

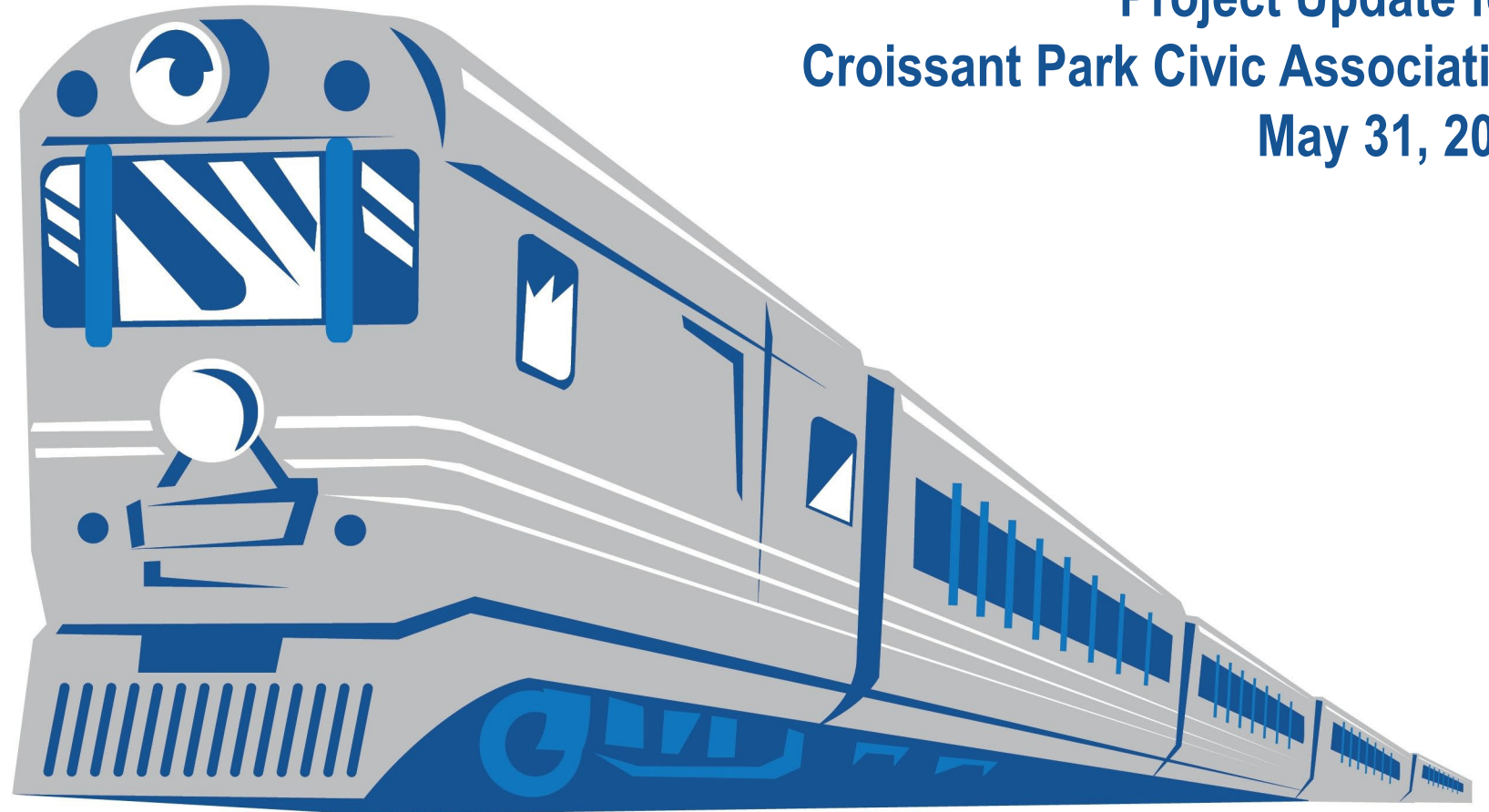


BROWARD COMMUTER RAIL (BCR)
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY



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

Project Update for:
Croissant Park Civic Association
May 31, 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



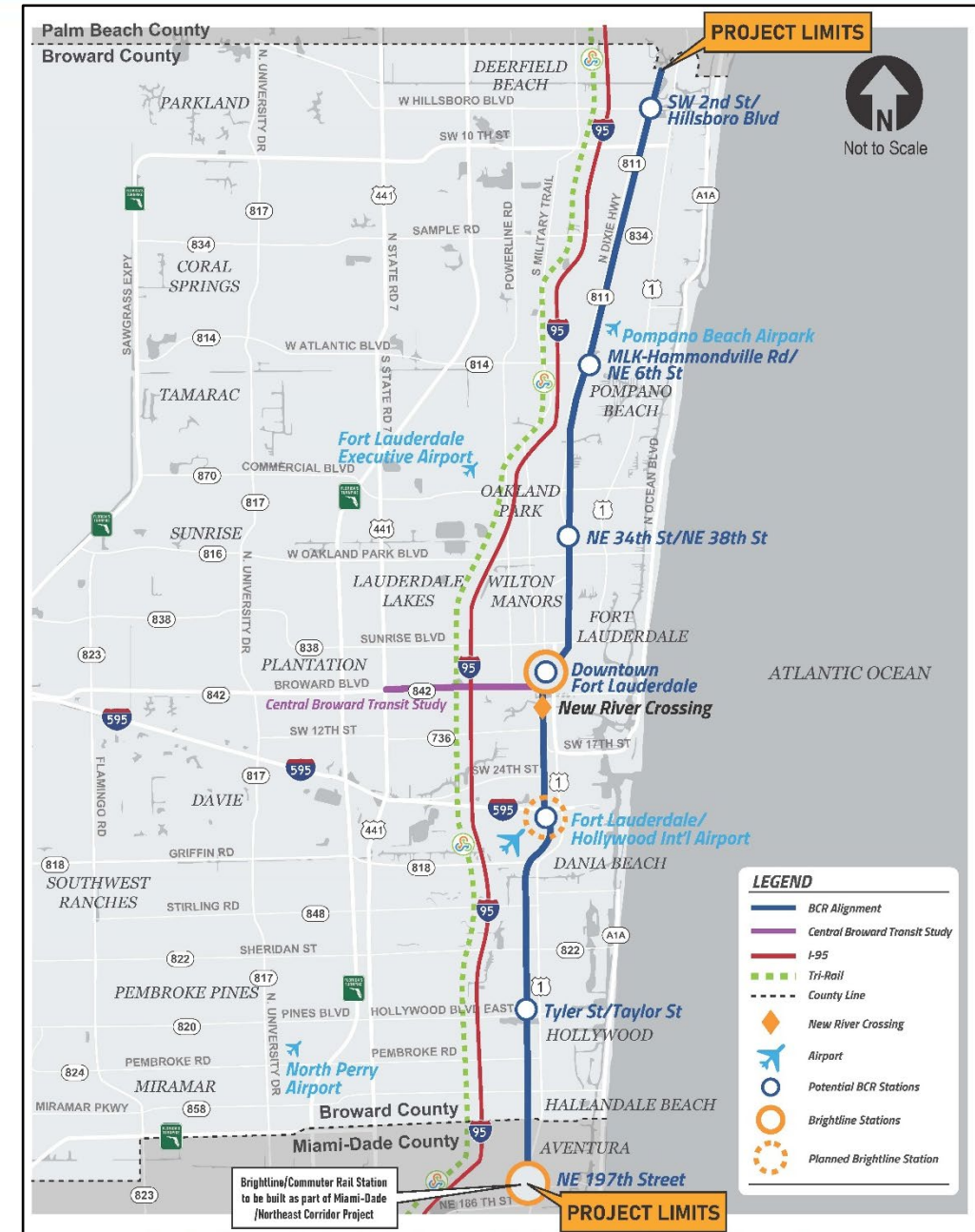
COMMUTER RAIL BENEFITS FOR EMPLOYERS - Employer benefits include access to a wider talent pool and enhanced productivity



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

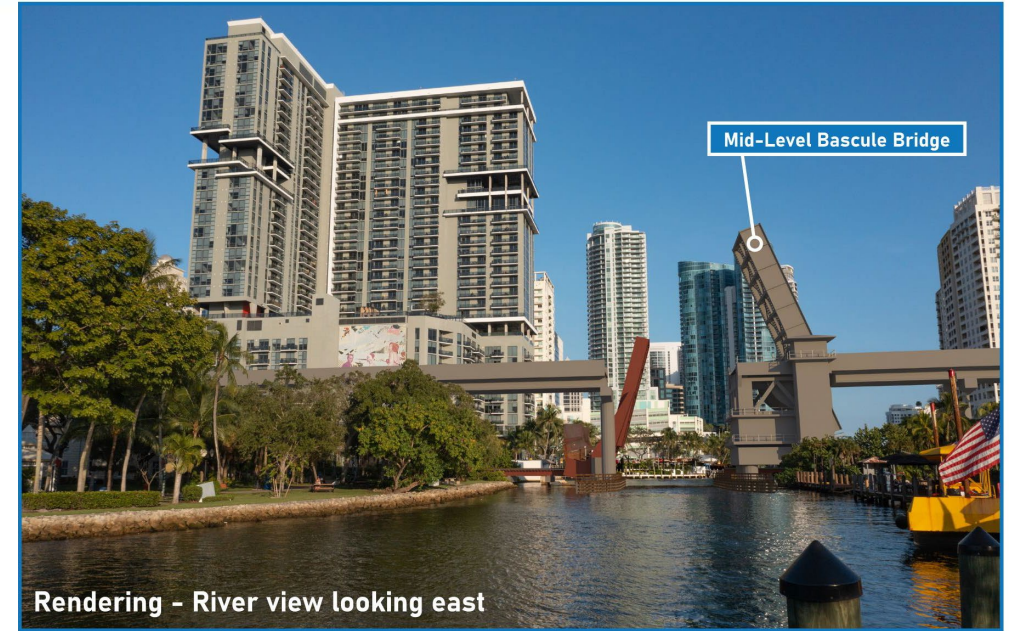
Overview of Project

- ❑ Broward MPO endorsed the Tri-Rail Coastal Link (TRCL) 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)

