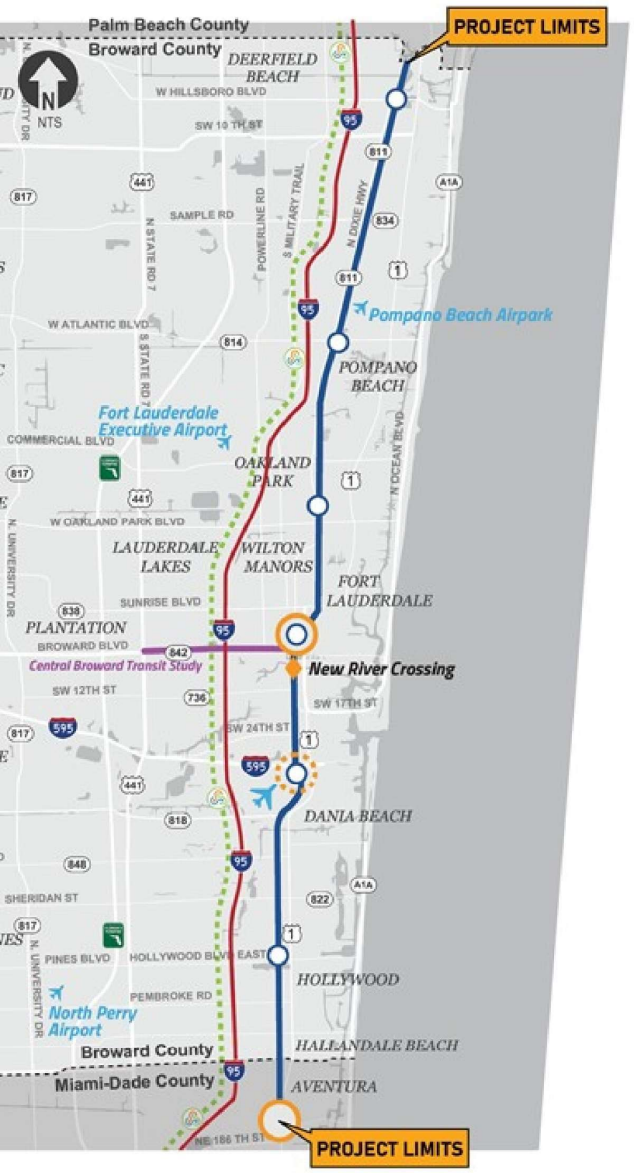
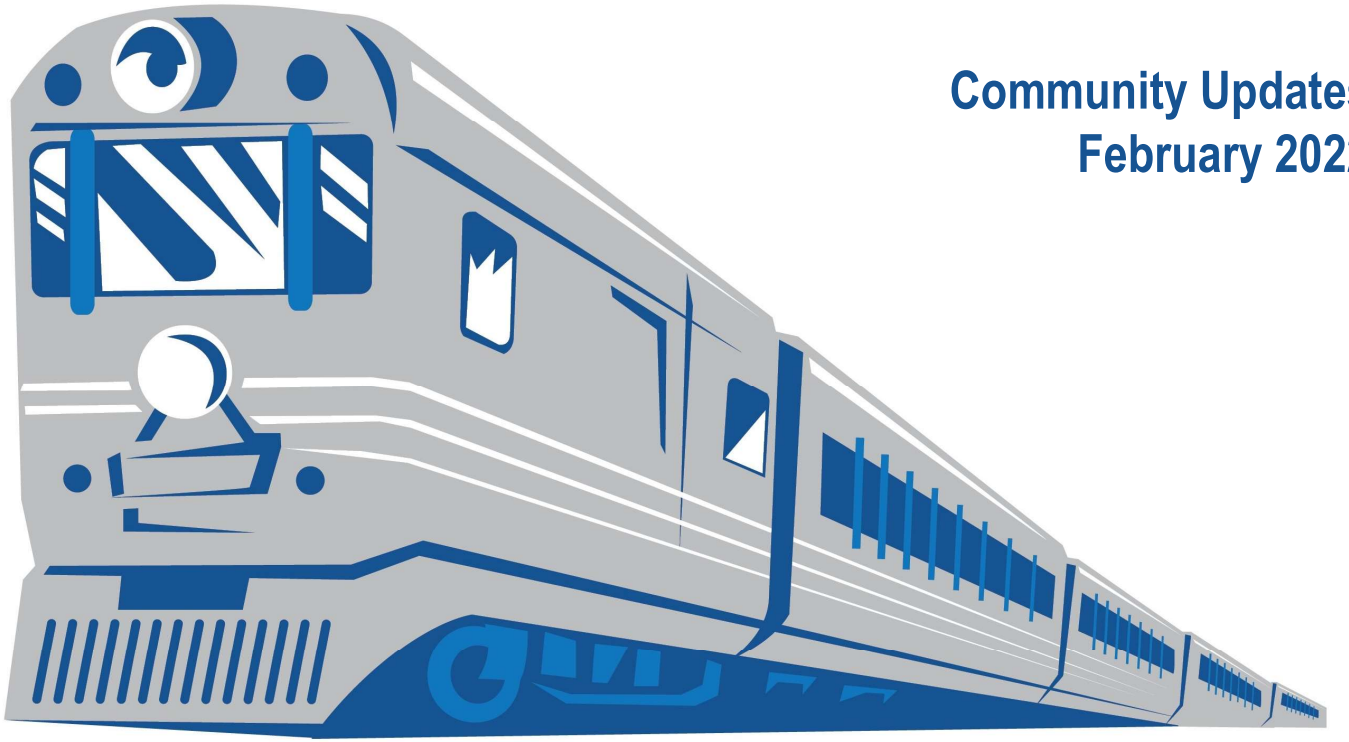


