

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4
 BROWARD COUNTY, FLORIDA • FPID: 448942-1

**Project Update for:
 Middle River Terrace Civic Association
 Update on Specific Information
 March 23, 2022**





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



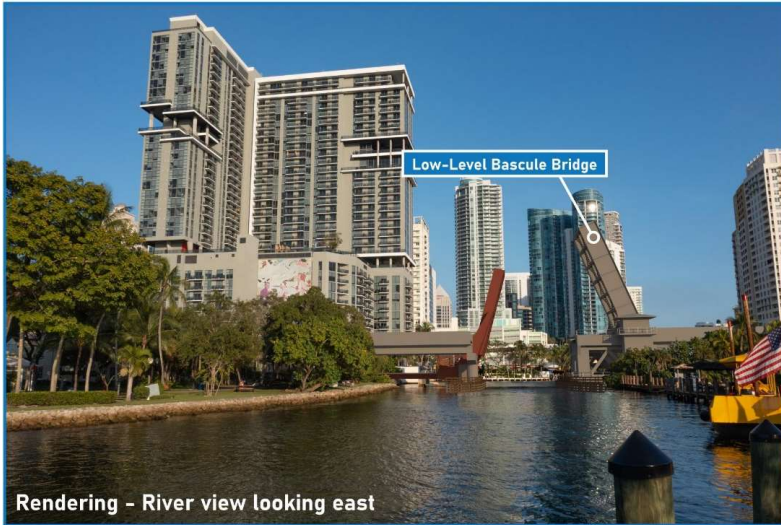
ENVIRONMENTAL - Environmental benefits include sustainability, reduced vehicle emissions, and cleaner air

Overview of Project

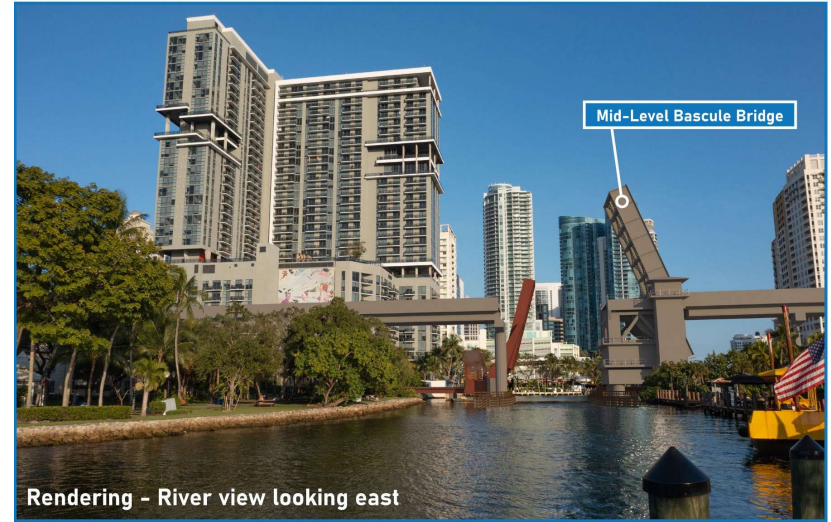
- ❑ Broward MPO endorsed Tri-Rail Coastal Link (TRCL) LPA in 2010 and is unfunded in needs plan (MTP)
- ❑ Miami-Dade has advanced the NE Corridor Project from Aventura to Downtown Miami with FTA
- ❑ Per Memorandum of Understanding (MOU)
 - FDOT will lead the environmental study and technical analysis
 - Broward County is responsible for the Finance Plan, access fee, maintenance, operations as well as 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 (4 alternatives- Low and Mid-Level Bascule Bridges, High Fixed Bridge and a Tunnel)