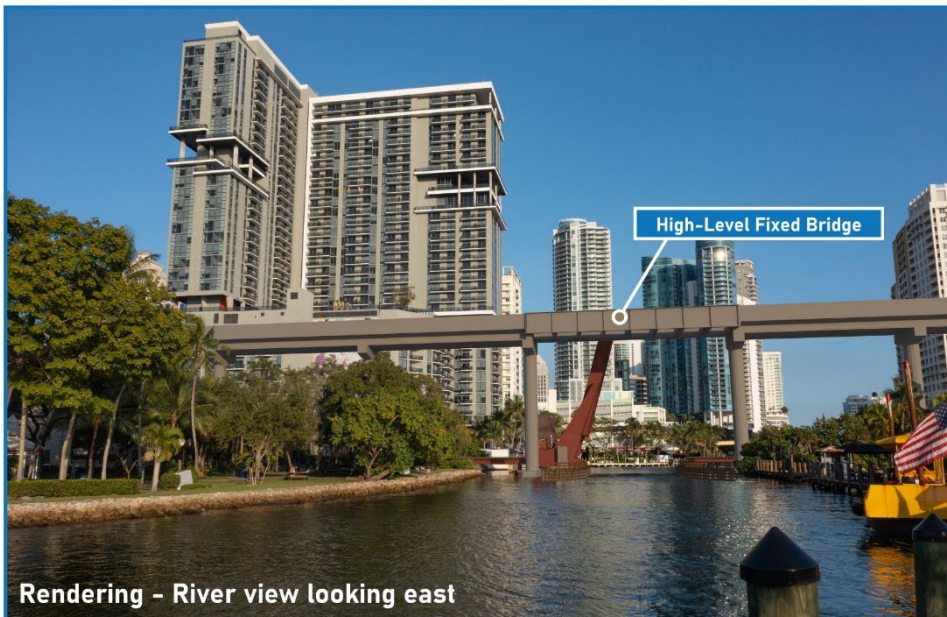




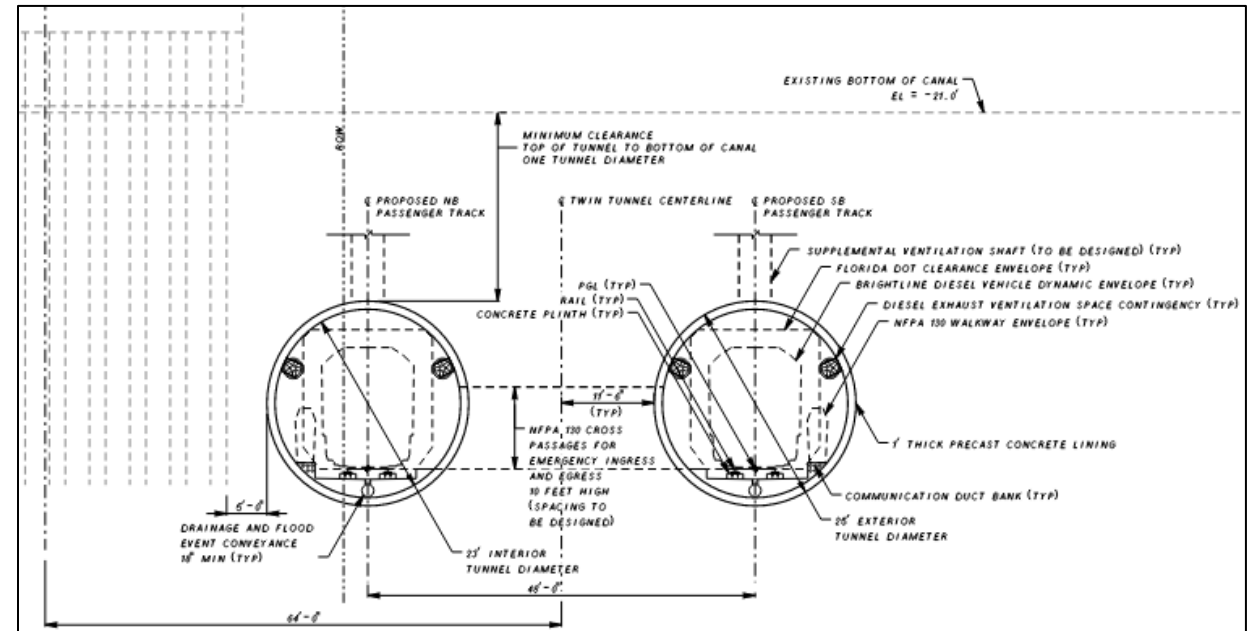
Rendering - River view looking east



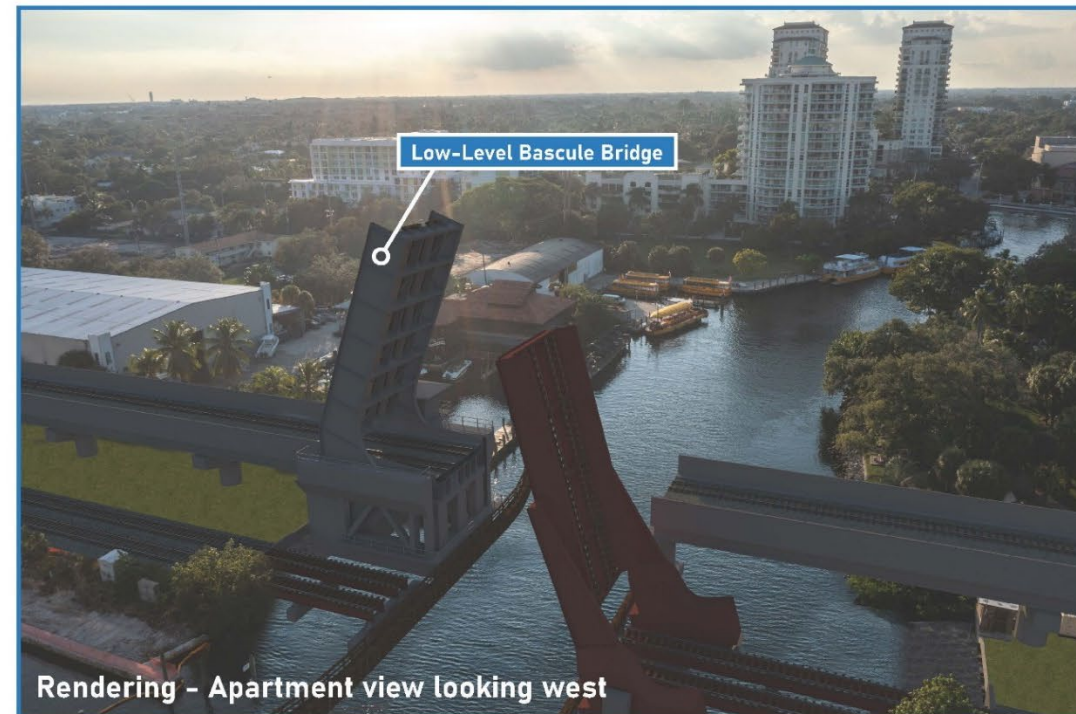
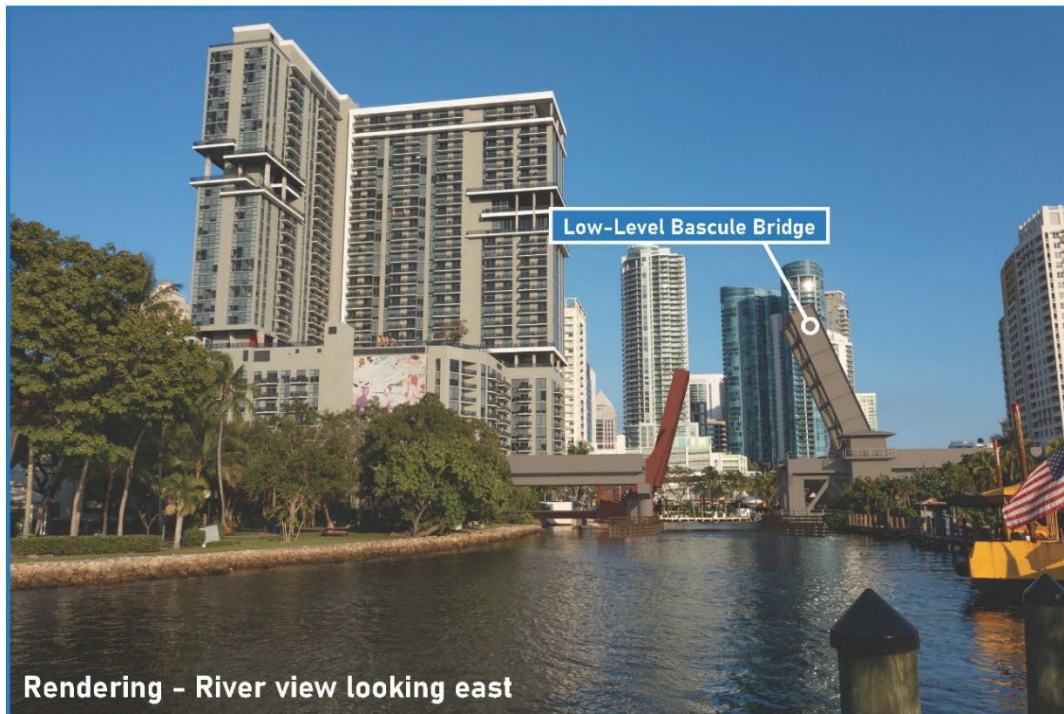
Rendering - River view looking east



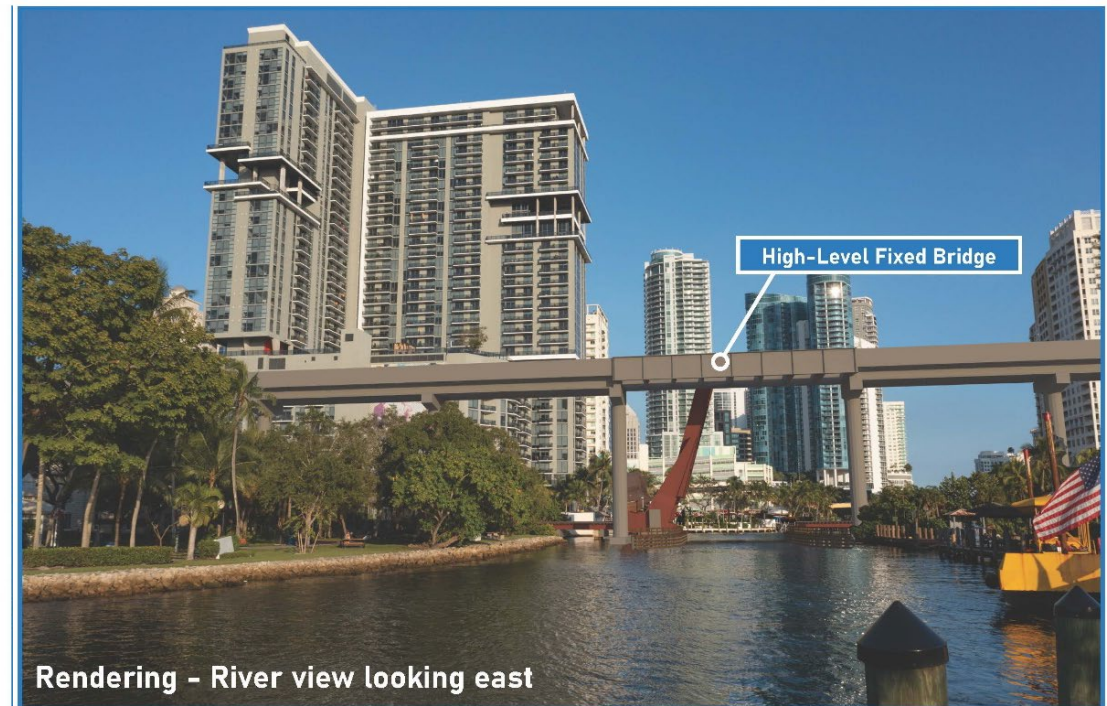
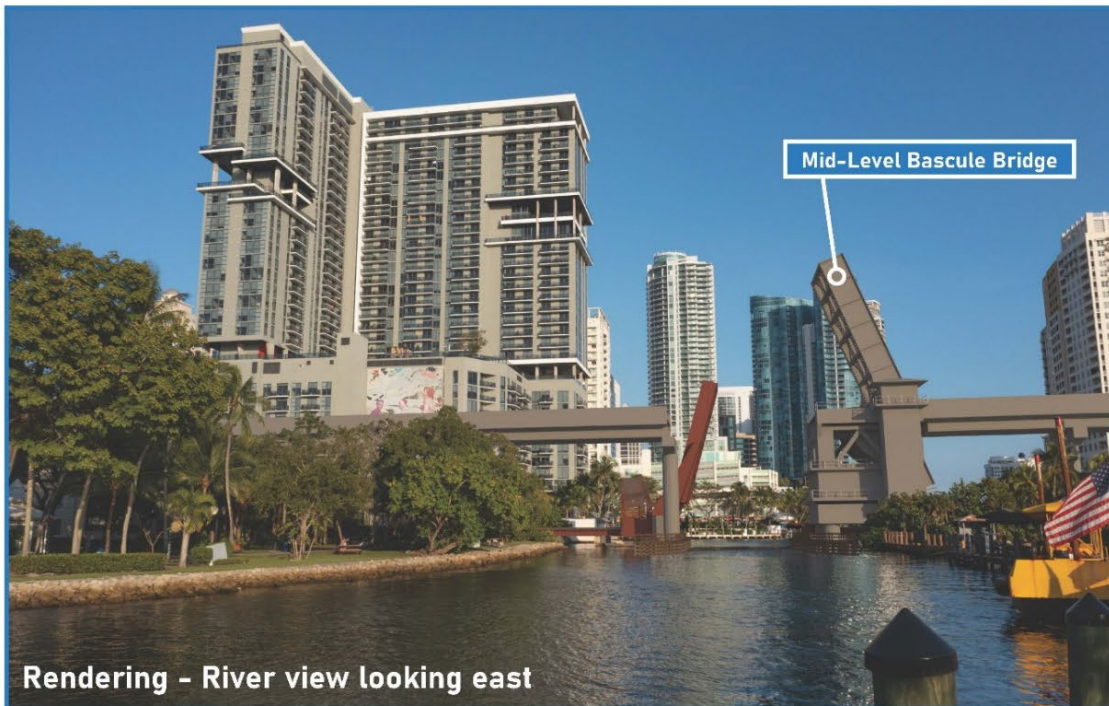
Rendering - River view looking east



