



Session Goal

Learn & discuss about project topics not covered in the breakout sessions. Participants are encouraged to ask questions or provide input on any topics regarding the project.

Traffic Considerations



Noise and Quiet Zones



Environmental Considerations



Right of Way Considerations



Project Funding Considerations



Capital Improvement Grant (CIG) Program



FDOT PD&E Process



Project Schedule



Project Approach



New River Crossing Alternatives Overview



New River Crossing Preliminary Cost Estimates



New River Crossing Alternatives Summary



❑ Roadway Traffic Analysis at:

- Representative worst case railroad crossings on east-west roads
- Proposed station locations

❑ Evaluation of Existing, No-Build, and Build Alternatives

❑ Step-By-Step Process

- Identify traffic analysis locations and collect data
- Estimate future traffic demand
- Perform traffic operational analysis
 - Intersection's level of service
 - Queuing length analyses



☐ Determine potential noise and vibration impacts for:

- New commuter rail service along FEC Corridor
- Proposed stations
- Maintenance facility at Hialeah Rail Yard or another location
- Pompano Connection from FEC RR to the South Florida Rail Corridor

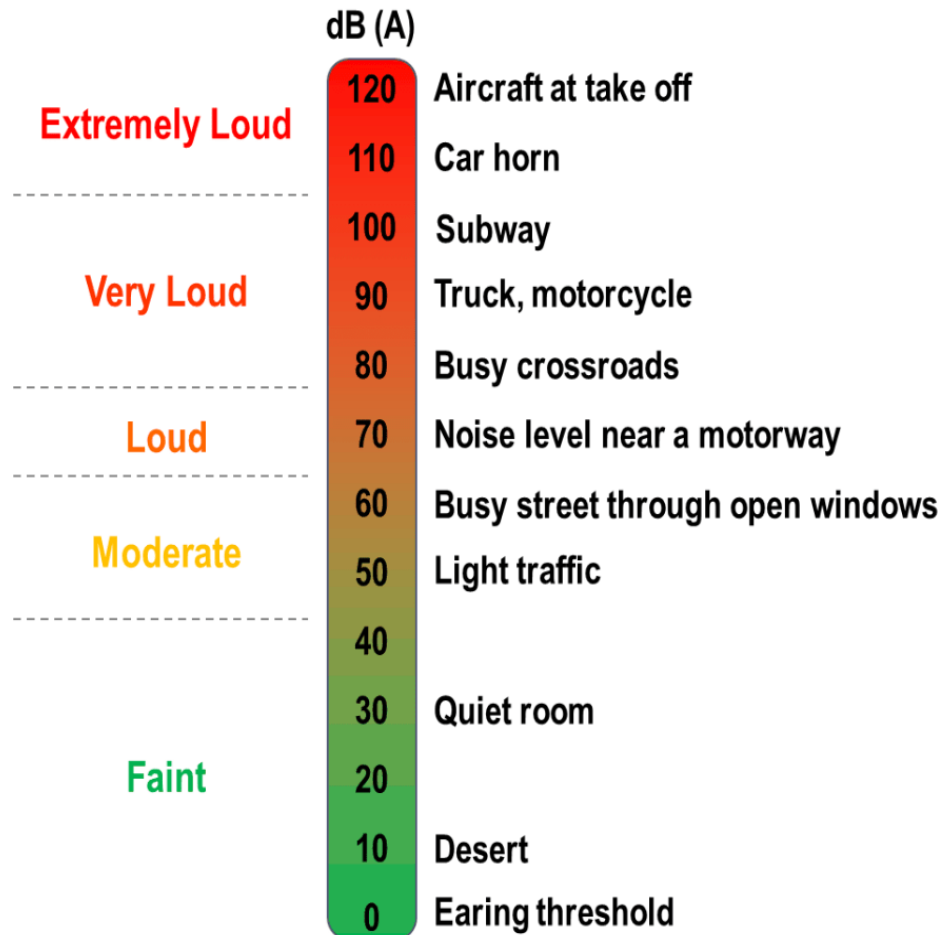
☐ Evaluate sensitive sites such as Residences, Schools, Libraries, Parks

☐ Determine existing noise levels

- Perform short-term (1 hour) and long-term (24 hour) monitoring
- Existing noise levels will determine the criteria for impacts