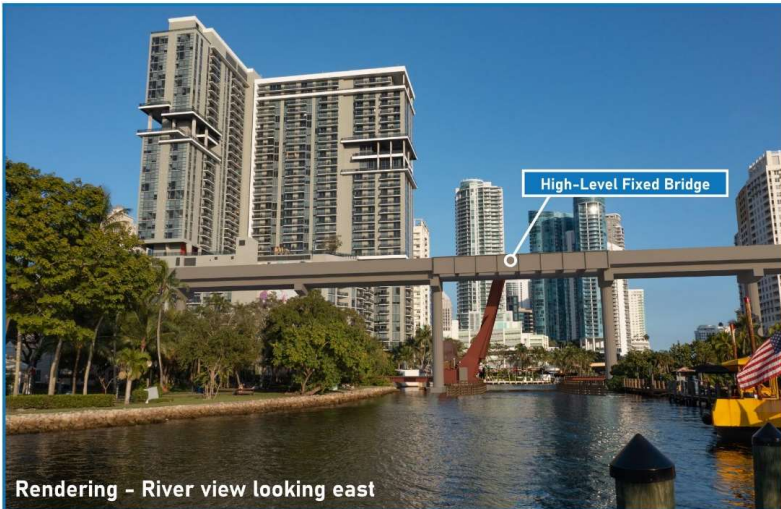
Alternatives Overview



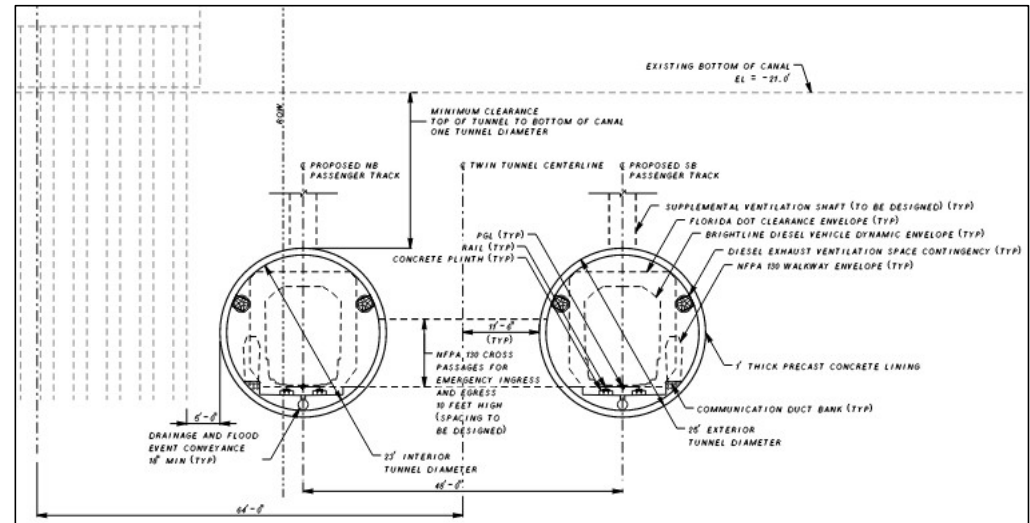
Rendering - River view looking east



Rendering - River view looking east

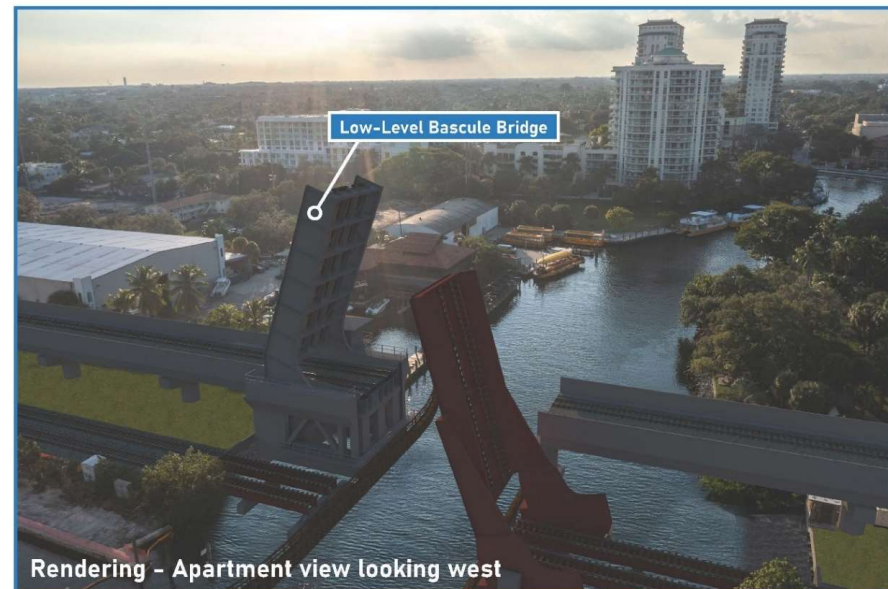
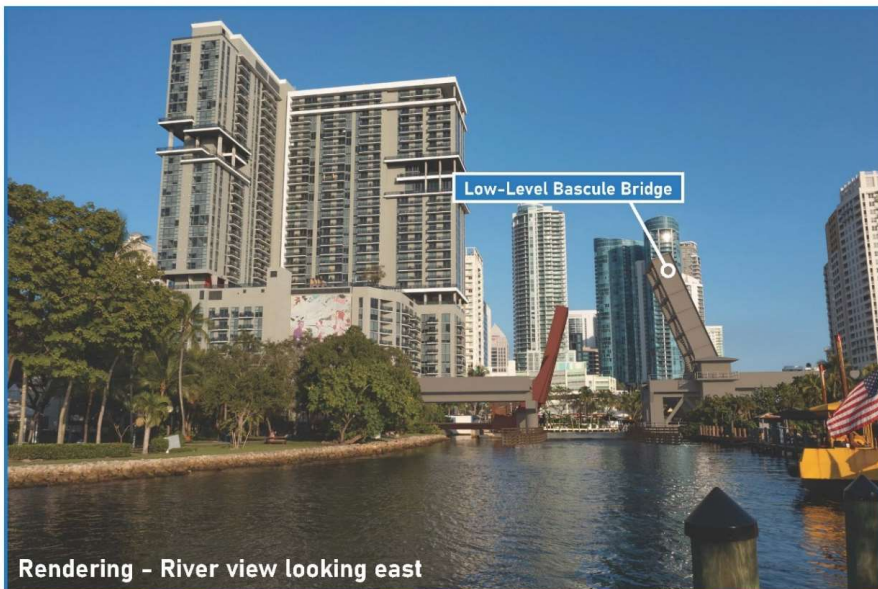