BROWARD COMMUTER RAIL (BCR)

PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4

BROWARD COUNTY, FLORIDA • FPID: 448942-1



Community Updates
February 2022

Agenda and Process

- ❑ Project Background and Overview
- ❑ Locally Preferred Alternative (LPA) considerations and process
- ❑ New River Crossing Alternatives
- ❑ Project Costs and Funding
- ❑ Next Steps

Benefits of Commuter Rail

MOBILITY – More and enhanced Transit options can increase transit use, improve travel times and provide congestion relief on roadways

ENHANCE QUALITY OF LIFE - Enhances quality of life by increasing mobility, transportation choices, and access to jobs and services

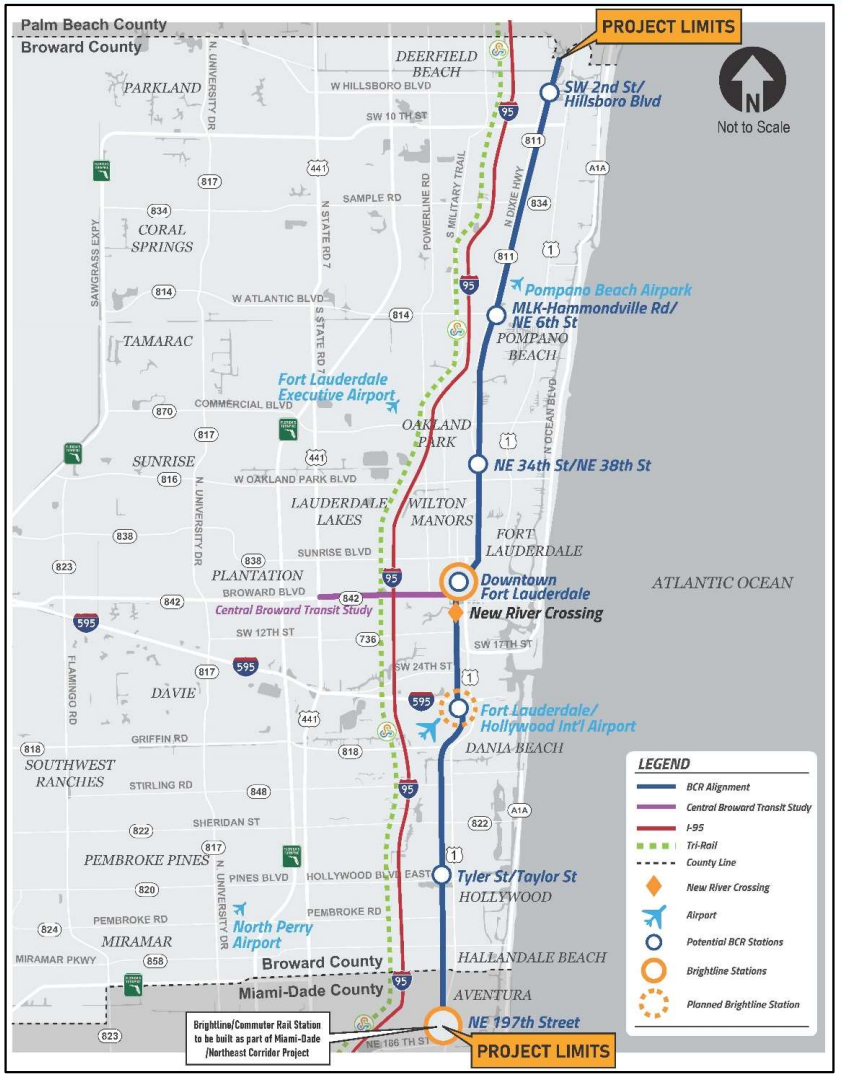
ECONOMIC & RESIDENTIAL GROWTH - Economic development increases tax base, affordable/workforce housing incentives, and funding and use of overall transit facilities

COMMUTER RAIL BENEFITS FOR EMPLOYERS - Employer benefits include access to a wider talent pool and enhanced productivity

ENVIRONMENTAL - Environmental benefits include sustainability, reduced vehicle emissions, and cleaner air

Overview of Project

- ❑ Broward MPO endorsed Tri-Rail Coastal Link (TRCL) LPA in 2010 and is unfunded in needs plan (MTP)
- ❑ Miami-Dade has advanced the NE Corridor Project from Aventura to Downtown Miami with FTA
- ❑ Per Memorandum of Understanding (MOU)
  - FDOT will lead the environmental study and technical analysis