☐ Evaluate Potentially Impacted sites for noise abatement

- Quiet Zones
- Noise barriers



❑ Social Environment

- Social Resources
- Economic
- Land Use Changes
- Mobility
- Aesthetic Effects
- Relocation
- Recreational Section 4(f) (Parks and Preserves)

❑ Cultural Environment

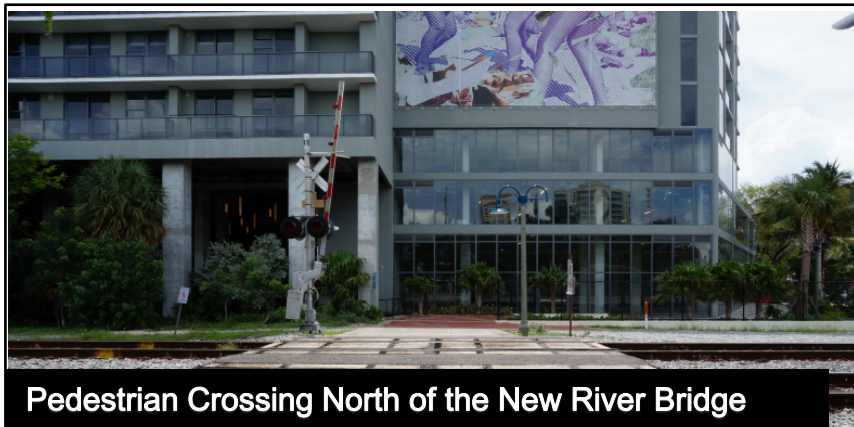
- Historic Resources
- Archaeological Resources
- Involves Coordination with the State Historic Preservation Officer

❑ Natural Environment

- Wetlands
- Protected Species
- Essential Fish Habitat
- Water Resources
- Floodplains
- Special Designations

❑ Physical Environment

- Farmlands
- Noise
- Air Quality
- Contamination



Pedestrian Crossing North of the New River Bridge



Looking South at New River Bridge



Old Fort Lauderdale Village Historic District

- ❑ Avoidance/Minimization taken into consideration in alternatives development

New River Crossing Right-of-Way Comparison		
Alternative	Number of Parcels	Impact Acres
Low-Level Bridge	26	0.32
Mid-Level Bridge	65	3.30
High-Level Bridge	65	3.30
Tunnel	88	3.64

CAPITAL COST ASSUMPTIONS

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≤50%

FEDERAL FUNDS

- Subject to Federal Transit Administration recommendation and Congressional appropriation.



≥25%

STATE FUNDS

- Subject to FDOT approval and future allocation in the Work Program.



≥25%

LOCAL FUNDS

- County and Municipal Government funds, other local funds, and private sector investment.

- ❑ In order to qualify for federal funds, the project must meet the FTA's cost effectiveness evaluation criteria.
- ❑ To meet cost effectiveness criteria the NRC may need to be removed from the cost effectiveness calculation and may require separate funding.