Rendering - River view looking east



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
- ❑ 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

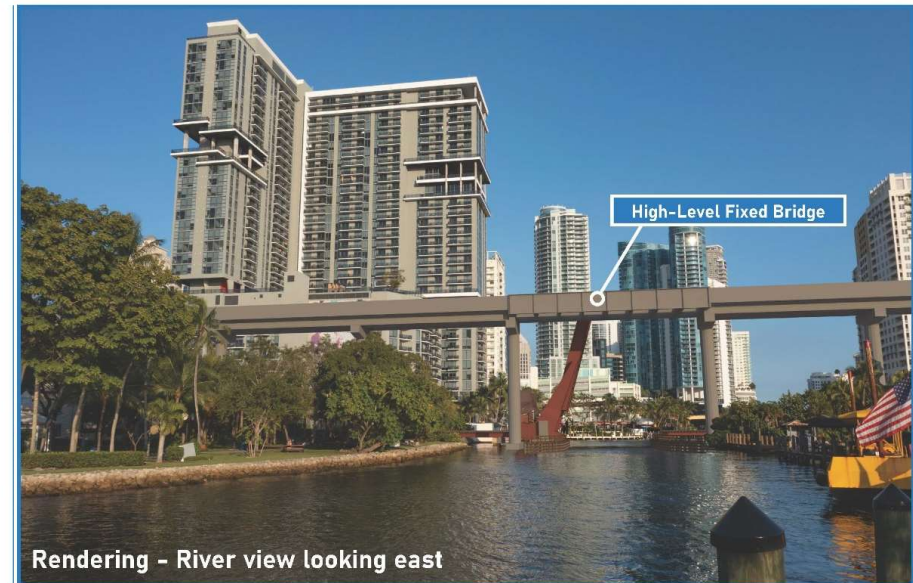
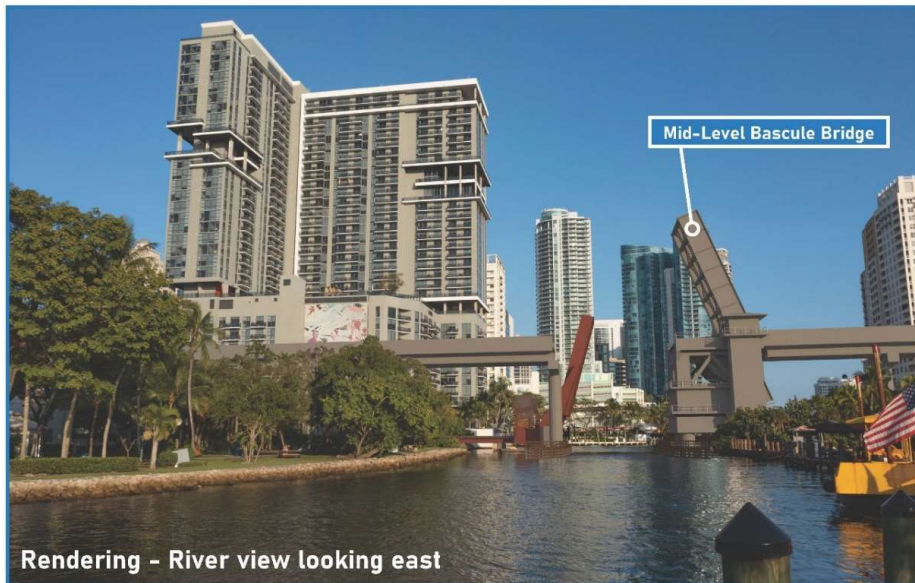


