida
33022-9045

hollywoodfl.org

Name of Project:

Date: 6/10/26

Task Work Order: TWO-XX-X

Contract:

~~HDR Engineering, Inc.~~

HDR Engineering, Inc.

Elia Nunez

Task Description																	Total Staff Hours From "SH Summary - Firm"		Contract and QC Manager		Engineer III	Sr. Project Manager	Engineer II	Project Manager	Engineer I	Sr. Designer	Designer	Sr. Engineering Technician	Engineering Intern	Accounting/Admin	Total Man Hours	Salary Cost By Activity		
Planning Analysis																		\$350.00	\$320.00	\$285.00	\$240.00	\$215.00	\$205.00	\$180.00	\$150.00		\$99.89	\$120.00						
B1.1 Field Assessments																	112	0	0	0	56	0	48	0	0	0	0	8	0	112	\$24,079.12			
B1.2 Data Collection Analysis																	24	0	0	0	4	0	20	0	0	0	0	0	24	\$5,060.00				
B1.3 Crash Data Collection and Analysis																	26	0	4	0	20	0	2	0	0	0	0	0	26	\$6,490.00				
B1.4 Operational and Safety Evaluation																	22	0	0	0	20	0	2	0	0	0	0	0	22	\$5,210.00				
B1.5 Cost Estimates																	8	0	0	0	8	0	0	0	0	0	0	0	8	\$1,920.00				
B1.6 Stake Holder Coordination and Meetings																	24	24	0	0	0	0	0	0	0	0	0	0	24	\$8,400.00				
B1.7 Planning Study Report																	102	32	10	0	20	0	40	0	0	0	0	0	102	\$27,400.00				
Engineering Services																																		
B2.1 Roadway Design																	232	0	0	0	72	0	0	0	160	0	0	0	232	\$41,280.00				
B2.2 Stormwater System Design																	72	0	0	0	12	0	20	0	0	40	0	0	72	\$10,975.60				
B2.3 Signalization Analysis and Design Plans																	256	0	32	0	64	0	160	0	0	0	0	0	256	\$58,400.00				
B2.4 Miscellaneous Structural Design																	173	8	0	0	60	0	105	0	0	0	0	0	173	\$38,725.00				
B2.5 Signing and Marking Plans																	120	0	0	0	40	0	0	0	0	80	0	0	120	\$17,591.20				
B2.6 Lighting Analysis and Design																	88	0	0	0	8	0	80	0	0	0	0	0	88	\$16,320.00				
B2.7 Utility Coordination																	238	2	4	0	64	0	24	0	24	120	0	0	238	\$37,846.80				
B2.8 Maintenance of Traffic (MOT)																	44	0	0	0	12	0	0	0	32	0	0	0	44	\$7,680.00				
B2.9 Permitting																	88	0	4	0	48	0	36	0	0	0	0	0	88	\$20,180.00				
B2.10 Cost Estimates																	146	2	4	0	56	0	36	0	32	0	16	0	146	\$29,198.24				
Contract Administration																																		
C1.1 Project Management																																		
Contract Management, set-up, review, invoicing, and close-out																	90	54	0	0	0	0	0	0	0	0	0	36	90	\$23,220.00				
Project Kick Off Meeting and Monthly Progress Meetings																	48	36	0	0	8	0	4	0	0	0	0	0	48	\$15,340.00				
Internal monthly design meetings																	96	18	0	0	42	0	36	0	0	0	0	0	96	\$23,760.00				
Stakeholder Meetings																	40	16	0	0	16	0	8	0	0	0	0	0	40	\$11,080.00				
Plans Review Meetings																	56	8	0	0	32	0	16	0	0	0	0	0	56	\$13,760.00				
C1.2 Quality Control Services																	92	92	0	0	0	0	0	0	0	0	0	0	92	\$32,200.00				
																														\$0.00				
																														\$0.00				
																														\$0.00				
																														\$0.00				
																														\$0.00				
																														\$0.00				
Total Staff Hours																	2,197.00	292.00	58.00	0.00	662.00	0.00	637.00	0.00	248.00				2,197					
Total Staff Cost																		\$102,200.00	\$18,560.00	\$0.00	\$158,880.00	\$0.00	\$190,585.00	\$0.00	\$37,200.00					\$418,115.96				
																														Expenses	\$2,900.00			

Scope of Services

Planning and Design Services for Garfield Street Rail Crossing Traffic and Safety Improvements

A. GENERAL DESCRIPTION

The City of Hollywood (**CITY**) has retained HDR, Inc. (**CONSULTANT**) to provide planning and design engineering services for at the at grade rail crossing located at Garfield Street and Dixie Highway in Hollywood, Florida. The CONSULTANT's services will include Planning and Design services for the preparation of final contract documents to support the construction of proposed rail crossing, traffic control, and roadway improvements, with the objective of enhancing safety and operational efficiency at this location.

B. SERVICES TO BE PERFORMED

B.1 Planning Analysis

During the planning phase, the Consultant will perform a detailed evaluation of two alternatives identified in the at-Grade Railroad Crossing Closure Analysis performed by the CONSULTANT (under separate TWO). Each alternative incorporates recommended rail safety improvements, including traffic control devices (such as signals, signage, flashing lights, and gates) as well as necessary roadway infrastructure upgrades to meet current design and safety standards.

The evaluation will assess the feasibility, benefits, constraints, and potential impacts of each alternative. Based on this analysis, the Consultant will present a comparative assessment to stakeholders, clearly identifying the most viable option to advance into the subsequent design phase. See **Attachment A** the two Conceptual Layouts.

The planning phase will include the following services:

B.1.1 Field Assessments

The CONSULTANT will coordinate and conduct a field review with multidisciplinary representatives from the railroad, as well as State and City agencies, to assess existing site conditions at the crossing. This effort will include evaluating current infrastructure, operations, and safety features, and identifying needs and opportunities for conceptual improvements aimed at enhancing safety and overall operational efficiency at the location.

B.1.2 Data Collection Analysis

The CONSULTANT will review relevant existing studies and available documentation for projects within the vicinity of the crossing that may influence or impact the proposed improvements. This task will also include the analysis and compilation of pertinent operational data, including traffic counts, train volumes, and train speeds, to support the evaluation and design process. Data collection to be completed by others

B.1.3 Crash Data Collection and Analysis

The CONSULTANT will obtain and evaluate available historical crash data for a minimum five (5)-year most recent period at and in the vicinity of the rail crossing from SignalFour crash database.

The analysis will document and summarize relevant crash statistics, including crash frequency, types, contributing factors, and key attributes, with particular attention to fatal, bicycle, and pedestrian-related incidents. The effort will also incorporate the most recent (FRA) crash data. The collected data will be analyzed to identify trends, patterns, and potential safety deficiencies, and to support the development of targeted improvement recommendations to enhance safety and operational performance at the crossing. Crash data will be collected and analyzed along:

- N 21st Avenue
- Dixie Highway and
- Garfield Street

B1.4 Operational and Safety Evaluation

The CONSULTANT will analyze the operational performance of rail crossings. The analysis will include multimodal evaluation for pedestrians, bicycle, vehicular and rail modes as appropriate.

B1.5 Cost Estimate

Consultant will prepare a planning level cost estimate for the recommended improvements. These estimates will be prepared using the most current Florida Department of Transportation (FDOT) Basis of Estimates (BOE) Manual to ensure accuracy and alignment with state standards and funding requirements.

B1.6 Stakeholder Coordination and Meetings

The CONSULTANT will assist the CITY to coordinate with CITY and County stakeholders, participate in coordination meetings, coordinate with local MPO to brief on the study results, and provide technical support as requested by the CITY Project Manager.

B1.7 Planning Study Report

The consultant will prepare a draft and final planning report summarizing:

- Existing conditions and data analysis
- Safety and operational findings
- The proposed improvement alternatives evaluated
- Recommended Improvements

B. 2 Engineering Services

The CONSULTANT will prepare comprehensive engineering design plans, details, and supporting documentation for the proposed roadway and rail grade crossing improvements. The design will include all necessary elements to upgrade the crossing to current safety and operational standards, including roadway geometric improvements, pavement design, grading and drainage, signing and pavement markings, maintenance of traffic, and integration/coordination with railroad warning devices such as gates, flashing lights, and signal systems, as applicable for signal plans.

The CONSULTANT will develop the design in accordance with applicable federal, State of Florida, Broward County, and local City standards, including FDOT criteria, MUTCD requirements, and railroad coordination guidelines.

Design plans will be developed in 11"x17" format and will be provided in electronic format. Design deliverables will be prepared and submitted at four progressive stages of completion: 30%, 60%, 90%, and

100%. Each submittal will include updated plans, technical specifications, and quantity estimates appropriate to the level of completion. The CONSULTANT will address review comments from the CITY, regulatory agencies, and stakeholders at each phase and advance the design accordingly to produce final plans suitable for permitting and construction.

B2.1 Roadway

The CONSULTANT will perform professional engineering design services for the roadway section for the at-grade crossing, including establishing appropriate design controls and criteria. The CONSULTANT will develop the preliminary vertical profile and horizontal alignment for the mainline along Garfield Road within the project limits. The design will incorporate environmental and physical constraints, as well as context-sensitive and complete streets principles, along with any additional relevant considerations. The Consultant will also prepare typical sections and develop roadway plans and profile sheets to support the overall design.

B2.2 Stormwater Design

The CONSULTANT shall evaluate the existing drainage system within the project limits and perform the necessary engineering analyses to develop drainage design plans for the installation of proposed improvements and any required new structures. The stormwater management system shall be designed in compliance with all applicable regulatory agency requirements, including criteria for both water quality and water quantity. The design will address and mitigate potential adverse flooding impacts, alleviate existing drainage deficiencies where feasible, and enhance overall stormwater conveyance and retention capacity.

The CONSULTANT will prepare a preliminary drainage design that satisfies permitting requirements and includes supporting hydrologic and hydraulic analyses. In addition, a Stormwater Pollution Prevention Plan (SWPPP) will be developed, including project notes and details identifying both temporary and permanent measures to prevent sediment and pollutant discharge during construction. The SWPPP will define the types and locations of erosion and sediment control measures to be implemented throughout the project.

B2.3 Signalization Analysis and Design Plans

The CONSULTANT will perform signal analysis and design services, including development of the signal operation plan, intersection geometry, and local signal timing parameters, as well as pre-emption phasing and timing plans. The CONSULTANT will establish appropriate coordination timing plans, including splits, force-offs, and offsets, and will prepare a Time-Space Diagram. The CONSULTANT will develop comprehensive Signalization Design files incorporating all necessary design elements and associated reference files, along with Interconnect Communication Design files meeting the same requirements. In addition, the CONSULTANT will design signal-mounted overhead street name signs and prepare a Signal Operation Coordination Timing Report. The CONSULTANT will also identify signalization pay items, quantify required materials, and provide supporting documentation.

The CONSULTANT shall prepare a set of Signalization Plans in accordance with all applicable manuals, guidelines, standards, handbooks, procedures, and current design memorandums, which includes the following:

- General Notes/Pay Item Notes
- Signalization Plan Sheets
- Interconnect Plans
- Guide Sign Data
- Special Details
- Service Point Details
- Mast Arm/Monotube Tabulation Sheet

B2.4 Miscellaneous Structural Design

The CONSULTANT shall perform structural analysis and design services for proposed lighting and traffic signal infrastructure associated with the proposed at grade rail crossing improvements. This work shall include the design of new poles and their supporting foundations, accounting for site-specific conditions and applicable loading criteria, including wind loads and equipment attachments. The CONSULTANT will ensure all structural components are designed in accordance with applicable FDOT standards, AREMA guidelines (as applicable for rail crossings), and local requirements, and are adequately coordinated with the lighting and traffic signal design.

B2.5 Signing and Marking

The CONSULTANT will develop signing and pavement marking design plans that incorporate the required design elements in accordance with City and State guidelines, as well as MUTCD standards. The CONSULTANT will design all required advance warning signs, regulatory signs, pavement markings, and crossing-specific devices, including railroad advance warning symbols, dynamic envelope markings, and supplemental pavement messages. Coordination with the railroad agency and relevant stakeholders will be performed to ensure compliance with operational and safety requirements. The Consultant will prepare comprehensive signing and pavement marking plan sheets, including layout details, signing schedules, marking quantities, and applicable notes and specifications.

B2.6 Lighting Analysis and Design

The CONSULTANT shall evaluate existing lighting conditions within the project limits to assess adequacy, determine lighting requirements, and identify any deficiencies. The CONSULTANT will perform photometric analyses and develop corresponding lighting layout plans that address identified needs. All design work shall be prepared in accordance with applicable state, local agency, and FDOT standards, including current guidelines for lighting design and plans preparation. Key deliverables will include:

- Lighting Design Report
- Photometric calculation files and summaries
- Lighting layout and electrical construction plans
- Specifications and details

B2.7 Utility Coordination

The CONSULTANT will perform comprehensive utility engineering and coordination efforts to locate existing utilities, assess potential conflicts, and support planning for proposed design and construction activities required for the new improvements. The services include:

Utility Engineering

- Identify Existing Utilities within the project limits
- Contact and coordinate with each utility owner
- Develop utility adjustment/relocation sheets in DGN or DWG format, maintain throughout the project.
- Update and maintain 2D existing Utility DGN file.
- Developing SUE work plan (QL-A) for SUE firm to obtain/confirm utility sizes, depths and locations in the field at final service connections.
- Reviewing SUE deliverables, providing comments, and updating them accordingly.
- Updating Existing Utility file in accordance with SUE and utility owners' feedback.
- Identify, analyze, and track conflicts in the Utility Conflict Matrix (UCM), develop utility conflict annotation CAD file.
- Performing updates at milestone submittals.
- Developing conflict exhibits for utility conflicts and coordinating conflict resolution with design team to avoid or mitigate.
- Reviewing Utility Relocation/Abandonment Plans, providing constructability review and comments.

Utility Coordination

- Updating utility contact list throughout project duration.
- Developing and maintaining communication log of correspondence performed with all UAOs.
- Coordination with SUE firm and survey to confirm utility information from as-builts or records in the field.
- Host four coordination meetings per UAO to confirm existing facilities, review as-built/SUE information, establish ideal service connection locations, review proposed utility infrastructure within the site, and coordinate any required infrastructure upgrades.
- Utility Coordination and Follow-up with Utilities for establishing service connection locations for final facility, interpreting plans, assisting with the completion of the UAO's work schedule, and ensuring the UAO(s) complete and returning the required documents in accordance with the project schedule.
- Prepare and send Plan Sets (by e-mail) including UCM and conflict locations (6 utilities).
- Host utility conflict resolution coordination meetings assumed 6 utilities, 2 coordination meeting monthly.
- Review UWS and No Conflict Letters from each UAO (assume 6 utilities).

Deliverables

- Utility Contact List.
- Existing and Proposed Utility file in CAD format.
- Utility Conflict Matrix in PDF and annotation file in CAD format.
- Coordination log with meeting minutes and correspondence with utility agency owners.
- Applicable Utility Work Schedules (UWS).

Exclusions

- Utility Design Plans (including electrical, water, sewer, plumbing, telecommunications).
- Utility Agreement Coordination.
- Utility Exception Processing and Coordination.
- Utility Permit Review and/or Coordination.
- Construction Phase Coordination:
 - Coordination to provide utility excavation.
 - Coordination with the utility contractor to track and promote desired utility construction schedules and methodologies.
 - Utility construction monitoring and status reports.
 - Field visits, surveys, GPS, as-built services.

B2.8 Maintenance of Traffic (MOT)

The Consultant will provide professional services to develop detailed MOT plans in accordance with applicable standards, including the FDOT Design Manual, MUTCD, and railroad requirements. These services will include preparing traffic control strategies that maintain the safe and efficient movement of vehicular traffic, pedestrians, bicyclists, emergency vehicles, and ongoing rail operations. The Consultant will develop and analyze construction phasing scenarios to minimize disruption to roadway users and rail service, and will assess the need for temporary traffic signals, temporary grade crossing protection, detours, and flagging operations as part of the overall MOT strategy.

B2.9 Permitting

The CONSULTANT will secure required federal, state, and local permits on behalf of the CITY for the proposed railroad grade crossing signal and safety improvements. This effort will include coordination with applicable regulatory agencies to confirm permitting requirements and facilitate timely approvals.

The CONSULTANT will attend one (1) pre-application meeting with each relevant permitting agency to review the proposed improvements and confirm submittal expectations. Following each meeting, the CONSULTANT will prepare and distribute a summary documenting agency feedback and identified requirements.

Using information developed during the Design Phase and guidance obtained through agency coordination, the CONSULTANT will prepare and submit complete permit applications and all supporting documentation necessary for agency review and approval. The CONSULTANT will continue coordination with permitting agencies throughout the review process and will respond to, and address, up to two (2) Requests for Additional Information (RAIs) from each agency.

All permit application and review fees will be the responsibility of the CITY. The CONSULTANT will coordinate with the City to obtain required fee payments prior to permit submittals.

Deliverables:

- Pre-application meeting summary
- Permit Applications

- Responses to Permitting Agency RAI Comments

B2.10 Cost Estimate

The CONSULTANT will prepare an opinion of probable construction cost based on the engineering design plans developed for the four phase submittals (30%, 60%, 90% and 100%). Cost estimate will be updated based on any comments and changes made during the review process. All statements of probable cost will contain such provisions for inflation as may be reasonably anticipated within the construction industry. The inflation factor will be applied based on the anticipated start of demolition. These estimates shall be prepared using the most current Florida Department of Transportation (FDOT) Basis of Estimates (BOE) Manual to ensure accuracy and alignment with state standards and funding requirements.

B2.5 Schedule

Services will begin upon execution of this Task Work Order. All the tasks will be completed within eighteen (18) months of the Noticed to Proceed.

Assumptions:

- Topography survey services are not included as part of this scope and will be provided by CITY
- Geotechnical Services are not included as part of this scope and will be provided by CITY
- Operational data, including traffic counts, train volumes, and train speeds information to be provided by the client
- As-Built of the existing conditions will be made available to support the preparation of design plans and planning analysis
- Information about existing utilities is provided for the project.
- Technical Specifications for the work will be included as notes on the drawings.
- All submittals will be in electronic format 11 x 17
- County to Pay for all applicable permitting fees.

C. ADMINISTRATION

C1.1 Project Management

The purpose of this task is to provide on-going project management associated with this Proposal. The CONSULTANT will attend project coordination meetings with the CITY to report progress, and for general coordination purposes. More specifically the consultant will:

- Prepare for and attend a kick-off project meeting to finalize scope, budget, schedule, and deliverables.
- Participate in monthly progress and coordination meetings with CITY, including development of agenda and meeting minutes.
- Participate in technical design project review meetings with key CITY staff and consultant team members during the planning and design phase. Virtual meetings will be used to the maximum extent possible.
- Support the development of a project schedule and report to CITY monthly on the status of the schedule.

- Prepare monthly progress reports and invoices.
- Implement a quality control process.

C1.2 Quality Requirements

The CONSULTANT deliverable will undergo an internal Quality Control (QC) process. This QC process will affirm that quality is achieved through checking, reviewing, and surveillance of work activities by objective and qualified individuals who were not directly responsible for performing the initial work. Each formal submittal will be accompanied by a QC certification form.

The quality requirements below will be used for evaluation of deliverables at the time of review by the CITY and therefore should be used by CONSULTANT during the implementation of a comprehensive program for controlling quality.

- **General.** All deliverables will be free of grammatical errors and will use punctuation marks, spacing and formatting consistently.
- **Use of language.** Deliverables will be presented in a format that reduces technical or scientific jargon, making each deliverable more user-friendly for a broader audience. All acronyms will be fully spelled out the first time they appear in a deliverable.
- **Completeness.** All deliverables transmitted to the DEPARTMENT shall be complete and meet or exceed the quality requirements established within this section.

D. FEE ESTIMATE

The Consultant will perform all services described in scope of services for \$480,615.96, Time and Material Amount not to be exceed without prior approval from the CITY. See **Attachment B** for a detailed fee estimate for the work

Expenses under this proposal will be reimbursed on direct reimbursement and calculated in accordance with the contract executed.

Note: The probable construction cost provided by consultant is made on the basis of information available to consultant and on the basis of consultant 's experience and qualifications and represents its judgment as an experienced and qualified professional engineer. However, since Consultant has no control over the cost of labor, materials, equipment or services furnished by others, or over the construction contractor(s) methods of determining prices, or over competitive bidding or market conditions, Consultant does not guarantee that proposals, bids or actual project or construction cost will not vary from opinions of probable cost Consultant prepares

TRAFFIC SIGNAL WARRANT SUMMARY

DATE: June 16, 2025

LOCATION: Garfield Street and Dixie Highway/North 21 Avenue, City of Hollywood

ANALYSIS TYPE: Traffic Signal Control

REQUESTED BY: Clarissa Ip, City of Hollywood

REQUEST:

This is in response to the City of Hollywood's request for a warrant summary to assess the justification for traffic signal control at the railroad crossing of Garfield Street and Dixie Highway/North 21 Avenue.

TRAFFIC COUNTS:

Traffic volume data were collected for all approaches to the subject intersection for a 24-hour period commencing Wednesday, April 16, 2025. A copy of the raw traffic data is included.

CRASH HISTORY:

Crash records for the intersection were procured from the Hollywood Police Department and extracted from Signal Four Analytics, a crash records database established by the University of Florida GeoPlan Center, for the 36-month period from March 1, 2022, through March 1, 2025. Upon review of the crash reports, there were 39 crashes within the 36-month period and as many as 17 crashes within the 12-month period that may possibly be of a type susceptible to correction by traffic signal control. A copy of the crash diagram is included.

REVIEW CRITERIA:

The review was completed guidelines outlined in the Federal Highway Administration publication entitled Manual on Uniform Traffic Control Devices (MUTCD).

MUTCD Warrant 1, Eight-Hour Vehicular Volume, the need for a traffic control signal should be considered if an engineering study finds that Conditions A or Condition B are met for any 8 hours of an average day. Based on the existing traffic volumes, MUTCD Warrant 1 criteria were satisfied for six hours of the minimum requisite eight hours at the situation of the high traffic on the major road. The MUTCD Warrant 1 criteria is attached.

MUTCD Warrant 7, Crash Experience, for the installation of a traffic signal could be the occurrence of crashes are to be of the types susceptible to correction by traffic signal control, and at least 80 percent of the MUTCD Warrant 1 volume criteria should be satisfied for any 8 hours of an average day. Based on the existing traffic volumes, 80 percent of the MUTCD Warrant 1 criteria were satisfied for nine hours. Based on crash experience and traffic volumes, MUTCD Warrant 7 is met. MUTCD Warrant 7 crash criteria is attached.

Signal Warrant Analysis summary sheet is attached.

RECOMMENDATION:

The above-discussed results demonstrate that MUTCD Warrant 1 minimum volume and MUTCD Warrant 7, combined volume/crash traffic signal warrant criteria are both satisfied at the intersection of Garfield Street and Dixie Highway/North 21 Avenue. BCTED does not object to the implementation of traffic signal control at the subject intersection. Per the attached Supplemental Grant Participation and Reimbursement Agreement, under the Railroad Crossing Elimination Program, the City is responsible for securing funding and for initiating, implementing, and completing the traffic signalization at the Garfield Street Railroad Crossing.