  - Broward County is responsible for the access fee, maintenance, operations, the Finance Plan and Consensus Building
- ❑ Aventura to Deerfield Beach (27 miles of the FEC corridor)
- ❑ Technical recommendations have been made for 6 station locations (general) in Broward
- ❑ Coordination with Brightline, FECR, USCG, FTA, MPO, municipalities, Broward and Miami-Dade Counties
- ❑ Stakeholder meetings and workshop focused on the New River Crossing



Recent Public Engagement Summary

- Over 227 attendees at the recent Alternatives Public Workshop
  - 183 Virtual, 44 In-Person
  - 10 Elected Officials (3 county commissioners)
  - Virtual Meetings have been posted on project website as well as exhibits
- Most common topics included:
  - Safety
  - Number of Trains (particularly rush hour)
  - Overall Impacts to Vehicles, Boats, Pedestrians and Bicyclists
  - Quiet Zone Concerns
  - Costs and Fundings
  - Schedule and 'Rush' to LPA
  - Some associations have requested separate meetings with their groups
- Broad support for the project (The City of Oakland Park has received over 350 signatures through their website on a form to support the project)
- Many city of Fort Lauderdale stakeholders support the tunnel, including the city commission (passed resolution supporting Tunnel alternative)
- Also, public concern over potential costs of the project as well as potential risks with the tunnel alternative