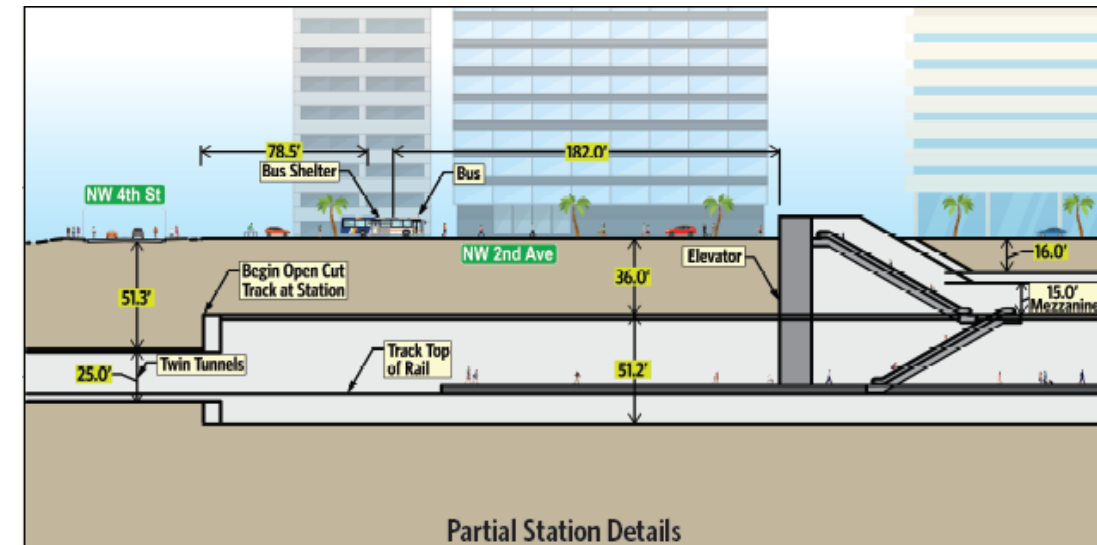
- ❑ Freight Trains remain on existing tracks and will continue to use existing bridge that would be shifted east
- ❑ No bridge throughout the downtown area
- ❑ Closes Grade Crossing at SW 5th Street
- ❑ Does not By-Pass Broward Boulevard
- ❑ Will have a large bascule pier and requires additional maintenance and a full-time bridge tender
- ❑ Accommodates approx. 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
- ❑ \$240 M for Construction and no private Right-of-Way required



- ❑ Freight Trains remain on existing tracks and will continue to use existing bridge that would be shifted east
- ❑ 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 have no grade closures and bypass many streets, including Broward Boulevard
- ❑ Requires reconstruction and elevation of the Brightline Station that would temporarily impact operations
- ❑ Mid Level will have a large bascule pier and requires additional maintenance and a full-time bridge tender
- ❑ Mid-Level accommodates 99% of boats when closed (High-level 100%)
- ❑ \$444M for construction of the Mid-Level and \$452M for the High-Level; \$98M in Right of Way for both



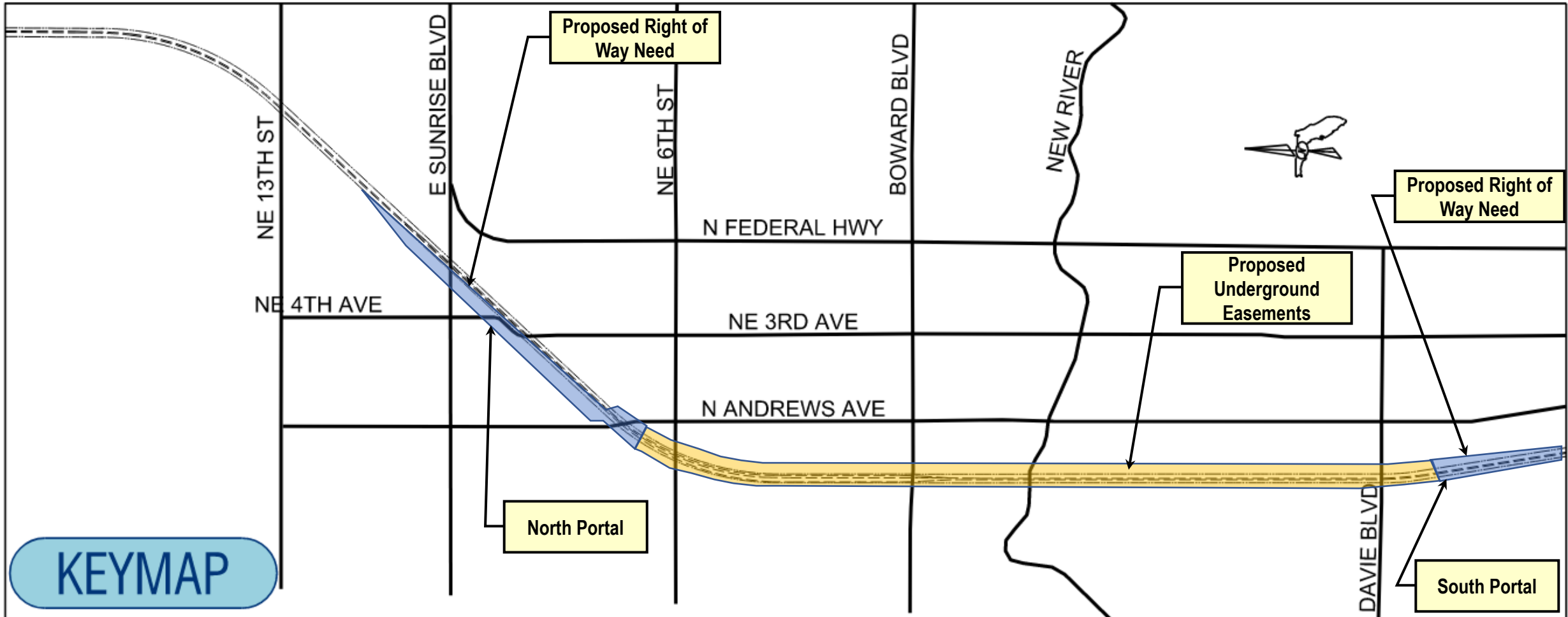
- ❑ Freight Trains remain on existing tracks and will continue to use existing bridge
- ❑ No bridge through downtown but will have large portals(walled trenches) for tunnel openings
- ❑ Closes Grade Crossing at SW 15th Street and cul-de-sacs NW 15th Terrace but will bypass many streets including Broward and Davie Boulevards
- ❑ Re-construction of the Brightline Station to underground that will temporarily impact operations
- ❑ Long permitting and construction schedules, with a large amount of trucking required for excavation and dewatering operations, higher risks during construction for contamination and tunnel construction
- ❑ Approx. \$1.8 Billion for construction + \$150M in Right of Way costs (does not include cost of resiliency measures)
- ❑ Fort Lauderdale city commission passed resolution (No. 22-20) urging FDOT to recommend tunnel as LPA

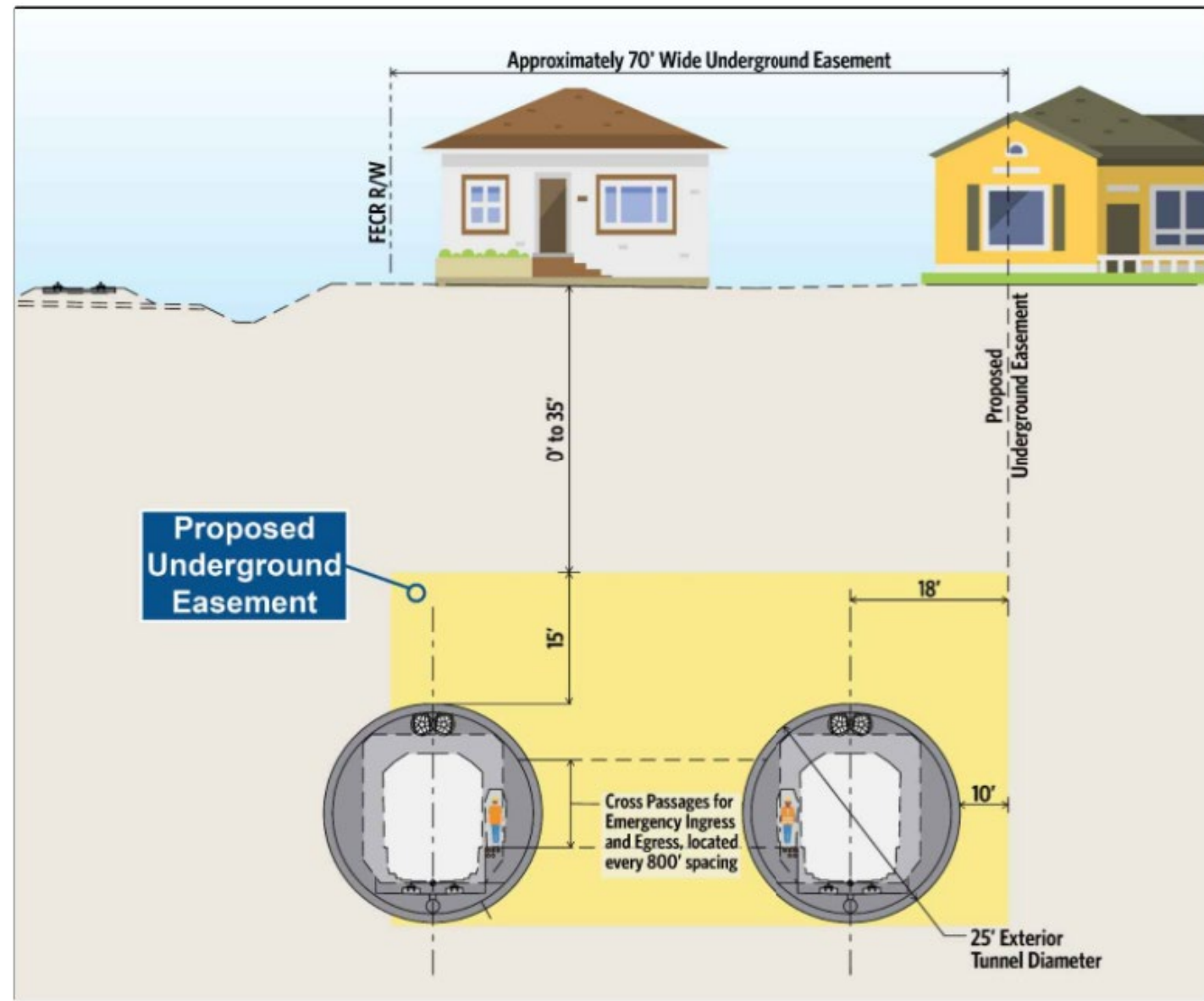


- ❑ **Proposed Right of Way** – Purchase of full property rights of the area needed to construct, secure, and operate the Broward Commuter Rail
- ❑ **Aerial Easement** – Purchase of rights to construct, operate and maintain the Broward Commuter Rail above the property, that will allow the property owner to use the area below the structure overhang
- ❑ **Underground Easement** – Purchase of rights to construct, operate and maintain a tunnel below the property, that will allow the property owner to use the property above the tunnel

		New River Crossing Alternatives								
Description/Alternative	BCR Corridor		Low-Level Alternative		Mid-Level Alternative		High-Level Alternative		Tunnel Alternative	
Type of Property Impact	Number	Area (Acres)	Number	Area (Acres)	Number	Area (Acres)	Number	Area (Acres)	Number	Area (Acres)
Number of Properties Affected (Private Owners)	36		0		34		34		103	
Proposed Right of Way (Slivers) (From Private Owners)	36	7.5	0	0	32	2.4	32	2.4	58	5.1
Proposed Aerial Easements (From Private Owners)	0	0	0	0	11	0.3	11	0.3	0	0
Proposed Underground Easements	0	0	0	0	0	0	0	0	48	12.3

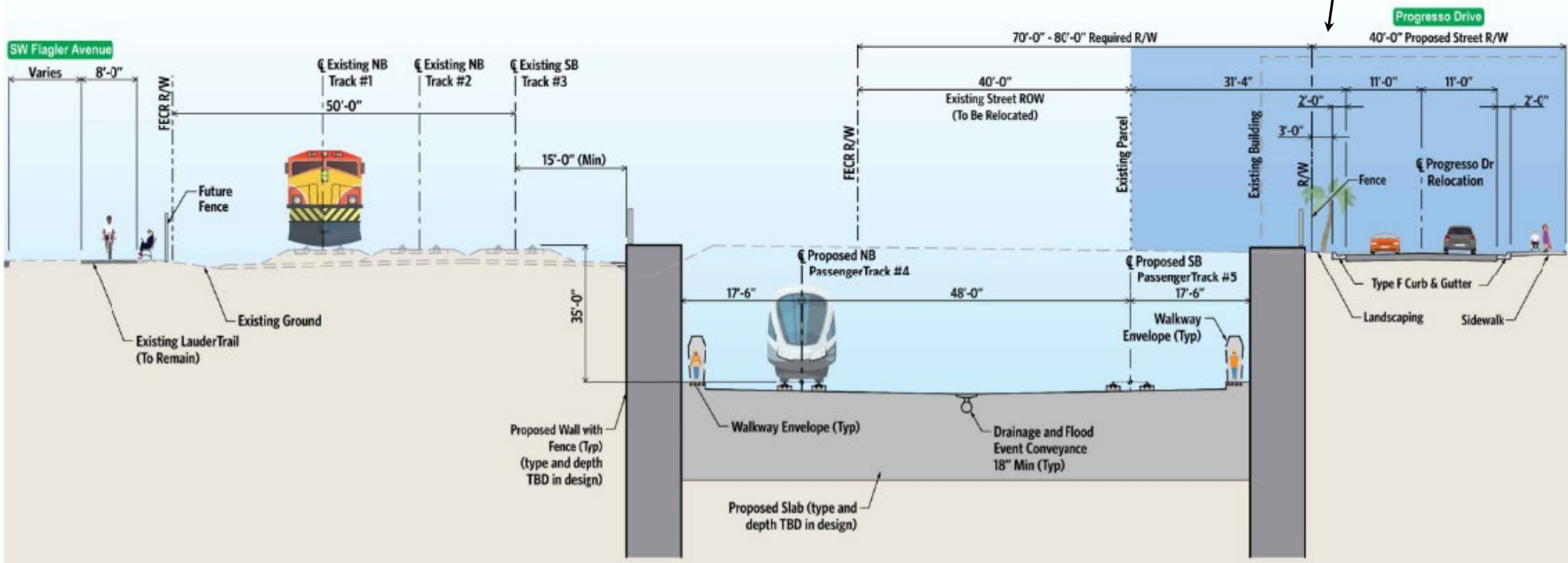
Preliminary Right of Way Impacts (Tunnel)