RAW TRAFFIC DATA

Date/Time/Volume/Average Speed/Temperature Report

Device ID: 406828 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60		Location: Lane: NB THRU & LT Street: Garfield St and N 21 Ave City: Hollywood County: BROWARD State: FL		Raw Count: 1,354 AADT Count: 1,354 AADT Factor: 1 Speed Limit: 35	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	
Wed,04/16/2025					
[12:00 PM-01:00 PM]	68	31 MPH	106 F	---	
[01:00 PM-02:00 PM]	76	32 MPH	117 F	---	
[02:00 PM-03:00 PM]	108	33 MPH	120 F	---	
[03:00 PM-04:00 PM]	111	27 MPH	124 F	---	
[04:00 PM-05:00 PM]	157	29 MPH	120 F	---	
[05:00 PM-06:00 PM]	170	31 MPH	111 F	---	
[06:00 PM-07:00 PM]	108	32 MPH	102 F	---	
[07:00 PM-08:00 PM]	61	30 MPH	91 F	---	
[08:00 PM-09:00 PM]	38	30 MPH	88 F	---	
[09:00 PM-10:00 PM]	36	35 MPH	86 F	---	
[10:00 PM-11:00 PM]	31	32 MPH	84 F	---	
[11:00 PM-12:00 AM]	19	31 MPH	82 F	---	
Wed,04/16/2025	983	31 MPH	103 F		
Thu,04/17/2025					
[12:00 AM-01:00 AM]	13	28 MPH	82 F	---	
[01:00 AM-02:00 AM]	6	28 MPH	81 F	---	
[02:00 AM-03:00 AM]	5	25 MPH	81 F	---	
[03:00 AM-04:00 AM]	4	34 MPH	81 F	---	
[04:00 AM-05:00 AM]	4	33 MPH	79 F	---	
[05:00 AM-06:00 AM]	9	32 MPH	79 F	---	
[06:00 AM-07:00 AM]	20	30 MPH	77 F	---	
[07:00 AM-08:00 AM]	46	31 MPH	79 F	---	
[08:00 AM-09:00 AM]	59	28 MPH	82 F	---	
[09:00 AM-10:00 AM]	75	30 MPH	84 F	---	
[10:00 AM-11:00 AM]	66	31 MPH	86 F	---	
[11:00 AM-12:00 PM]	64	32 MPH	86 F	---	
Thu,04/17/2025	371	30 MPH	81 F		
04/16/2025 12:00 PM					
04/17/2025 12:00 PM					
1354		31 MPH	92 F		

Time/Speed Report

Device ID: 406828 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60				Location: Lane: NB THRU & LT Street: Garfield St and N 21 Ave City: Hollywood County: BROWARD State: FL				Raw Count: 1,354 AADT Count: 1,354 AADT Factor: 1 Speed Limit: 35								
Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,04/16/2025																
[12:00 PM-01:00 PM]	0	1	7	12	10	15	11	9	3	0	0	0	0	0	0	68
[01:00 PM-02:00 PM]	0	0	6	14	12	10	18	6	4	1	0	0	0	0	1	72
[02:00 PM-03:00 PM]	1	1	6	14	15	22	30	14	4	1	0	0	0	0	0	108
[03:00 PM-04:00 PM]	8	6	11	22	18	18	14	5	4	2	1	0	0	0	0	109
[04:00 PM-05:00 PM]	5	6	20	27	22	26	23	12	6	3	1	0	0	0	0	151
[05:00 PM-06:00 PM]	5	3	5	53	18	25	27	16	6	5	0	2	1	0	0	166
[06:00 PM-07:00 PM]	0	2	7	22	16	16	20	18	4	1	0	0	0	0	0	106
[07:00 PM-08:00 PM]	0	1	10	13	10	7	6	5	4	1	0	1	0	0	0	58
[08:00 PM-09:00 PM]	3	0	3	7	6	6	4	5	1	2	0	0	0	0	0	37
[09:00 PM-10:00 PM]	0	2	3	3	5	4	8	3	2	2	1	0	0	0	1	34
[10:00 PM-11:00 PM]	0	1	1	6	6	4	7	3	1	1	0	0	0	0	0	30
[11:00 PM-12:00 AM]	0	2	0	4	3	2	4	3	0	0	1	0	0	0	0	19
	22	25	79	197	141	155	172	99	39	19	4	3	1	0	2	958
Thu,04/17/2025																
[12:00 AM-01:00 AM]	0	0	4	2	1	3	2	1	0	0	0	0	0	0	0	13
[01:00 AM-02:00 AM]	0	0	1	1	2	1	0	1	0	0	0	0	0	0	0	6
[02:00 AM-03:00 AM]	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4
[03:00 AM-04:00 AM]	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	4
[04:00 AM-05:00 AM]	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	4
[05:00 AM-06:00 AM]	0	0	0	1	3	3	1	0	1	0	0	0	0	0	0	9
[06:00 AM-07:00 AM]	0	0	2	3	5	2	3	3	0	0	0	0	0	0	0	18
[07:00 AM-08:00 AM]	0	2	3	11	4	9	5	2	6	1	0	0	0	0	0	43
[08:00 AM-09:00 AM]	0	0	8	16	14	9	4	3	2	0	1	0	0	0	0	57
[09:00 AM-10:00 AM]	0	2	11	9	13	16	15	5	3	0	0	0	0	0	0	74
[10:00 AM-11:00 AM]	0	0	7	18	4	11	16	5	2	1	0	0	1	0	0	65
[11:00 AM-12:00 PM]	0	2	8	7	4	11	19	8	4	0	0	0	0	0	0	63
	0	6	45	72	51	68	65	30	19	2	1	0	1	0	0	360
04/16/2025 12:00 PM																
04/17/2025 12:00 PM	22	31	124	269	192	223	237	129	58	21	5	3	2	0	2	1318

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Hollywood
Street: Garfield St and N 21 Ave
Location:

A study of vehicle traffic was conducted with the device having serial number 406828. The study was done in the NB THRU & LT lane at Garfield St and N 21 Ave in Hollywood, FL in BROWARD county. The study began on 04/16/2025 at 12:00 PM and concluded on 04/17/2025 at 12:00 PM, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 1,354 vehicles passed through the location with a peak volume of 170 on 04/16/2025 at [05:00 PM-06:00 PM] and a minimum volume of 4 on 04/17/2025 at [03:00 AM-04:00 AM]. The AADT count for this study was 1,354.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 31 MPH with 34.67% vehicles exceeding the posted speed of 35 MPH. 0.91% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 40.85 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
22	31	124	269	192	223	237	129	58	21	5	3	2	0	2

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 848 which represents 64 percent of the total classified vehicles. The number of Vans & Pickups in the study was 426 which represents 32 percent of the total classified vehicles. The number of Busses & Trucks in the study was 25 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 19 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
848	404	22	6	7	12	8	11							

CHART 2

HEADWAY

During the peak traffic period, on 04/16/2025 at [05:00 PM-06:00 PM] the average headway between vehicles was 21.053 seconds. During the slowest traffic period, on 04/17/2025 at [03:00 AM-04:00 AM] the average headway between vehicles was 720 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 77.00 and 124.00 degrees F.

Date/Time/Volume/Average Speed/Temperature Report

Device ID: 406830 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60		Location: Lane: NB Street: Garfield St and N 21 Ave City: Hollywood County: BROWARD State: FL		Raw Count: 3,986 AADT Count: 3,986 AADT Factor: 1 Speed Limit: 35	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	
Wed,04/16/2025					
[12:00 PM-01:00 PM]	199	33 MPH	111 F	---	
[01:00 PM-02:00 PM]	245	33 MPH	118 F	---	
[02:00 PM-03:00 PM]	325	31 MPH	118 F	---	
[03:00 PM-04:00 PM]	332	31 MPH	124 F	---	
[04:00 PM-05:00 PM]	393	33 MPH	118 F	---	
[05:00 PM-06:00 PM]	313	36 MPH	113 F	---	
[06:00 PM-07:00 PM]	233	34 MPH	102 F	---	
[07:00 PM-08:00 PM]	168	34 MPH	95 F	---	
[08:00 PM-09:00 PM]	141	33 MPH	90 F	---	
[09:00 PM-10:00 PM]	110	34 MPH	88 F	---	
[10:00 PM-11:00 PM]	84	35 MPH	86 F	---	
[11:00 PM-12:00 AM]	56	36 MPH	86 F	---	
Wed,04/16/2025	2599	33 MPH	104 F		
Thu,04/17/2025					
[12:00 AM-01:00 AM]	31	35 MPH	84 F	---	
[01:00 AM-02:00 AM]	15	32 MPH	84 F	---	
[02:00 AM-03:00 AM]	12	43 MPH	82 F	---	
[03:00 AM-04:00 AM]	5	40 MPH	82 F	---	
[04:00 AM-05:00 AM]	14	35 MPH	82 F	---	
[05:00 AM-06:00 AM]	65	36 MPH	81 F	---	
[06:00 AM-07:00 AM]	107	34 MPH	79 F	---	
[07:00 AM-08:00 AM]	340	33 MPH	82 F	---	
[08:00 AM-09:00 AM]	259	32 MPH	90 F	---	
[09:00 AM-10:00 AM]	161	34 MPH	93 F	---	
[10:00 AM-11:00 AM]	196	32 MPH	95 F	---	
[11:00 AM-12:00 PM]	182	34 MPH	117 F	---	
Thu,04/17/2025	1387	34 MPH	88 F		
04/16/2025 12:00 PM					
04/17/2025 12:00 PM					
	3986	33 MPH	96 F		

Time/Speed Report

Device ID: 406830 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60				Location: Lane: NB Street: Garfield St and N 21 Ave City: Hollywood County: BROWARD State: FL				Raw Count: 3,986 AADT Count: 3,986 AADT Factor: 1 Speed Limit: 35								
Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,04/16/2025																
[12:00 PM-01:00 PM]	0	2	9	20	36	53	43	22	6	1	1	3	0	0	0	196
[01:00 PM-02:00 PM]	0	2	3	34	45	59	59	22	3	2	4	1	0	0	1	235
[02:00 PM-03:00 PM]	0	4	7	51	75	97	57	14	9	2	1	1	0	0	0	318
[03:00 PM-04:00 PM]	1	4	5	63	76	96	49	17	7	5	1	1	0	0	1	326
[04:00 PM-05:00 PM]	3	6	8	52	70	97	90	41	5	6	3	0	2	1	1	385
[05:00 PM-06:00 PM]	0	3	5	17	42	76	81	50	19	8	0	2	0	2	2	307
[06:00 PM-07:00 PM]	0	3	2	32	35	65	48	21	12	5	1	1	0	0	2	227
[07:00 PM-08:00 PM]	0	1	5	21	30	41	33	17	7	4	2	1	1	0	2	165
[08:00 PM-09:00 PM]	0	0	7	23	24	31	23	16	9	1	2	0	0	1	1	138
[09:00 PM-10:00 PM]	0	1	1	16	15	30	24	10	7	0	0	0	1	0	1	106
[10:00 PM-11:00 PM]	0	1	2	8	15	20	19	8	4	3	2	0	0	0	1	83
[11:00 PM-12:00 AM]	0	0	1	2	8	18	14	3	3	5	1	0	0	0	0	55
	4	27	55	339	471	683	540	241	91	42	18	10	4	4	12	2541
Thu,04/17/2025																
[12:00 AM-01:00 AM]	0	0	0	5	5	4	8	5	1	0	2	0	0	0	0	30
[01:00 AM-02:00 AM]	0	0	0	2	3	5	3	0	1	0	0	0	0	0	0	14
[02:00 AM-03:00 AM]	0	0	0	2	0	0	1	1	1	3	1	0	0	0	0	9
[03:00 AM-04:00 AM]	0	0	0	0	1	1	1	1	0	0	0	1	0	0	0	5
[04:00 AM-05:00 AM]	0	0	0	1	1	5	3	0	2	0	0	0	0	0	0	12
[05:00 AM-06:00 AM]	0	0	0	5	9	20	15	9	1	4	0	1	0	0	0	64
[06:00 AM-07:00 AM]	0	0	1	12	18	33	26	6	5	1	0	1	1	1	0	105
[07:00 AM-08:00 AM]	0	3	6	44	56	87	90	27	12	5	1	3	0	0	0	334
[08:00 AM-09:00 AM]	0	0	5	41	50	72	52	24	6	1	0	0	0	1	2	254
[09:00 AM-10:00 AM]	0	0	2	17	28	40	41	17	8	3	1	0	0	0	0	157
[10:00 AM-11:00 AM]	1	3	7	30	33	37	52	18	2	1	1	1	0	0	1	187
[11:00 AM-12:00 PM]	0	0	3	14	23	57	47	19	5	2	1	1	0	0	1	173
	1	6	24	173	227	361	339	127	44	20	7	8	1	2	4	1344
04/16/2025 12:00 PM 04/17/2025 12:00 PM																
	5	33	79	512	698	1044	879	368	135	62	25	18	5	6	16	3885

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Hollywood
Street: Garfield St and N 21 Ave
Location:

A study of vehicle traffic was conducted with the device having serial number 406830. The study was done in the NB lane at Garfield St and N 21 Ave in Hollywood, FL in BROWARD county. The study began on 04/16/2025 at 12:00 PM and concluded on 04/17/2025 at 12:00 PM, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 3,986 vehicles passed through the location with a peak volume of 393 on 04/16/2025 at [04:00 PM-05:00 PM] and a minimum volume of 5 on 04/17/2025 at [03:00 AM-04:00 AM]. The AADT count for this study was 3,986.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 33 MPH with 38.97% vehicles exceeding the posted speed of 35 MPH. 1.80% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 40.71 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
5	33	79	512	698	1044	879	368	135	62	25	18	5	6	16

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2635 which represents 68 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1115 which represents 29 percent of the total classified vehicles. The number of Busses & Trucks in the study was 88 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 47 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
2635	1043	72	23	42	23	19	28							

CHART 2

HEADWAY

During the peak traffic period, on 04/16/2025 at [04:00 PM-05:00 PM] the average headway between vehicles was 9.137 seconds. During the slowest traffic period, on 04/17/2025 at [03:00 AM-04:00 AM] the average headway between vehicles was 600 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 79.00 and 124.00 degrees F.

Date/Time/Volume/Average Speed/Temperature Report

Device ID: 406825 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60		Location: Lane: SB LT Street: Garfield St and Dixie Hwy City: Hollywood County: BROWARD State: FL		Raw Count: 1,923 AADT Count: 1,923 AADT Factor: 1 Speed Limit: 40	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	
Wed,04/16/2025					
[12:00 PM-01:00 PM]	97	20 MPH	120 F	---	
[01:00 PM-02:00 PM]	113	21 MPH	129 F	---	
[02:00 PM-03:00 PM]	155	20 MPH	127 F	---	
[03:00 PM-04:00 PM]	153	19 MPH	126 F	---	
[04:00 PM-05:00 PM]	124	20 MPH	118 F	---	
[05:00 PM-06:00 PM]	124	21 MPH	109 F	---	
[06:00 PM-07:00 PM]	99	20 MPH	99 F	---	
[07:00 PM-08:00 PM]	70	20 MPH	90 F	---	
[08:00 PM-09:00 PM]	57	0 MPH	86 F	---	
[09:00 PM-10:00 PM]	43	0 MPH	84 F	---	
[10:00 PM-11:00 PM]	27	0 MPH	82 F	---	
[11:00 PM-12:00 AM]	10	23 MPH	81 F	---	
Wed,04/16/2025	1072	20 MPH	104 F		
Thu,04/17/2025					
[12:00 AM-01:00 AM]	15	23 MPH	81 F	---	
[01:00 AM-02:00 AM]	7	22 MPH	79 F	---	
[02:00 AM-03:00 AM]	3	23 MPH	79 F	---	
[03:00 AM-04:00 AM]	3	19 MPH	79 F	---	
[04:00 AM-05:00 AM]	12	22 MPH	79 F	---	
[05:00 AM-06:00 AM]	55	21 MPH	77 F	---	
[06:00 AM-07:00 AM]	81	20 MPH	75 F	---	
[07:00 AM-08:00 AM]	217	19 MPH	81 F	---	
[08:00 AM-09:00 AM]	173	20 MPH	91 F	---	
[09:00 AM-10:00 AM]	100	20 MPH	106 F	---	
[10:00 AM-11:00 AM]	99	20 MPH	118 F	---	
[11:00 AM-12:00 PM]	86	20 MPH	126 F	---	
Thu,04/17/2025	851	20 MPH	89 F		
04/16/2025 12:00 PM					
04/17/2025 12:00 PM					
	1923	20 MPH	97 F		

Time/Speed Report

Device ID: 406825 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60					Location: Lane: SB LT Street: Garfield St and Dixie Hwy City: Hollywood County: BROWARD State: FL					Raw Count: 1,923 AADT Count: 1,923 AADT Factor: 1 Speed Limit: 40						
Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,04/16/2025																
[12:00 PM-01:00 PM]	5	12	11	63	3	0	0	0	0	0	0	0	0	0	0	94
[01:00 PM-02:00 PM]	3	7	13	87	1	0	0	0	0	0	0	0	0	0	0	111
[02:00 PM-03:00 PM]	14	14	11	112	1	0	0	0	0	0	0	0	0	0	0	152
[03:00 PM-04:00 PM]	16	18	6	103	3	0	0	0	0	0	0	0	0	0	0	146
[04:00 PM-05:00 PM]	5	19	5	88	4	0	0	0	0	0	0	1	0	0	0	122
[05:00 PM-06:00 PM]	1	9	5	106	0	0	0	0	0	0	0	0	0	0	0	121
[06:00 PM-07:00 PM]	3	12	5	65	2	0	0	0	0	0	0	0	0	0	0	87
[07:00 PM-08:00 PM]	3	5	0	27	0	0	0	0	0	0	0	0	0	0	0	35
[08:00 PM-09:00 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
[09:00 PM-10:00 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
[10:00 PM-11:00 PM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
[11:00 PM-12:00 AM]	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	50	96	56	654	14	0	0	0	0	0	0	1	0	0	0	871
Thu,04/17/2025																
[12:00 AM-01:00 AM]	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	14
[01:00 AM-02:00 AM]	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7
[02:00 AM-03:00 AM]	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
[03:00 AM-04:00 AM]	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
[04:00 AM-05:00 AM]	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	12
[05:00 AM-06:00 AM]	3	1	3	46	2	0	0	0	0	0	0	0	0	0	0	55
[06:00 AM-07:00 AM]	4	8	10	57	2	0	0	0	0	0	0	0	0	0	0	81
[07:00 AM-08:00 AM]	14	34	39	124	3	0	0	0	0	0	0	0	0	0	0	214
[08:00 AM-09:00 AM]	8	19	24	111	6	0	0	0	0	0	0	0	0	0	0	168
[09:00 AM-10:00 AM]	4	10	15	65	3	0	0	0	0	0	0	0	0	0	0	97
[10:00 AM-11:00 AM]	5	9	10	70	3	0	0	0	0	0	0	0	0	0	0	97
[11:00 AM-12:00 PM]	6	14	3	58	3	0	0	0	0	0	0	0	0	0	0	84
	44	96	106	567	22	0	0	0	0	0	0	0	0	0	0	835
04/16/2025 12:00 PM																
04/17/2025 12:00 PM	94	192	162	1221	36	0	0	0	0	0	0	1	0	0	0	1706

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Hollywood
Street: Garfield St and Dixie Hwy
Location:

A study of vehicle traffic was conducted with the device having serial number 406825. The study was done in the SB LT lane at Garfield St and Dixie Hwy in Hollywood, FL in BROWARD county. The study began on 04/16/2025 at 12:00 PM and concluded on 04/17/2025 at 12:00 PM, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 1,923 vehicles passed through the location with a peak volume of 217 on 04/17/2025 at [07:00 AM-08:00 AM] and a minimum volume of 3 on 04/17/2025 at [02:00 AM-03:00 AM]. The AADT count for this study was 1,923.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 20 MPH with 0.06% vehicles exceeding the posted speed of 40 MPH. 0.06% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 24.10 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
94	192	162	1221	36	0	0	0	0	0	0	1	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 962 which represents 56 percent of the total classified vehicles. The number of Vans & Pickups in the study was 638 which represents 37 percent of the total classified vehicles. The number of Busses & Trucks in the study was 78 which represents 5 percent of the total classified vehicles. The number of Tractor Trailers in the study was 28 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
962	546	92	25	39	14	6	22							

CHART 2

HEADWAY

During the peak traffic period, on 04/17/2025 at [07:00 AM-08:00 AM] the average headway between vehicles was 16.514 seconds. During the slowest traffic period, on 04/17/2025 at [02:00 AM-03:00 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 75.00 and 129.00 degrees F.