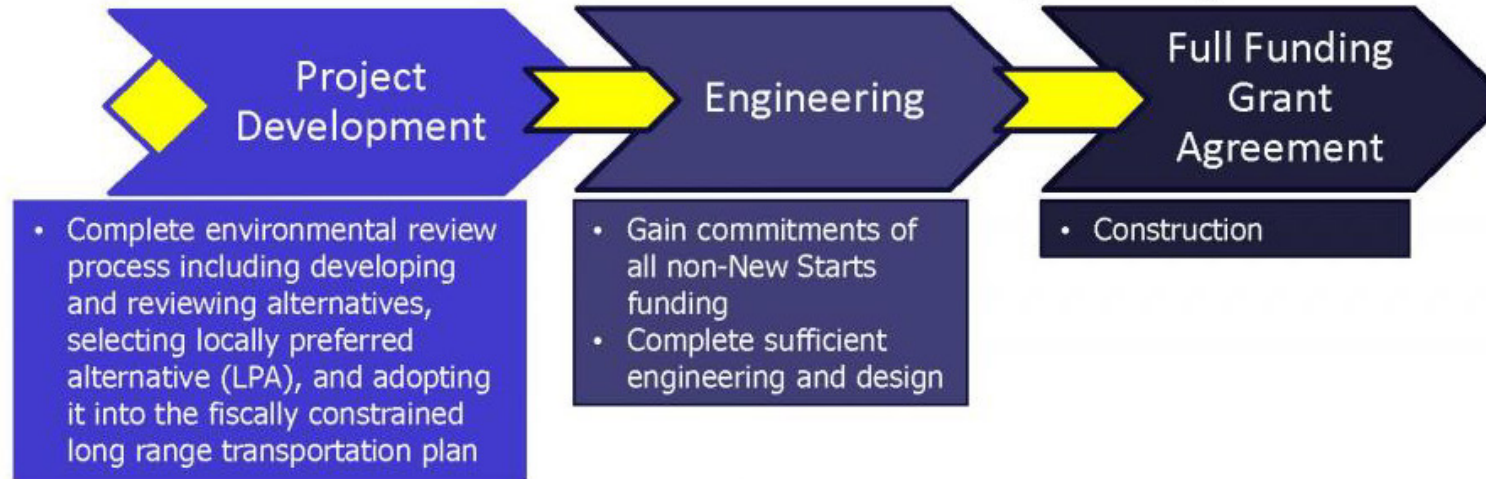


OPERATING COST ASSUMPTIONS

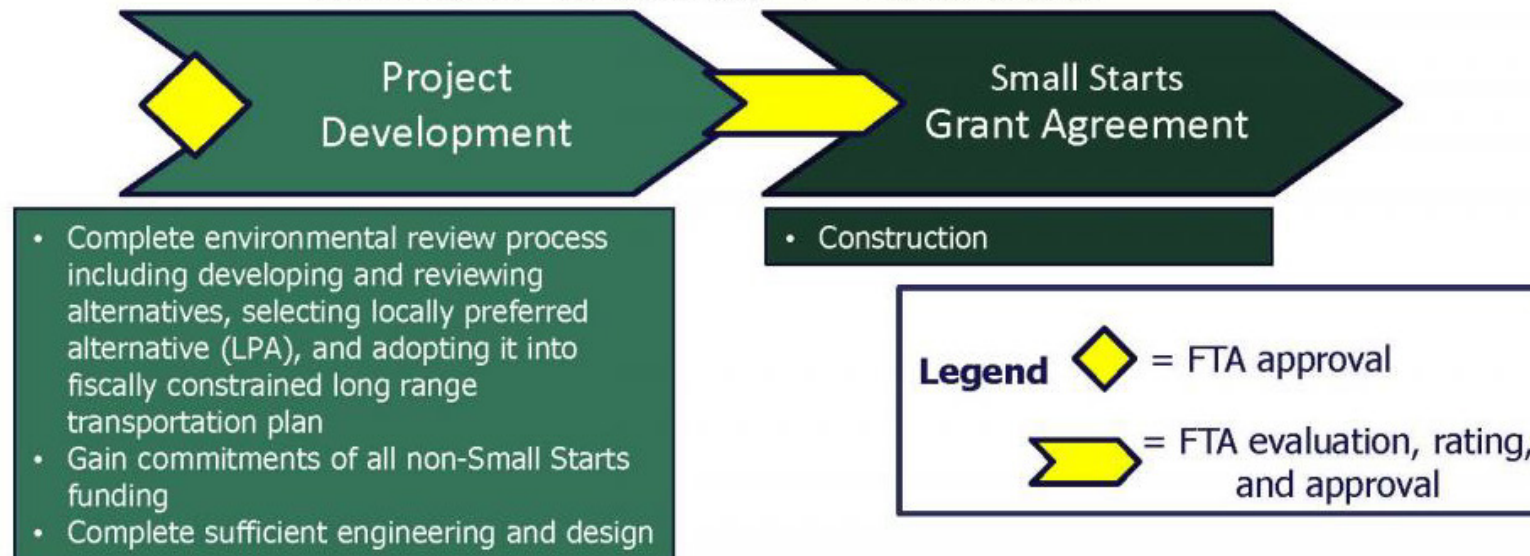
- Operations and Maintenance (O&M) costs are assumed to be funded from fares, local sources, and items such as advertising and sponsorship revenue.

