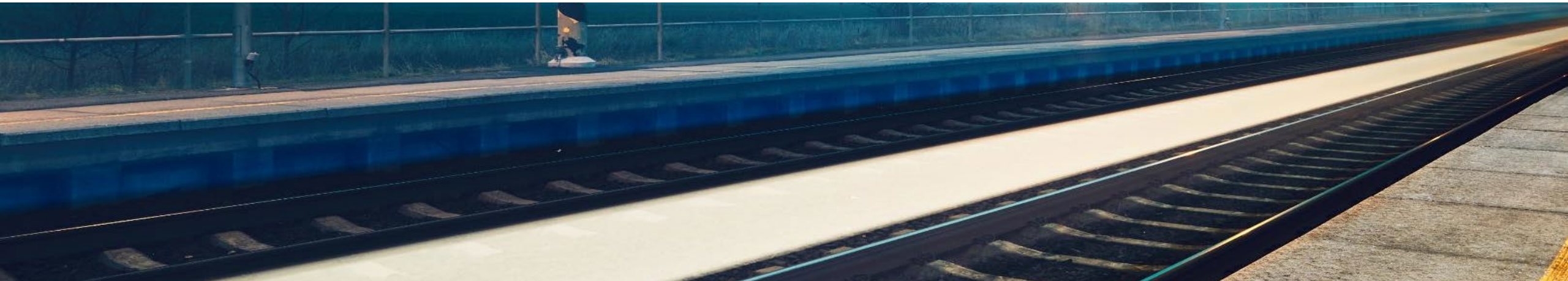


Broward County Board of County Commissioners

Broward Commuter Rail Update
FDOT District 4

January 12, 2021



Today's Agenda

- » **Importance of Commuter Rail and History of the Corridor**
- » **Miami-Dade Northeast Corridor**
- » **New River Crossing Feasibility Study**
- » **Eligibility for Federal Funding**
- » **Broward Commuter Rail - Project Development & Environment (PD&E) Study**
- » **MOU and Next Steps**

Why Commuter Rail is Important

- » **FEC is Florida's densest urban corridor with Broward at the center**
 - 2 million people in the corridor from Miami to Jupiter
 - Density will exceed 13,000 people per square mile by 2040
 - Sustainability, regional connectivity, economic development
- » **The region's economic core**
 - Over 1 million jobs in the corridor
 - 3 CBDs, 3 international airports, 3 seaports and 27 downtowns
 - Extensive rail, truck, and marine freight
- » **The region's transportation core**
 - 3 million daily auto trips in the corridor comprise 1/5th of region's travel
 - Highways are beyond capacity



History of the Corridor

» **2004 - 2010:**

- MPOs and FEC request regional Transit Study by FDOT
- FDOT held over 400 public meetings to develop System Master Plan
- Resolutions of support from Broward MPO, Palm Beach MPO and cities