Date/Time/Volume/Average Speed/Temperature Report

Device ID: 406836 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60		Location: Lane: SB Street: Garfield St and Dixie Hwy City: Hollywood County: BROWARD State: FL		Raw Count: 7,138 AADT Count: 7,138 AADT Factor: 1 Speed Limit: 40	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	
Wed,04/16/2025					
[12:00 PM-01:00 PM]	342	37 MPH	122 F	---	
[01:00 PM-02:00 PM]	430	36 MPH	127 F	---	
[02:00 PM-03:00 PM]	515	35 MPH	126 F	---	
[03:00 PM-04:00 PM]	555	35 MPH	126 F	---	
[04:00 PM-05:00 PM]	510	37 MPH	120 F	---	
[05:00 PM-06:00 PM]	592	36 MPH	109 F	---	
[06:00 PM-07:00 PM]	438	37 MPH	99 F	---	
[07:00 PM-08:00 PM]	391	37 MPH	91 F	---	
[08:00 PM-09:00 PM]	260	36 MPH	88 F	---	
[09:00 PM-10:00 PM]	276	37 MPH	86 F	---	
[10:00 PM-11:00 PM]	160	38 MPH	84 F	---	
[11:00 PM-12:00 AM]	116	38 MPH	82 F	---	
Wed,04/16/2025	4585	36 MPH	105 F		
Thu,04/17/2025					
[12:00 AM-01:00 AM]	65	38 MPH	81 F	---	
[01:00 AM-02:00 AM]	47	38 MPH	81 F	---	
[02:00 AM-03:00 AM]	27	38 MPH	81 F	---	
[03:00 AM-04:00 AM]	24	38 MPH	81 F	---	
[04:00 AM-05:00 AM]	29	37 MPH	79 F	---	
[05:00 AM-06:00 AM]	68	37 MPH	79 F	---	
[06:00 AM-07:00 AM]	174	39 MPH	77 F	---	
[07:00 AM-08:00 AM]	463	37 MPH	81 F	---	
[08:00 AM-09:00 AM]	511	37 MPH	91 F	---	
[09:00 AM-10:00 AM]	412	37 MPH	104 F	---	
[10:00 AM-11:00 AM]	352	37 MPH	115 F	---	
[11:00 AM-12:00 PM]	381	36 MPH	122 F	---	
Thu,04/17/2025	2553	37 MPH	89 F		
04/16/2025 12:00 PM					
04/17/2025 12:00 PM	7138	37 MPH	97 F		

Time/Speed Report

Device ID: 406836 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60				Location: Lane: SB Street: Garfield St and Dixie Hwy City: Hollywood County: BROWARD State: FL				Raw Count: 7,138 AADT Count: 7,138 AADT Factor: 1 Speed Limit: 40								
Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,04/16/2025																
[12:00 PM-01:00 PM]	0	2	1	21	33	74	104	63	21	9	3	4	0	1	1	337
[01:00 PM-02:00 PM]	1	1	2	19	31	128	130	70	26	7	4	1	0	0	1	421
[02:00 PM-03:00 PM]	3	2	3	29	70	153	153	60	15	10	3	2	2	0	1	506
[03:00 PM-04:00 PM]	0	2	4	35	82	163	154	70	25	5	4	0	0	1	2	547
[04:00 PM-05:00 PM]	0	2	2	28	51	107	179	83	34	10	4	1	0	1	3	505
[05:00 PM-06:00 PM]	0	1	5	26	61	178	180	87	29	9	2	1	1	2	2	584
[06:00 PM-07:00 PM]	0	2	3	17	47	117	133	61	23	13	2	4	1	0	3	426
[07:00 PM-08:00 PM]	0	0	1	26	41	85	113	70	28	11	4	3	0	1	2	385
[08:00 PM-09:00 PM]	0	0	1	22	30	65	73	42	10	9	1	1	0	1	1	256
[09:00 PM-10:00 PM]	0	3	0	17	23	53	88	48	23	5	8	1	0	0	1	270
[10:00 PM-11:00 PM]	0	0	0	11	7	34	44	38	13	6	2	1	2	0	0	158
[11:00 PM-12:00 AM]	0	0	0	5	12	25	32	21	11	5	1	3	0	0	0	115
	4	15	22	256	488	1182	1383	713	258	99	38	22	6	7	17	4510
Thu,04/17/2025																
[12:00 AM-01:00 AM]	0	0	0	3	6	10	22	16	5	2	0	0	0	0	0	64
[01:00 AM-02:00 AM]	0	0	1	5	4	5	13	11	5	0	0	0	0	1	1	46
[02:00 AM-03:00 AM]	0	0	1	1	3	6	5	5	4	0	1	1	0	0	0	27
[03:00 AM-04:00 AM]	0	0	0	1	2	6	6	3	5	1	0	0	0	0	0	24
[04:00 AM-05:00 AM]	0	0	0	2	4	7	5	7	1	2	0	1	0	0	0	29
[05:00 AM-06:00 AM]	1	0	0	6	11	8	15	10	9	1	3	0	0	0	0	64
[06:00 AM-07:00 AM]	0	0	0	6	13	37	39	46	20	2	6	1	0	0	0	170
[07:00 AM-08:00 AM]	1	3	2	11	44	118	137	83	33	15	3	2	0	1	2	455
[08:00 AM-09:00 AM]	1	3	2	25	41	120	159	89	37	14	8	4	0	1	0	504
[09:00 AM-10:00 AM]	0	0	1	27	32	101	115	72	43	7	6	2	1	0	0	407
[10:00 AM-11:00 AM]	0	2	3	21	25	76	111	73	19	9	4	1	0	0	1	345
[11:00 AM-12:00 PM]	0	4	4	25	29	85	121	67	20	12	2	1	0	0	2	372
	3	12	14	133	214	579	748	482	201	65	33	13	1	3	6	2507
04/16/2025 12:00 PM 04/17/2025 12:00 PM																
	7	27	36	389	702	1761	2131	1195	459	164	71	35	7	10	23	7017

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Hollywood
Street: Garfield St and Dixie Hwy
Location:

A study of vehicle traffic was conducted with the device having serial number 406836. The study was done in the SB lane at Garfield St and Dixie Hwy in Hollywood, FL in BROWARD county. The study began on 04/16/2025 at 12:00 PM and concluded on 04/17/2025 at 12:00 PM, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 7,138 vehicles passed through the location with a peak volume of 592 on 04/16/2025 at [05:00 PM-06:00 PM] and a minimum volume of 24 on 04/17/2025 at [03:00 AM-04:00 AM]. The AADT count for this study was 7,138.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 37 MPH with 27.99% vehicles exceeding the posted speed of 40 MPH. 2.08% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 43.81 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
7	27	36	389	702	1761	2131	1195	459	164	71	35	7	10	23

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 5368 which represents 76 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1469 which represents 21 percent of the total classified vehicles. The number of Busses & Trucks in the study was 104 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 76 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
5368	1370	99	14	39	51	36	40							

CHART 2

HEADWAY

During the peak traffic period, on 04/16/2025 at [05:00 PM-06:00 PM] the average headway between vehicles was 6.071 seconds. During the slowest traffic period, on 04/17/2025 at [03:00 AM-04:00 AM] the average headway between vehicles was 144 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 77.00 and 127.00 degrees F.

Date/Time/Volume/Average Speed/Temperature Report

Device ID: 406840 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60		Location: Lane: EB Street: Garfield St and Dixie Hwy City: Hollywood County: BROWARD State: FL		Raw Count: 1,274 AADT Count: 1,274 AADT Factor: 1 Speed Limit: 0	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	
Wed,04/16/2025					
[12:00 PM-01:00 PM]	66	16 MPH	129 F	---	
[01:00 PM-02:00 PM]	86	16 MPH	133 F	---	
[02:00 PM-03:00 PM]	76	14 MPH	129 F	---	
[03:00 PM-04:00 PM]	72	16 MPH	129 F	---	
[04:00 PM-05:00 PM]	107	15 MPH	122 F	---	
[05:00 PM-06:00 PM]	98	16 MPH	113 F	---	
[06:00 PM-07:00 PM]	73	17 MPH	102 F	---	
[07:00 PM-08:00 PM]	59	17 MPH	93 F	---	
[08:00 PM-09:00 PM]	47	16 MPH	90 F	---	
[09:00 PM-10:00 PM]	34	16 MPH	86 F	---	
[10:00 PM-11:00 PM]	25	18 MPH	86 F	---	
[11:00 PM-12:00 AM]	19	18 MPH	84 F	---	
Wed,04/16/2025	762	16 MPH	108 F		
Thu,04/17/2025					
[12:00 AM-01:00 AM]	14	15 MPH	82 F	---	
[01:00 AM-02:00 AM]	5	18 MPH	82 F	---	
[02:00 AM-03:00 AM]	8	17 MPH	82 F	---	
[03:00 AM-04:00 AM]	9	17 MPH	81 F	---	
[04:00 AM-05:00 AM]	6	17 MPH	81 F	---	
[05:00 AM-06:00 AM]	28	18 MPH	79 F	---	
[06:00 AM-07:00 AM]	46	18 MPH	77 F	---	
[07:00 AM-08:00 AM]	108	16 MPH	82 F	---	
[08:00 AM-09:00 AM]	92	16 MPH	91 F	---	
[09:00 AM-10:00 AM]	80	16 MPH	106 F	---	
[10:00 AM-11:00 AM]	49	17 MPH	117 F	---	
[11:00 AM-12:00 PM]	67	16 MPH	126 F	---	
Thu,04/17/2025	512	16 MPH	91 F		
04/16/2025 12:00 PM					
04/17/2025 12:00 PM	1274	16 MPH	99 F		

Time/Speed Report

Device ID: 406840 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60				Location: Lane: EB Street: Garfield St and Dixie Hwy City: Hollywood County: BROWARD State: FL				Raw Count: 1,274 AADT Count: 1,274 AADT Factor: 1 Speed Limit: 0								
Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,04/16/2025																
[12:00 PM-01:00 PM]	7	22	23	12	1	0	0	0	0	0	0	0	0	0	0	65
[01:00 PM-02:00 PM]	9	17	42	13	0	0	0	0	0	0	0	0	0	0	0	81
[02:00 PM-03:00 PM]	9	28	31	6	0	0	0	0	0	0	0	0	0	0	0	74
[03:00 PM-04:00 PM]	6	17	29	16	1	0	0	0	0	0	0	0	0	0	0	69
[04:00 PM-05:00 PM]	13	27	49	14	0	0	0	0	0	0	0	0	0	0	0	103
[05:00 PM-06:00 PM]	8	29	40	16	0	0	0	0	0	0	0	0	0	0	0	93
[06:00 PM-07:00 PM]	3	17	29	21	1	0	0	0	0	0	0	0	0	0	0	71
[07:00 PM-08:00 PM]	2	16	23	14	0	0	0	0	0	0	0	0	0	0	0	55
[08:00 PM-09:00 PM]	2	16	21	6	0	0	0	0	0	0	0	0	0	0	0	45
[09:00 PM-10:00 PM]	4	9	15	6	0	0	0	0	0	0	0	0	0	0	0	34
[10:00 PM-11:00 PM]	0	5	16	3	0	0	1	0	0	0	0	0	0	0	0	25
[11:00 PM-12:00 AM]	0	2	12	3	0	0	0	0	0	0	0	0	0	0	0	17
	63	205	330	130	3	0	1	0	0	0	0	0	0	0	0	732
Thu,04/17/2025																
[12:00 AM-01:00 AM]	1	5	6	2	0	0	0	0	0	0	0	0	0	0	0	14
[01:00 AM-02:00 AM]	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
[02:00 AM-03:00 AM]	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	6
[03:00 AM-04:00 AM]	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	9
[04:00 AM-05:00 AM]	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	6
[05:00 AM-06:00 AM]	1	5	13	8	1	0	0	0	0	0	0	0	0	0	0	28
[06:00 AM-07:00 AM]	0	10	20	15	1	0	0	0	0	0	0	0	0	0	0	46
[07:00 AM-08:00 AM]	13	25	40	26	2	0	0	0	0	0	0	0	0	0	0	106
[08:00 AM-09:00 AM]	7	30	32	20	0	0	0	0	0	0	0	0	0	0	0	89
[09:00 AM-10:00 AM]	8	18	30	16	1	0	0	0	0	0	0	0	0	0	0	73
[10:00 AM-11:00 AM]	3	12	19	13	0	0	0	0	0	0	0	0	0	0	0	47
[11:00 AM-12:00 PM]	6	18	29	13	0	0	0	0	0	0	0	0	0	0	0	66
	40	128	202	120	5	0	0	0	0	0	0	0	0	0	0	495
04/16/2025 12:00 PM																
04/17/2025 12:00 PM	103	333	532	250	8	0	1	0	0	0	0	0	0	0	0	1227

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Hollywood
Street: Garfield St and Dixie Hwy
Location:

A study of vehicle traffic was conducted with the device having serial number 406840. The study was done in the EB lane at Garfield St and Dixie Hwy in Hollywood, FL in BROWARD county. The study began on 04/16/2025 at 12:00 PM and concluded on 04/17/2025 at 12:00 PM, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 1,274 vehicles passed through the location with a peak volume of 108 on 04/17/2025 at [07:00 AM-08:00 AM] and a minimum volume of 5 on 04/17/2025 at [01:00 AM-02:00 AM]. The AADT count for this study was 1,274.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 15 - 20 MPH range or lower. The average speed for all classified vehicles was 16 MPH with 100.00% vehicles exceeding the posted speed of 0 MPH. 0.00% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 15MPH and the 85th percentile was 21.48 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
103	333	532	250	8	0	1	0	0	0	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 758 which represents 62 percent of the total classified vehicles. The number of Vans & Pickups in the study was 426 which represents 35 percent of the total classified vehicles. The number of Busses & Trucks in the study was 28 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 15 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
758	393	33	5	8	15	3	12							

CHART 2

HEADWAY

During the peak traffic period, on 04/17/2025 at [07:00 AM-08:00 AM] the average headway between vehicles was 33.028 seconds. During the slowest traffic period, on 04/17/2025 at [01:00 AM-02:00 AM] the average headway between vehicles was 600 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 77.00 and 133.00 degrees F.

Date/Time/Volume/Average Speed/Temperature Report

Device ID: 406843 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60		Location: Lane: WB Street: Garfield St and N 21 Ave City: Hollywood County: BROWARD State: FL		Raw Count: 2,307 AADT Count: 2,307 AADT Factor: 1 Speed Limit: 0	
Date And Time Range	Period Volume	Average Speed	Roadway Temperature	Roadway Surface Wet/Dry	
Wed,04/16/2025					
[12:00 PM-01:00 PM]	125	18 MPH	100 F	---	
[01:00 PM-02:00 PM]	129	19 MPH	99 F	---	
[02:00 PM-03:00 PM]	238	14 MPH	97 F	---	
[03:00 PM-04:00 PM]	226	14 MPH	95 F	---	
[04:00 PM-05:00 PM]	175	17 MPH	91 F	---	
[05:00 PM-06:00 PM]	214	17 MPH	88 F	---	
[06:00 PM-07:00 PM]	142	18 MPH	88 F	---	
[07:00 PM-08:00 PM]	92	19 MPH	84 F	---	
[08:00 PM-09:00 PM]	87	18 MPH	82 F	---	
[09:00 PM-10:00 PM]	53	19 MPH	82 F	---	
[10:00 PM-11:00 PM]	56	20 MPH	81 F	---	
[11:00 PM-12:00 AM]	35	20 MPH	81 F	---	
Wed,04/16/2025	1572	17 MPH	89 F		
Thu,04/17/2025					
[12:00 AM-01:00 AM]	23	17 MPH	79 F	---	
[01:00 AM-02:00 AM]	14	19 MPH	79 F	---	
[02:00 AM-03:00 AM]	8	21 MPH	79 F	---	
[03:00 AM-04:00 AM]	6	18 MPH	79 F	---	
[04:00 AM-05:00 AM]	14	21 MPH	77 F	---	
[05:00 AM-06:00 AM]	43	21 MPH	77 F	---	
[06:00 AM-07:00 AM]	58	20 MPH	75 F	---	
[07:00 AM-08:00 AM]	133	18 MPH	79 F	---	
[08:00 AM-09:00 AM]	141	18 MPH	90 F	---	
[09:00 AM-10:00 AM]	101	19 MPH	102 F	---	
[10:00 AM-11:00 AM]	96	17 MPH	113 F	---	
[11:00 AM-12:00 PM]	98	18 MPH	106 F	---	
Thu,04/17/2025	735	18 MPH	86 F		
04/16/2025 12:00 PM					
04/17/2025 12:00 PM					
	2307	17 MPH	88 F		

Time/Speed Report

Device ID: 406843 Operator: PE Begin: 04/16/2025 12:00 PM End: 04/17/2025 12:00 PM Hours: 24.00 Period (min): 60				Location: Lane: WB Street: Garfield St and N 21 Ave City: Hollywood County: BROWARD State: FL				Raw Count: 2,307 AADT Count: 2,307 AADT Factor: 1 Speed Limit: 0								
Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed,04/16/2025																
[12:00 PM-01:00 PM]	2	19	59	36	3	0	1	0	0	0	0	0	0	0	0	120
[01:00 PM-02:00 PM]	0	24	45	45	4	0	0	0	0	0	0	0	0	0	0	118
[02:00 PM-03:00 PM]	65	31	71	48	0	0	0	0	0	0	0	0	0	0	0	215
[03:00 PM-04:00 PM]	56	57	61	37	2	0	0	0	0	0	0	0	0	0	0	213
[04:00 PM-05:00 PM]	18	32	70	42	4	0	0	1	0	0	0	0	0	0	0	167
[05:00 PM-06:00 PM]	29	38	68	61	3	1	1	0	0	0	0	0	0	0	1	202
[06:00 PM-07:00 PM]	8	20	50	59	3	0	0	0	0	0	0	0	0	0	0	140
[07:00 PM-08:00 PM]	1	13	41	33	4	0	0	0	0	0	0	0	0	0	0	92
[08:00 PM-09:00 PM]	4	15	34	29	1	1	0	0	0	0	0	0	0	0	0	84
[09:00 PM-10:00 PM]	0	6	21	26	0	0	0	0	0	0	0	0	0	0	0	53
[10:00 PM-11:00 PM]	0	4	22	26	2	0	0	0	0	0	0	0	0	0	0	54
[11:00 PM-12:00 AM]	0	0	17	17	1	0	0	0	0	0	0	0	0	0	0	35
	183	259	559	459	27	2	2	1	0	0	0	0	0	0	1	1493
Thu,04/17/2025																
[12:00 AM-01:00 AM]	2	2	9	5	0	0	0	0	0	0	0	0	0	0	0	18
[01:00 AM-02:00 AM]	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
[02:00 AM-03:00 AM]	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	8
[03:00 AM-04:00 AM]	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
[04:00 AM-05:00 AM]	0	1	4	8	1	0	0	0	0	0	0	0	0	0	0	14
[05:00 AM-06:00 AM]	0	1	15	24	3	0	0	0	0	0	0	0	0	0	0	43
[06:00 AM-07:00 AM]	0	4	26	24	3	0	0	0	0	0	0	0	0	0	0	57
[07:00 AM-08:00 AM]	2	26	51	47	3	0	0	0	0	0	0	0	0	0	0	129
[08:00 AM-09:00 AM]	8	24	53	47	3	0	0	0	0	0	0	0	0	0	0	135
[09:00 AM-10:00 AM]	1	20	40	30	2	2	0	0	0	0	0	0	0	0	1	96
[10:00 AM-11:00 AM]	5	19	38	27	0	0	0	0	0	0	0	0	0	0	0	89
[11:00 AM-12:00 PM]	5	11	39	35	1	0	0	0	0	0	0	0	0	0	0	91
	23	108	291	257	16	2	0	0	0	0	0	0	0	0	1	698
04/16/2025 12:00 PM																
04/17/2025 12:00 PM	206	367	850	716	43	4	2	1	0	0	0	0	0	0	2	2191

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Hollywood
Street: Garfield St and N 21 Ave
Location:

A study of vehicle traffic was conducted with the device having serial number 406843. The study was done in the WB lane at Garfield St and N 21 Ave in Hollywood, FL in BROWARD county. The study began on 04/16/2025 at 12:00 PM and concluded on 04/17/2025 at 12:00 PM, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 2,307 vehicles passed through the location with a peak volume of 238 on 04/16/2025 at [02:00 PM-03:00 PM] and a minimum volume of 6 on 04/17/2025 at [03:00 AM-04:00 AM]. The AADT count for this study was 2,307.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 15 - 20 MPH range or lower. The average speed for all classified vehicles was 17 MPH with 100.00% vehicles exceeding the posted speed of 0 MPH. 0.09% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 15MPH and the 85th percentile was 23.07 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
206	367	850	716	43	4	2	1	0	0	0	0	0	0	2

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1442 which represents 66 percent of the total classified vehicles. The number of Vans & Pickups in the study was 683 which represents 31 percent of the total classified vehicles. The number of Busses & Trucks in the study was 48 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 18 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
1442	604	79	13	20	15	4	14							

CHART 2

HEADWAY

During the peak traffic period, on 04/16/2025 at [02:00 PM-03:00 PM] the average headway between vehicles was 15.063 seconds. During the slowest traffic period, on 04/17/2025 at [03:00 AM-04:00 AM] the average headway between vehicles was 514.286 seconds.

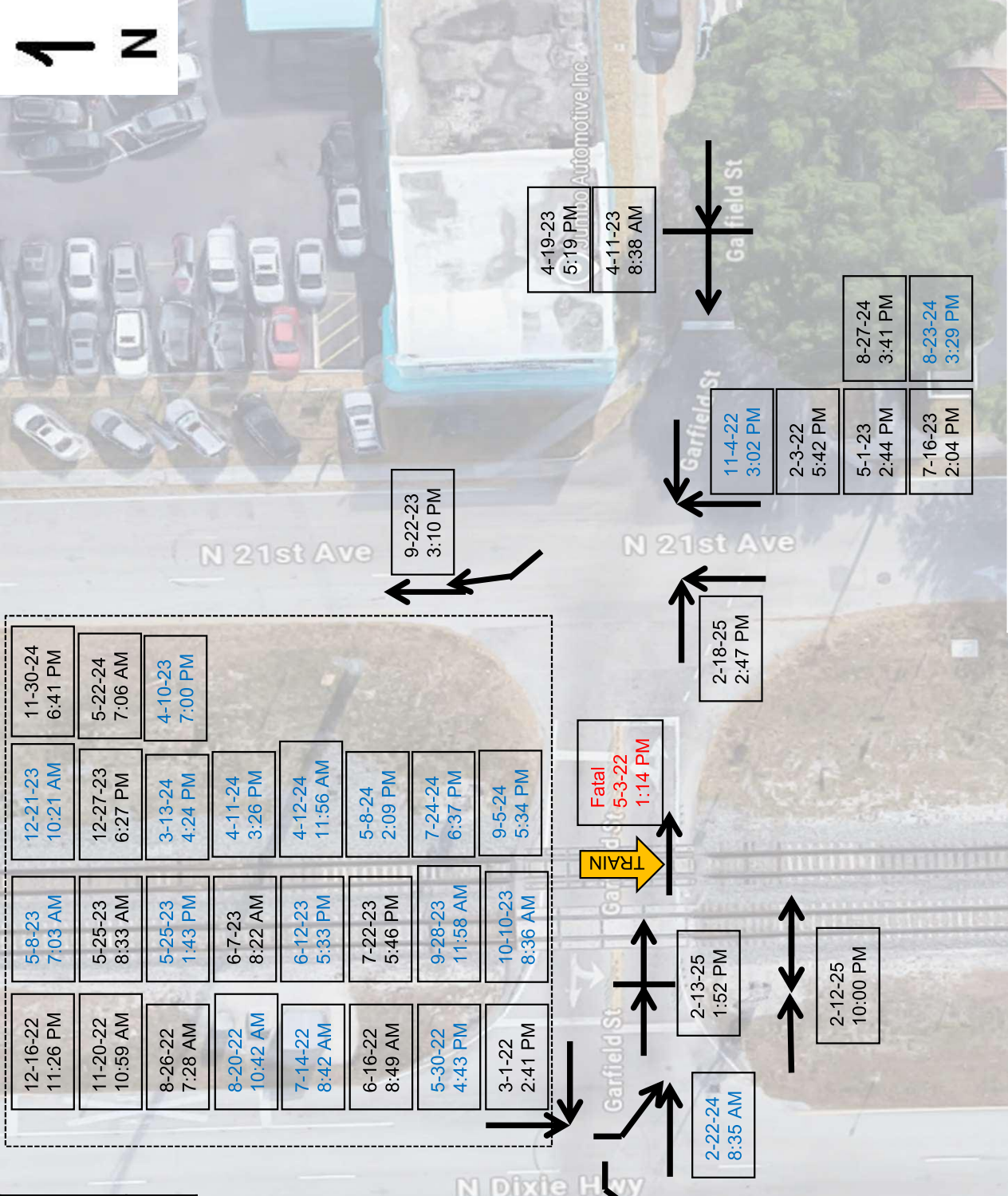
WEATHER

The roadway surface temperature over the period of the study varied between 75.00 and 113.00 degrees F.