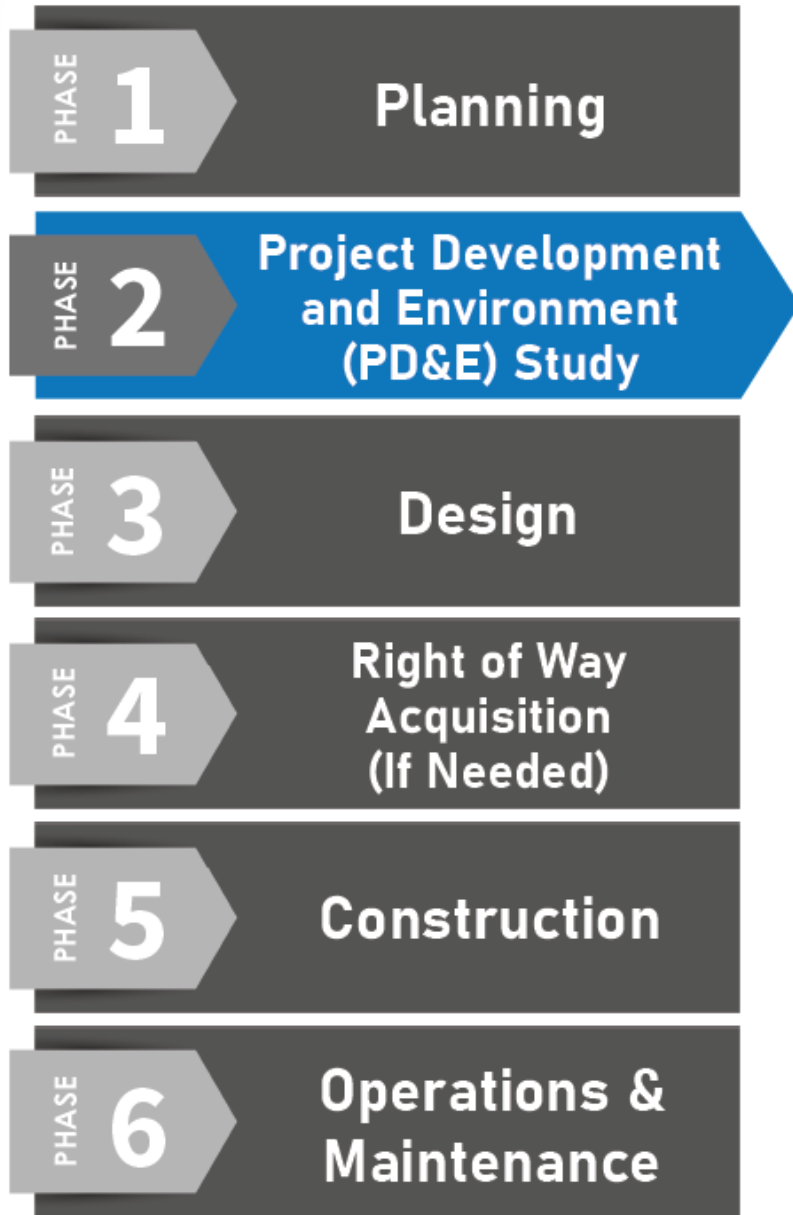
- ❑ Infrastructure Investment and Jobs Act (IIJA) – New act may provide the opportunity for additional funds.