Mid-Level and Fixed Alternative: Technical Take-aways



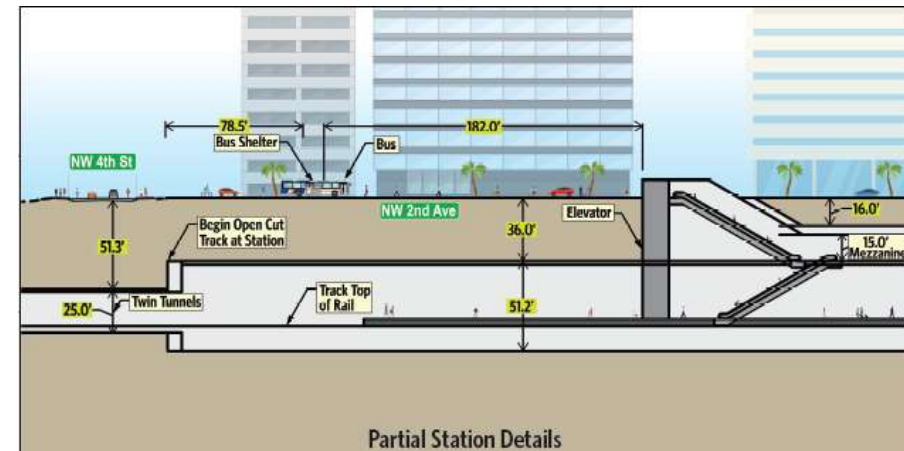
BROWARD COMMUTER RAIL (BCR)
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

- ❑ 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
- ❑ \$444M for construction of the Mid-Level and \$452M for the High-Level and both require \$98M in Right of Way