CRASH DIAGRAM

Location: Garfield St and N 21 Ave/Dixie Hwy

City: Hollywood



Period: 3-year

From: March 1, 2022

Thru: March 1, 2025

Date: 5/13/2025

Prepared By: PR

Crash Severity			
Property only Damage	Injury	Fatalities	Total
26	20	1	47

MUTCD WARRANT 1 AND MUTCD WARRANT 7 CRITERIA

Section 4C.02 **Warrant 1, Eight-Hour Vehicular Volume**

Support:

- 01 The Minimum Vehicular Volume, Condition A (see Table 4C-1), is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
- 02 The Interruption of Continuous Traffic, Condition B (see Table 4C-1), is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.
- 03 It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

Guidance:

- 04 *The need for a traffic control signal should be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:*
- A. *The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection; or*
 - B. *The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection.*

Standard:

- 05 **These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours that are selected for the Condition A analysis shall not be required to be the same 8 hours that are selected for the Condition B analysis.**

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume
Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on more critical minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on more critical minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Support:

- 06 On the minor street, the more critical volume is not required to be on the same approach during each of these 8 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

- 07 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

- 08 *The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.*
- 09 *The need for a traffic control signal should be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:*
- A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection; and*
 - B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection.*

Standard:

- 10 **These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B.**

Support:

- 11 On the minor street, the more critical volume is not required to be on the same approach during each of the 8 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

- 12 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.08 **Warrant 7, Crash Experience**

Support:

- 01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Guidance:

- 02 The need for a traffic control signal should be considered if an engineering study finds that all of the following criteria are met:
- Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
 - At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):
 - The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total angle crashes and pedestrian crashes (all severities); or
 - The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total fatal-and-injury angle crashes and pedestrian crashes; or
 - The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total angle crashes and pedestrian crashes (all severities); or
 - The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total fatal-and-injury angle crashes and pedestrian crashes; and
 - For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major street and the more critical minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant (see Section 4C.05).

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	6	5	4	4
2 or more	2 or more	6	5	4	4
1	2 or more	6	5	4	4

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Standard:

- 03 **These major-street and minor-street volumes shall be for the same 8 hours.**

Support:

- 04 On the minor street, the more critical volume is not required to be on the same approach during each of these 8 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.

Option:

- 05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000:
- A. The traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.
 - B. Tables 4C-4 and 4C-5 may be used in place of Tables 4C-2 and 4C-3, respectively.

Table 4C-4. Minimum Number of Reported Crashes in a One-Year Period

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	4	3	3	3
2 or more	1	10	9	6	6
2 or more	2 or more	10	9	6	6
1	2 or more	4	3	3	3

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-5. Minimum Number of Reported Crashes in a Three-Year Period

Community less than 10,000 population or above 40 mph on major street					
Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	16	13	9	9
2 or more	2 or more	16	13	9	9
1	2 or more	6	5	4	4

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Option:

- 06 Agencies may calibrate Highway Safety Manual (HSM) (AASHTO, 2010) safety performance functions (SPFs) to their own crash data or develop their own SPFs to produce agency specific average crash frequency values. When documented as part of the engineering study, these agency specific crash frequency values may be used instead of the values shown in Tables 4C-2 through 4C-5 when applying the Crash Experience signal warrant.

Support:

- 07 The values in Tables 4C-2 through 4C-5 for Minimum Number of Reported Crashes that correspond to the Crash Experience signal warrant were derived using the safety performance functions (SPFs) in the Highway Safety Manual (HSM) (AASHTO, 2010) for stop-controlled and signalized intersections with characteristics that are considered typical. The values in Tables 4C-2 through 4C-5 are representative of average crash frequency for the given intersection condition. The values correspond to the threshold at which the signalized intersection safety performance outperforms the stop-controlled intersection, for otherwise identical conditions and equivalent traffic.

SIGNAL WARRANT ANALYSIS SUMMARY SHEET

Intersection Name: Garfield St and N 21 Ave/Dixie Hwy
 Municipality: Hollywood Major Street No. of Lanes = 3
 Count Date: 4/16/2025-4/17/2025 Minor Street No. of Lanes = 1

MUTCD TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY

Time Period	Major Street NB	Major Street SB	Major Street Total	Minor Street EB	Minor Street WB	MUTCD Warrant 1A Vols	MUTCD Warrant 1B Vols	MUTCD 80% Warrant 1A Vols	MUTCD 80% Warrant 1B Vols
0000-0100	44	80	124	14	23				
0100-0200	21	54	75	5	14				
0200-0300	17	30	47	8	8				
0300-0400	9	27	36	9	6				
0400-0500	18	41	59	6	14				
0500-0600	74	123	197	28	43				
0600-0700	127	255	382	46	58				
0700-0800	386	680	1,066	108	133		✓	✓	✓
0800-0900	318	684	1,002	92	141		✓	✓	✓
0900-1000	236	512	748	80	101				✓
1000-1100	262	451	713	49	96				
1100-1200	246	467	713	67	98				
1200-1300	267	439	706	66	125			✓	
1300-1400	321	543	864	86	129			✓	✓
1400-1500	433	670	1,103	76	238	✓	✓	✓	✓
1500-1600	443	708	1,151	72	226	✓	✓	✓	✓
1600-1700	550	634	1,184	107	175	✓	✓	✓	✓
1700-1800	483	716	1,199	98	214	✓	✓	✓	✓
1800-1900	341	537	878	73	142			✓	✓
1900-2000	229	461	690	59	92				
2000-2100	179	317	496	47	87				
2100-2200	146	319	465	34	53				
2200-2300	115	187	302	25	56				
2300-2400	75	126	201	19	35				
TOTAL	5,340	9,061	14,401	1,274	2,307	4	6	9	9

IS TRAFFIC SIGNAL WARRANT MET? -----> NO YES Hours Met

**SUPPLEMENTAL GRANT PARTICIPATION AND
REIMBURSEMENT AGREEMENT FOR THE
IMPLEMENTATION OF THE RAILROAD
CROSSING ELIMINATION GRANT PROGRAM**

**SUPPLEMENTAL GRANT PARTICIPATION AND REIMBURSEMENT AGREEMENT
FOR THE IMPLEMENTATION OF THE RAILROAD CROSSING ELIMINATION
GRANT PROGRAM “BROWARD COUNTY SEALED CORRIDOR” IMPROVEMENTS
AT GARFIELD STREET CROSSING WITH THE FLORIDA EAST COAST RAILWAY
WITHIN THE CITY OF HOLLYWOOD, FLORIDA**

THIS AGREEMENT is made as of this _____ day of _____, 2025, by and between the City of Hollywood, a Florida municipal corporation hereinafter referred to as “City” and Brightline Trains Florida LLC, a Delaware Limited Liability Company, referred to as “Brightline”.

WHEREAS, on December 4, 2024, the City Commission adopted Resolution No. R-2024-395 (Exhibit “A”) authorizing execution of the Grant Participation and Reimbursement Agreement with Brightline for implementation of the Federal Railroad Administration Railroad Crossing Elimination Program Grant, hereinafter referred to as “Agreement” for the Broward County Sealed Corridor project, hereinafter referred to as “Project”, with an estimated City contribution of \$330,811.00 and a not-to-exceed amount of \$533,628.00; and

WHEREAS, at the same meeting, the City Commission directed that the Garfield Street Crossing remain open, a condition not reflected in the Project or in the financial terms of the Agreement; and

WHEREAS, the estimated cost for the City Commission’s request for quad-gates safety improvements at the Garfield Street Crossing to remain open is approximately \$886,166.00, an amount not included in the Agreement; and

WHEREAS, the City is responsible for any cost overage under the terms of the Agreement; and

WHEREAS, the estimated additional cost associated with keeping the Garfield Street Crossing open and completing required quad-gates safety improvements is approximately \$314,000.00, which shall be solely funded by the City, excluding the applicable federal share; and

WHEREAS, the existing Garfield Street Crossing signal housing remains in its current location within the FEC railroad right-of-way unless the City elects to relocate it; and

WHEREAS, if the City elects to relocate the Garfield Street Crossing signal housing, it shall allocate an estimated additional \$1,000,000.00 in its budget to cover the relocation cost; and

WHEREAS, the City shall be solely responsible for all actual costs associated with the relocation of the signal housing; and

WHEREAS, the City is solely responsible for securing funding and for initiating, implementing, and completing the traffic signalization at the Garfield Street Crossing in accordance with applicable warrants and approvals from Broward County; and

WHEREAS, the quad-gates safety improvements at the Garfield Street Crossing shall not be placed into operation until the traffic signals are fully installed and operational; and

WHEREAS, this Agreement shall constitute the entire agreement between the City and Brightline for the use of funds received pursuant to this Agreement for the Garfield Street Crossing, and it supersedes all prior or contemporaneous communications and proposals, whether electronic, oral, or written, between the City and Brightline with respect to this Agreement. No prior written contemporaneous oral promises or representations shall be binding.

WHEREAS, this Agreement shall not be amended except by a written instrument signed by all parties. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida, with venue for any litigation arising out of this Agreement to be in the appropriate federal or state court located in Broward County, Florida.

[REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement: **CITY OF HOLLYWOOD** through its City Commission, signing by and through its Mayor, authorized to execute same by action on the ____ day of _____, 2025, and **BRIGHTLINE TRAINS FLORIDA, LLC**, signing by its President, authorized to execute same.

“CITY OF HOLLYWOOD”

By: _____

_____.

By: _____

This ____ day of _____, 2025.

Attest:

By: _____

(SEAL)

APPROVED AS TO FORM AND LEGAL
SUFFICIENCY:

By: _____

“BRIGHTLINE”

BRIGHTLINE TRAINS FLORIDA, LLC

WITNESSES:

By: _____
Print Name: _____

By: _____
Print Name: _____

By _____
Patrick Goddard, President

____ day of _____, 2025.

DRAFT 5-5-2025

Exhibit “A” – Resolution 2024-395

Broward County Sealed Corridor Project

2022 Grant Application
Rail Crossing Elimination Program

COVER PAGE

Project Title	Broward County Sealed Corridor Project
Applicant	Broward Metropolitan Planning Organization (MPO)
Federal Funding Request Under this NOFO	\$15,440,000
Proposed Non-Federal Match	\$3,860,000
Does some or all of the proposed Non-Federal Match for the total project cost consist of preliminary engineering costs incurred before project selection?	No
Other Sources of Federal Funding	
Total Project Cost	\$19,300,000
Was a Federal grant application previously submitted for this project?	No
City(-ies), State(s) Where the Project is Located	Pompano Beach, Oakland Park, Fort Lauderdale, Dania Beach, Hollywood, Hallandale Beach, and Wilton Manors
Congressional District(s) Where the Project is Located	~Representative Sheila Cherfilus-McCormick – Florida's 20th District ~Representative Ted Deutch – Florida's 22nd District ~Representative Debbie Wasserman Schultz – Florida's 23rd District
<i>Is this project identified in:</i>	
The freight investment plan component of a State freight plan, as required under Section 70202(b)(9)	FDOT's Rail System Plan, 2018: www.fdot.gov/rail/plans/railplan
A State highway-rail grade crossing action plan, as required under section 11401(b) of Passenger Rail Reform and Investment Act of 2015 (title XI of Public Law 114–94)	FDOT's Highway-Rail Grade Crossings Action Plan, 2011: www.fdot.gov/rail/plandev/highway-rail-grade-crossing-safety-action-plan
Is the Project Located in a Rural Area or on Tribal Land?	No
If the Project is located in a Rural Area or Tribal Land, is the Project Located in a county with 20 or fewer residents per square mile, according to the most recent decennial census.	No
Is the project eligible for a funding set-aside in Section B.1?	No
U.S. DOT Crossing Numbers:	272519P, 272528N, 272531W, 272534S, 272535Y, 272870B, 272546L, 272547T, 272558F, 272559M, 272560G, 272564J, 272566X, 272572B, 272573H, 272576D, 272582G, 272584V, 272589E, 272591F, 272593U
Is the Project located on real property owned by someone other than the applicant?	The improvements are located on Florida East Coast Railway, in which Brightline has a JUA established for these improvements. Some features are on roadway right of way, and each of those municipalities are partners.

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PROJECT SUMMARY

The Broward County Sealed Corridor Project (Project) aims to improve safety in Broward County, Florida, by installing enhancements at 21 grade crossings along the Florida East Coast Rail Corridor (Corridor). The Corridor is currently shared by the Florida East Coast Railway (FECR), which operates freight rail, and Brightline Trains Florida, LLC (Brightline), which provides intercity passenger rail service. The population density developed over the last decade along the rail corridor has created significant safety challenges for the State, Regional, and local partners. Broward County's population increased by 11.2% from 2010 to 2020¹, with 2045 forecasts projecting an additional 13% increase.² Over the last five years, Broward County has experienced the highest number of vehicle incidents of any County in the intercity passenger rail service area (51%), and 35% of Broward County vehicle incidents were caused by vehicles driving around railroad entrance gates and getting struck by a train. Data shows that these types of incidents are more likely to be fatal. This \$19.3 million Project, in which the Broward MPO (MPO) in partnership with Broward County, is requesting \$15.4 million in Railroad Crossing Elimination Program (RCEP) funding, would

deter drivers from going around entrance gates by constructing exit gates and median at 21 grade crossings in the County that lack these engineering features. FRA's GradeDec model estimates a 47% reduction in incidents based on the results of supplemental safety measures, which will have significant safety, economic, and quality of life impacts for the County and Region.

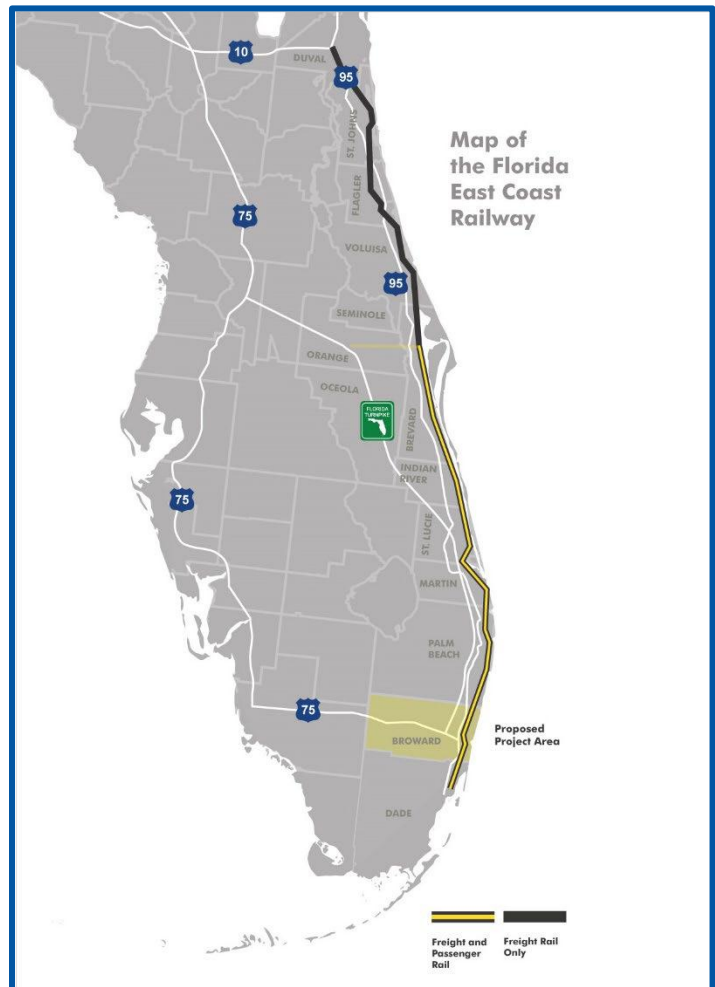


Figure 1: Project Location Map

PROJECT FUNDING

Previously Incurred Funding

Partners have worked on activities related to corridor analysis, planning, conceptual design, and other preconstruction activities to support the Project's development. These costs have not been included in

¹ Broward County Population and Forecasts - www.broward.org/Planning/Demographics/Pages/Population.aspx

² Broward County and Municipal Population Forecast and Allocation Model, 2017 - www.broward.org/Planning/Demographics/Documents/2017PFAMReportA.pdf

the total project costs. Within Broward County, over \$3 million has been invested in safety improvement in the Corridor. These safety measures are separate from the activities proposed in this RCEP application but comprehensively support the goals of this Project.

Project Budget

A cost estimate (Figure 2) has been developed for the Project based on conceptual engineering and field review. The project estimate has been broken into the main mitigation methods. The cost estimate was developed by Brightline, utilizing actual cost data from bid tabs for grade crossing components from previous rail infrastructure projects. Brightline created unit cost assemblies for exit gates and centerline medians, which include the raw cost, contractor general conditions and markups, professional services, project management, and contingency. The budget is also presented in Statement of Work and Standard Form, SF-424C: Budget Information for Construction.³

Mitigation Method	Estimated Quantity*	Construction Cost	Design Cost	Project Management Cost	Contingency	Implementation Cost
Exit Gates	33	\$ 11,500,000	\$ 700,000	\$ 2,300,000	\$ 2,800,000	\$ 17,300,000
Centerline Raised Median	7	\$ 1,200,000	\$ 200,000	\$ 300,000	\$ 300,000	\$ 2,000,000
Total		\$ 12,700,000	\$ 900,000	\$ 2,600,000	\$ 3,100,000	\$ 19,300,000

* Total of 21 grade crossings will be improved, with some proposed to receive exit gates or medians or a combination of both.

Figure 2: Project Budget

Funding Sources

The total capital costs for the Broward County Sealed Corridor Project equal \$19.3 million. The RCEP funds will support the engineering and construction of the proposed elements. Broward MPO requests \$15.4 million of RCEP funding, which is 80% of the total project. The remaining project funds will be provided by Broward County (12%) and six local municipalities (8%). If cost increases due to the final diagnostic review or the total amount of federal funding is not received, the MPO will look at adjusting the scope or seeking additional support from local municipalities or other local funding partners. The priority will be focused on crossings with the highest probability of an incident based on history and traffic volumes.

Uses		
Task	Total	% of Total Cost
Crossing Improvements - Medians	\$ 1,200,000.00	6%
Crossing Improvements - Exit Gates	\$ 11,500,000.00	60%
Final Design	\$ 900,000.00	5%
Project Management	\$ 2,600,000.00	13%
Contingency	\$ 3,100,000.00	16%
Total Project	\$ 19,300,000.00	100%

Sources		
Broward County Government	\$ 2,365,000.00	12%
Local Municipalities*	\$ 1,495,000.00	8%
Federal - Elimination Program	\$ 15,440,000.00	80%
Total Project	\$ 19,300,000.00	100%

*Dania Beach, Wilton Manors, Ft Lauderdale, Hallandale Beach, Hollywood, and Pompano Beach

Figure 3: Project Source of Funding

³ See Appendix A and C

APPLICANT ELIGIBILITY

The Broward Metropolitan Planning Organization (MPO) is a federally-mandated agency, established in 1977, responsible for setting policy on local transportation issues and deciding how to spend Federal and State funding on transportation projects in the Broward region.⁴ The MPO is an eligible applicant for the RCEP. To ensure the safe and efficient mobility of people and goods, optimize transit opportunities, and enhance environmental and economic well-being throughout the County, the MPO is the lead applicant for this Project and has established local and State partnerships to advance the activities proposed to be funded.

This Project is eligible for funding through the RCEP. The Project will design and construct exit gates and medians at 21 railroad grade crossings throughout the County. The activities are eligible under the following section in the RCEP Notice of Funding Opportunity: C.3.a.(4). Other means to improve the safety and mobility of people and goods at highway-rail grade crossings.

DETAILED PROJECT DESCRIPTION

The Florida East Coast Corridor (Corridor) is a critical rail route that supports the State's economy, improves the mobility of people and goods, and creates environmental resiliency. The railroad's arrival in the late 1800s initiated the founding or growth of many of Florida's largest cities today, particularly metropolitan South Florida. This growth has persisted to the present, and today over 7 million Americans live along the Florida East Coast Rail Corridor (Corridor), with Broward as the second most populous County.^{5,6} Brightline (passenger rail) and FECR (freight rail) operate trains along this Corridor to serve the areas growing communities.

In the early 1900s, as the population density developed along the rail corridor, Dixie Highway and U.S. Route 1 were built parallel to the railway. This parallel roadway development has created dangerous conditions and heightened the potential for trespassing and grade crossing collisions (see Figure 4). In 2019, Florida was ranked the third-highest State for railway trespassing casualties in the nation and the second-highest for casualties per track mile.⁷ Over the past several years, the Florida Department of Transportation (FDOT), Brightline, FECR, local cities and planning organizations, and the FRA have evaluated a broad range of solutions that could increase safety along the corridor. In addition to significant funds being invested by State, local, and private partners to improve safety

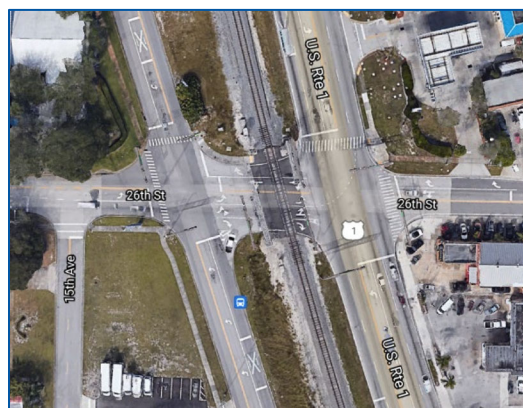


Figure 4: Roadways Parallel to Corridor
(Source: Google Earth)

⁴ Every four years the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conduct an evaluation of the Broward MPO as part of their Transportation Management Area (TMA) Certification Review of the area. The MPO was recertified in 2019: browardmpo.org/federal-state-certifications

⁵ United States Census, 2019

⁶ Broward County and Municipal Population Forecast and Allocation Model, 2017 - www.broward.org/Planning/Demographics/Documents/2017PFAMReportA.pdf

⁷ FRA Office of Safety Analysis - safetydata.fra.dot.gov/officeofsafety/publicsite/query/castally4.aspx (search all for each query and 2019 calendar year). For number of track miles - www.bts.gov/state-transportation-infrastructure

along the Corridor, the USDOT has also awarded several safety-focused grants. These have included the South Florida East Coast Rail Corridor Intrusion Prevention Project⁸ and the recently awarded Florida East Coast Corridor Trespassing and Intrusion Mitigation Project.⁹ In partnership with local stakeholders, the MPO is pursuing funding through a USDOT RCEP grant for the **Broward County Sealed Corridor Project** (Project). The Project aligns with the safety efforts already being implemented and helps build a comprehensive approach along the entire Corridor.

The Project is a \$19.3 million investment that will benefit Broward County and the entire east coast of Florida by constructing supplemental safety measures at 21 highway-rail grade crossings on the FECR/Brightline shared-use Corridor. The Broward MPO is requesting \$15.4 million in RCEP funding for the design and construction activities that will enhance safety by reducing one of the primary types of accidents experienced along the railway: vehicles driving around the railroad entrance gates. To this end, the project would install 33 exit gates and 7 centerline raised medians to deter drivers from performing this illegal behavior that threatens public safety and causes expenditure of public funds and law enforcement personnel required for accident investigation and follow-up. Of the 66 crossings on the Corridor in Broward County, all crossings have entrance gates, and 39 have an exit gate or other element that helps to prevent drivers from going around the gates. This Project would improve 21 of the remaining 27 crossings working towards a 'sealed corridor' through Broward County. The remaining six crossings are not included in this Project because of local budgetary constraints. FDOT and multiple municipalities along the Corridor are still balancing post-pandemic community needs with limited resources to support residents and public infrastructure improvements. Local partners will continue to collaborate to identify near-term programs to install supplemental safety measures at the remaining six crossings. They will continue to seek federal funding opportunities to help build out a robust public safety program.