New Starts and Core Capacity Process

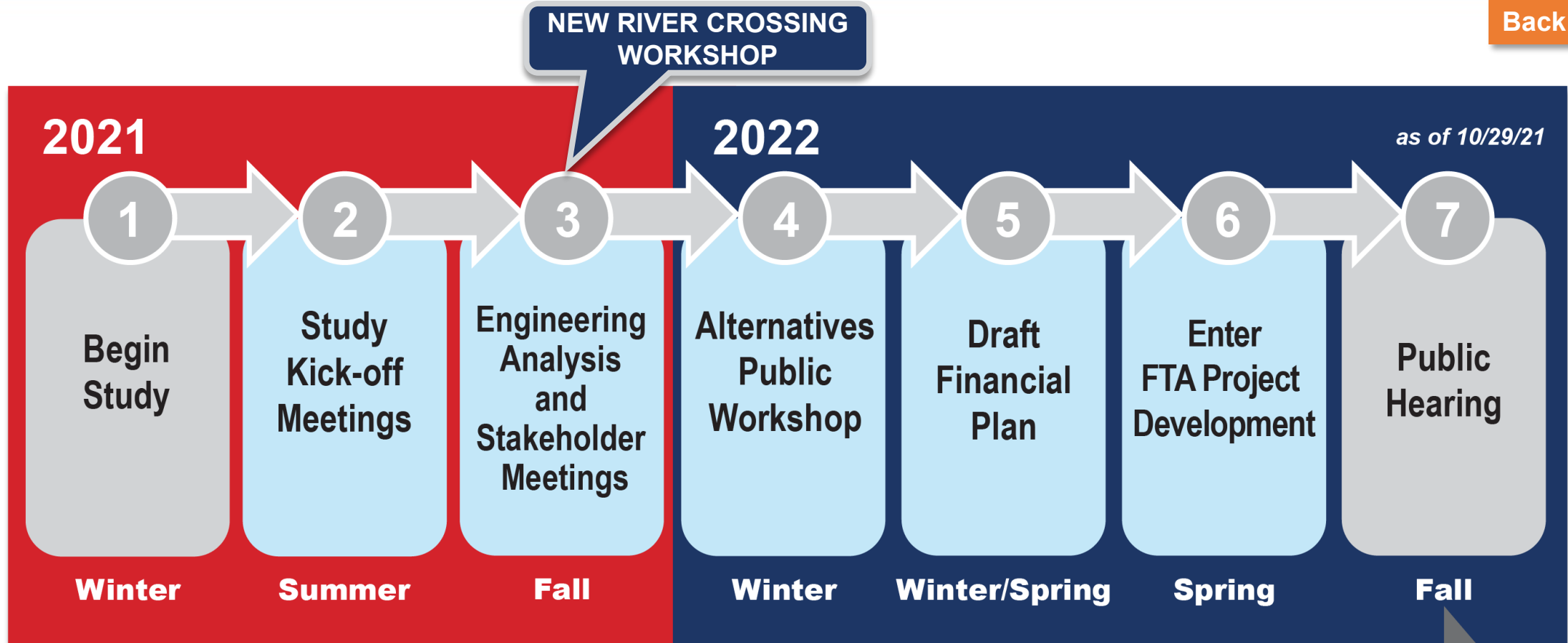


Small Starts Process





- ❑ Formal FDOT process to ensure that consideration is given to environmental impacts, social impacts, public input, engineering design, and project costs
- ❑ Required to satisfy the National Environmental Policy Act and maintain eligibility for federal funding
- ❑ Involves engineering analysis and environmental evaluation
- ❑ Includes public outreach and public participation
- ❑ Includes data collection, ridership and traffic forecasts, rail operating plan, alternatives development, engineering and environmental analyses, and documentation
- ❑ Preparation of preliminary engineering and environmental documentation for federal or state environmental action



Community Outreach

A continuous community outreach process is integrated into every step of the project to ensure that the corridor residents, businesses, the traveling public, and other interested parties have meaningful participation in the process.

• FDOT

- Managing the PD&E Study (FTA Lead Agency, USCG Co-operating Agency)
- Environmental analysis of Commuter Rail on FEC Railroad
- Operational analysis of Commuter Rail on FEC Railroad
- Aventura to Deerfield Beach including Pompano Crossover
- Technical Recommendations for Station Locations
- **Alternatives Analysis for the New River Crossing**
- East/west traffic analysis for crossings and stations
- Incorporate the necessary rail, signaling, safety, communications as well as passenger stations and amenities
- Maintain eligibility for federal funding
- Public engagement & stakeholder coordination

• Broward County

- Stakeholder outreach and station locations
- Track access, design/construction and O&M agreements
- Identify local share of capital costs and annual O&M funds
- **Draft financial plan**

MEMORANDUM OF UNDERSTANDING
Between
BROWARD COUNTY
and
FLORIDA DEPARTMENT OF TRANSPORTATION

This Memorandum of Understanding (MOU) is entered into this 28th of January, 2021 between the State of Florida Department of Transportation (FDOT), an agency of the State of Florida, and Broward County (County), a political subdivision of the State of Florida, collectively hereinafter the "Parties."

IN WITNESS WHEREOF, the Parties hereto have made and executed this MOU: BROWARD COUNTY, through its BOARD OF COUNTY COMMISSIONERS, signing by and through its County Administrator, authorized to execute same by Board action on the 12th day of January, 2021, and Department of Tran, signing by and through its Director, duly authorized to execute same.