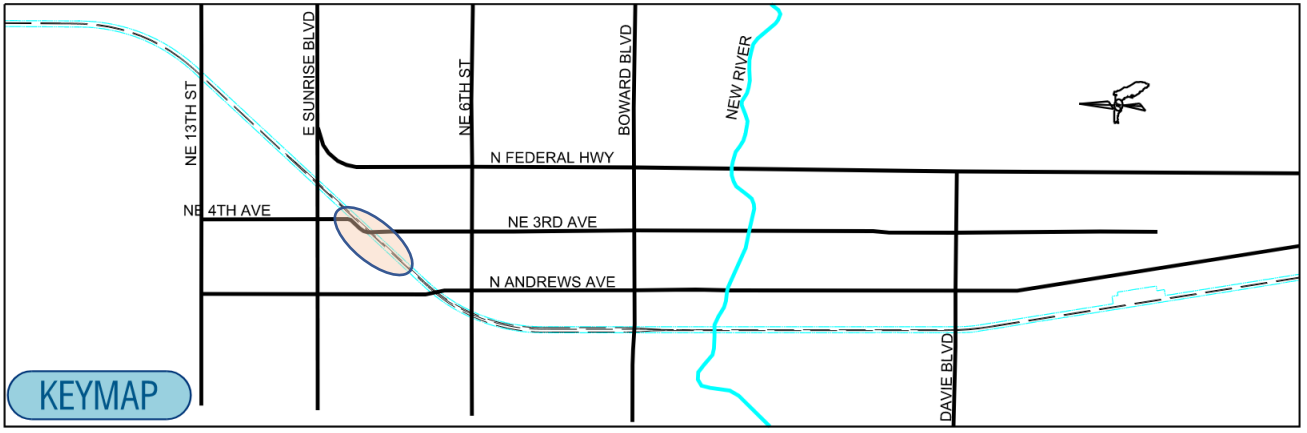
Preliminary Right of Way Impacts (Tunnel)

72 foot Proposed Right of Way Need from Private Property



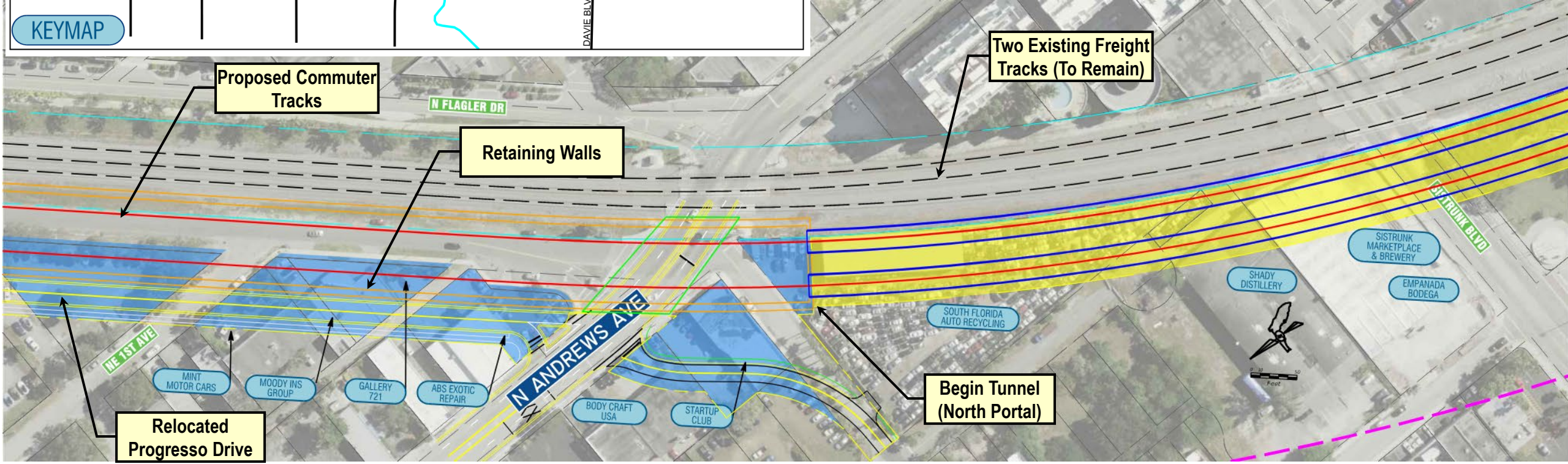
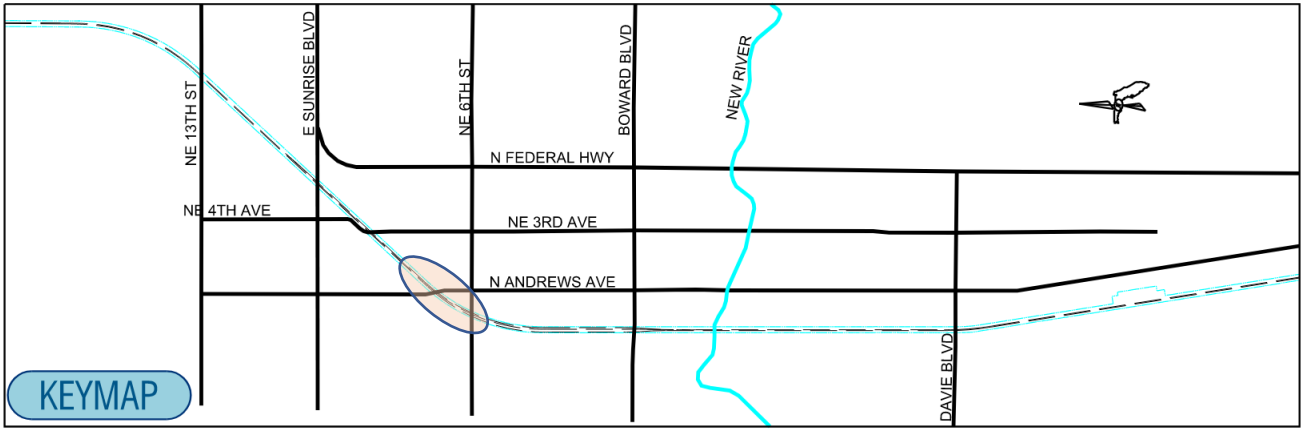
Private - Proposed Right of Way

Preliminary Right of Way Impacts (Tunnel North Portal)



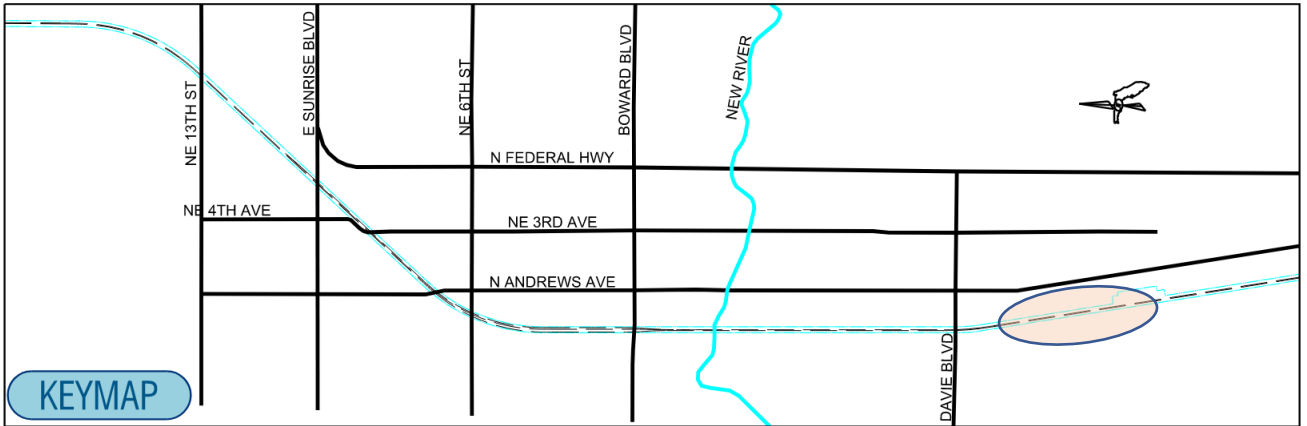
NE 4th Avenue to NE 2nd Avenue

Preliminary Right of Way Impacts (Tunnel North Portal)



NE 2nd Avenue to Sistrunk Boulevard

Preliminary Right of Way Impacts (Tunnel South Portal)

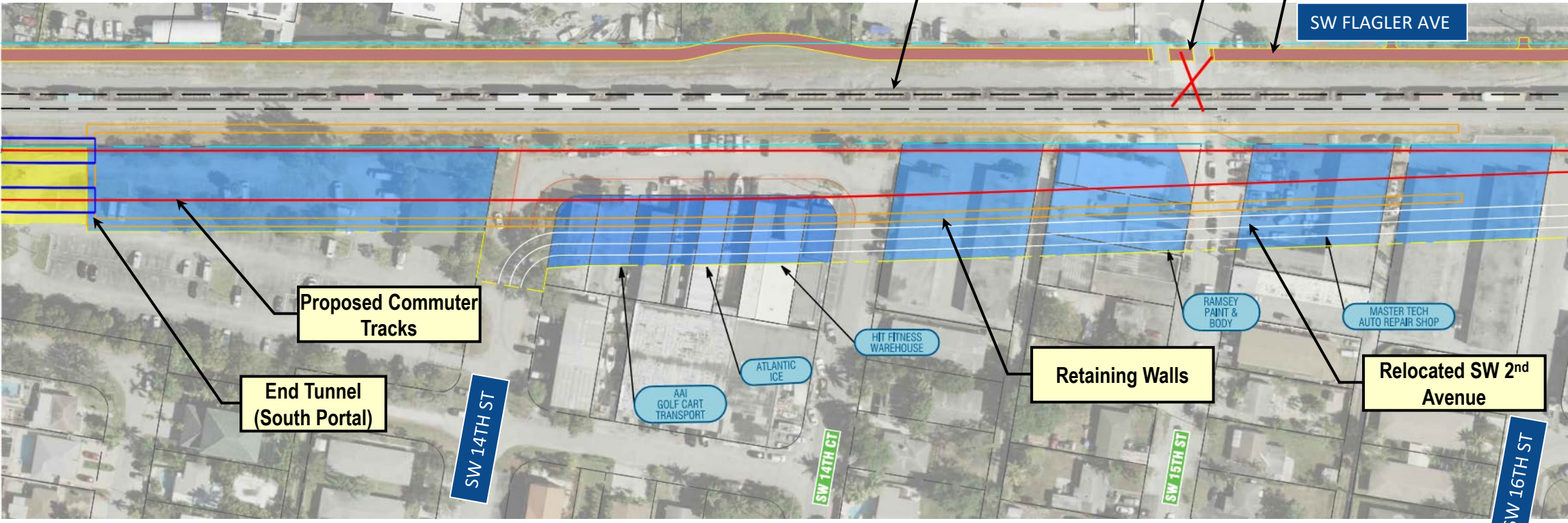


Existing Freight Tracks (To Remain)