Background on the Challenges Addressed by the Project

By 2045, Broward County's population is expected to increase by 13%, reaching nearly 2.2 million.¹⁰ This population growth will create increased demand on the existing transportation infrastructure and challenge local partners to pursue alternative modes. South Florida's road system ranks the fifth most congested in the U.S., with average local lane travel speeds of 43 miles per hour and drivers estimated to lose 66 hours a year in congestion.¹¹ In addition to becoming more congested, many U.S. roadways are becoming increasingly dangerous. The National Highway Traffic Safety Administration recently released estimates that show traffic fatalities have increased by more than 10% in 2021, a 16-year high.¹² Road safety issues are especially acute along the Florida East Coast Corridor because of the dense population and urban setting.

⁸ Funded through the 2017 Consolidated Rail Infrastructure and Safety Improvements Program - railroads.dot.gov/newsroom/press-releases/us-department-transportation-announces-more-56-million-grants-improve-rail

⁹ Funded through the 2021 Rebuilding American Infrastructure with Sustainability and Equity - www.transportation.gov/policy-initiatives/raise/raise-2022-awards

¹⁰ *Florida Population Studies*, University of Florida, Bureau of Business and Economic Research, April 2021, www.bebr.ufl.edu/wp-content/uploads/2022/02/projections_2022.pdf

¹¹ INRIX 2021 Global Traffic Scorecard - inrix.com/scorecard-city/?city=Miami%20FL&index=32

¹² NHTSA article - nhtsa.gov/press-releases/early-estimate-2021-traffic-fatalities#:~:text=NHTSA%20projects%20that%20an%20estimated,Fatality%20Analysis%20Reporting%20System's%20history

Along the Corridor, grade crossing incidents have almost doubled since 2018, and 51% of those incidents have occurred at highway-roadway grade crossings.¹³ **Across the shared railway, 17% of vehicle-strike incidents are caused by situations where a driver maneuvered around the entrance gate, and 57% of those instances occurred in Broward County.** To date, the installation of exit gates and medians appear to be effective in preventing motorists from driving around deployed gates.

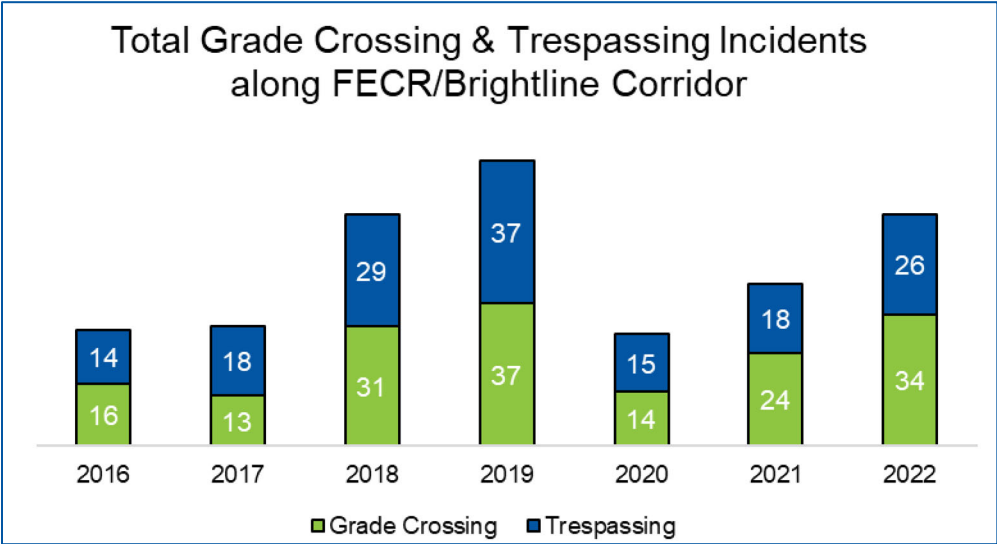


Figure 5: Incidents along FECR/Brightline Shared Corridor¹³

Brightline, the nation's only privately owned and operated intercity passenger rail service, currently runs service between the downtowns of Miami, Fort Lauderdale, and West Palm Beach. New stations in the operating segment are under construction in the cities of Aventura and Boca Raton and are expected to open by the end of 2022. In addition, an extension of Brightline's service north of West Palm Beach is now under construction and will soon connect to Orlando International Airport. Currently, Brightline runs 32 passenger trains per day through Broward County. With the extension, the overall service will operate 36 passenger trains per day along the entire corridor with one-hour headways.

Also, along the Corridor, FECR carries about 14 freight trains each day. However, with the significant improvements that freight infrastructure has undergone throughout the last decade, there are plans to expand, strategically positioning the Region for future growth opportunities. The recent freight projects, some of which were funded with federal grants, will help increase freight rail to about 24 trains per day and expand the average train length to 8,150 feet.

In addition, Broward County intends to operate a new commuter rail service along the Florida East Coast rail corridor that would connect communities in eastern Miami-Dade, Broward, and Palm Beach

¹³ FRA Crossing Inventory and Accident Reports - safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Xingqyloc.aspx

Counties.¹⁴ This service could bring an additional 50 daily trains to the area, in addition to the 46 freight and passenger rail trains that currently operate along the Corridor.

The passenger and freight traffic growth could mean that segments of the Corridor could see more than 60 trains a day by 2023. On the current system under operation, FECR and Brightline meet or exceed FRA's railroad safety requirements and the federal laws and regulations governing the safety of rail operations nationwide. Brightline has made significant safety infrastructure investments and has implemented parallel safety campaigns, including public service announcements on local broadcast and radio channels, training for first responders, distributing literature to schools along the Corridor, and connecting with Operation Lifesaver. The investment to be made with the proceeds of this grant will supplement all the current safety initiatives and create an even more meaningful impact.

Anticipated Outcomes and Benefits

The primary benefits of this Project are reduced loss of life and decreased traffic and railway collisions, trespassing, and other safety-related violations. FRA's GradeDec was used to analyze the improvement proposed at each crossing to determine an anticipated reduction in accidents based on a combination of effectiveness factors related to the proposed safety measures to be implemented as part of this Project (see Safety sections for more details). It is anticipated that over the next 20 years, more than **45 incidents can be avoided, potentially saving the lives of more than 11 people**. Using a conservative analysis, the monetized safety benefit of the Project would total about \$132 million over the next 20 years.

Multiple additional outcomes and benefits will be realized through this Project (see Selection Criteria section for more detail). Some of the highlights include:

- Disadvantaged communities along the Corridor will benefit from the engineering solutions which create safer access and improved connectivity.
- The supplemental safety improvements would support the long-term viability of the Broward County Quiet Zone.
- The future Broward County Commuter Rail project, proposed along the same Corridor, will be strengthened by increasing safety. This will provide a much-needed affordable transportation option that builds connectivity for disadvantaged communities.
- By reducing delays, the efficient movement of freight can be maintained. It will improve economic competitiveness through increased cargo activity and reduce congestion by switching cargo from truck to rail.
- Safe and reliable intercity passenger rail will attract more people, which will help reduce roadway congestion, reduce harmful air pollution, and improve safety.
- Efficient freight and passenger rail movement will improve mobility for people utilizing other transportation modes and increase community connectivity.
- Costly damage to public and private property due to road/rail accidents will decrease, along with the traffic backups and grade crossing closures resulting from an accident.

¹⁴ Coastal Link - browardmpo.org/coastal-link-commuter-rail-overview

- The fiscal and labor burden on local law enforcement to investigate roadway/railway accidents and trespasser deaths will be reduced.

Scope of Work

The elements to be constructed within this Project are site-specific to each of the 21 individual crossings with a focus on preventing drivers from driving around railroad entrance gates. The two primary features to be installed are exit gates and centerline raised medians. A breakdown of the mitigations planned by cities within Broward County is laid out in Figure 6. The overall goal for all improvements is to create a safer environment for drivers, pedestrians, bicyclists, passengers, and rail operations.

Mitigation Method	Unit	Pompano Beach	Oakland Park	Wilton Manor	Ft Lauderdale	Dania	Hollywood	Hallandale	Total*
Exit Gates	Each	8	1	2	8	4	6	4	33
Centerline Raised Median	Each	1	1	0	3	2	0	0	7

* This is subject to be adjusted based on final field verification and diagnostic review. Individual crossings may receive multiple mitigations. A total of 21 roadway crossings are planned to be enhanced within Broward County.

Figure 6: Mitigation Method Breakdown by City

The Project is currently in the conceptual design phase, and a typical section plan has been developed. The proposed mitigation solutions are not complex and preliminary engineering will be complete before the grant award. Some minor refinement of the Project locations and scope may be adjusted as the final field verification, and diagnostic review is complete. If selected, federal grant funding will be used to support the final design and construction of the following safety mitigations.

EXIT GATES

Exit gates are part of the crossing gate system used on the departing lanes of traffic to block users from entering a highway-rail crossing. A four-quadrant gate system is created by installing these in addition to entrance gates, which "seals the corridor." The goal is to deter drivers from maneuvering around the entrance gates to beat the train. The exit gate timing is delayed from the descent of the entrance gates to allow vehicles to pass through the crossing. The Project proposes installing 33 exit gates at 20 highway-railroad grade crossings in Broward County. Exit gates are already installed at multiple locations along the shared FECR/Brightline Corridor.



Figure 7: Example of Exit Gate on the Florida East Coast Corridor

CENTERLINE RAISED MEDIANS

Centerline raised medians are another traffic channelization device installed at grade crossings. Medians are more cost-effective than exit gates and are a proven means of improving safety. A wide raised median is also more aesthetically pleasing for communities because it provides the opportunity to include landscaping in its design. In determining the scope of the Project, each of the 21 crossings was first evaluated if a centerline raised median could be installed. Many of the crossings are constrained by existing roadway features and adjacent land uses, but through field review, 7 medians were identified to be installed as part of this Project. The shared FECR/Brightline Corridor already has multiple centerline raised medians installed, including some previously installed through a 2017 CRISI project.

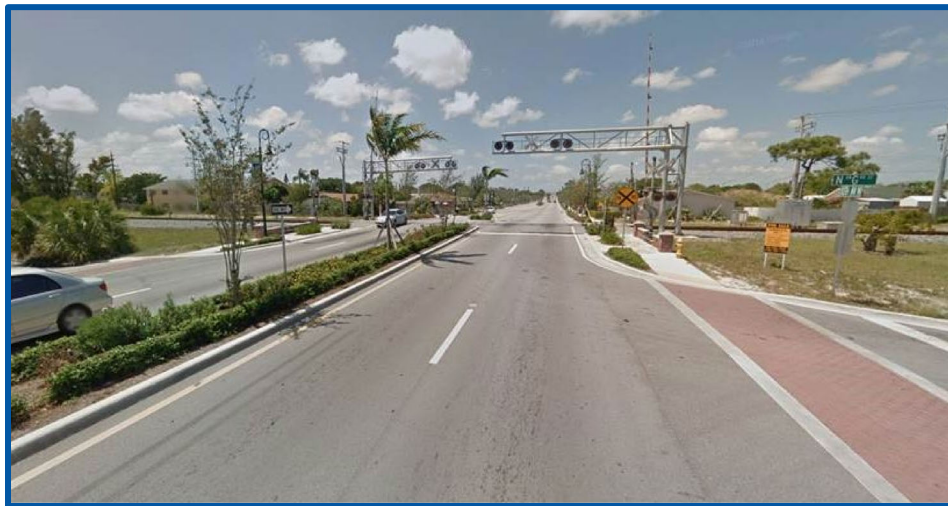


Figure 8: Example of Raised Median on the Florida East Coast Corridor

Performance Measures

As required in 2 CFR 200.301, some potential performance measures have been developed for the future construction and implementation of the Project, based on the guidance in the NOFO. The performance measures outlined below will help monitor progress in achieving USDOT's strategic goals and objectives.

Performance Measure	Unit Measured	Temporal	Primary Strategic Goal	Secondary Strategic Goal	Description of Measure
Reported Accidents/Incidents (All Shared Corridor Crossings)	Count	Annual	Safety	Quality of Life	Total annual highway-rail grade crossing accidents/incidents reported to FRA pre-project for baseline and post-project for three years.
Reported Accidents/Incidents (Project Crossings)	Count	Annual	Safety	Quality of Life	Total annual highway-rail grade crossing accidents/incidents reported to FRA pre-project for baseline and post-project for three years.

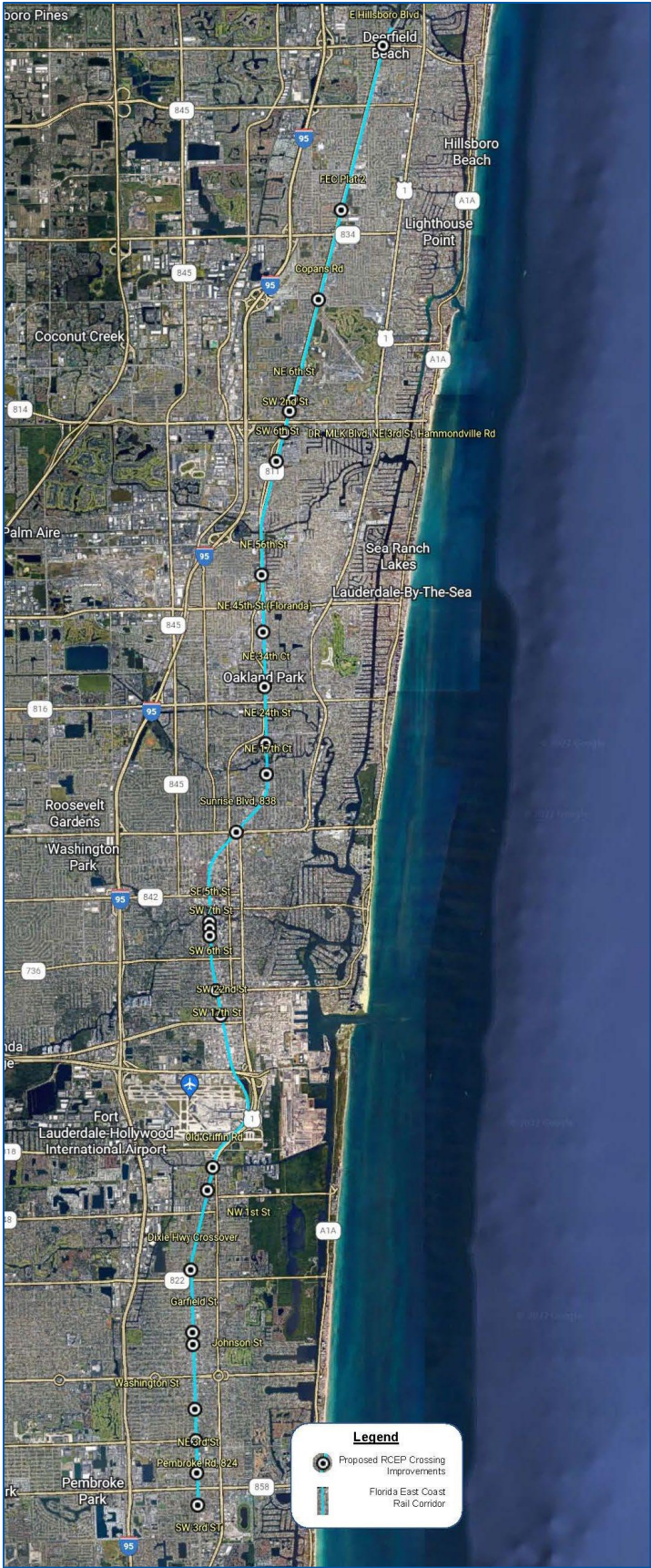
Figure 9: Proposed Project Performance Measures

PROJECT LOCATION

The Project is located in Broward County, Florida, the second-most populous County in the State. The 24.5-mile Project Corridor is located along the urbanized eastern edge of Broward County and comprises 66 highway-railroad grade crossings. According to the 2020 Census, Broward County's population is more than 1.9 million, with an expected growth of 13% by 2045.¹⁵ There are 31 municipalities within Broward County, of which 7 are directly adjacent to the Corridor and will be impacted by the Project's improvements: cities of Pompano Beach, Oakland Park, Fort Lauderdale, Wilton Manors, Dania Beach, Hollywood, and Hallandale Beach. Of the 21 crossings planned to be enhanced through this grant, more than 10 Historically Disadvantaged Communities (6 are also Areas of Persistent Poverty) are adjacent and directly impacted by the Project. On average, 23% of people in these areas live below the poverty line. The safety and reliability of the Corridor are critical for residents in effectively connecting to their communities and strengthening their overall quality of life.

¹⁵ *Florida Population Studies*, University of Florida, Bureau of Business and Economic Research, April 2021, www.bebr.ufl.edu/wp-content/uploads/2022/02/projections_2022.pdf

Figure 10: Project Map with RCEP Crossing
Location
Start Milepost: 326.97
End Milepost: 350.81



There are three Congressional Districts that the Project Corridor traverses. The Project team has coordinated with each elected official, and the Representatives will provide letters of support.¹⁶

- Representative Sheila Cherfilus-McCormick – Florida's 20th District
- Representative Ted Deutch – Florida's 22nd District
- Representative Debbie Wasserman Schultz – Florida's 23rd District

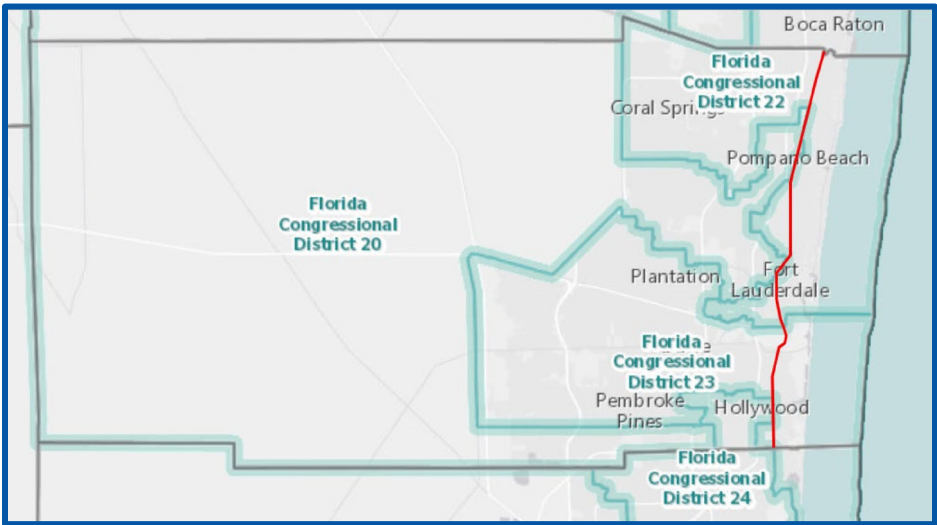


Figure 11: Congressional Districts along Project Corridor in Broward County

GRADE CROSSING INFORMATION

The site-specific Department of Transportation (DOT) National Grade Crossing Inventory information for each of the 21 highway-railroad grade crossings proposed to be improved through this Project is provided in Figure 12. Additional safety mitigation details for the crossings are provided in Appendix E. These details provide an overview of the comprehensive approach being implemented across the Corridor to maximize safety and the effectiveness of the improvements through various projects.

Crossing ID	Railroad	Street	Milepost	City	Crossing Infrastructure Maintenance Agreement Holder	Operating Railroads (Shared through a Joint Use Agreement)	Max Train Speed	Trains per Day	Total Tracks	Roadway Lanes	Vehicle Speed	AADT
272519P	FEC	COPANS RD	331.1	POMPANO BEACH	BROWARD COUNTY	FECR/Brightline	79	52	2	7	45	28758
272528N	FEC	NE 6TH ST	332.77	POMPANO BEACH	CITY OF POMPANO BEACH	FECR/Brightline	79	52	2	3	25	2,408
272531W	FEC	NE 3RD ST	332.97	POMPANO BEACH	CITY OF POMPANO BEACH	FECR/Brightline	79	52	2	3	35	135
272534S	FEC	SW 2ND ST	333.31	POMPANO BEACH	CITY OF POMPANO	FECR/Brightline	79	52	2	2	45	5000
272535Y	FEC	SW 6TH ST	333.79	POMPANO BEACH	BROWARD COUNTY	FECR/Brightline	79	52	2	4	25	2,145
272870B	FEC	NE 56TH ST	335.63	OAKLAND PARK	BROWARD COUNTY	FECR/Brightline	79	52	2	4	30	9,000
272546L	FEC	NE 24TH ST	338.31	WILTON MANORS	CITY OF WILTON MANOR	FECR/Brightline	79	52	2	2	25	1029
272547T	FEC	NE 17TH CT	338.8	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	79	52	2	2	25	7,800
272558F	FEC	SW 5TH ST	341.45	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	65	52	2	2	25	1,238
272559M	FEC	SW 6TH ST	341.56	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	65	52	2	2	25	1,106
272560G	FEC	SW 7TH ST	341.67	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	65	52	2	2	25	11,500
272564J	FEC	SW 17TH ST	342.55	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	65	52	2	4	30	3,900
272566X	FEC	SW 22ND ST	342.96	FORT LAUDERDALE	CITY OF FT. LAUDERDALE	FECR/Brightline	65	52	2	2	30	571
272572B	FEC	OLD GRIFFIN RD	345.44	DANIA BEACH	BROWARD COUNTY	FECR/Brightline	55	52	2	2	30	13,700
272573H	FEC	NW 1ST ST	345.81	DANIA BEACH	CITY OF DANIA BEACH	FECR/Brightline	79	52	3	2	30	8,792
272576D	FEC	DIXIE HWY	347.08	DANIA BEACH	BROWARD COUNTY	FECR/Brightline	79	52	2	2	30	2,650
272582G	FEC	GARFIELD ST	348.07	HOLLYWOOD	CITY OF HOLLYWOOD	FECR/Brightline	79	52	2	2	30	124
272584V	FEC	JOHNSON ST	348.27	HOLLYWOOD	CITY OF HOLLYWOOD	FECR/Brightline	79	52	2	4	30	12000
272589E	FEC	WASHINGTON ST	349.29	HOLLYWOOD	CITY OF HOLLYWOOD	FECR/Brightline	79	52	2	4	30	6100
272591F	FEC	NE 3RD ST	350.3	HALLANDALE BEACH	CITY OF HALLANDALE	FECR/Brightline	79	52	2	2	25	2340
272593U	FEC	SE 3RD ST	350.81	HALLANDALE BEACH	CITY OF HALLANDALE BEACH	FECR/Brightline	79	52	2	3	25	2,753

Figure 12: National Crossing Inventory Information

¹⁶ Letters of support will be sent directly to USDOT

EVALUATION AND SELECTION CRITERIA

Evaluation Criteria

Project Benefits

The Project will have multiple benefits:

- ✓ Improves safety at 21 highway-rail grade crossings in Broward County that currently do not have infrastructure that would prevent a driver from going around the entrance gates.
- ✓ Improves the mobility of both people and goods by reducing the number of incidents that impact residents from accessing their community and severely impact freight and passenger rail operations.
- ✓ Reduces emissions by reducing the amount of time vehicles need to idle because of each incident.
- ✓ Protects the environment by making freight and passenger/commuter rail a more reliable transportation mode—increasing truck to freight transfers and reducing single occupancy vehicles on the roadways.
- ✓ An increase in quality of life and noise abatement for residents and the ability to maintain "Quiet Zones" through Broward County.
- ✓ Improved access to emergency services and communities by reducing the number of times the grade crossings are blocked because of an incident.
- ✓ Supports economic growth by improving the movement of goods in the Region.
- ✓ Project construction will promote the use of local labor through disadvantaged business enterprise and equal employment opportunity goals.