BROWARD COUNTY, by and through its
County Administrator

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

BY: Bertha Henry
Bertha Henry, County Administrator

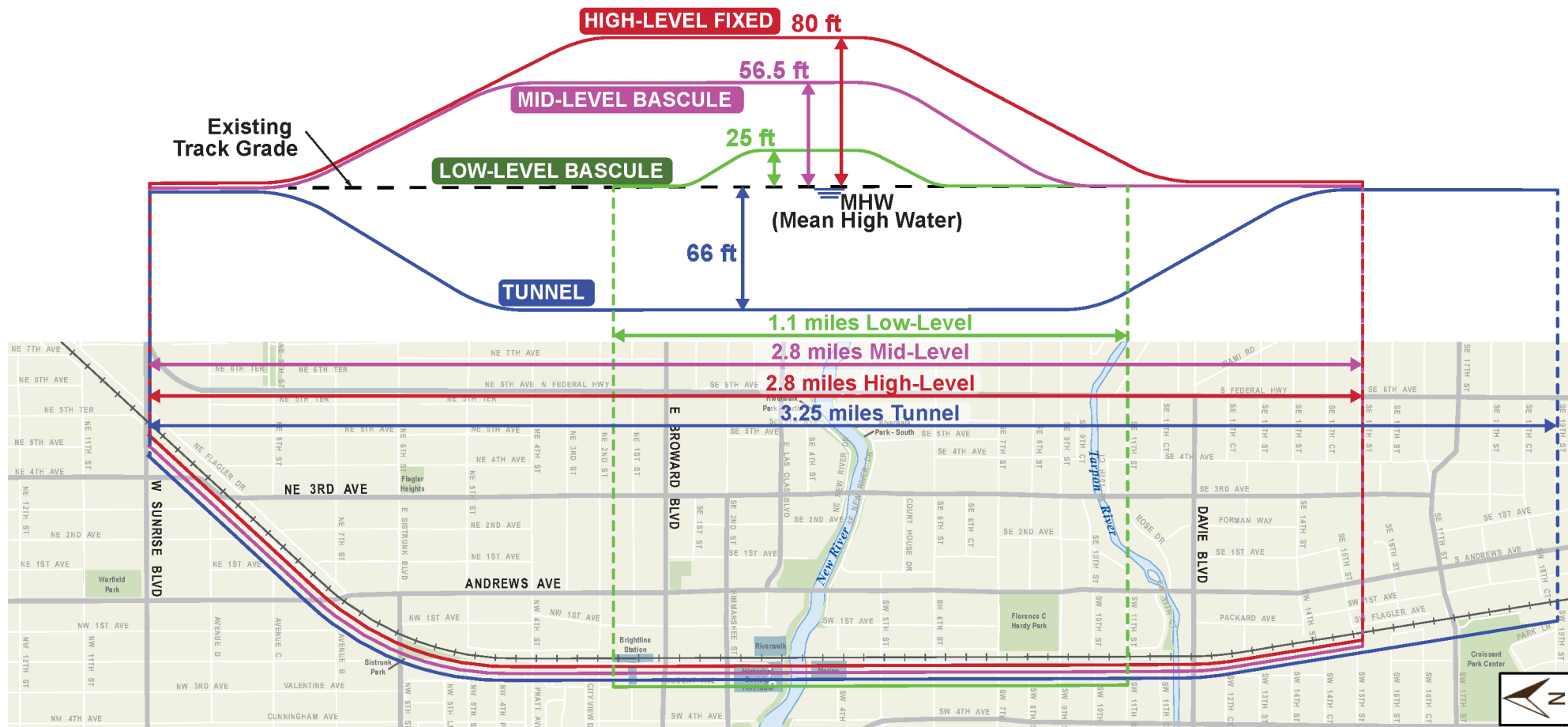
DocuSigned by:
BY: Steve Braun
NAME: STEVEN C. BRAUN, P.E.