» **2012:**

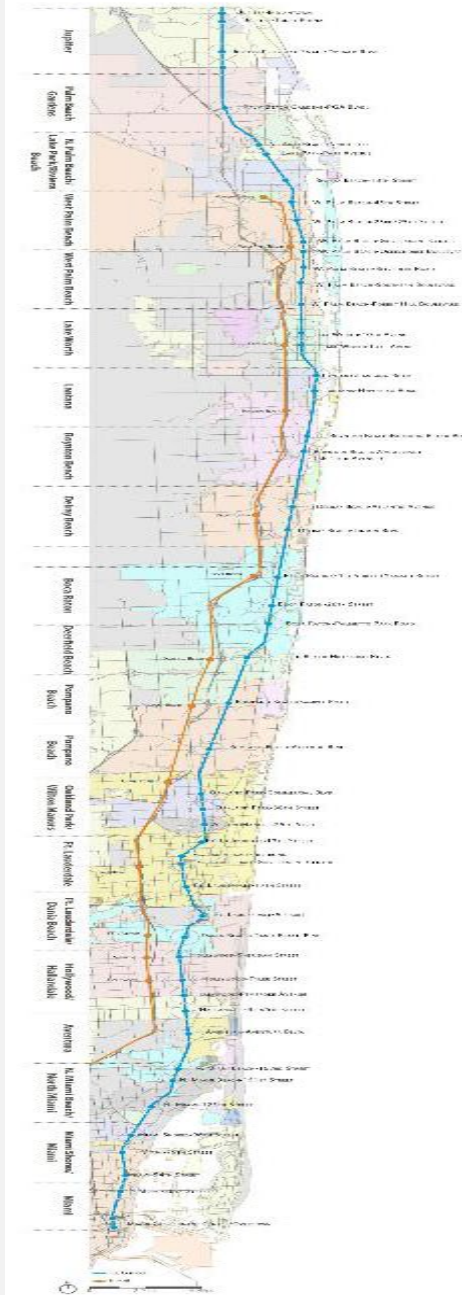
- Refined Master Plan for 85-mile commuter rail service from Miami to Jupiter
- Integrated extension of Tri-Rail on shared tracks with FEC freight
- All Aboard Florida (AAF) announced from Miami to Orlando

» 2013:

- MPOs authorize request for Entry into FTA New Starts Project Development (PD)
- 25 stations identified for further evaluation in PD&E

» **2014:**

- FDOT & SFRTA formally request Entry into PD from FTA
- FTA and FRA later agree to put PD request on hold to avoid confusion with AAF



History of the Corridor

» 2018:

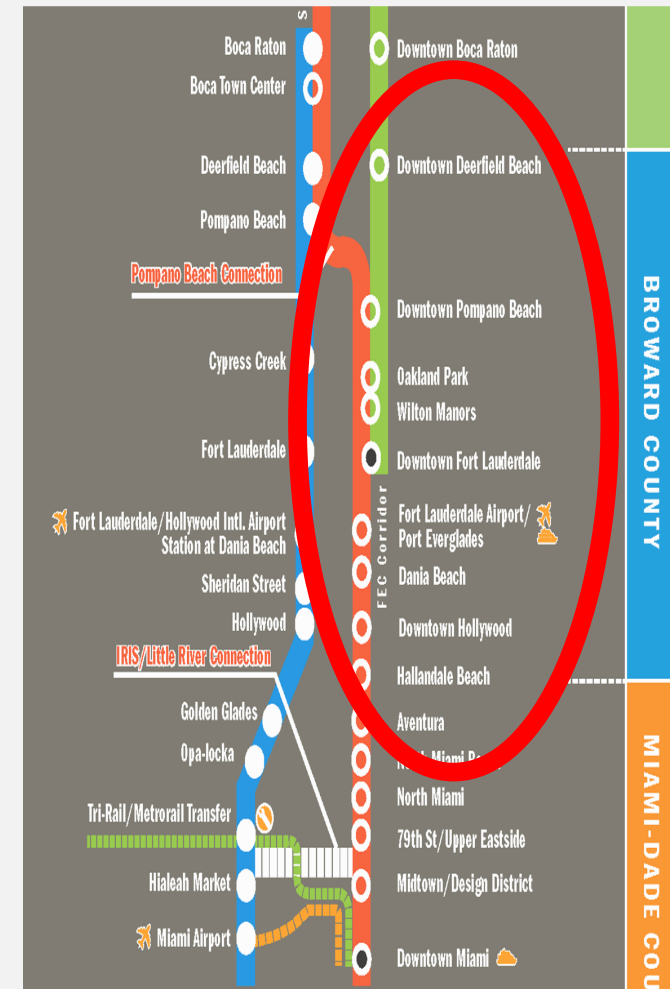
- Brightline starts revenue service from Miami to West Palm Beach
- Miami-Dade begins negotiating track access
- Broward passes penny surtax
- Phased project implementation based on local funding share by county

» 2019:

- FDOT conducts New River Crossing Feasibility Study

» 2020:

- Miami-Dade County Resolutions for ongoing track access negotiations
- Broward continues dialogue with Brightline and FDOT
- ***Broward and FDOT draft MOU to advance commuter rail project***



Miami-Dade Northeast Corridor

- » **Commuter rail on FEC tracks from Miami to Aventura**
 - Downtown Miami station jointly funded as public-private partnership
 - Negotiating track access as a 90-year lease with annual payments for 30 years
 - Operator to be determined
 - Construction and O&M agreements pending
- » **Project development ongoing**
 - Selection of stations with cities and stakeholders' participation and funding
 - ½ cent surtax available for local capital match and O&M funding



New River Crossing Feasibility Study

New River Crossing Feasibility Study completed in 2019 for Florida Legislature

» **Stakeholder and Agency Coordination**

- Broward County and Broward MPO
- Marine Industry Association
- Marine Advisory Board
- City of Fort Lauderdale and DDA
- US Coast Guard, Brightline, FECR

» **Constraints**

- Maintain maritime, passenger and freight rail operations
- Existing bascule bridge and tracks to remain in service
- Accommodate east-west premium transit at second level
- Connect to Brightline station downtown



» **Identified 4 alternatives for consideration in PD&E, potential funding sources and next steps**

New River Crossing Feasibility Study

One alternative to be selected during upcoming PD&E



21-foot low-level bascule



56-foot mid-level bascule



80-foot high-level fixed bridge



Tunnel beneath New River

The map illustrates the proposed rail alignments in Broward County, Florida, showing three levels: High-Level Fixed, Mid-Level Bascule, and Low-Level Bascule, along with a tunnel section. The map includes street names, parks, and a legend for track grades and MHW.

Legend:

- Low-Level Bascule Bridge Proposed Track Grades (Green line)
- Mid-Level Bascule Bridge Proposed Track Grades (Purple line)
- High-Level Fixed Bridge Proposed Track Grades (Red line)
- Tunnel Proposed Track Grades (Blue line)
- Existing Track Grade (Dashed black line)
- MHW (Mean High Water) (Blue line with wavy pattern)

Key Features and Distances:

- High-Level Fixed:** 80' clearance above MHW.
- Mid-Level Bascule:** 56.5' clearance above MHW.
- Low-Level Bascule:** 21' clearance above MHW.
- Tunnel:** 63' clearance above MHW.
- Distances:** 1.1 mi (between Low-Level Bascule and Tunnel), 2.5 mi (between Tunnel and High-Level Fixed).

Map Details:

- Streets:** NE 7th Ave, NE 6th Ave, NE 5th Ave, NE 4th Ave, NE 3rd Ave, NE 2nd Ave, NE 1st Ave, NW 1st Ave, NW 2nd Ave, NW 3rd Ave, NW 4th Ave, NW 5th Ave, NW 6th Ave, NW 7th Ave, NW 8th Ave, NW 9th Ave, NW 10th Ave, NW 11th Ave, NW 12th Ave, NW 13th Ave, NW 14th Ave, NW 15th Ave, NW 16th Ave, NW 17th Ave, NW 18th Ave, NW 19th Ave, NW 20th Ave, NW 21st Ave, NW 22nd Ave, NW 23rd Ave, NW 24th Ave, NW 25th Ave, NW 26th Ave, NW 27th Ave, NW 28th Ave, NW 29th Ave, NW 30th Ave, NW 31st Ave, NW 32nd Ave, NW 33rd Ave, NW 34th Ave, NW 35th Ave, NW 36th Ave, NW 37th Ave, NW 38th Ave, NW 39th Ave, NW 40th Ave, NW 41st Ave, NW 42nd Ave, NW 43rd Ave, NW 44th Ave, NW 45th Ave, NW 46th Ave, NW 47th Ave, NW 48th Ave, NW 49th Ave, NW 50th Ave, NW 51st Ave, NW 52nd Ave, NW 53rd Ave, NW 54th Ave, NW 55th Ave, NW 56th Ave, NW 57th Ave, NW 58th Ave, NW 59th Ave, NW 60th Ave, NW 61st Ave, NW 62nd Ave, NW 63rd Ave, NW 64th Ave, NW 65th Ave, NW 66th Ave, NW 67th Ave, NW 68th Ave, NW 69th Ave, NW 70th Ave, NW 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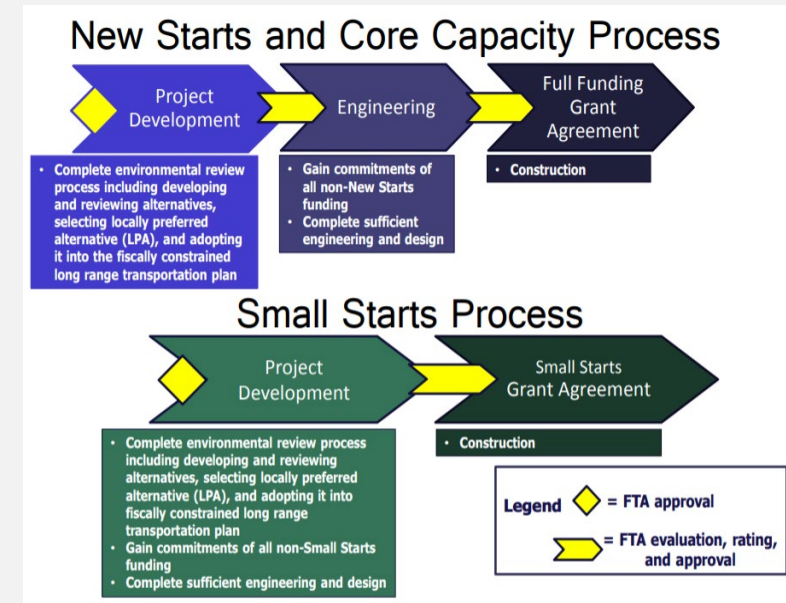
Maintain eligibility for Federal Funds

» Apply for federal grants and loans for design, construction and O&M

- Must follow all NEPA and federal rules to remain eligible
- Shorter process but each grant must be secured independently
- Grants are typically smaller than FTA capital improvements grants
- Loans are also available

» Enter the FTA Capital Improvement Grant (CIG) process

- New Starts has 3 phases – Project Development, Engineering and Full Funding Grant Agreement
 - *Longer process with stringent requirements; projects above \$300 million*
 - *Must complete Project Development within 2 years of entry*
- Small Starts has 2 phases - Project Development and Small Starts Grant Agreement
 - *For projects less than \$300 million and requesting a grant less than \$100 million*