Technical Merit

- Statement of Work

The scope of the Project will be to construct exit gates and centerline raised medians at 21 highway-rail grade crossings in Broward County. The activities supported by the RCEP funding will include final design and construction. A detailed Statement of Work addressing scope, schedule, budget, and performance measures is provided as Appendix A.

- Project Readiness

Project construction can start as soon as a grant agreement is executed, which is anticipated for September 2023. Once FRA has announced selected RCEP projects, the first step will be to request pre-award authority to complete the design and local permitting with each of the six municipalities and Broward County. The project's overall duration will take 2 years, with construction anticipated at 18 months. Initial coordination has already begun with each municipality, FDOT, Broward County, and FECR, as evidenced by letters of support that will be sent directly to USDOT. Through ongoing coordination with FRA, Brightline will progress over the next several months to complete a Categorical Exclusion under NEPA (see details in the Environmental Readiness section). This schedule can be

adjusted to fit within the process of obtaining pre-award authority and developing the terms of a grant agreement with the FRA.

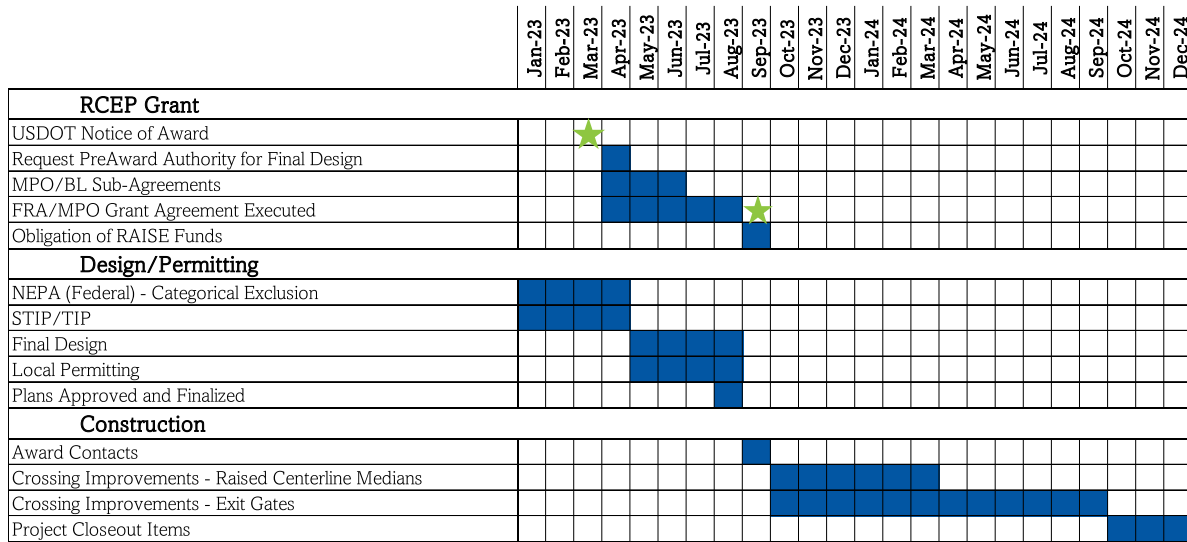


Figure 13: Project Schedule

- Team Qualifications and Experience

Through the strong partnership that has been established between all stakeholders, a skilled team of technical experts will be working on delivering this Project. The three primary organizations leading and performing the technical efforts are the Broward MPO, Broward County, and Brightline. The FDOT District 4 team and local municipalities will participate in design reviews and final approval.

The Broward MPO has experience leading the grant administration and oversight for previous USDOT grants. The project team is familiar with the transportation challenges of the County and has delivered similar projects under contract arrangements similar to what is proposed in this Project. An agreement between the Broward MPO, Broward County, and Brightline will be executed to address all the grant/project details, including a flow down of all federal requirements.

The Brightline team has a proven track record for implementing all aspects of a high-speed rail service. The team leading the design and construction of this Project would be much of the same team that has worked on implementing their current service. This team has demonstrated the capacity and capability to manage the engineering components. Brightline has recent USDOT grant experience implementing a 2017 CRISI Grant (South Florida East Coast Rail Corridor Intrusion Prevention Project) and a 2020 CRISI Grant (Boca Raton Station). Brightline has a proven record of completing major infrastructure and railroad projects on schedule, within budget, and with a critical emphasis on safety.

- Planning Support

This Project supports the advancement of freight and passenger rail in the State of Florida, which will help provide transportation alternatives for residents, visitors, and businesses, expand economic development, create jobs, and improve air quality. The 2045 Florida Transportation Plan (FTP) identifies seven goals for Florida's transportation future.¹⁷ Specifically, the Project helps accomplish these goals by increasing safety, creating better mobility for people and freight, strengthening the economy, supporting diverse communities, and reducing the impacts on Florida's environment.

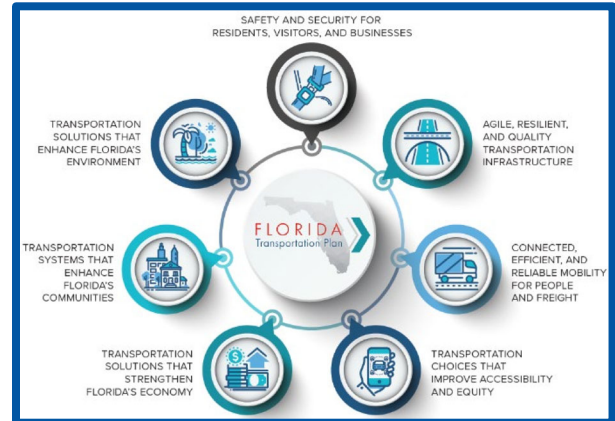


Figure 14: Florida's Transportation Goals
(Source: 2045 Florida Transportation Plan)

As part of Florida's long-range transportation planning, FDOT developed a statewide Rail System Plan¹⁸, which aligns with the vision and goals set in the FTP. Brightline's passenger rail service and the continuing need to increase safety through improvements are priorities in the Florida Rail System Plan (RSP). The RSP meets FRA's requirements for a comprehensive view of the State's rail system and helps identify short- and long-range program funding for statewide planning. The investments identified within the RSP include railroad infrastructure needs and highway-rail crossing safety improvements.

The Project also aligns with the goals of FDOT's Highway-Rail Grade Crossings Action Plan, which aims to eliminate safety hazards to the maximum extent possible.¹⁹ The plan explores how each safety challenge is selected and follows proactive and predictive measures to eliminate or significantly reduce risks in the short term and create favorable future impacts.

- Innovation

The Project's innovative elements are centered around an expedited project delivery which will result in the outcomes of the Project being realized as soon as possible. The Project stakeholders have built a solid partnership to safely and efficiently deliver the safety improvements. Broward County, FDOT, FECR, each municipality, and Brightline will conduct a unique simultaneous design review process for each crossing to assure a holistic analysis and improve schedule performance. The review includes both permanent design and maintenance of traffic. The various stakeholders associated with the Project have each partnered on other railroad corridor projects and will set up a similar agreement if this Project is selected.

¹⁷ Florida Transportation Plan, 2020, floridatransportationplan.com/

¹⁸ FDOT's Rail System Plan, 2018, www.fdot.gov/rail/plans/railplan

¹⁹ FDOT's Highway-Rail Grade Crossing Safety Action Plan, 2011, www.fdot.gov/rail/plandev/highway-rail-grade-crossing-safety-action-plan

- Impacted Rail Carrier

FECR owns the Corridor and operates the freight rail system between Jacksonville and Miami. FECR and Brightline share the use of the Corridor according to the terms of a Joint Use Agreement. FECR and Brightline have a long history of cooperating to increase the capacity and safety of this significant corridor to address transportation challenges in a rapidly densifying state. Although not a funding partner, FECR will participate in the design review of each crossing and provide access to the Corridor to construct the Project improvements.²⁰

- Multimodal Impacts

The Project will improve multimodal transportation options for the Region. By investing in the safety improvements today, the Project will help lay the groundwork for implementing a broader commuter rail transportation system that aligns with the USDOT goals of building access to opportunities for communities that have been underserved and overburdened. The planned Coastal Link, now in project development, will connect the eastern areas of Miami-Dade, Broward, and Palm Beach Counties and is proposed to use the same Corridor as Brightline and FECR.²¹ The service will attract over 2 million riders in the first year and expand a network of employment opportunities, education centers, and health assets to many disadvantaged communities.

In addition, by reducing the number of incidents along the Corridor, freight movement will be more efficient, significantly increasing capacity and reducing trip time for rail-bound intermodal freight movements, making rail a more competitive shipping option. This truck-to-rail transfer will increase capacity along the National Highway Freight Network and the National Highway System. These efficiencies will improve the distribution of goods and services and result in significant economic benefits for the South Florida region, the State of Florida, and North America.

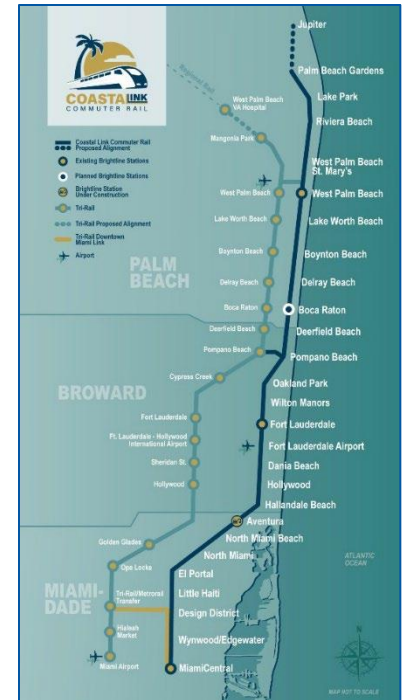


Figure 15: Coastal Link Commuter Rail Corridor

Selection Criteria

Safety

Safety is the top driver for this Project. The number of casualties along the FECR/Brightline Corridor have increased significantly over the past couple of years (see Figure 5). Worth noting, but not shown in the figures, is the number of reported suicides have also increased.²² Broward County has had the highest number of incidents (approx. 47%) of any County on the FECR/Brightline shared Corridor in the past couple of years. With the increased passenger rail service, potential commuter rail services, and

²⁰ Letters of support will be sent directly to USDOT

²¹ Coastal Link - browardmpo.org/coastal-link-commuter-rail-overview

²² Suicide Data - explore.dot.gov/t/FRA/views/TrespassandSuicideDashboard/SuicidesOverview. Incidents reported as suicides are classified by a coroner.

expanding freight service, coupled with higher/lower speed trains and trains coming from both directions, the number of incidents will likely increase if no additional action is taken to secure grade crossings.

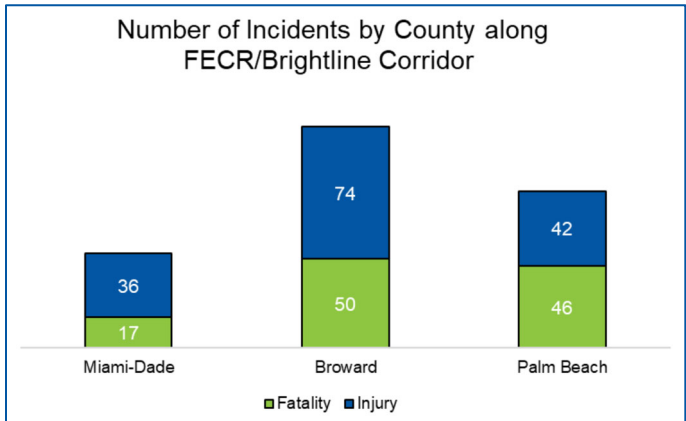


Figure 16: Incident Data by County in the past five years ¹³

Around half of all the incidents along the Corridor are vehicle incidents. Those are separated into three main categories: vehicles driving around the entrance gates, vehicles stopped on the crossing, and vehicles stopped or stranded on the right of way. The focus of the Project proposed in this RCEP application reduces the opportunities for a vehicle to drive around the entrance gates.²³ Across the shared Corridor, 17% of all trespassing incidents are caused by situations where a driver maneuvered around the entrance gate, and 57% of those incidents occurred in Broward County. Further, the data has shown that of all vehicle incidents experienced, 69% of them were caused by vehicles stopped on the crossing or on the right-of-way, but only 7% of those incidents resulted in a fatality. Meanwhile, the 31% of incidents that involved a driver going around the gates, resulted in a significantly higher fatality rate (32%).

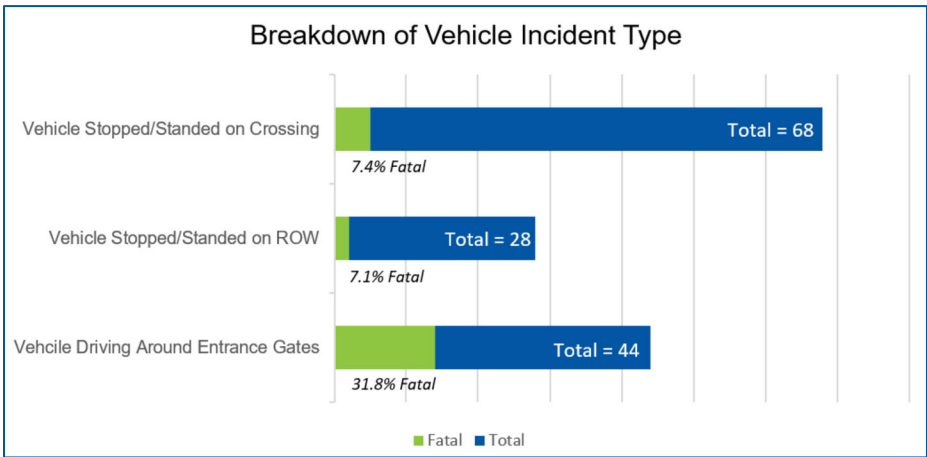


Figure 17: Vehicle Incident Data by type in the past five years ¹³

²³ The recently selected RAISE grant that FDOT is leading is focused on addressing vehicles stopped on the crossing and vehicles stopped or stranded on the right-of-way (as well as trespasser/pedestrian incidents). The one major incident type not address by RAISE is vehicles driving around the gates.

On the current system under operation, FECR and Brightline meet or exceed FRA's railroad safety requirements and the federal laws and regulations governing the safety of rail operations nationwide. But various factors create a uniqueness to this Corridor requiring the State, railroad partners, and local stakeholders to seek innovative strategies to improve safety. Each of the supplemental safety measures installed through this Project are proven features that have reduced violations and incidents in similar applications across the United States. Based on past executions, FRA has developed effectiveness factors to determine the number of incidents and fatalities that could potentially be avoided. The crash modification factors related to the proposed mitigation improvements in this Project were determined to be in the range of 75% to 92%. An overview of the sources of data used to assess the impact of the countermeasures are detailed here:

- The Volpe Center performed a before and after evaluation of North Carolina's sealed corridor project, which found that four-quadrant gates, channelization, or a combination of both can have a crash reduction effectiveness in the range of 80-92%.²⁴
- FRA Office of Safety issued "Guidance on the Use of Traffic Channelizing Devices at Highway-Rail Grade Crossings." Channelization devices have become popular because of the initial and long-term affordability of these elements and the equivalent crash modification factor. Based on FRA's review of several demonstration studies, a 75% effectiveness rating has been established for traffic channelization devices.²⁵

The overall impact of the exit gates and centerline raised medians will significantly reduce the driver's risky behavior of attempting to maneuver around grade crossing entrance gates. Utilizing the identified crash modification factors and FRA's GradeDec model, it is anticipated that over the next 20 years, over 45 incidents may be avoided, including potentially saving the lives of more than 11 people.²⁶ This Project is consistent with the USDOT's strategic goal to minimize transportation-related fatalities and injuries across the transportation system.

Equitable Economic Strength and Improving Core Assets

In Florida, freight rail carries more than 80 million tons per year, valued at approximately \$11 billion.²⁷ Decreased reliability and increased travel time negatively affect competitiveness with other travel modes and the broad regional transportation network. The State of Florida anticipates considerable population and employment growth based on the analysis of local, regional, and national trends, population data, and employment data. This growth will require a comprehensive investment in transportation infrastructure to reduce congestion, prevent accidents, and build the Region's economic competitiveness. This Project improves the movement of workers and goods, decreases transportation costs, improves access, and supports the Region's economic growth.

²⁴ USDOT Report: North Carolina "Sealed Corridor" Phase I, II, and III Assessment, October 2009, railroads.dot.gov/sites/fra.dot.gov/files/fra_net/300/ord0917.pdf

²⁵ FRA Report: Use of Traffic Channelization Devices at Highway-Rail Grade Crossings, June 2010, railroads.dot.gov/sites/fra.dot.gov/files/fra_net/137/RR1003.pdf

²⁶ See Safety Benefits section for more detail

²⁷ Investment Element of the 2010 Florida Rail System Plan: fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/rail/plandevl/documents/finalinvestmentelement/g-chapter2-freightrail.pdf?sfvrsn=c5d7c85c_0

The Project will bring construction opportunities to the area in the short term. Brightline will manage a competitive process for selecting contractors that will perform the crossing work and aim to achieve a DBE goal set by the MPO. Although only temporary, the skillset gained through the railroad work may lead to other employment opportunities for residents.

Equity and Barriers to Opportunity

The Project has several positive impacts related to addressing equity and barriers to opportunity in Broward County. Directly adjacent to the Project Corridor are more than 10 Historically Disadvantaged Communities (6 are also Areas of Persistent Poverty) that will benefit from the improved safety.

- Reducing the number of incidents in the area will increase public safety and improve access to employment and economic development opportunities for surrounding communities.
- The mitigation of safety risks will improve overall quality of life and a secondary benefit is the supplemental safety measures will support the viability of a Quiet Zone through the County, which will reduce noise along the Corridor.
- This Project will support the long-term implementation of a commuter rail service which will bring a much-needed public transportation option along the eastern portion of the County, enhancing mobility in the Region and improving connectivity to daily needs and employment opportunities.

In addition, steps have been taken to consider the impacts on overburdened communities. The FDOT has woven equitable transportation planning into the 2045 Transportation Plan and public involvement. This has included specific steps during the outreach phase to provide equitable access to transportation, provide information clearly and early, and utilize multiple techniques to engage the public. The Broward MPO has also identified racial and ethnic minorities, transportation disadvantages, economic challenges, language proficiencies, elderly, and other populations that could be affected by disproportionate impacts that could result from public projects. The MPO created an Equity Assessment Tool that helps ensure that the benefits and impacts of plans, programs, and projects do not disproportionately impact certain communities during the planning process.

Climate Change and Sustainability

Similar to other parts of the nation, transportation accounts for 48% of the greenhouse gas emissions across the Southeast Florida region. This Project will help reduce incidents along the Corridor, minimizing the carbon monoxide emissions from vehicles queuing at grade crossings. A secondary impact of the Project is that freight and passenger rail service are more reliable from the reduced delays caused by each incident, resulting in an increased interest in using low-carbon transportation alternatives. This will help reduce the use of single-occupancy vehicles and increase truck to rail transfers, lowering the emission of air pollutants and building environmental resiliency. Consistent with Southeast Florida Regional Climate Action Plan, this

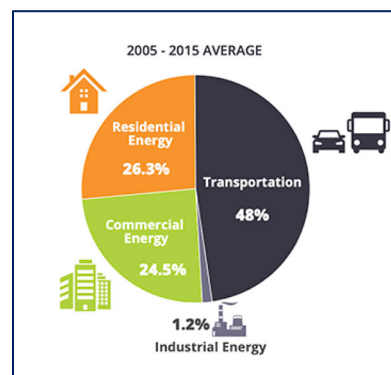


Figure 18: Regional Green House Gas Emissions by Sector (Source: Southeast Florida Regional Climate Change Compact)

Project complements transportation solutions that enhance Florida's environment and help to conserve energy.²⁸

As outlined in the Project Location section, the corridor and planned mitigations fall within multiple areas of persistent poverty and historically disadvantaged communities. Data have shown that low-income and minority communities are disproportionately impacted by compromised air quality.²⁹ This Project will help reduce the exposure of harmful transportation-related emissions to underserved and overburdened communities aligning with the Administration's Justice 40 goals.³⁰

Transformation of Our Nation's Transportation Infrastructure

This Project will improve the nation's rail network by enhancing reliability and fluidity, supporting the long-term growth of freight and passenger rail. FECR currently maintains critical rail infrastructure along the Corridor, with individual municipalities providing reimbursement per the existing maintenance agreements. Where maintenance agreements may need to be updated to cover the Project's supplemental safety measures, MPO will work with the partners to update such agreements.

Corridor-Wide Improvements

The Project, combined with other safety initiatives, will result in corridor-wide grade crossing improvements throughout Broward County. There are 66 highway-roadway grade crossings on the Corridor in Broward County, all crossings have entrance gates, and 39 have an exit gate or other element that helps to prevent drivers from going around the gates. This Project would improve the 21 of the remaining 27 crossings working towards a 'sealed corridor' through Broward County. The existing conditions and safety mitigation information for the 66 highway-railroad grade crossings in Broward County are provided in Appendix E. These details provide an overview of the comprehensive approach being implemented across the Corridor to maximize safety and the effectiveness of the improvements.

Geographic Diversity

South Florida has received various USDOT grants in the past couple of years to support safety along the FECR/Brightline shared corridor. These projects are unique and stand-alone but collectively have assisted with implementing a comprehensive approach to reducing incidents along the heavily populated and active rail Corridor. The two most significant grants have included the following:

- 2017 CRISI Grant for the South Florida East Coast Rail Corridor Intrusion Prevention Project focused on reducing incidents at 48 critical crossings where vehicles have driven around entrance gates. The construction of the exit gates, delineators, pavement markings, and raised medians is substantially complete. Improvements were made throughout the three counties in South Florida: Miami-Dade, Broward, and Palm Beach. (Grantee: Brightline)
- 2022 RAISE Grant for the Florida East Coast Corridor Trespassing and Intrusion Mitigation Project, which will focus on reducing incidents related to intrusion of the rail right-of-way. The

²⁸ Southeast Florida Regional Climate Change Compact - southeastfloridaclimatecompact.org/

²⁹ *Environmental Justice: Addressing the Burden of Air Pollution*, August 26, 2020, [Source](#)

³⁰ USDOT Justice40 Initiative - www.transportation.gov/equity-Justice40#more-about-justice-40

supplemental safety measures will be included the construction of delineators and pavement markers at 328 roadway-railroad grade crossings and the installation of 33 miles of pedestrian protection channelization features. The project was recently selected and is expected to start early next year. (Grantee: FDOT)

The Project proposed in this RCEP application is unique and separate from the work performed in the two previous grants. The focus of this Project is to construct engineering solutions at 21 highway-roadway grade crossings in the County. These activities are part of a comprehensive approach to improve safety in Broward County, which has experienced the most significant number of incidents related to vehicles maneuvering around the entrance gates along the entire corridor in South Florida.

SAFETY BENEFITS

The Project proposes to install exit gates and centerline raised medians at 21 highway-grade crossings in Broward County. These supplemental safety measures are considered non-standard technology but have been utilized nationally with positive results. FRA has sponsored several research studies to evaluate the safety benefits of these non-standard technologies. The recognition in these studies was to look at the supplemental safety measures that could be implemented beyond standard railroad crossing treatments to minimize as much risk as possible without completely closing or separating a crossing. FRA acknowledged that although closing or separating a crossing is the highest level of risk treatment, it is becoming increasingly difficult because of economic and community impacts.