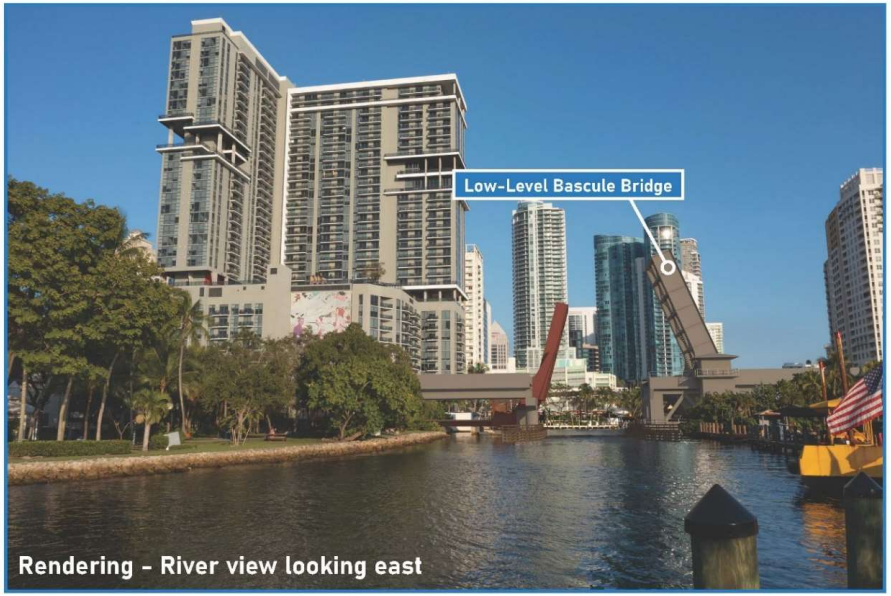
Locally Preferred Alternative (LPA)

- LPA must be approved by Broward County Commission and adopted by Broward MPO prior to entering the FTA Project Development and NEPA process
- Primary LPA components include:
  - Mode – Commuter Rail Transit
  - Technology – Push-pull locomotive
  - Alignment – Florida East Coast Railroad Corridor, utilizing Brightline passenger rail easement and crossing of the New River
  - Recommended Station Locations
    - Deerfield Beach (south of Hillsboro Blvd.)
    - Pompano Beach (north of Atlantic Blvd.)
    - Oakland Park (north of Oakland Park Blvd.)
    - Ft. Lauderdale (Downtown Brightline Station)
    - Airport Station (joint station with Brightline)
    - Hollywood (north of Hollywood Blvd.)
  - Selection of an alternative to cross the New River
    - Low-Level Bascule Bridge
    - Mid-Level Bascule Bridge
    - High-Level Fixed Bridge
    - Tunnel

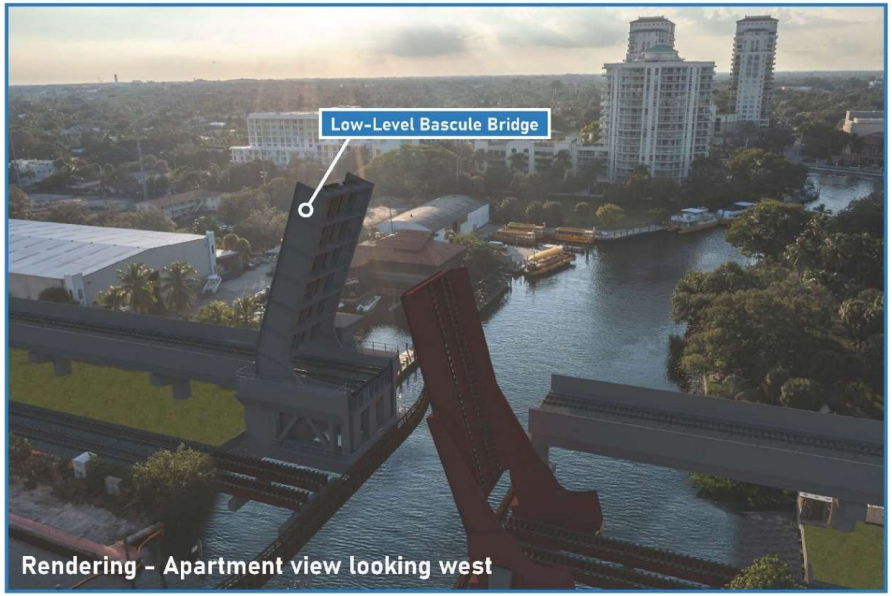
Note: Significant opposition to selected/approved LPA could cause delays and/or result in the project not being accepted into Project Development with FTA