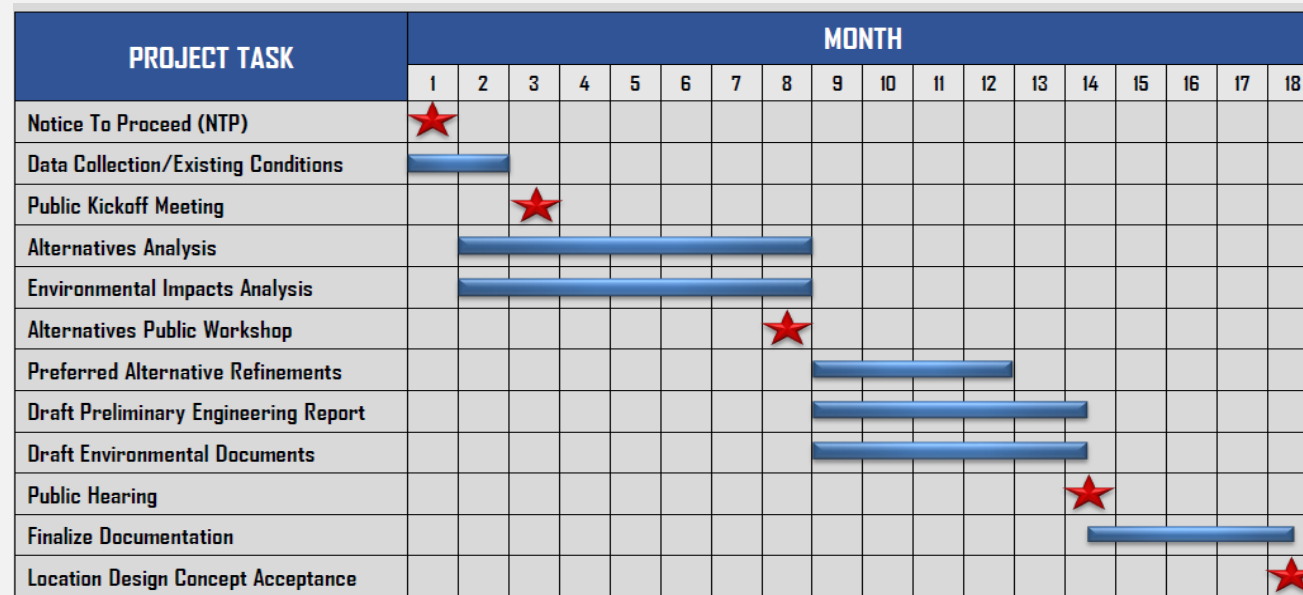
Broward Commuter Rail PD&E Milestones

- Project Scope, study limits and logical termini (FDOT/County)
- Stakeholder Support - Letters and/or Resolutions of Support (County)
- FTA and USCG Meetings & Determination of NEPA Class of Action (FDOT/County)
- PD&E Study Schedule, Agency & Public Kickoff Meetings (FDOT/County)
- MPO Board, Stakeholder Meetings and Presentations (County/FDOT)
- Track Access Agreement to construct, operate and maintain commuter rail service (County/FDOT)
- Draft and Final Financial Analysis and Funding Plan (County/FDOT)
- Alternatives Public Workshop (FDOT/County)
- Submittal of draft environmental document to the FTA and distribution to the public (FDOT)
- Public Hearing on the draft environmental document (FDOT/County)
- Issuance of the final environmental action (FDOT)

Broward Commuter Rail PD&E Schedule

» PD&E will be conducted by FDOT

- Assumes Categorical Exclusion Type 2
- Requires advance coordination with FTA and USCG
- FDOT will streamline the approximately 18-month schedule wherever possible
- Timeframe includes federal reviews and public hearing
- Elevated class of action or entry into FTA CIG process may result in a longer schedule



Broward Commuter Rail PD&E Study

- » **Broward County has been an active participant from the start**
 - County coordinating with Brightline and FDOT
 - Downtown Brightline station was in service prior to COVID-19
 - **Broward County and FDOT to execute MOU for PD&E in Broward**
 - *Includes FLL Airport station; other stations to be evaluated with local participation*
 - *Penny surtax funds available as local match to obtain state and federal funds*

- » **FDOT has funds and consultant under contract for PD&E Study**
 - Environmental Analysis of Commuter Rail on FEC railroad
 - Aventura to Deerfield Beach including Pompano Crossover
 - Includes continued evaluation of the crossing at the New River

- » **Broward County responsibilities for PD&E**
 - Stakeholder support
 - Financial plan
 - Identify local share of capital costs and annual O&M funds
 - Track access, construction and O&M agreements



MOU and Next Steps



» Broward County

- Execute MOU and establish Project Executive Committee
- Responsibilities per MOU
 - *Coordination with FDOT, SFRTA, Brightline, Grupo Mexico, FECR, cities and other stakeholders to gain stakeholder support*
 - *Financial plan including local match for capital cost and O&M*
 - *Agreements for track access, construction and O&M*

» FDOT

- Execute MOU and establish Project Executive Committee
- Responsibilities per MOU
 - *Coordination with Broward County, FTA and USCG*
 - *PD&E from Aventura to Deerfield Beach including New River Crossing*
 - *Public Involvement during PD&E*
 - *Coordinate with other transit initiatives*
 - *Establish project delivery method in coordination with Broward County*



Questions?

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