Local South Florida partners are evaluating opportunities to separate or close certain railroad-highway grade crossings, but this is a long-term process that will take time and community engagement to achieve. In the meantime, there is an immediate need to install additional supplemental safety measures to curtail the number of incidents occurring in the Region. The Broward MPO, Brightline, and local municipalities evaluated several safety measures that could be installed. To assess which features were best suited to reduce situations where a vehicle can maneuver around entrance gates, the project team relied on USDOT research studies and FRA's GradeDec model.

As mentioned previously, one of the primary reports utilized was the North Carolina "Sealed Corridor" Phase I, II, and III Assessment, conducted by the Volpe Center in 2009.³¹ The North Carolina project installed a range of supplemental safety measures, such as four-quadrant gates, channelization, and a combination of both. The crash modification factors identified through a before and after assessment significantly improved safety (see Figure 19).

	Closure	Long Gate Arm	Traffic Channelization Devices	Video Enforcement	4-Quad Gates	4-Quad Gates with Channelization	Grade Separation
Effectiveness *	100%	75%**	80%	72%	82%	92%	100%
Cost Estimate	\$15K	\$5K	\$10K	\$55K	\$125K	\$135K	\$4M

* Effectiveness over standard gates in reducing crashes taken from the FRA NPRM on Railroad Horns
 ** Volpe estimate based on FRA NPRM estimates of other supplemental safety devices

Figure 19: Effectiveness and Cost of Crossing Improvement (Source: FRA *Safety of Highway-Railroad Grade Crossings Report*²⁹)

³¹ USDOT Report: North Carolina "Sealed Corridor" Phase I, II, and III Assessment, October 2009, railroads.dot.gov/sites/fra.dot.gov/files/fra_net/300/ord0917.pdf

The GradeDec model, specifically the new Accident Prediction and Severity (APS) tool, allowed the project team to analyze the impacts of the different supplemental safety measures. One of the critical features of this tool is that it can assess the statistical significance of variances in the measured risk at individual grade crossings. A recent FRA report indicated that the new APS model outperforms the previous version.³² GradeDec was used to determine a baseline of the outcomes and benefits of the Project. Still, based on the unique conditions and experience along the Broward segment of the FECR/Brightline shared Corridor, the project team anticipates that these are conservative assumptions.

Over the last five years, from 2022 to 2017, there have been 21 reported incidents at the 21 grade crossings proposed in this application. The new APS model predicted a 47% reduction in incidents between the build and no-build scenarios. Based on effectiveness results from previous studies, the results in GradeDec are lower because APS considers population and rail growth which will impact long-term effectiveness.

	Projected Incidents				Estimated Monetary Safety Savings over the next 20 years*
	No-Build Scenario (next 5 years)	Build Scenario (next 5 years)	No-Build Scenario (next 20 years)	Build Scenario (next 20 years)	
Fatal	5	2	20	9	\$ 122,960,000.00
Injury	8	4	32	15	\$ 9,409,408.00
Property Damage	8	4	32	15	\$ 332,416.00
Total	21	10	84	39	\$ 132,701,824.00
Total Reduced Incidents	11		45		

* Utilized average cost provided in USDOT Benefit-Cost Analysis Guidance

Figure 20: Results of Safety Analysis

Based on the results of the safety analysis, this Project will eliminate about 45 incidents over the next 20 years and save the lives of more than 11 people. Under conservative assumptions, the monetized safety benefit of the Project could total about \$132 million over the next 20 years.

PROJECT IMPLEMENTATION AND MANAGEMENT

This Project requires strong collaboration with multiple stakeholders, including Broward County and the individual cities who maintain jurisdiction over many of the road crossings traversing the rail tracks, Brightline - the owner, builder, and operator of the new higher-speed passenger rail service, FECR - the owner of the right of way and operator of the freight service, and FDOT, who creates the grade crossing standards for the State of Florida. The partners have a strong desire to balance corridor safety and quality of life through this Project which has been the foundation for identifying the best supplemental safety treatments. The lead project partners for implementation and funding are:

³² FRA Report: New Model for Highway-Rail Grade Crossing Accident Prediction and Severity, October 2020, railroads.dot.gov/sites/fra.dot.gov/files/2020-10/GX%20APS-A.pdf

- The **Broward MPO** is a federally-mandated agency responsible for setting policy on local transportation issues and deciding how to spend Federal and State funding on transportation projects in the Broward region. Broward MPO will serve as the lead sponsor and ensure that the Project scope conforms with the strategic goals and objectives of the USDOT and FRA grant agreement. The MPO will also ensure that all project stakeholders are adequately represented.
- **Broward County** is a co-lead partner on the Project and providing the majority of match funding. Broward County Government is comprised of more than 50 agencies, including the highway construction and engineering division which has jurisdiction over many of the crossings proposed in this application. Broward County will be actively involved in the design and construction of the Project elements to ensure alignment with County standards.
- The **Florida Department of Transportation (FDOT)** is an executive agency focused on providing a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. FDOT will review grade crossing designs to ensure they meet the State of Florida's evolving rail safety best practices.
- **Brightline Trains Florida LLC** (Brightline) is a privately owned and operated intercity passenger rail company that runs service along the corridor from downtown Miami to downtown West Palm Beach. Current stations include MiamiCentral, Fort Lauderdale, and West Palm Beach, with Aventura and Boca stations expected to open in 2022. In addition, an extension to Orlando is under construction, with service opening in 2023, and plans are underway to continue service to Tampa. Brightline will lead and be responsible for designing and constructing the safety improvements planned for this Project.
- **Florida East Coast Railway LLC (FECR)** is a Class II regional railroad that owns the freight rights for the 351-mile mainline track from Jacksonville to Miami. It is the exclusive freight rail provider for Port Miami, Port Everglades, and Port of Palm Beach. FECR connects freight rail service in and out of Georgia, Tennessee, South Carolina, and North Carolina. FECR will participate in the review of grade crossing designs and ensure long-term maintenance of the improvements.
- Several **Local Municipalities** will be actively involved in the design, permitting, and community support for the Project. These include the cities of **Pompano Beach, Oakland Park, Fort Lauderdale, Wilton Manors, Dania Beach, Hollywood, and Hallandale Beach**.³³

Implementation Roles and Responsibilities

The Broward MPO will provide overall oversight of the Broward County Sealed Corridor Project and will contract with Brightline to lead the implementation of the final design and construction activities. The partnership between the Broward MPO and Brightline will be formalized through a project agreement that will be executed in coordination with the FRA grant agreement and will lay out the funding and flow down provisions required as part of a federal award.

³³ Letters of support will be sent directly to USDOT

FECR and Brightline share the use of the Corridor according to the terms of a Joint Use Agreement (the "JUA"). The JUA grants Brightline the permanent, perpetual, exclusive right to develop and operate Passenger Railroad Service over the Corridor and reserves to FECR the permanent, perpetual, exclusive right to develop and operate Freight Railroad Service over the Corridor. FECR will provide a letter of support for the proposed Project improvements.³⁴

Under the rights of the JUA, Brightline, in collaboration with FDOT, Broward County, and each municipality, will lead the design and construction of the activities proposed through this Project. Many of the partners have experience working together in a similar manner for other safety-related projects that have been implemented on the corridor. FECR will maintain the improvements covered by the RCEP grant with individual municipalities or Broward County, providing reimbursement per the existing maintenance agreements.

The Broward MPO and Brightline have an experienced team of project managers, engineers, construction support, finance, and grant management to design and construct the Project. Brightline will manage the project under the structure of its development and construction division. The Project team has the expertise needed to oversee local, State, and federal regulatory items and processes that may exist.

As the Grantee, the MPO is responsible for facilitating the coordination of all activities necessary to implement the Project. Upon award of the Project, the Grantee will monitor and evaluate the Project's progress through regular meetings scheduled throughout the Project Performance Period.

Other Approvals and Permits

Brightline will lead a collaborative process with FDOT, Broward County, FECR, and individual municipalities to complete the design review and approval, which has proven effective for identifying and resolving design comments in past projects. In addition, maintenance of traffic permitting would occur in concurrence with each crossings design approval to expedite the Project's permitting process.

Risk and Mitigation Strategies

The Brightline team has conducted a risk analysis and has documented a list of potential risks and opportunities relevant to the Project. Each has been assessed relative to the probability, impact, and risk scoring matrix. All the data has been collected into the project risk register. The Brightline project manager, as part of the ongoing management activities, will review the Risk Register with a focus on actionable activities to mitigate risks and capitalize on opportunities. The assessment is reasonably straightforward as the Project consists of the design and construction of relatively well-known activities with well-established means and methods. A list of the risks identified for the Project is provided in Figure 21.

³⁴ Letters of support will be sent directly to USDOT

PXI Scope Category	Title	Details	P-Level	I-Level
Construction	Local Permitting	Delays by municipalities in timely issuance of permits could impact scope, schedule, and cost	Low	Moderate
	Contractor Productivity	Insufficient construction windows could delay schedule and impact cost	Moderate	High
	Material Escalation	Significant oncreases in the cost of materials	Moderate	Moderate
	Coordination with Other Projects	Multiple construction projects are underway with the potential for interference	Low	Low
Design	Design Constraints	FDOT needs to approve profile revisions that are unable to meet the Florida Greenbook Standards	Medium	Low
Other	Partner Coordination	Multiple partners are collaborating on project and need to continue to be active participants, including municipalities, FDOT, Brightline, FEER	Low	Low

Figure 21: Project Risk Register

ENVIRONMENTAL READINESS

The NEPA process for Brightline's Phase I and II introduction of service will serve as the starting point for evaluating the environmental impacts of this Project. Since all construction activities will occur within the existing railroad or roadway right of way, based on consultation with the FRA in September 2022, this Project would fall under a Categorical Exclusion (CE) classification. To support the discussion with FRA, a Categorical Exclusion Worksheet was drafted as part of a previous RAISE application submittal. The 21 crossings proposed in this application overlap with the previous analysis, which lays out the preliminary review of the environmental risks identified for the Project.³⁵ The MPO and Brightline will complete any required environmental documentation during preliminary engineering and are committed to demonstrating that the Project will cause no adverse effects on the environment, per applicable NEPA requirements, before a grant agreement is executed. The original environmental record includes the following:

- Miami to West Palm Beach – Final Environmental Assessment (October 2012)³⁶
- Miami to West Palm Beach - Finding of No Significant Impact (January 2013)³⁷
- Miami to Orlando – Final Environmental Impact Statement (August 2015)³⁸
- Miami to Orlando – Record of Decision (December 2017)³⁹

³⁵ See Appendix B for Preliminary CE Worksheet

³⁶ Final EA - railroads.dot.gov/environment/environmental-reviews/all-aboard-florida-passenger-rail-project-west-palm-beach-miami

³⁷ FONSI - railroads.dot.gov/elibrary/all-aboard-florida-passenger-rail-project-fonsi

³⁸ Final EIS - railroads.dot.gov/environmental-reviews/all-aboard-florida/all-aboard-florida-miami-orlando-passenger-rail-service-0

³⁹ ROD - railroads.dot.gov/environmental-reviews/all-aboard-florida/all-aboard-florida-miami-orlando-passenger-rail-service-1

Press Room > 2025 > BRIGHTLINE APPLAUDS US...



June 9, 2025

BRIGHTLINE APPLAUDS USDOT FOR SIGNING RAILROAD CROSSING ELIMINATION GRANT FOR BROWARD COUNTY

Project will add supplemental safety measures at 21 crossings in Broward.

Broward, FL (June 9, 2025) – Secretary of Transportation Sean P. Duffy has approved a \$15,440,000 Federal Railroad Administration (FRA) grant to support the Broward MPO's Sealed Corridor Project, a major rail safety initiative in Broward County. The grant was officially executed on May 30, 2025. Broward County and six participating cities, Hallandale Beach, Hollywood, Dania Beach, Fort Lauderdale, Wilton Manors, and Pompano Beach, are contributing a combined \$3,860,000 in local matching funds, bringing the total project investment to \$19,300,000.

The Broward County Sealed Corridor Project will fund the design and construction of supplemental safety measures at 21 road-rail grade crossings, including exit gates and/or medians. The enhancements will advance the goal of achieving a fully "sealed corridor" while aiming to reduce motorists from driving around lowered gates. This federal investment, paired with strong local commitment, underscores the shared dedication of the County, partner cities, Brightline, FECR, and Broward MPO to improve rail safety along the FEC/Brightline corridor.

"We are proud to partner with agencies like Broward County MPO to bring engineering solutions to their community. We applaud USDOT for moving on this grant and ask for all of our community partners to join together to amplify the message of railroad safety."

For more information about Brightline's Rail Safety initiatives, visit www.gobrightline.com/safety.

—GOBRIGHTLINE—

ABOUT BRIGHTLINE

Brightline seamlessly connects travelers to top destinations and major events between Central and South Florida with stations in Miami, Aventura, Fort Lauderdale, Boca Raton, West Palm Beach, and Orlando. The company offers a hospitality-centric experience designed to reinvent train travel at a comparable price to driving or flying. Brightline is recognized as one of TIME100's Most Influential Companies, one of the World's 50 Most Innovative by Fast Company and one of the fastest-growing private companies in the Southeast by Inc. The company focuses on city pairs that are too close to fly and too long to drive. Construction is currently underway to connect Las Vegas to Southern California. For more information, visit www.gobrightline.com and follow us on [Facebook](#), [Instagram](#), and [X](#).

MEDIA CONTACTS

Ashley Blasewitz, Brightline, ashley.blasewitz@gobrightline.com

Michael Hicks, Brightline, mhicks@bltrain.com

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 02 / 01 / 2025	B. Reporting Agency ☐ Railroad ☐ Transit ☒ State ☐ Other	C. Reason for Update (Select only one) ☒ Change in Data ☐ Re-Open ☐ New Crossing ☐ Date Change Only ☐ Closed ☐ Change in Primary Operating RR ☐ No Train Traffic ☐ Quiet Zone Update ☐ Admin. Correction	D. DOT Crossing Inventory Number 272582G
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Part I: Location and Classification Information

1. Primary Operating Railroad Florida East Coast Railway Company [FEC]		2. State FLORIDA		3. County BROWARD	
4. City / Municipality ☒ In ☐ Near HOLLYWOOD		5. Street/Road Name & Block Number GARFIELD ST 0 (Street/Road Name) * (Block Number)		6. Highway Type & No. NA	
7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? ☒ Yes ☐ No If Yes, Specify RR BLF		
9. Railroad Division or Region ☐ None SOUTH		10. Railroad Subdivision or District ☐ None SOUTH		11. Branch or Line Name ☐ None MAINLINE	
12. RR Milepost 0348.070 (prefix) (nnnn.nnn) (suffix)					
13. Line Segment * MAIN		14. Nearest RR Timetable Station * HOLLYWOOD		15. Parent RR (if applicable) ☒ N/A	
16. Crossing Owner (if applicable) ☒ N/A					
17. Crossing Type ☒ Public ☐ Private	18. Crossing Purpose ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	19. Crossing Position ☒ At Grade ☐ RR Under ☐ RR Over	20. Public Access (if Private Crossing) ☐ Yes ☐ No	21. Type of Train ☒ Freight ☒ Intercity Passenger ☐ Commuter ☐ Transit ☒ Shared Use Transit ☐ Tourist/Other	22. Average Passenger Train Count Per Day ☐ Less Than One Per Day ☒ Number Per Day 32
23. Type of Land Use ☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? ☐ Yes ☒ No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) ☐ No ☒ 24 Hr ☐ Partial ☐ Chicago Excused Date Established 5/18/2019 12:00:0		
26. HSR Corridor ID ☒ N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 26.0216453		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -80.1494281	
29. Lat/Long Source ☒ Actual ☐ Estimated					
30.A. Railroad Use *			31.A. State Use *		
30.B. Railroad Use *			31.B. State Use *		
30.C. Railroad Use *			31.C. State Use *		
30.D. Railroad Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-588-7223		34. Railroad Contact (Telephone No.) 800-342-1131		35. State Contact (Telephone No.) 850-414-4907	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 30	1.B. Total Night Thru Trains (6 PM to 6 AM) 20	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week? _____
2. Year of Train Count Data (YYYY) 2024		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 30 to 79		
4. Type and Count of Tracks Main 2 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) ☒ Constant Warning Time ☐ Motion Detection ☐ AFO ☒ PTC ☒ DC ☐ Other ☐ None				
6. Is Track Signaled? ☒ Yes ☐ No		7.A. Event Recorder ☒ Yes ☐ No		7.B. Remote Health Monitoring ☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 02/01/2025		PAGE 2		D. Crossing Inventory Number (7 char.) 272582G	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? ☒ Yes ☐ No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) ☐ None ☒ W10-1 2 ☒ W10-3 0 ☒ W10-11 0 ☒ W10-2 2 ☒ W10-4 0 ☒ W10-12 0	
2.E. Low Ground Clearance Sign (W10-5) ☐ Yes (count 0) ☒ No		2.F. Pavement Markings ☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None		2.G. Channelization Devices/Medians ☐ All Approaches ☐ Median ☐ One Approach ☒ None	
2.H. EXEMPT Sign (R15-3) ☐ Yes ☒ No		2.I. ENS Sign (I-13) Displayed ☒ Yes ☐ No			
2.J. Other MUTCD Signs Specify Type W10-9P Count 4 Specify Type R8-8 Count 2 Specify Type Count 0		2.K. Private Crossing Signs (if private) ☐ Yes ☐ No		2.L. LED Enhanced Signs (List types) 0	
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0		3.B. Gate Configuration ☒ 2 Quad ☐ Full (Barrier) Resistance ☐ 3 Quad ☐ Median Gates ☐ 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	
3.D. Mast Mounted Flashing Lights (count of masts) 2 ☒ Incandescent ☐ LED ☒ Back Lights Included ☒ Side Lights Included		3.E. Total Count of Flashing Light Pairs 6			
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) 01 / 1978 ☐ Not Required		3.G. Wayside Horn ☐ Yes Installed on (MM/YYYY) ____/____ ☒ No		3.H. Highway Traffic Signals Controlling Crossing ☐ Yes ☒ No	
3.I. Bells (count) 2		3.J. Non-Train Active Warning ☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None			
3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____		4.A. Does nearby Hwy Intersection have Traffic Signals? ☐ Yes ☒ No			
4.B. Hwy Traffic Signal Interconnection ☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs		4.C. Hwy Traffic Signal Preemption ☐ Simultaneous ☐ Advance		5. Highway Traffic Pre-Signals ☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	
6. Highway Monitoring Devices (Check all that apply) ☐ Yes - Photo/Video Recording ☐ Yes - Vehicle Presence Detection ☒ None		7. Highway Monitoring Devices (Check all that apply) ☐ Yes - Photo/Video Recording ☐ Yes - Vehicle Presence Detection ☒ None			
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad ☐ One-way Traffic ☒ Two-way Traffic Number of Lanes 2 ☐ Divided Traffic		2. Is Roadway/Pathway Paved? ☒ Yes ☐ No		3. Does Track Run Down a Street? ☐ Yes ☒ No	
4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) ☐ Yes ☒ No		5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____ Width * 26 Length * 35 ☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other (specify) _____			
6. Intersecting Roadway within 500 feet? ☒ Yes ☐ No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle ☐ 0° - 29° ☐ 30° - 59° ☒ 60° - 90°		8. Is Commercial Power Available? * ☒ Yes ☐ No	
Part V: Public Highway Information					
1. Highway System ☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid		2. Functional Classification of Road at Crossing ☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local		3. Is Crossing on State Highway System? ☐ Yes ☒ No	
4. Highway Speed Limit 30 _____ MPH ☐ Posted ☒ Statutory		5. Linear Referencing System (LRS Route ID) * 8600			
6. LRS Milepost * 0		7. Annual Average Daily Traffic (AADT) Year 2011 AADT 124			
8. Estimated Percent Trucks 00 _____ %		9. Regularly Used by School Buses? ☐ Yes ☒ No Average Number per Day 17		10. Emergency Services Route ☒ Yes ☐ No	
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad Brightline Train [BLF]				1a. Alphabetic Code BLF		1b. Railroad Accident/Incident No. 20220455	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Florida East Coast Railway Company [FEC]				3a. Alphabetic Code FEC		3b. Railroad Accident/Incident No. X21050322	
4. U.S. DOT Grade Crossing ID No. 272582G				5. Date of Accident/Incident month day year 0 5 0 3 2022		6. Time of Accident/Incident 1:15 AM ☐ PM ☒	
7. Nearest Railroad Station FORT LAUDERDALE		8. Subdivision SYSTEM		9. County BROWARD		10. State Abbr. FL Code 12	
11. City (if in a city) HOLLYWOOD		12. Highway Name or No. GARFIELD STREET Public ☒ Private ☐					
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A				17. Equipment 1. Train (units pulling) 5. Car(s) (moving) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 8. Other (specify) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 15		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 2. Stopped on Crossing 5. Blocked on crossing by gates 3. Moving over crossing Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4					
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 85 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing Code 2		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name EAST MAIN			
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 4		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 40 mph Code E	
31. Time Table Direction 1. North 3. East 2. South 4. West Code 2		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 03 05 06 07					
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand,Mud,Dirt,Oil,Gravel F. Water (Standing, Moving) Code A					
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Highway User's Age 52		39. Highway User's Gender 1. Male 2. Female Code 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) (if yes, see instructions) 6. Went around/thru temporary barricade 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 1		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8					
Casualties to: Killed Injured 1 0		44. Driver was 1. Killed 2. Injured 3. Uninjured 1		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1			
46. Highway-Rail Crossing Users 1 0		47. Highway Vehicle Property Damage (est. dollar damage) \$15,000		48. Total Number of Vehicle Occupants (including driver) 1			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew) 71		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0							
53a. Special Study Block Video Taken? ☒ Yes ☐ No Video Used? ☒ Yes ☐ No		53b. Special Study Block					
54. Narrative Description (Be specific, and continue on separate sheet if necessary) BLF704 TRAVELING S/B ON THE EAST MAIN TRACK OBSERVED A VEHICLE TRAVELING EAST, AT MP348.07, GO AROUND THE DOWNED GATES AND OVER THE CROSSING WHEN THE TRAIN STRUCK THE VEHICLE. THIS RESULTED IN A FATALITY TO THE DRIVER.							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Brightline Train [BLF]				1a. Alphabetic Code BLF				1b. Railroad Accident/Incident No. 20220275					
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code				2b. Railroad Accident/Incident No.					
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Florida East Coast Railway Company [FEC]				3a. Alphabetic Code FEC				3b. Railroad Accident/Incident No. XO6021222					
4. U.S. DOT Grade Crossing ID No. 272582G				5. Date of Accident/Incident month day year 0 2 1 2 2022				6. Time of Accident/Incident 4:35 AM ☐ PM ☒					
7. Nearest Railroad Station FORT LAUDERDALE				8. Subdivision SYSTEM				9. County BROWARD				10. State Abbr. FL Code 12	
11. City (if in a city) HOLLYWOOD				12. Highway Name or No. GARFIELD STREET Public ☒ Private ☐									
Highway User Involved				Rail Equipment Involved									
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code M				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1									
14. Vehicle Speed (est. mph at impact) 2		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 1									
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2									
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4									
20c. State here the name and quantity of the hazardous material released, if any													
21. Temperature (specify if minus) 75 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1									
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 2		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name WEST MAIN									
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 4		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 75 mph Code E		31. Time Table Direction 1. North 3. East 2. South 4. West Code 2					
32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 01 03 06 07		33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code A									
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2				37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2					
38. Highway User's Age 49		39. Highway User's Gender 1. Male 2. Female Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1							
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 3		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured 2									
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1													
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Vehicle Occupants (including driver) 1									
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 125		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2									
52. Passengers on Train 0													
53a. Special Study Block Video Taken? ☒ Yes ☐ No Video Used? ☒ Yes ☐ No				53b. Special Study Block									
54. Narrative Description (Be specific, and continue on separate sheet if necessary) BICYCLIST RODE AROUND THE DOWNED GATES AT MP348.07 TRAVELING WESTBOUND AND STRUCK THE SIDE OF THE SOUTHBOUND TRAIN. BICYCLIST SUSTAINED MINOR INJURIES TO HER LEFT ELBOW. FEC DAMAGE COST \$307.72.													
55. Typed Name and Title						56. Signature			57. Date				
NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).													