SW 15th Street CLOSED

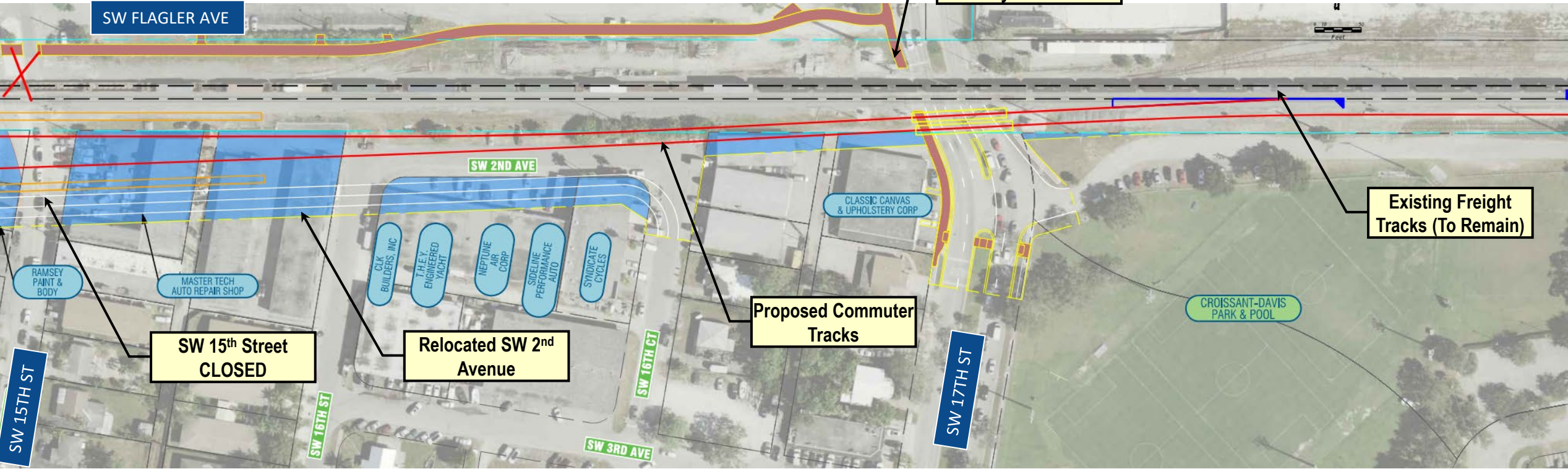
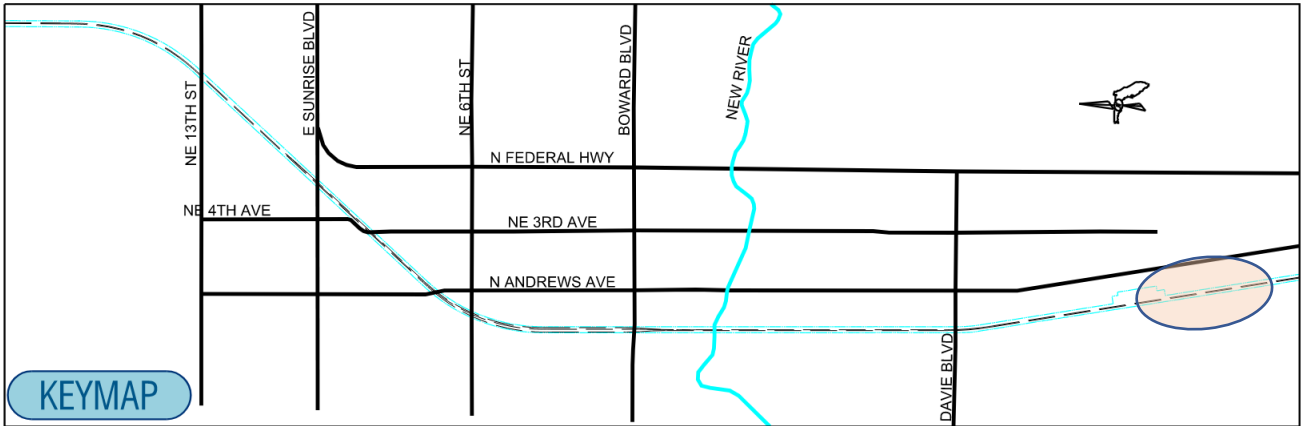
Proposed LauderTrail by Others

SW FLAGLER AVE



South of Davie Boulevard to SW 16th Street

Preliminary Right of Way Impacts (Tunnel South Portal)

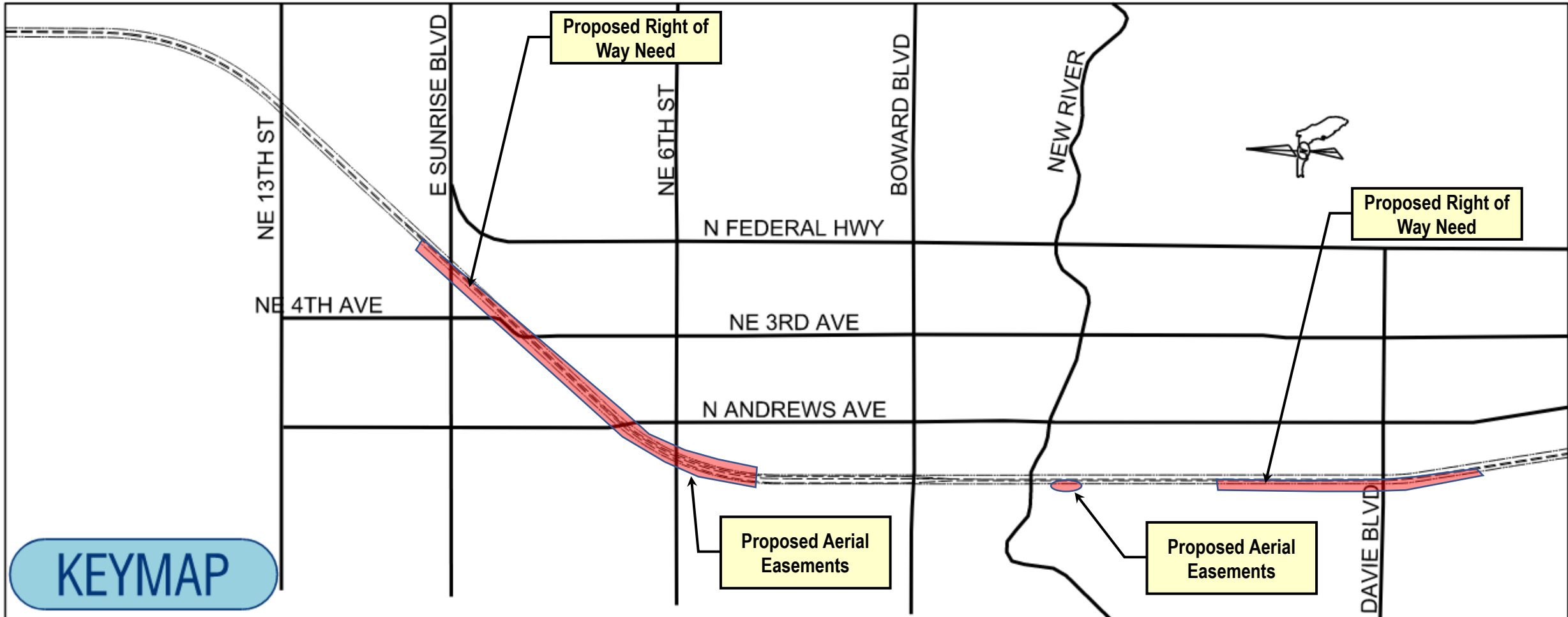


SW 15th Street to South of SW 17th Street

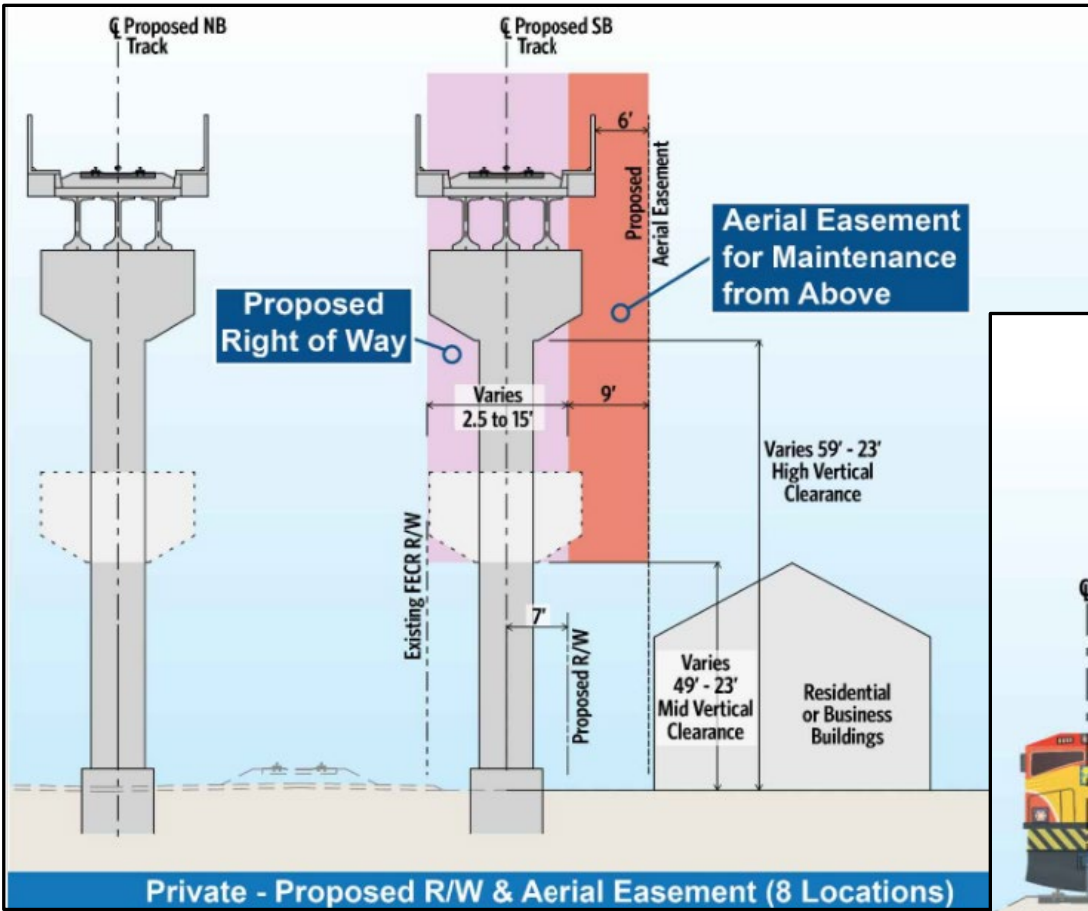
Preliminary Right of Way Impacts

Begin Project to Andrews Avenue –
Andrews Avenue to NW 4th Street –
Near SW 5th Street –
SW 9th Street to SW 15th Street –

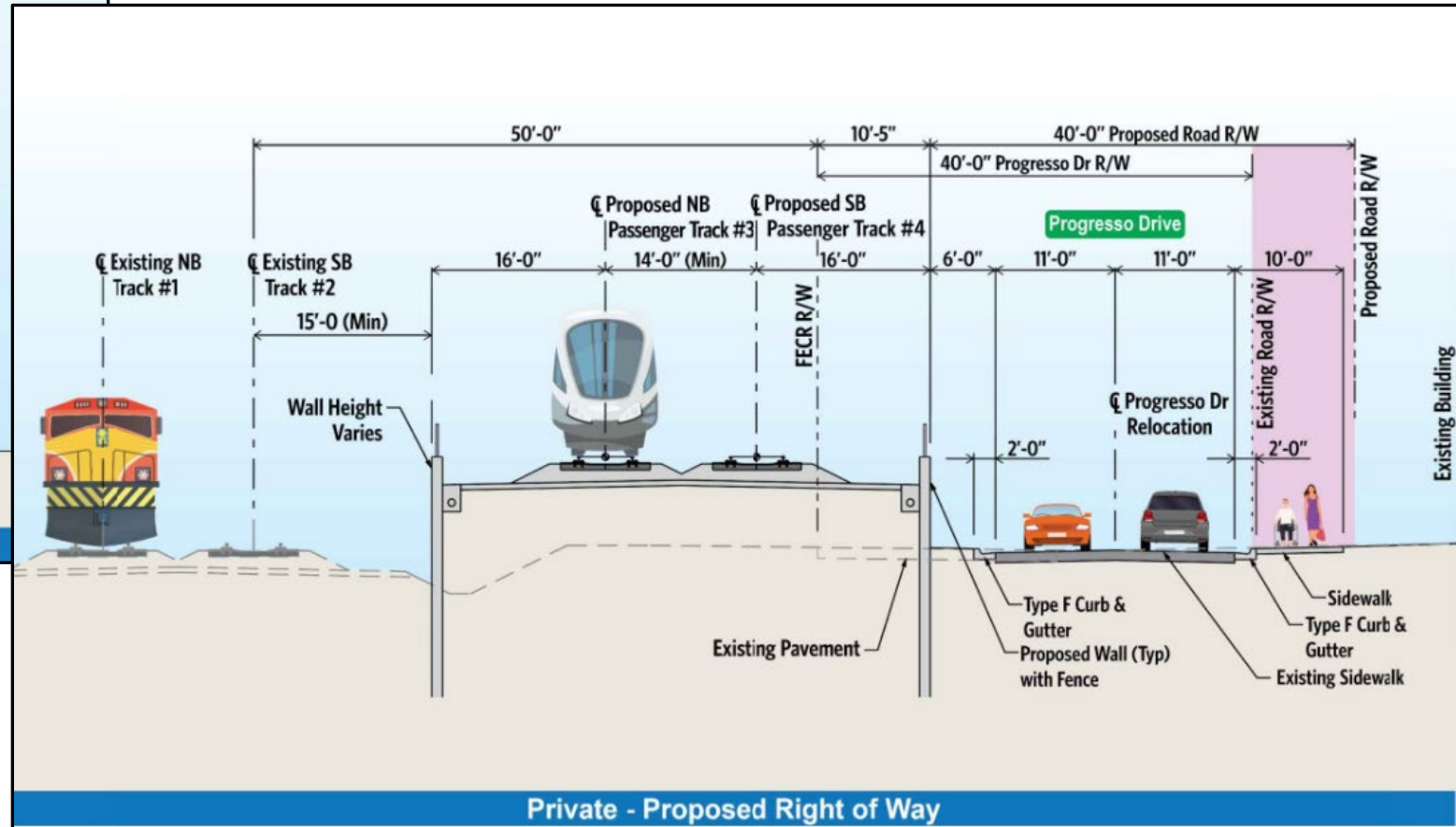
Proposed Right of Way Needs
Both Proposed Right of Way and Aerial Easements
Proposed Aerial Easement
Proposed Right of Way Needs