Low-Level Alternative: Technical Take-aways

- Freight Trains remain on existing tracks and will continue to use existing bridge that will be shifted east
- $240 M for Construction and no private Right-of-Way required
- No bridge throughout the downtown area
- Closes Grade Crossing at SW 5th Street
- Does not By-Pass the Broward Boulevard (a separate road project could be evaluated to place Broward Blvd under the tracks and potentially re-purpose some of the area above)
- Does accommodate 90% of Navigation and will most likely operate on a schedule that will reduce boat congestion at the crossing and provide for a known bridge operating schedule



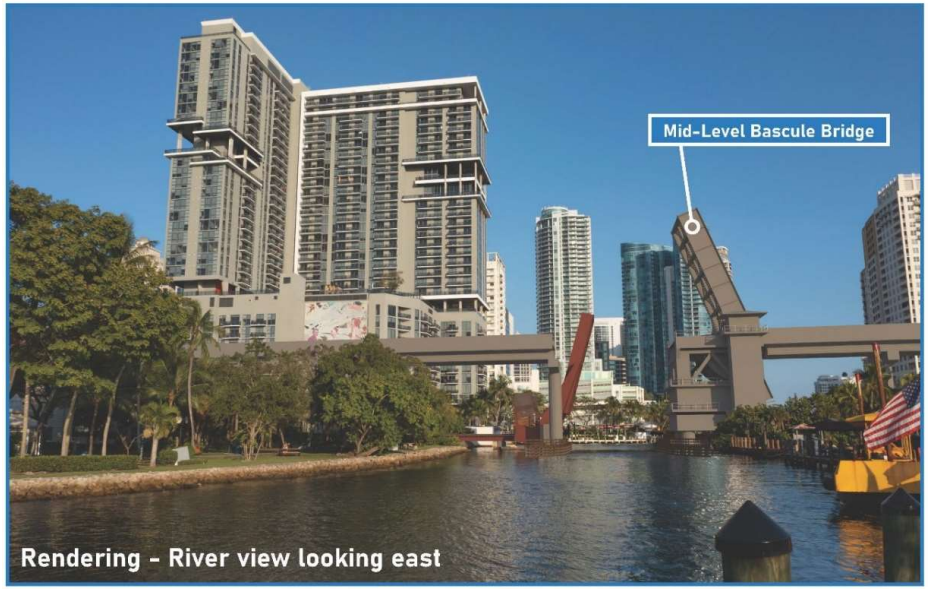
Rendering - River view looking east

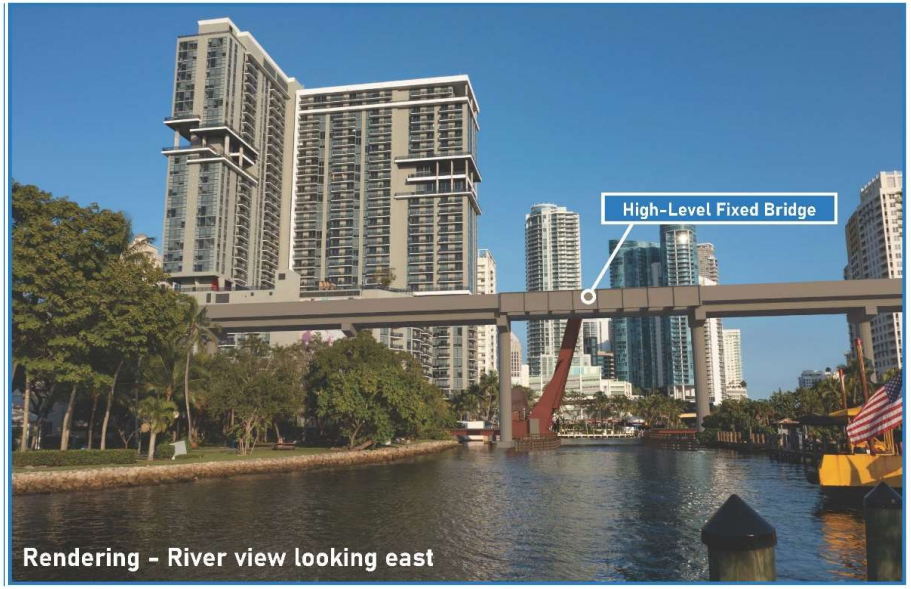


Rendering - Apartment view looking west

Mid-Level and Fixed Alternative: Technical Take-aways

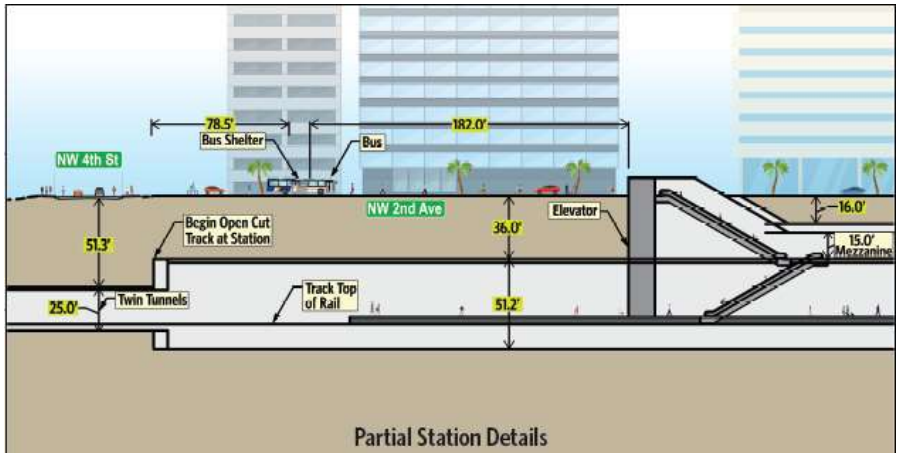
- Freight Trains remain on existing tracks and will continue to use existing bridge that will be shifted east Mid-Level and High-Level Bridges By-Pass Broward Boulevard
- Mid and High Level require bridge structure throughout the downtown area (charettes and aesthetic design of structures most likely will be required if these alternatives move forward)
- Mid and High Level do not close any grade crossings
- Mid Level will have a large bascule pier and requires additional maintenance and a full-time bridge tender
- Has full support of the Marina community with the Mid-Level accommodating 99% of boats when closed