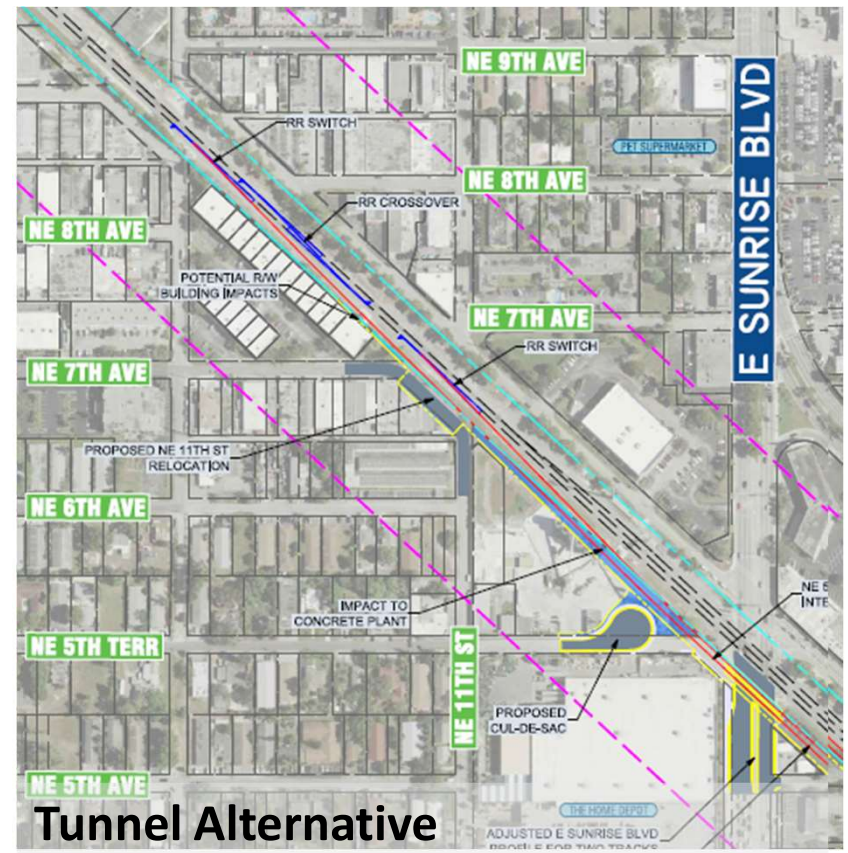
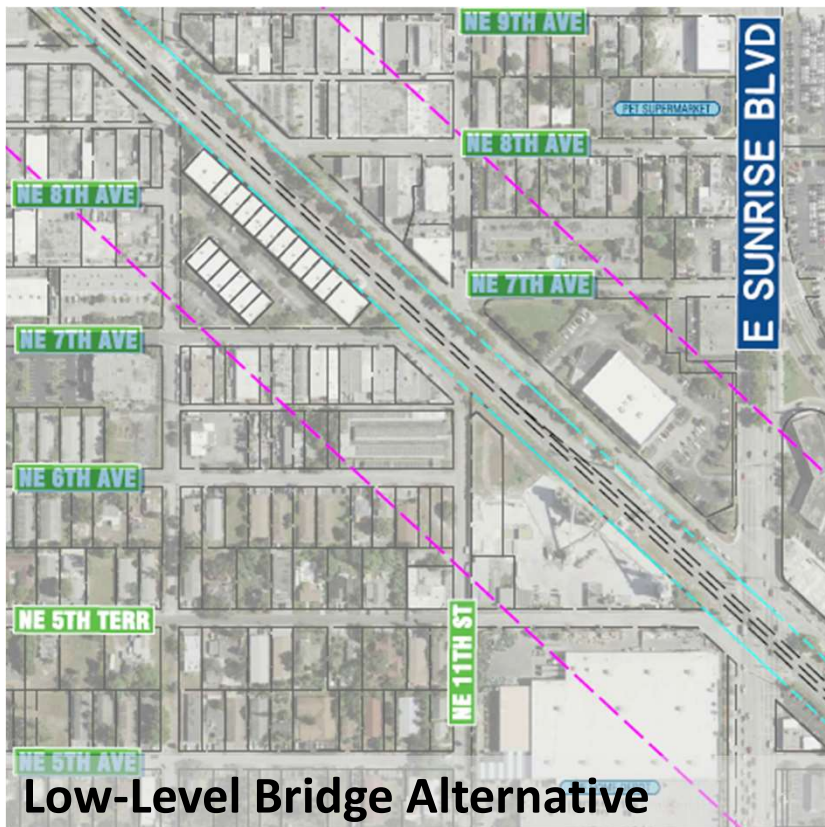
Tunnel Alternative: Overview