Preliminary Right of Way Impacts (Mid / High Bridge)

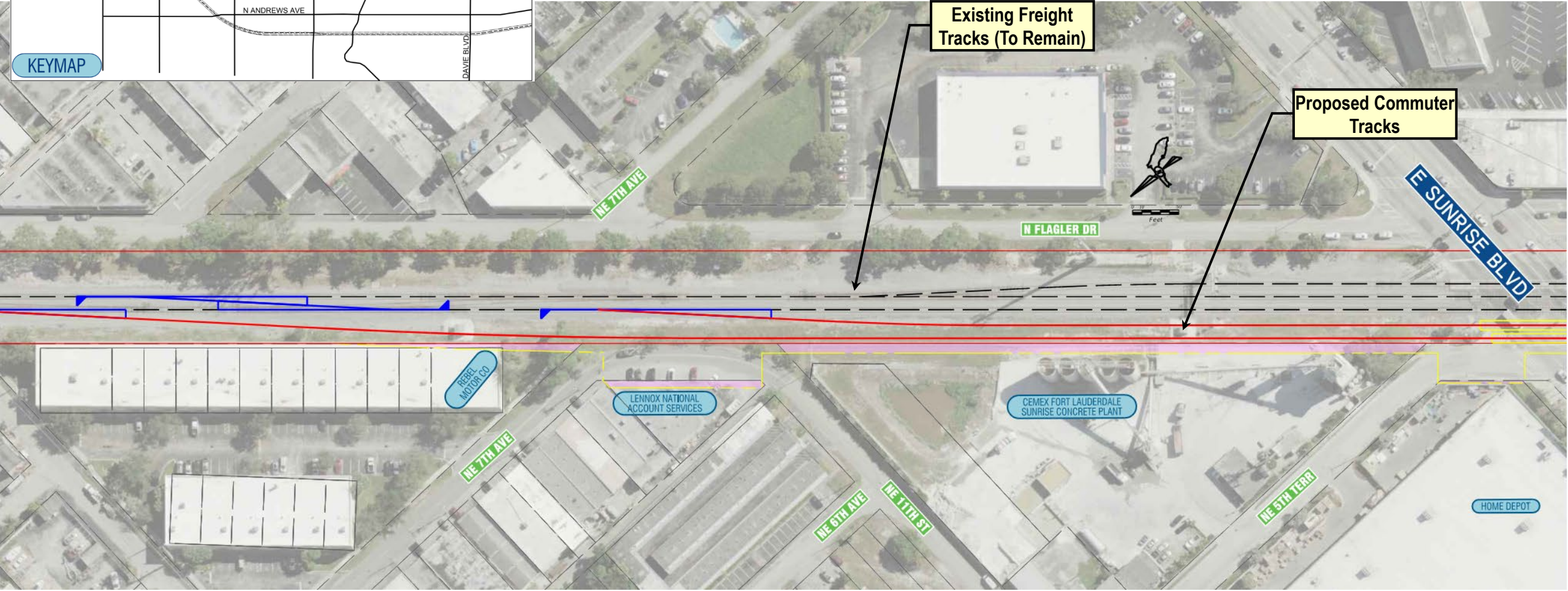
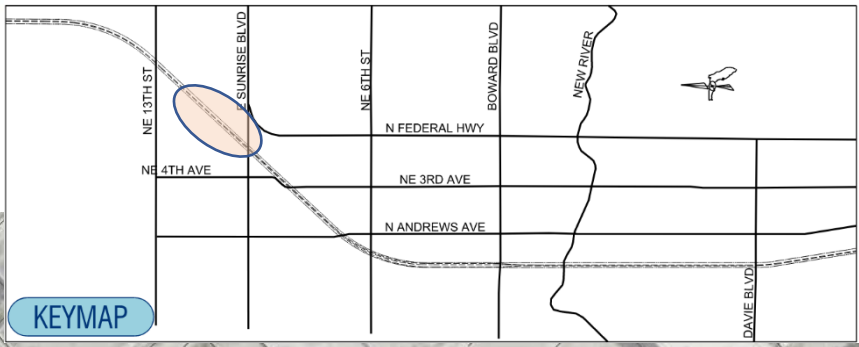


Private - Proposed R/W & Aerial Easement (8 Locations)



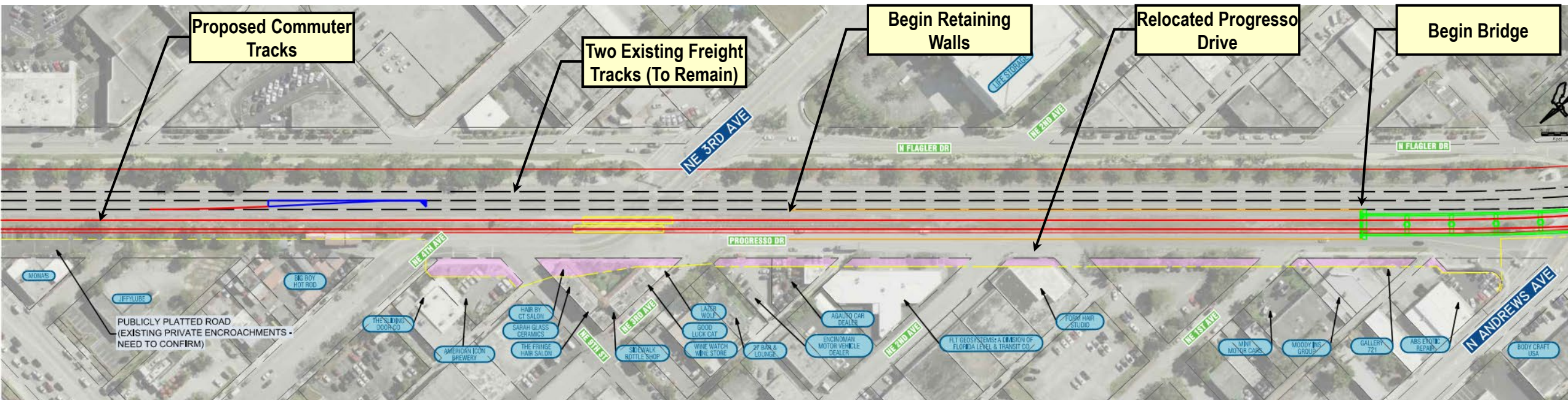
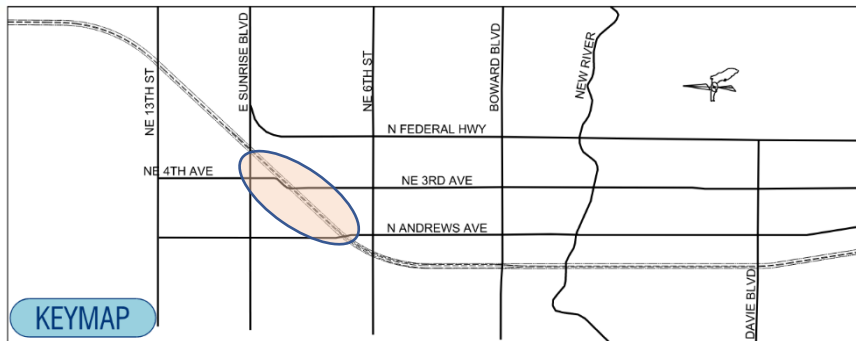
Private - Proposed Right of Way

Preliminary Right of Way Impacts (Mid / High Bridge)



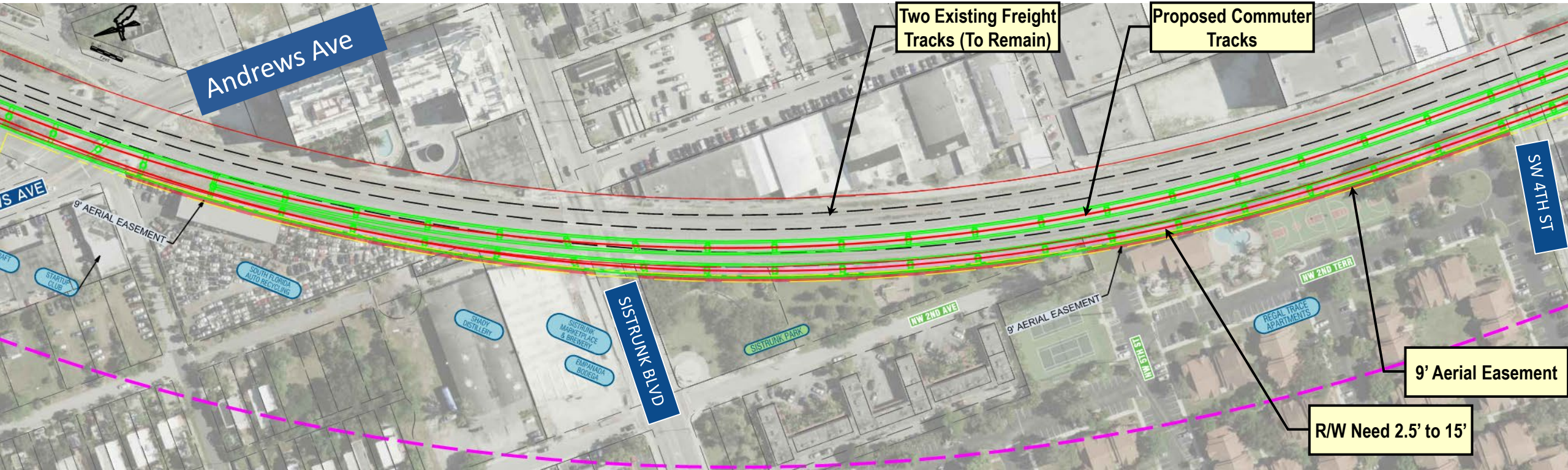
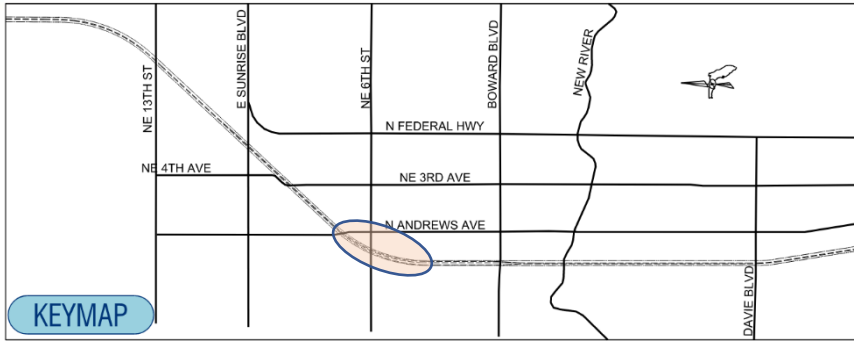
Begin Project to Sunrise Boulevard

Preliminary Right of Way Impacts (Mid / High Bridge)