1. Name of Reporting Railroad Brightline Train [BLF]				1a. Alphabetic Code BLF		1b. Railroad Accident/Incident No. 20190104	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Florida East Coast Railway Company [FEC]				3a. Alphabetic Code FEC		3b. Railroad Accident/Incident No. X11030719	
4. U.S. DOT Grade Crossing ID No. 272582G				5. Date of Accident/Incident month day year 0 3 07 2019		6. Time of Accident/Incident 6:17 AM ☐ PM ☒	
7. Nearest Railroad Station HOLLYWOOD		8. Subdivision SYSTEM		9. County BROWARD		10. State Abbr. FL Code 12	
11. City (if in a city) HOLLYWOOD		12. Highway Name or No. GARFIELD STREET Public ☒ Private ☐					
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code K				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing		4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4					
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 67 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 3		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train		5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s)		9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1	
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 4		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 77 mph Code R	
32. Type of Crossing Warning Code(s) 01 06 08 07		33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code A			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 3		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Highway User's Age 43		39. Highway User's Gender 1. Male 2. Female Code 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code	
46. Highway-Rail Crossing Users 1		0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Vehicle Occupants (including driver) 0	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew) 85		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 1	
52. Passengers on Train 0		0					
53a. Special Study Block Video Taken? ☒ Yes ☐ No Video Used? ☒ Yes ☐ No		53b. Special Study Block					
54. Narrative Description (Be specific, and continue on separate sheet if necessary) BLF 605 TRAVELING SB ON WM AT 77 MPH NOTICED TRESPASSER RUNNING PAST THE GATES AND ACROSS THE TRACKS AT MP 348.07. ENGINEER SOUNDED HORN AND BELL TO WARN TRESPASSER, PLACED TRAIN INTO EMERGENCY AND STRUCK TRESPASSER CONFIRMED FATALITY							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

1. Name of Reporting Railroad Florida East Coast Railway Company [FEC]				1a. Alphabetic Code FEC		1b. Railroad Accident/Incident No. 65310MR2	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Florida East Coast Railway Company [FEC]				3a. Alphabetic Code FEC		3b. Railroad Accident/Incident No. 65310MR2	
4. U.S. DOT Grade Crossing ID No. 272582G				5. Date of Accident/Incident month day year 0 3 0 2 1982		6. Time of Accident/Incident 5:40 AM ☐ PM ☒	
7. Nearest Railroad Station HOLLYWOOD		8. Subdivision		9. County BROWARD		10. State Abbr. FL Code 12	
11. City (if in a city) HOLLYWOOD		12. Highway Name or No. GARFIELD ST Public ☒ Private ☐					
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 4			
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code					
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 75 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing Code 4		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAINLINE			
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 0		29. Number of Cars 1		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 5 mph Code E	
31. Time Table Direction 1. North 3. East 2. South 4. West Code 1		32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 10		33. Signaled Crossing Warning (See reverse side for instructions and codes) Code		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 3			
38. Highway User's Age 1. Male 2. Female Code		39. Highway User's Gender 1. Yes 2. No 3. Unknown Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2			
41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 3		42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8			
44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 Killed 0 Injured			
47. Highway Vehicle Property Damage (est. dollar damage) \$2,500		48. Total Number of Vehicle Occupants (including driver) 1		49. Railroad Employees 0			
50. Total Number of People on Train (include passengers and train crew) 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2		52. Passengers on Train 0			
53a. Special Study Block Video Taken? ☐ Yes ☐ No Video Used? ☐ Yes ☐ No		53b. Special Study Block					
54. Narrative Description (Be specific, and continue on separate sheet if necessary)							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	FR-CRS-26-001
Opportunity Title:	FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program
Opportunity Package ID:	PKG00292451
Assistance Listing Number:	20.337
Assistance Listing Title:	Consolidated Rail Infrastructure and Safety Improvements Program
Competition ID:	
Competition Title:	
Opening Date:	04/20/2026
Closing Date:	06/22/2026
Agency:	DOT - Federal Railroad Administration
Contact Information:	Office of Railroad Development Deborah Kobrin (202) 420-1281 Deborah.Kobrin@dot.gov Office of Railroad Chief Financial Officer Lou Lorello Grantor E-mail: lou.lorello@dot.gov Phone: 202-440-2563

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01675634
Application Filing Name:	Garfield Street Railroad Crossing Safety and Mobility Improvements Project
UEI:	KDM1AK6B6JM9
Organization:	CITY OF HOLLYWOOD
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Jun 01, 2026 11:08:47 AM EDT
Form State:	No Errors

FORM ACTIONS:

Application for Federal Assistance SF-424

*** 1. Type of Submission:**

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

*** 2. Type of Application:**

- ☒ New
☐ Continuation
☐ Revision

*** If Revision, select appropriate letter(s):**

*** Other (Specify):**

*** 3. Date Received:**

Completed by Grants.gov upon submission.

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

*** a. Legal Name:**

City of Hollywood

*** b. Employer/Taxpayer Identification Number (EIN/TIN):**

596000338

*** c. UEI:**

KDM1AK6B6JM9

d. Address:

*** Street1:**

2600 Hollywood Boulevard

Street2:

*** City:**

Hollywood

County/Parish:

*** State:**

FL: Florida

Province:

*** Country:**

USA: UNITED STATES

*** Zip / Postal Code:**

330204807

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

*** First Name:**

Tymira

Middle Name:

*** Last Name:**

Mack

Suffix:

Title:

Grants Administrator

Organizational Affiliation:

City of Hollywood

*** Telephone Number:**

954-921-3201

Fax Number:

*** Email:**

TMACK@hollywoodfl.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

DOT - Federal Railroad Administration

11. Assistance Listing Number:

20.337

Assistance Listing Title:

Consolidated Rail Infrastructure and Safety Improvements Program

* 12. Funding Opportunity Number:

FR-CRS-26-001

* Title:

FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Garfield Street Railroad Crossing Safety and Mobility Improvements Project

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:**

* a. Applicant

25

* b. Program/Project

25

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

01/01/2027

* b. End Date:

12/31/2028

18. Estimated Funding (\$):

* a. Federal	452,244.00
* b. Applicant	113,062.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	565,306.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**☒ a. This application was made available to the State under the Executive Order 12372 Process for review on

06/22/2026

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.☐ c. Program is not covered by E.O. 12372.*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:

* First Name:

Raelin

Middle Name:

* Last Name:

Storey

Suffix:

* Title:

City Manager

* Telephone Number:

954-921-3201

Fax Number:

* Email:

rstorey@hollywoodfl.org

* Signature of Authorized Representative:

Completed by Grants.gov upon submission.

* Date Signed:

Completed by Grants.gov upon submission.

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OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	FR-CRS-26-001
Opportunity Title:	FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program
Opportunity Package ID:	PKG00292451
Assistance Listing Number:	20.337
Assistance Listing Title:	Consolidated Rail Infrastructure and Safety Improvements Program
Competition ID:	
Competition Title:	
Opening Date:	04/20/2026
Closing Date:	06/25/2026
Agency:	DOT - Federal Railroad Administration
Contact Information:	Office of Railroad Development Deborah Kobrin (202) 420-1281 Deborah.Kobrin@dot.gov Office of Railroad Chief Financial Officer Lou Lorello Grantor E-mail: lou.lorello@dot.gov Phone: 202-440-2563

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01675634
Application Filing Name:	Garfield Street Railroad Crossing Safety and Mobility Improvements Project
UEI:	KDM1AK6B6JM9
Organization:	CITY OF HOLLYWOOD
Form Name:	Budget Information for Non-Construction Programs (SF-424A)
Form Version:	1.0
Requirement:	Optional
Download Date/Time:	Jun 16, 2026 10:26:42 AM EDT
Form State:	No Errors

FORM ACTIONS:

BUDGET INFORMATION - Non-Construction Programs

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Assistance Listing Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program	20.337	\$	\$	\$ 452,244.00	\$ 113,062.00	\$ 565,306.00
2.						
3.						
4.						
5. Totals		\$	\$	\$ 452,244.00	\$ 113,062.00	\$ 565,306.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
	FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program				
a. Personnel	\$	\$	\$	\$	\$
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual		565,306.00			565,306.00
g. Construction					
h. Other					
i. Total Direct Charges (sum of 6a-6h)		565,306.00			565,306.00
j. Indirect Charges					
k. TOTALS (sum of 6i and 6j)	\$	565,306.00	\$	\$	565,306.00
7. Program Income	\$	0.00	\$	\$	0.00

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SECTION C - NON-FEDERAL RESOURCES					
(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS	
8. FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program	\$ 113,062.00	\$	\$	\$	113,062.00
9.					
10.					
11.					
12. TOTAL (sum of lines 8-11)	\$ 113,062.00	\$	\$	\$	113,062.00

SECTION D - FORECASTED CASH NEEDS					
	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ 226,122.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 226,122.00
14. Non-Federal	\$ 56,531.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 56,531.00
15. TOTAL (sum of lines 13 and 14)	\$ 282,653.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 282,653.00

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT			
(a) Grant Program	FUTURE FUNDING PERIODS (YEARS)		
	(b) First	(c) Second	(d) Third
16. FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program	\$ 226,122.00	\$ 0.00	\$ 0.00
17.			
18.			
19.			
20. TOTAL (sum of lines 16 - 19)	\$ 226,122.00	\$ 0.00	\$ 0.00

SECTION F - OTHER BUDGET INFORMATION	
21. Direct Charges:	0
22. Indirect Charges:	0
23. Remarks:	N/A

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APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01675634
Application Filing Name:	Garfield Street Railroad Crossing Safety and Mobility Improvements Project
UEI:	KDM1AK6B6JM9
Organization:	CITY OF HOLLYWOOD
Form Name:	Assurances for Non-Construction Programs (SF-424B)
Form Version:	1.1
Requirement:	Optional
Download Date/Time:	Jun 16, 2026 10:26:48 AM EDT
Form State:	No Errors

FORM ACTIONS:

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL Completed on submission to Grants.gov	TITLE
APPLICANT ORGANIZATION	DATE SUBMITTED Completed on submission to Grants.gov

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Competition ID:	
Competition Title:	
Opening Date:	04/20/2026
Closing Date:	06/22/2026
Agency:	DOT - Federal Railroad Administration
Contact Information:	Office of Railroad Development Deborah Kobrin (202) 420-1281 Deborah.Kobrin@dot.gov Office of Railroad Chief Financial Officer Lou Lorello Grantor E-mail: lou.lorello@dot.gov Phone: 202-440-2563

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01675634
Application Filing Name:	Garfield Street Railroad Crossing Safety and Mobility Improvements Project
UEI:	KDM1AK6B6JM9
Organization:	CITY OF HOLLYWOOD
Form Name:	FRA F 30
Form Version:	1.0
Requirement:	Mandatory
Download Date/Time:	Jun 01, 2026 11:08:59 AM EDT
Form State:	No Errors

FORM ACTIONS:

**U.S. Department of Transportation
Federal Railroad Administration**

**Certifications Regarding Debarment, Suspension and Other Responsibility Matters,
Drug-Free Workplace Requirements and Lobbying**

**PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions
(Pursuant to 2 CFR Part 180)**

- (1) The grantee certifies to the best of its knowledge and belief, that it and its principles:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

- A. The grantee certifies that it will or continue to provide a drug-free workplace by:
- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about—
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

Garfield Street and N Dixie Highway Railroad Crossing

Hollywood, Broward County, FL, 33020

Check ☐ if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK ☒ IF APPLICABLE

CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT
EXCEEDING
\$100,000
OR
A FEDERAL LOAN EXCEEDING \$150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.

Completed on submission to Grants.gov

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

Raelin Storey, City Manager

TYPED NAME AND TITLE

Completed on submission to Grants.gov

DATE

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Application Filing Name:	Garfield Street Railroad Crossing Safety and Mobility Improvements Project
UEI:	KDM1AK6B6JM9
Organization:	CITY OF HOLLYWOOD
Form Name:	FRA F 251 Applicant Financial Capability Questionnaire
Form Version:	1.0
Requirement:	Mandatory
Download Date/Time:	Jun 01, 2026 11:09:03 AM EDT
Form State:	No Errors

FORM ACTIONS:



Federal Railroad Administration

APPLICANT FINANCIAL CAPABILITY QUESTIONNAIRE

SECTION A: PURPOSE

Federal agencies are required to review and evaluate the potential risks posed by applicants prior to awarding Federal funds (2 C.F.R. § 200.205). The Federal Railroad Administration (FRA) considers a variety of factors and information in completing this risk assessment. FRA's evaluation may include the following: financial capability and/or stability of the applicant organization; quality of the organization's management and financial systems; history of past performance; and results of audits and/or reports.

Completion of this form is intended to assist FRA in evaluating the financial capability of the applicant organization. This form is to be completed by organizations applying for FRA programs that 1) have not previously completed this form or 2) have not had a current/active award with FRA within the last three years.

SECTION B: ORGANIZATION INFORMATION

1. NAME OF ORGANIZATION:

2. NAME AND TITLE OF AUTHORIZED REPRESENTATIVE (individual who will accept the grant on behalf of your organization):

Prefix: First: Middle:

Last: Suffix:

Title:

3. YEAR ORGANIZATION WAS FOUNDED/INCORPORATED:

4. EMPLOYER IDENTIFICATION NUMBER (EIN):

5. UNIQUE ENTITY IDENTIFIER:

6. PRIMARY ADDRESS OF THE ORGANIZATION:

Street1:

Street2:

City:

County/Parish:

State:

Country:

Zip / Postal Code:

7. DOES THE ORGANIZATION HAVE A CURRENT ORGANIZATIONAL CHART?

☒ Yes ☐ No

IF YES, PLEASE PROVIDE A COPY

Add Attachment

Delete Attachment

View Attachment

8. HAS YOUR ORGANIZATION RECEIVED FEDERAL ASSISTANCE FUNDS IN THE LAST 2 YEARS?

☒ Yes ☐ No

9. TOTAL OPERATING BUDGET IN THE PREVIOUS FISCAL YEAR:

\$

SECTION C: ACCOUNTING SYSTEM

1. HAS ANY GOVERNMENT AGENCY RENDERED AN OFFICIAL WRITTEN OPINION CONCERNING THE ADEQUACY OF THE ACCOUNTING SYSTEM FOR THE COLLECTION, IDENTIFICATION AND ALLOCATION OF COSTS UNDER FEDERAL CONTRACTS/GRANTS?

☐ Yes ☒ No

1a. IF YES, PROVIDE NAME, AND ADDRESS OF AGENCY PERFORMING REVIEW:

Agency Name:

Street1:

Street2:

City:

County/Parish:

State:

Country:

Zip / Postal Code:

1b. ATTACH A COPY OF THE LATEST REVIEW AND ANY SUBSEQUENT CORRESPONDENCE, CLEARANCE DOCUMENTS, ETC.

Add Attachments

Delete Attachments

View Attachments

2. WHICH OF THE FOLLOWING BEST DESCRIBES THE ORGANIZATION'S ACCOUNTING SYSTEM?

☐ MANUAL

☒ AUTOMATED

☐ COMBINATION

3. IS THE ORGANIZATION'S FINANCIAL MANAGEMENT PERFORMED IN-HOUSE (BY EMPLOYED STAFF) OR OUTSOURCED WITH CONTRACTED INDIVIDUALS?

☒ IN-HOUSE

☐ OUTSOURCED/CONTRACTED

☐ COMBINATION

4. DOES THE ORGANIZATION ANTICIPATE ANY SIGNIFICANT CHANGES TO ACCOUNTING SYSTEM IN THE NEXT 12 MONTHS?

☐ Yes

☒ No

IF YES, PLEASE EXPLAIN:

5. DOES THE APPLICANT HAVE EFFECTIVE INTERNAL CONTROLS IN PLACE TO ENSURE THAT FEDERAL FUNDS ARE USED SOLELY FOR AUTHORIZED PURPOSES?

☒ Yes

☐ No

6. DOES THE ORGANIZATION HAVE WRITTEN GRANTS MANAGEMENT POLICIES AND PROCEDURES FOR THE FOLLOWING:

6a. ACCOUNTING/FINANCIAL?

☒ Yes

☐ No

6b. PROCUREMENT?

☒ Yes

☐ No

6c. PROPERTY MANAGEMENT?

☒ Yes

☐ No

6d. PERSONNEL?

☒ Yes

☐ No

6e. TRAVEL?

☒ Yes

☐ No

7. DOES THE ORGANIZATION MAINTAIN TIMESHEETS (OR TIME AND ACTIVITY REPORTS) FOR EMPLOYEES THAT TRACK ACTUAL EFFORT BY PROJECT COST OR OBJECTIVE?

☒ Yes

☐ No

8. DOES THE ORGANIZATION HAVE A CURRENT AND APPROVED INDIRECT COST RATE?

☐ Yes

☒ No

9. DOES THE ACCOUNTING/FINANCIAL SYSTEM INCLUDE CONTROLS TO PREVENT INCURRING OBLIGATIONS IN EXCESS OF:

9a TOTAL FUNDS AVAILABLE FOR A GRANT? ☒ Yes ☐ No

9b TOTAL FUNDS AVAILABLE FOR A BUDGET COST CATEGORY (e.g. Personnel, Fringe Benefits, etc.) ☒ Yes ☐ No

10. ARE THE INDIVIDUALS RESPONSIBLE FOR ADMINISTERING GRANT FUNDS FAMILIAR WITH THE CURRENT REGULATIONS AND GUIDELINES ON ADMINISTRATION, COST PRINCIPLES AND AUDIT REQUIREMENTS FOR FEDERAL GRANTS (INCLUDING 2 C.F.R. 200)?

☒ Yes ☐ No

SECTION D: HISTORY OF PERFORMANCE

1. HAS THE ORGANIZATION EVER HAD A FEDERAL AWARD SUSPENDED OR TERMINATED FOR NON-COMPLIANCE?

☐ Yes ☒ No

SECTION E: FINANCIAL STATEMENTS

1. DID THE ORGANIZATION HAVE A FINANCIAL STATEMENT AUDIT IN ITS MOST RECENT FISCAL YEAR?

☒ Yes ☐ No

1a. WHEN IS THE ORGANIZATION'S FISCAL YEAR END?

09/30/2026

2. IF THE ORGANIZATION HAD AN AUDIT IN ITS MOST RECENT FISCAL YEAR, IS THE REPORT AVAILABLE PUBLICLY?

☒ Yes ☐ No

IF YES, PLEASE PROVIDE LOCATION: (e.g. FEDERAL AUDIT CLEARINGHOUSE OR WEBSITE)

https://flauditor.gov/pages/mun_efile%20pages/hollywood%20city%20of.htm

IF NO, PLEASE PROVIDE A COPY

Add Attachment

Delete Attachment

View Attachment

3. DID YOUR ORGANIZATION EXPEND \$750,000 OR MORE IN FEDERAL FUNDS IN THE MOST RECENT COMPLETED FISCAL YEAR?

☒ Yes ☐ No

SECTION F: ADDITIONAL INFORMATION

1. USE THIS SPACE FOR ANY ADDITIONAL INFORMATION (INDICATE SECTION AND ITEM NUMBERS IF A CONTINUATION).

SECTION G: APPLICANT CERTIFICATION

I CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND CORRECT TO THE BEST OF MY KNOWLEDGE. (THE INDIVIDUAL CERTIFYING THIS FORM SHOULD BE FAMILIAR WITH THE ORGANIZATION'S MANAGEMENT AND FINANCIAL SYSTEMS.)

1. NAME OF THE CERTIFYING OFFICIAL

Prefix:

First:

Middle:

Last:

Suffix:

1a. SIGNATURE

Completed by Grants.gov upon submission.

1b. DATE

Completed by Grants.gov upon submission.

1c. TITLE

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	FR-CRS-26-001
Opportunity Title:	FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program
Opportunity Package ID:	PKG00292451
Assistance Listing Number:	20.337
Assistance Listing Title:	Consolidated Rail Infrastructure and Safety Improvements Program
Competition ID:	
Competition Title:	
Opening Date:	04/20/2026
Closing Date:	06/22/2026
Agency:	DOT - Federal Railroad Administration
Contact Information:	Office of Railroad Development Deborah Kobrin (202) 420-1281 Deborah.Kobrin@dot.gov Office of Railroad Chief Financial Officer Lou Lorello Grantor E-mail: lou.lorello@dot.gov Phone: 202-440-2563

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01675634
Application Filing Name:	Garfield Street Railroad Crossing Safety and Mobility Improvements Project
UEI:	KDM1AK6B6JM9
Organization:	CITY OF HOLLYWOOD
Form Name:	Disclosure of Lobbying Activities (SF-LLL)
Form Version:	2.0
Requirement:	Optional
Download Date/Time:	Jun 01, 2026 11:10:18 AM EDT
Form State:	No Errors

FORM ACTIONS:

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013

Expiration Date: 06/30/2028

1. * Type of Federal Action: ☐ a. contract ☒ b. grant ☐ c. cooperative agreement ☐ d. loan ☐ e. loan guarantee ☐ f. loan insurance	2. * Status of Federal Action: ☒ a. bid/offer/application ☐ b. initial award ☐ c. post-award	3. * Report Type: ☒ a. initial filing ☐ b. material change
4. Name and Address of Reporting Entity: ☒ Prime ☐ SubAwardee * Name City of Hollywood * Street 1 2600 Hollywood Boulevard Street 2 * City Hollywood State FL: Florida Zip 33020-4807 Congressional District, if known: 25		
5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime: 		
6. * Federal Department/Agency: DOT - Federal Railroad Administration	7. * Federal Program Name/Description: Consolidated Rail Infrastructure and Safety Improvements Program Assistance Listing Number, if applicable: 20.337	
8. Federal Action Number, if known: 	9. Award Amount, if known: \$	
10. a. Name and Address of Lobbying Registrant: Prefix * First Name N/A Middle Name * Last Name N/A Suffix * Street 1 Street 2 * City State Zip		
b. Individual Performing Services (including address if different from No. 10a) Prefix * First Name N/A Middle Name * Last Name N/A Suffix * Street 1 Street 2 * City State Zip		
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure. * Signature: Completed on submission to Grants.gov * Name: Prefix * First Name Raelin Middle Name * Last Name Storey Suffix Title: City Manager Telephone No.: 954-921-3201 Date: Completed on submission to Grants.gov		
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