- ❑ 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



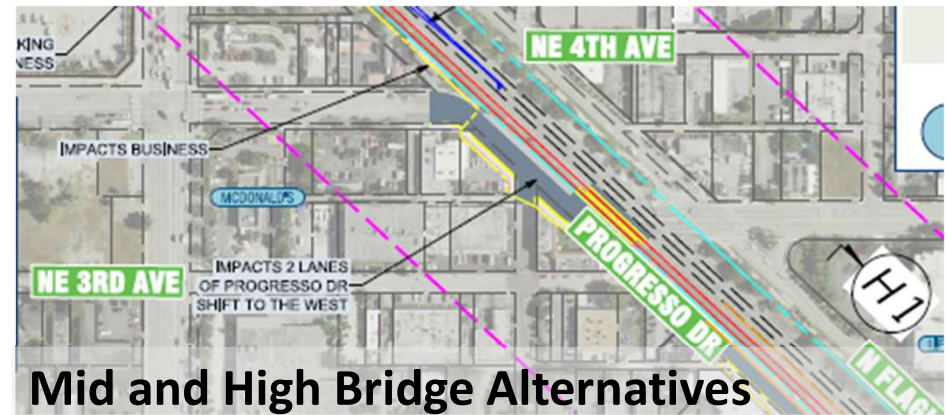
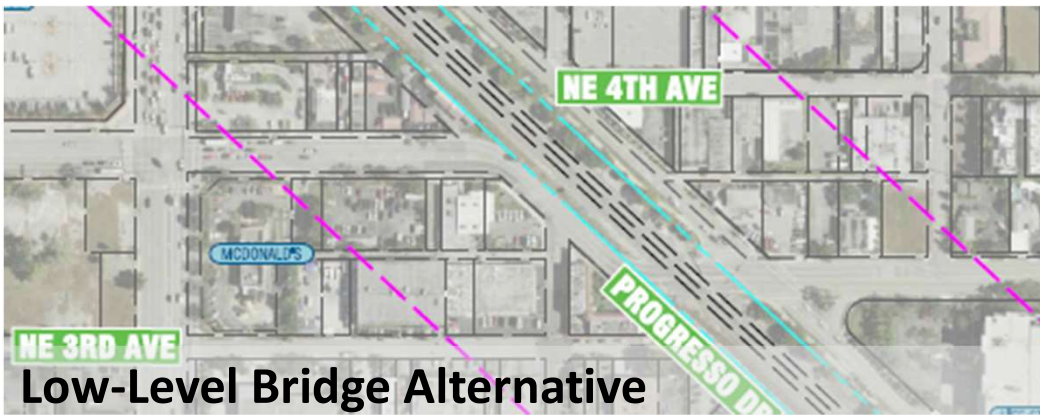
Impacts to crossings north of Sunrise?

- What are the impacts to NE 13th Street and NE 17th Court?
- How many more trains will there be?
- How long will intersections need to be closed during construction?



Impacts to NE 4th Avenue and the Railroad

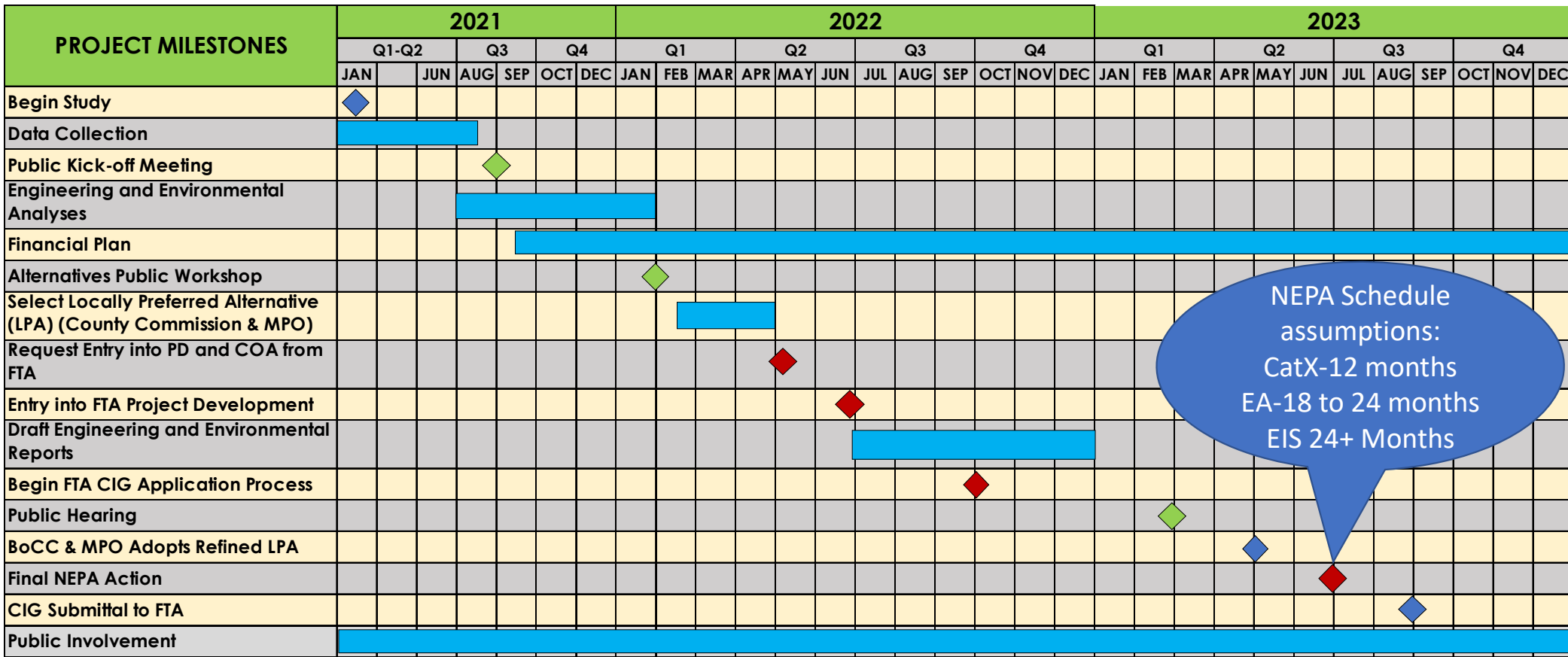
- How does each alternative Impact the Crossing?
- What will it look like?
- How long will it be closed for construction?