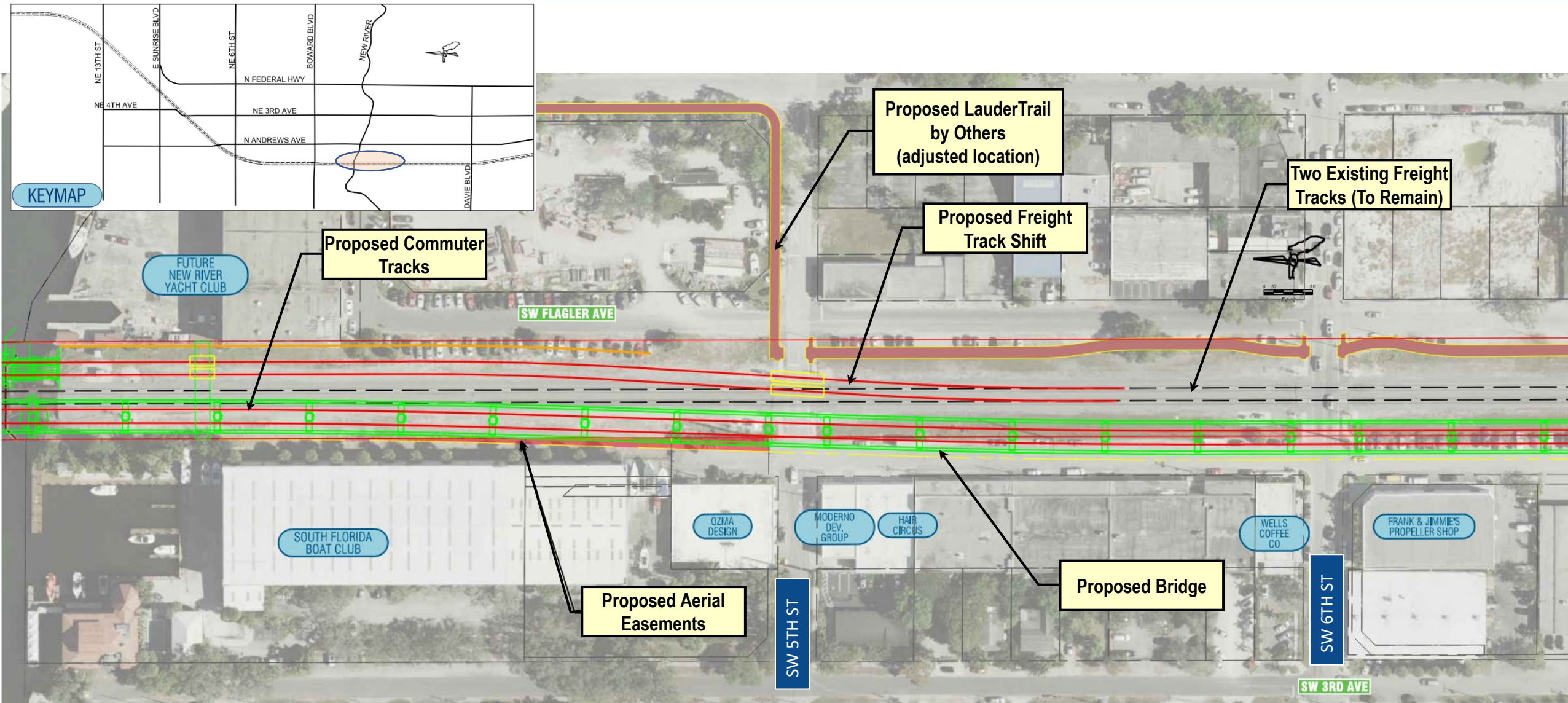
Sunrise Boulevard to Andrews Ave

Preliminary Right of Way Impacts (Mid / High Bridge)



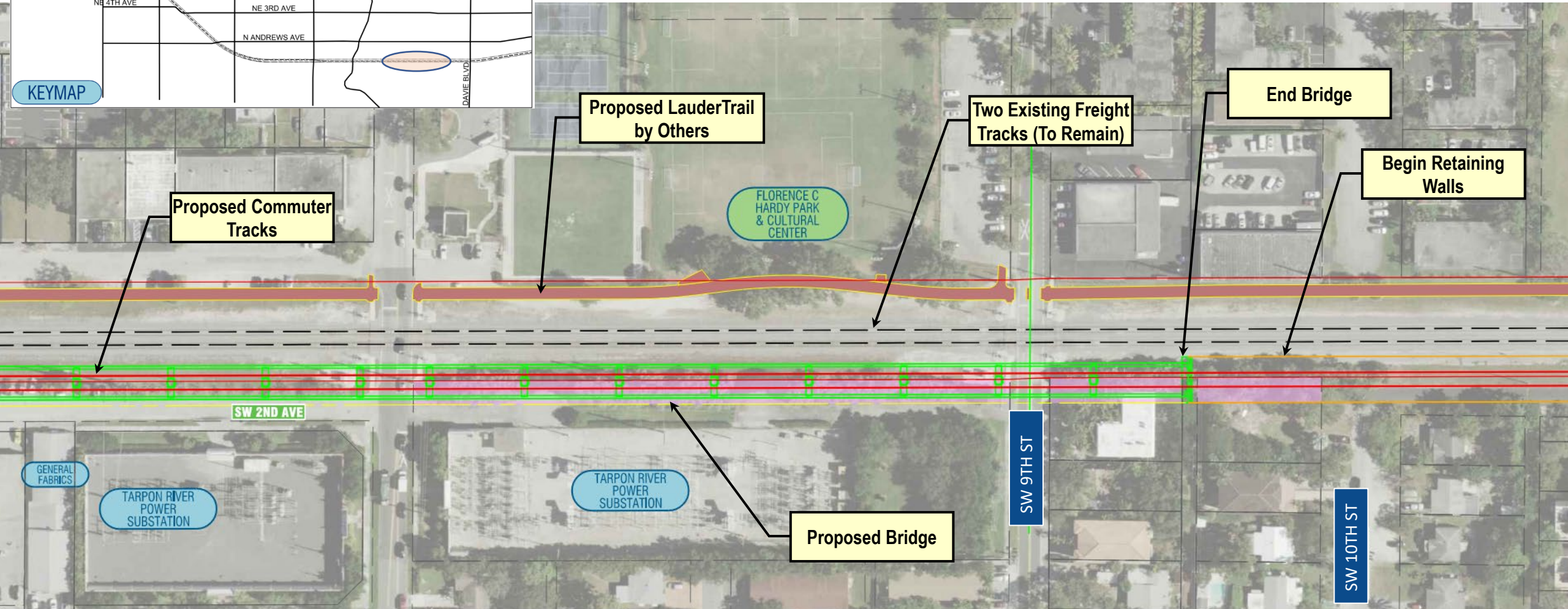
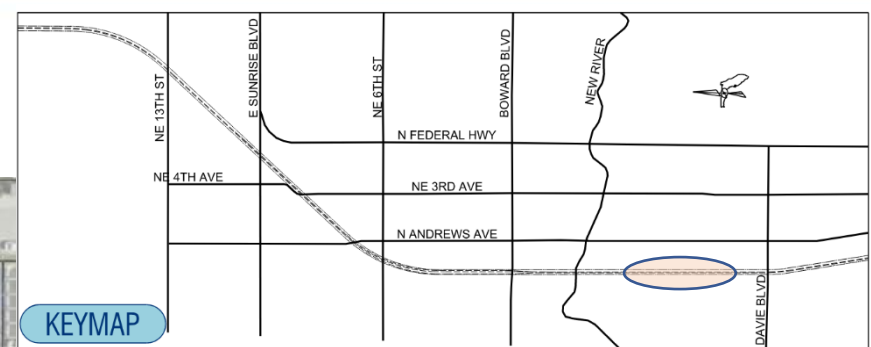
Andrew Ave to NW 4th Street

Preliminary Right of Way Impacts (Mid / High Bridge)



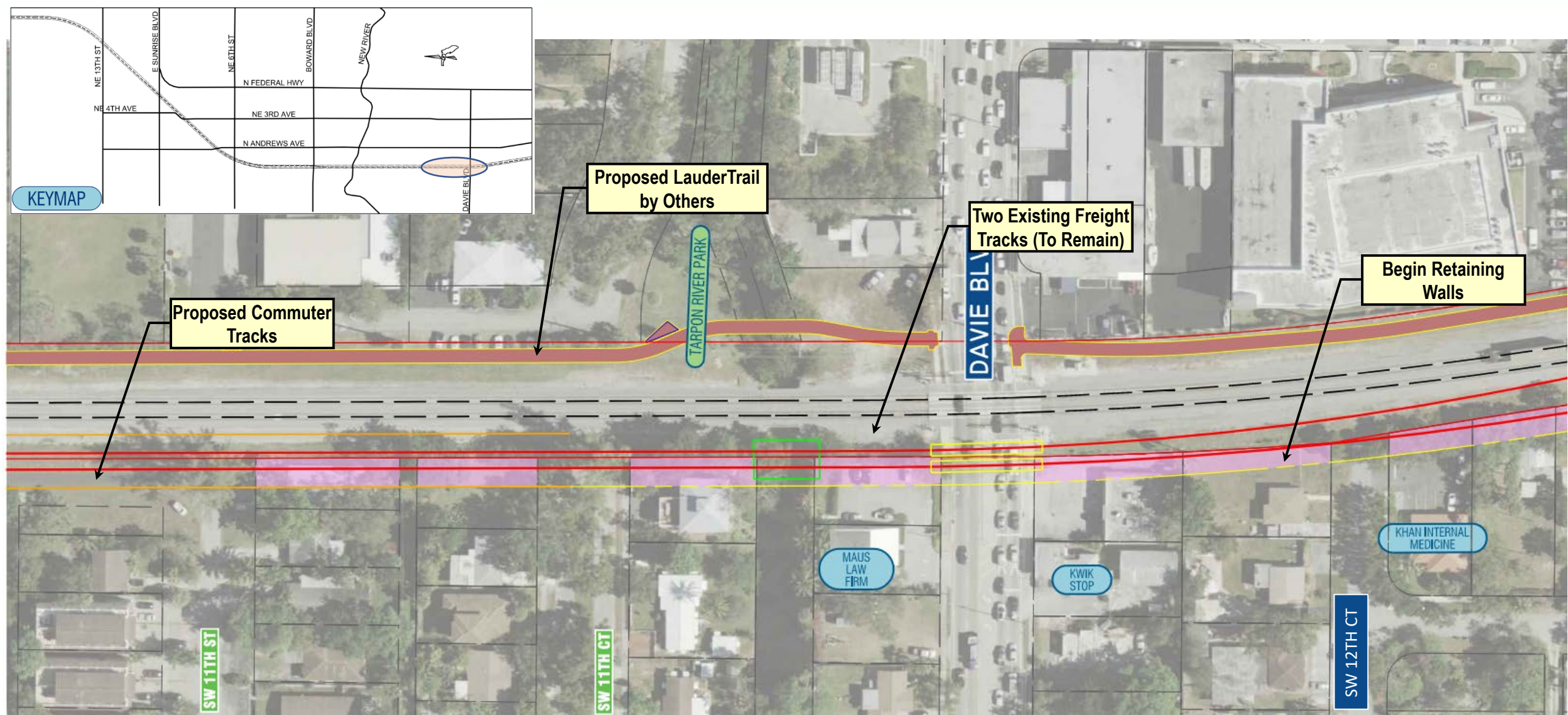
New River to SW 6th Street

Preliminary Right of Way Impacts (Mid / High Bridge)