- $444 for construction of the Mid-Level and $452 for the High-Level and both require $98 M in Right of Way





Tunnel Alternative: Overview

- Supported by many City of Fort Lauderdale stakeholders, including the city commission
- Will provide the best noise protection and least visual concerns in the areas between the portals
- Bypasses both Broward and Davie Boulevards with passenger rail
- $1.8 Billion for construction and $150M in Right of Way,
- Lengthy permitting and construction schedule
- Larger local disruptions for trucking of excavation and dewatering as well as concern for the protection of the existing structures in the area with the tunneling operations
- Higher risks for contamination, permitting, construction and resiliency than the other alternatives



Preliminary Cost Estimate

- **The table below itemizes the different elements of the total project cost.**

NRC Alternative Cost Table				
Alternative	**Low-Level Bascule**	**Mid-Level Bascule**	**High-Level Fixed**	**Tunnel**
New River Crossing	$240 M	$444 M	$452 M	$1.82 B
Right-of-Way (Private)	$0	$98 M	$98 M	$148 M
Operations & Maintenance[1]	- Bridge Tender - Mechanical Systems	- Bridge Tender - Mechanical Systems	- Regular Maintenance	- Underground Station - Ventilation Systems
Corridor Cost Table				
Corridor Capital Cost[2]	$495 M			
Right-of-Way (Stations)	Under Analysis will be the same for each alternative			
Total Capital Cost	$735 M	$1.04 B	$1.05 B	$2.46 B
Other Project Cost Table				
Operations & Maintenance	$18 - $28 M	$18 - $28 M	$17 - $27 M	$18 - $28 M
Access Fee[3]	TBD			