Impacts to crossings north of Sunrise?

- Who are the projected riders/users of this new service?
- What are the projected ridership numbers?
- What will the projected cost per trip?
- Is there any chance for an additional stop near Middle River Terrace?
- Have you considered a completely underground project with more convenient stops?

PD&E Study Milestone Schedule



NEPA Schedule assumptions:
 CatX-12 months
 EA-18 to 24 months
 EIS 24+ Months

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.

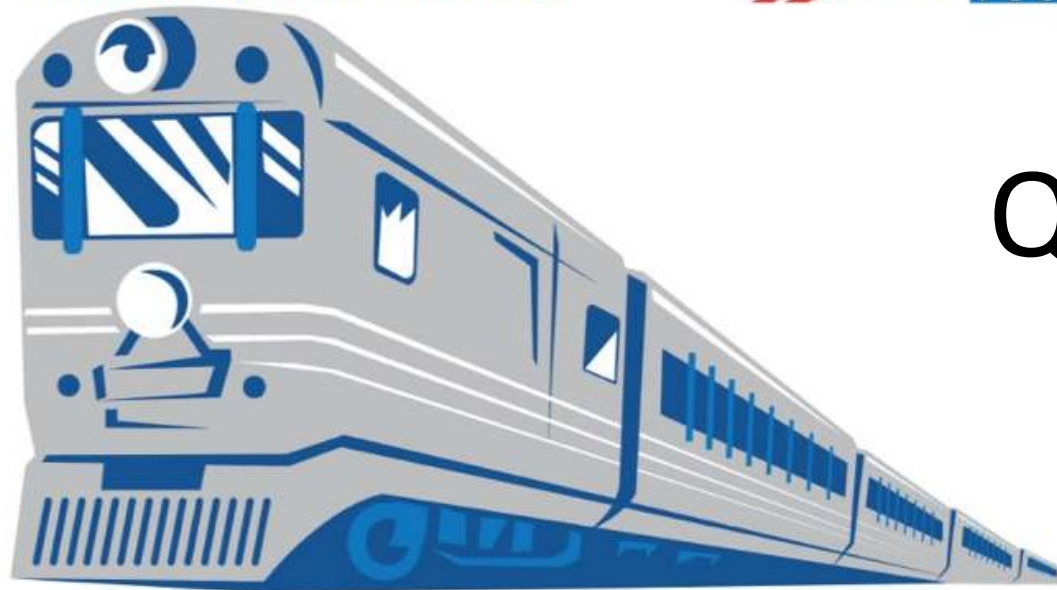
- General Project Tasks
- ◆ Public Meetings
- ◆ General Project Milestones
- ◆ Critical Project Milestones



BROWARD COMMUTER RAIL (BCR)

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Questions???