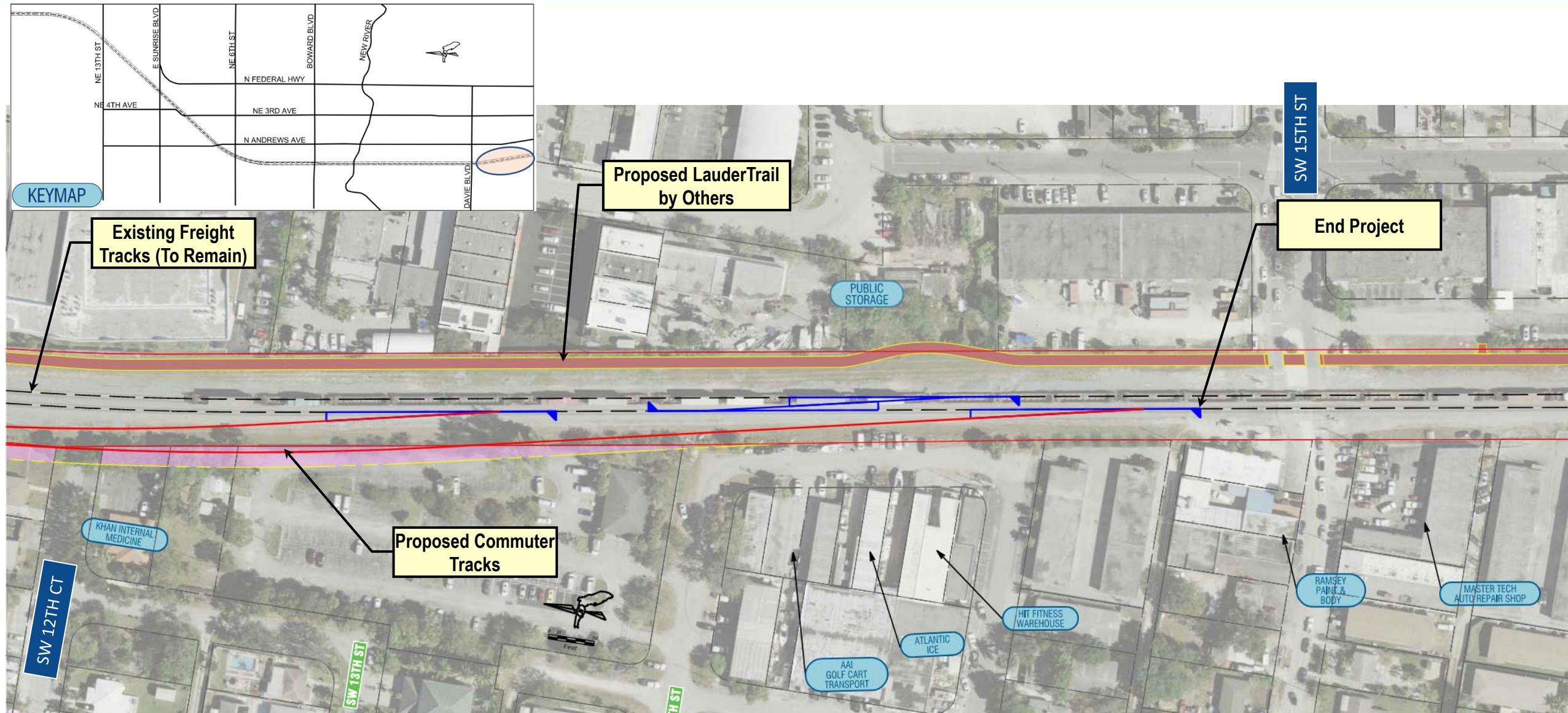
SW 6th Street to SW 10th Street

Preliminary Right of Way Impacts (Mid / High Bridge)



SW 10th Street to SW 12th Court

Preliminary Right of Way Impacts (Mid / High Bridge)



SW 12th Court to SW 15th Street (End of Project)

New River Crossing Alternative Cost Table (\$2021)

Alternative	Low-Level Bascule	Mid-Level Bascule	High-Level Fixed	Tunnel
New River Crossing	\$240 M	\$444 M	\$452 M	\$1.82 B ⁴
Right-of-Way (Private)	\$0	\$98 M	\$98 M	\$148 M
Operations & Maintenance¹	- Bridge Tender - Mechanical Systems	- Bridge Tender - Mechanical Systems	- Regular Maintenance	- Underground Station - Ventilation Systems

Corridor Cost Table (\$2021)

Corridor Capital Cost²	\$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 (\$2021)

Operations & Maintenance¹	\$18 - \$28 M	\$18 - \$28 M	\$17 - \$27 M	\$18 - \$28 M
Access Fee and Agreements³	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. (Costs shown are in 2021 dollars and will need to be escalated for year of expenditure)

³ Access Fee and Agreements - A negotiated fee to allow commuter trains to use the Brightline passenger easement on the FEC corridor, also may need to cover potential compensation for temporary and permanent operational impacts associated with the New River Crossing and station impacts

⁴ Tunnel construction cost does not address potential need for resiliency infrastructure that may be necessary, such as portal covers, additional pumps, salt water intrusion protection

Bridge Alternatives

- Shift the Existing Freight bridge to the east
- Traditional Bridge Construction from the ground up
 - Foundation
 - Concrete pier pours and Girder placement with cranes during off peak traffic windows.
 - Typically performed with progressive crews or multiple crews / shifts.
- Track work deliveries by rail then built from one end of the bridge to the other.
- Downtown aerial station modifications tie into mid- and high-level bridges at platform level above existing station.
- Bridge construction impacts are fewer and less disruptive. A bridge can be built faster than a tunnel.



Bridge - Cranes Setting Girders



Retaining Walls at the end of Bridge

Tunnel Alternatives

- Extensive Laydown areas and dewatering
- Extensive conveyor systems for removal and treatment during tunneling with increased number of trucks hauling on City streets.
- Build the portal walls and then TBM bores through it.
- Underground station construction requires deep excavation and would last longer and be more disruptive than bridge construction.
- Requires special geotechnical work due to Karst Limestone soils



Tunnel - Large Footprint for Material Preparation

The difference in O&M costs are focused on the additional activities needed to maintain a bascule bridge as well as a tunnel:

- 1) High-Level Fixed Bridge - this will have the lowest O&M costs.
- 2) Low-Level and Mid-Level Bridges - this requires efforts to operate and maintain the mechanical and electrical equipment of a bascule bridge. This will also require a bridge tender to be on-site full time but may be able to be shared with the existing freight bascule bridge that will remain in service.
- 3) Tunnel - this requires maintenance of the ventilation building and systems needed to operate the tunnel. Security for the Underground Station.

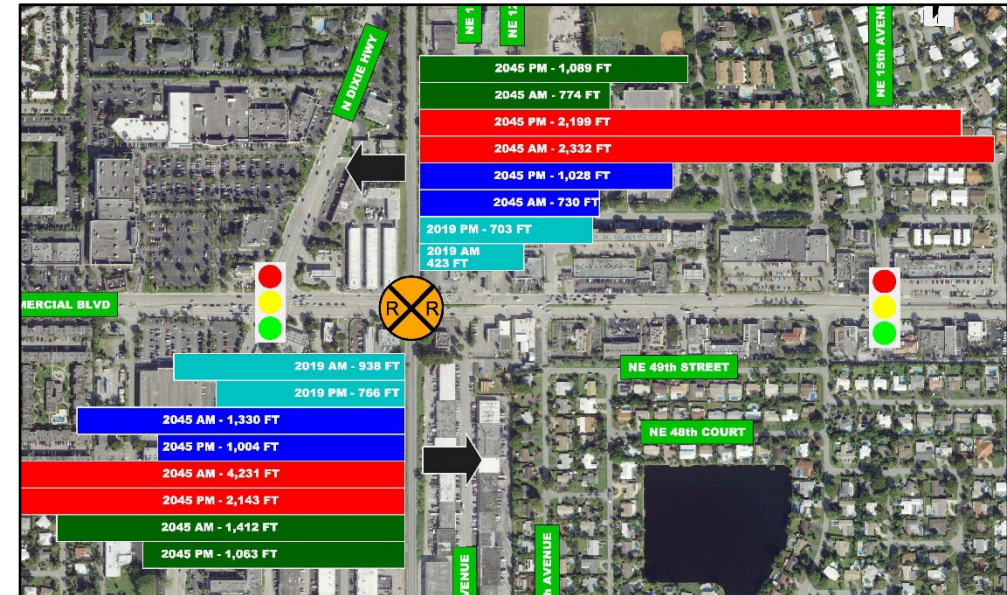


PORT MIAMI TUNNEL



- Tunnels are more challenging than bridges to address resiliency
 - Sea level rise
 - Hurricanes, storm surges
- Hurricane Sandy flooded NYC's subway system, taking weeks to restore and \$ billions in repairs and longer term infrastructure hardening measures
- Review of the NOAA high sea level curves
 - 54" by year 2070
 - 136" by year 2120
- Mitigation possible, but expensive
- Bridges can be shut down during severe storms, but normally do not suffer major damages as a result of flooding/storm surge, (unless foundations are unprotected and exposed to strong currents/erosion)

- ❑ Total roadway closure time at each railroad crossing will be less than 90 seconds (advanced warning time + crossing time + clearance time)
- ❑ On average, 3 to 5 BCR Trains will traverse each crossing during the AM and PM peak hours on a typical weekday
- ❑ BCR Train travel times, delays, and queuing impacts along the railroad crossings are similar to the current Brightline service.
- ❑ At-grade railroad crossings will experience no significant change in intersections LOS, speeds, or queuing when compared to the No-Build Alternative
- ❑ Grade separated railroad crossings (Mid/High Level Bridge or Tunnel) will experience improved operating conditions when compared to the No-Build Alternative



Note: Freight will remain at-grade and on existing tracks(that may be shifted within the existing rail Right of Way)

❑ Low Level

- **Closes SW 5th Street**

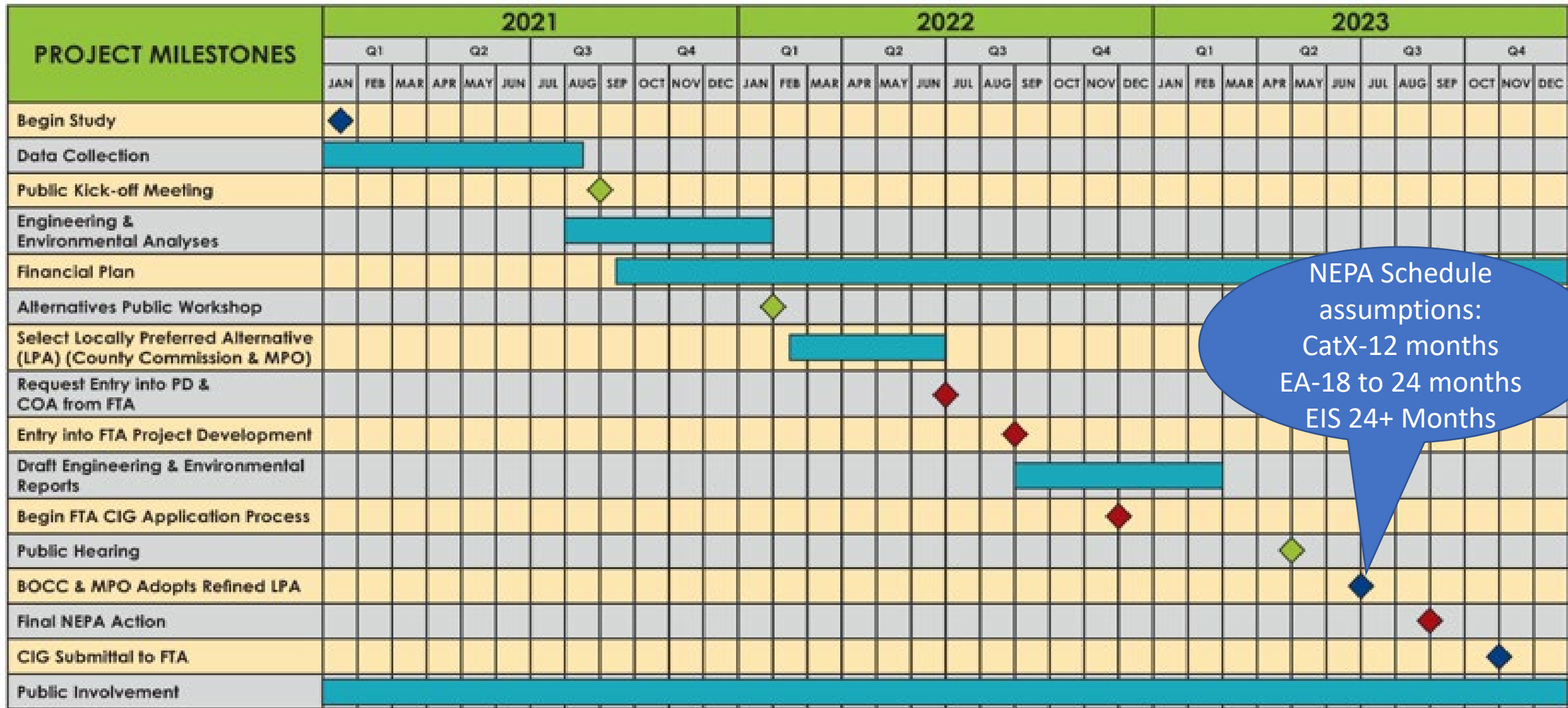
❑ Mid-Level Bascule and High-Level Fixed Bridges

- **No Road Closures**
- **Closure of 2nd Avenue between SW 10th and SW 11th Street (they will be cul-de sacs)**
- **Visual Impact of 8050-foot-long Bridge and +/- 1700 feet of approach walls to the bridge**

❑ Tunnel

- **Closure of SW 15th Street**
- **Closure of NW 5th Terrace at Sunrise Blvd (will be cul-de sac)**
- **Visual Impact of Portals/Trenches +/- 2600 feet short walls with protective fencing/barrier surrounding the portals**

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.



BROWARD COMMUTER RAIL (BCR)

PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

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



Questions???