[1] O&M costs are per year and are not calculated in the total cost. There are differences among the NRC alternatives , with the tunnel O&M costs expected to increase in the outer years.

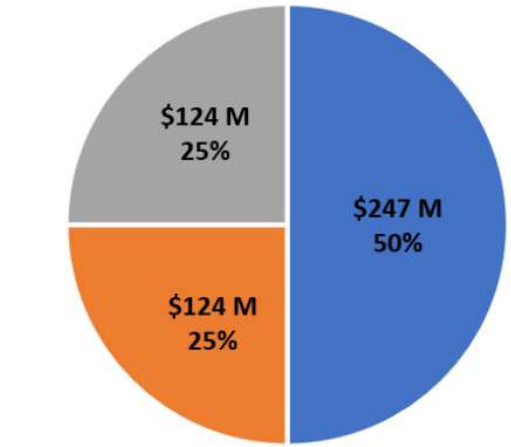
[2] Capital Cost Includes Construction, Stations, Vehicles, Yards, Parking, etc.

[3] Access Fee - A negotiated fee to allow commuter trains on the Brightline passenger easement on the FEC corridor.

Preliminary Funding Process

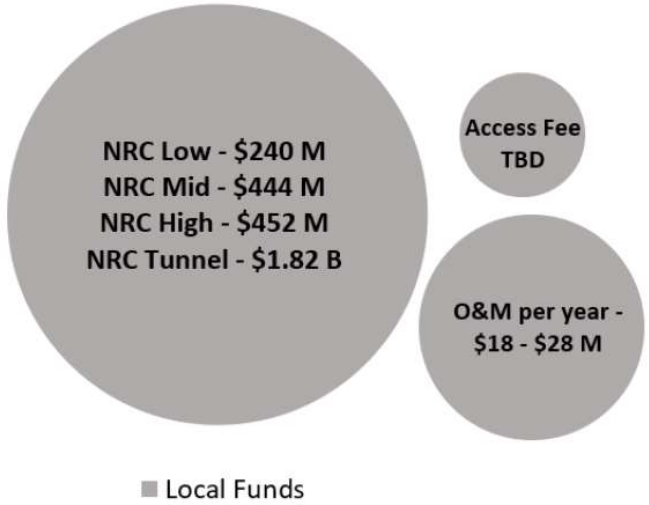
- Capital Improvement Grant (CIG) funding is competitive, and the capital cost must meet FTA's cost effectiveness requirements.
- Corridor cost is split funded (per the graphs below) and the NRC Capital Cost, Corridor Access Fee, and Operations and Maintenance are local responsibilities.

Eligible Capital Cost of Corridor
(Does not include NRC Alternative)
FTA Capital Improvement Grant Funding