WITNESS:
Tamara Brannon

DIRECTOR OF TRANSPORTATION
DEVELOPMENT
DATE: 1/28/2021 | 3:52 PM EST

Print Name: TAMARA BRANNON

- ❑ [Low-level Alternative - Bascule Bridge](#) (25-foot clearance above water surface)
- ❑ [Mid-level Alternative - Bascule Bridge](#) (56.5-foot clearance above water surface)
- ❑ [High-level Alternative - Fixed Bridge](#) (80-foot clearance above water surface)
- ❑ [Tunnel Alternative](#) (66 feet below water surface)



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□ Features

- 25 feet above water surface
- 1.1-mile overall length
- Bridge length = 1,400 feet
- Station remains at-grade
- Freight remains at-grade

□ Considerations

- Accommodates approximately 90% of vessels when closed (Note: This does not accommodate 80% of the vessels from the Marinas)
- Minor impacts to existing station
- Closes SW 5th St
- Lowest construction cost
- Lowest construction impacts
- Bascule bridge requires operations and maintenance



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□ Features

- 56.5 feet above water surface
- 2.8-mile overall length
- Bridge length = 7,000 feet
- Elevated station
- Freight remains at-grade

□ Considerations

- Accommodates approximately 99% of vessels when closed
- Requires elevated train station
- Closes SW 7th St
- Passenger trains pass over Broward Blvd
- Moderate construction cost
- Considerable construction impacts
- Bascule bridge requires operations and maintenance



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□ Features

- 80 feet above water surface
- 2.8-mile overall length
- Bridge length = 8,000 feet
- Elevated station
- Freight remains at-grade

□ Considerations

- Accommodates 100% of vessels
- Requires elevated train station
- No street closures
- Passenger trains pass over Broward Blvd
- Moderate construction cost
- Considerable construction impacts
- No bascule bridge to operate and maintain



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□ Features

- 66 feet below water surface
- 3.25-mile overall length
- Twin 25-foot diameter tunnels for 9,400 feet
- Underground station
- Freight remains at-grade

□ Considerations

- Accommodates 100% of vessels
- Passenger trains pass under Broward Blvd
- Closes SW 15th St
- Highest construction cost
- Highest construction impacts
- Tunnel requires operations and maintenance



- ❑ Preliminary cost range represent the New River Crossing alternative limits only.
- ❑ The limits of the New River crossing alternatives range from 1.1 to 3.25 miles.
- ❑ The remaining 24-26 project miles are not included in these costs.

New River Crossing Alternatives	Construction Cost Range (in Millions)
Low-Level Bascule Bridge (25 ft above water surface)	\$216 M to \$324 M
Mid-Level Bascule Bridge (56.5 ft above water surface)	\$400 M to \$600 M
High-Level Fixed Bridge (80 ft above water surface)	\$407 M to \$611 M
Tunnel (66' below water surface)	\$1,640 M to \$2,460 M

New River Crossing Alternatives Comparison

Alternative	Number Of Parcels	Impact Acres	Costs	Major Road Crossings	Bicycle/Pedestrian Facility Relocations	Passenger At-Grade Railroad Crossings	% of Time bridge is open during 9:00am – 4:30pm (Combined)	% of Boats NOT Passing (when Closed) (Surveyed 9:00 am – 6:00 PM)	Likely % of Vessels Delayed by a Closure (# of Vessels)
Low-Level Bridge	26	0.32	\$216 – \$324 M	SW 5th Street (Railroad Crossing)	#1 – Planned LauderTrail #2a – Existing Trail #8 – Planned LauderTrail	11	85%	9% (38 boats > 21 ft)	10% (4 boats)
Mid-Level Bridge	65	3.30	\$400 – \$600 M	SW 7th Street (Railroad Crossing) SW 2nd Avenue (Between SW 10th Street and SW 11th Street)	#1 – Planned LauderTrail #7 – Complete Street Project	6	85%	1% (4 boats > 56.5 ft)	10% (1 boat)
High-Level Bridge	65	3.30	\$407 – \$611 M	SW 9th Street (Railroad Crossing – Vehicle Height Limitation) SW 2nd Avenue (Between SW 10th Street and SW 11th Street)	#1 – Planned LauderTrail	4	91% Existing FECR Only	Existing FECR Only	0% (0 boats)
Tunnel	88	3.64	\$1.64 – \$2.46 B	SW 15th Street (Railroad Crossing) SW 2nd Avenue (Between SW 14th Street and SW 14th Court) (Between SW 16th Street and SW 16th Court) NE 5th Terrace (Intersection)	No Relocations	2	91% Existing FECR Only	Existing FECR Only	0% (0 boats)