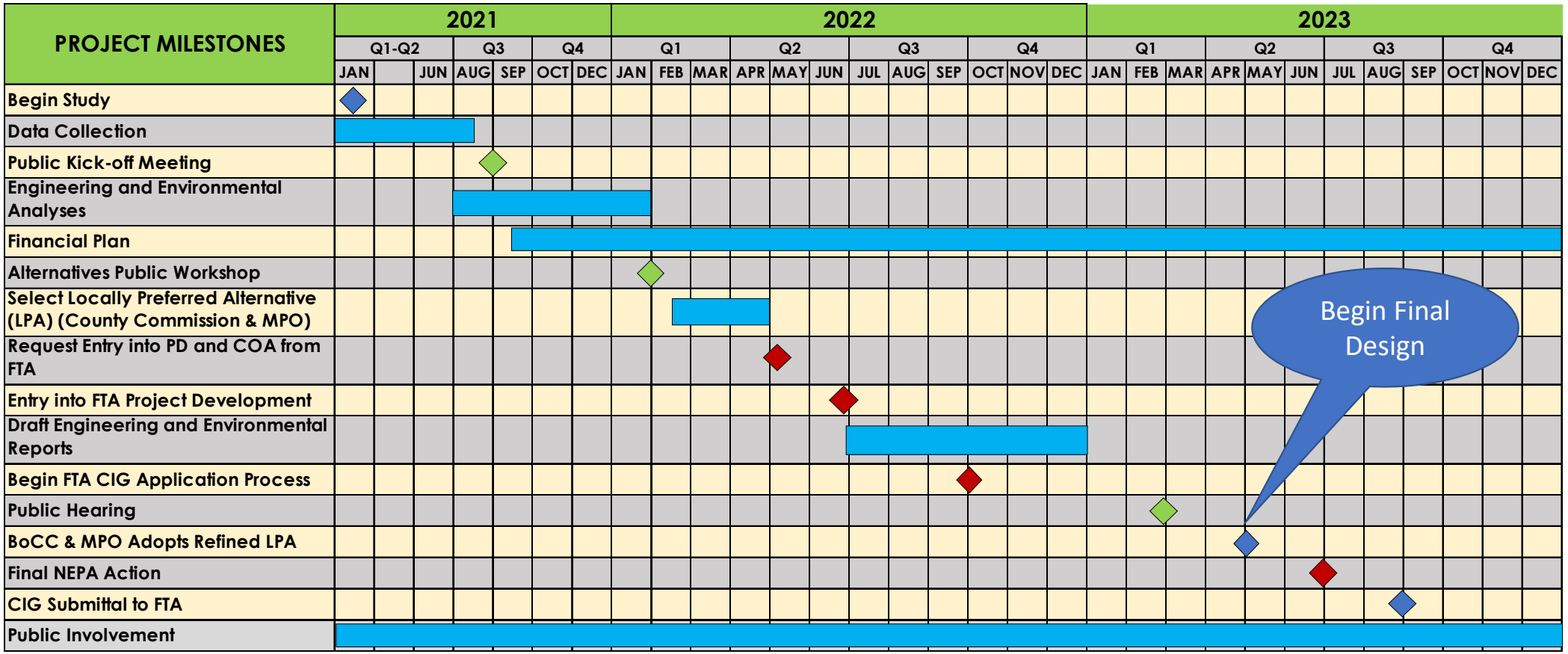
Note: Right of Way Costs are eligible, but not included

NRC Construction and Corridor Annual Costs
Non-FTA Capital Improvement Grant Funding



Note: Although NRC Costs are not part of the FTA CIG Funding they could be eligible for federal grants and state funding

PD&E Study Milestone Schedule



NOTE: Design can begin in 2023, with R/W acquisition and construction could begin in 2025 with initial operations potentially starting in 2028, depending upon adoption of the Refined LPA and associated access agreement, funding and implementation plans and FTA approvals.

General Project Tasks *Public Meetings* *General Project Milestones* *Critical Project Milestones*

NRC Alternatives Evaluation Matrix

- The LPA will be refined and evaluated against the No-Build Alternative during the NEPA environmental process.
- Subject to change: All categories will require further analysis as the project continues.

Evaluation Category	Low-Level Bascule	Mid-Level Bascule	High-Level Fixed	Tunnel
Navigational Accommodations				
Vehicular Traffic Operations				
Socio-Cultural Resources (Historic)				
Contamination Risk				
Resiliency				
Right-of-Way Impacts				
Noise				
Neighborhood Connectivity - Bicycle/Pedestrian/ Vehicle Local Connections				
Operations and Maintenance Costs (O&M)				
Capital Costs	See Cost Table on Slide 14			

Worst | Better | Best

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Questions???