



FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4  
BROWARD COUNTY, FLORIDA • FDOT PROJECT NO. 452240-1

Poinciana Park Civic Association  
October 11, 2023



# HISTORY OF THE CORRIDOR



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

**2004-2010:** Metropolitan Planning Organizations (MPOs) and Florida East Coast (FEC) request a Regional Transit Study conducted by Florida Department of Transportation (FDOT)

**2012:** Refined Master Plan for 85-mile Commuter Rail Service from Miami to Jupiter. All Aboard Florida (AAF) intercity service announced from Miami to Orlando

**2013:** Three MPOs authorize request for Entry into Federal Transit Administration (FTA) New Starts Project Development (PD)

**2019:** FDOT Conducts New River Crossing Feasibility Study for Florida Legislature

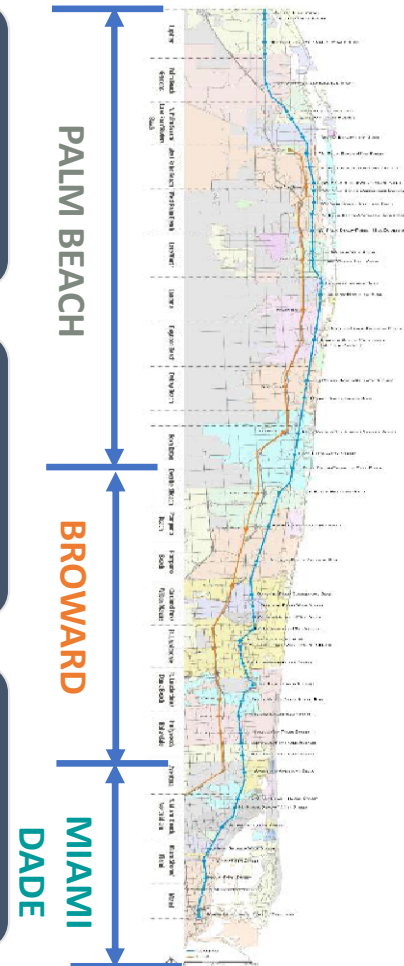
**2018:** Brightline starts intercity revenue service from Miami to West Palm Beach. Miami Dade County starts access discussions with Brightline for NE Corridor study

**2014:** FDOT & South Florida Regional Transportation Authority (SFRTA) formally request entry into PD from FTA, but then put request on hold until three Counties could commit to dedicated funding and advance track access dialogue

**2020:** Miami-Dade County Resolutions for track access framework. Broward County continues the dialogue with Brightline and FDOT

**2021:** Broward County and FDOT execute MOU to advance BCR.  
**Miami-Dade NE Corridor enters Project Development with FTA**

**2022:** Broward County Commissioners approve LPA for BCR South.  
**BCR South enters Project Development with FTA**



# IMPORTANCE AND BENEFITS OF COMMUTER RAIL



## ECONOMIC & RESIDENTIAL GROWTH



### ☐ Transit Oriented Development (TOD)

- Increase business investment
- Increase tax base
- Incentive to affordable housing
- Serve multiple downtown areas
- Provide rapid transit connection between counties

## ENHANCE QUALITY OF LIFE



- ☐ Increased mobility and transportation choices
- ☐ Greater access to employment, education, and essential services

## TRANSIT INCENTIVES TO THE PUBLIC



- ☐ Reduces travel times and provides more reliable commute times
- ☐ Save money on gas, parking, and car maintenance/repairs
- ☐ Increased ridership leads to a reduction in traffic and less need for additional travel lanes

## ENVIRONMENTAL



- ☐ Cleaner air by reducing traffic congestion and greenhouse gas emissions

## COMMUTER RAIL BENEFITS EMPLOYERS



- ☐ Access to a wider pool of talent
- ☐ Dependable and reliable transit service may boost and enhance productivity

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



## RAIL SERVICES IN THE FEC CORRIDOR



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

- ❑ Study is being conducted in coordination with many parties that have an interest in the FEC railroad corridor
- ❑ Shared-use corridor with FEC freight trains and intercity (Brightline) passenger trains
- ❑ Florida East Coast Railway, L.L.C. owns the FECR right of way and operates freight service
- ❑ Brightline operates inter-city passenger rail trains via a passenger easement in the corridor



## BCR SOUTH STUDY OBJECTIVES



- ❑ Study balances the needs of freight and passenger rail traffic, and the community for best overall benefit
- ❑ PD&E Study will evaluate a Build and a No-Build Alternative
- ❑ Optimizing alternatives to improve safety, reduce impacts, enhance surrounding project area, and recommend a cost feasible project
- ❑ Solicit stakeholder input to help inform the concept development and analysis
- ❑ Maintain eligibility and competitiveness for Federal Funds



## ☐ **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

# TRAFFIC ANALYSIS APPROACH



## ❑ Roadway Traffic Analysis Locations

- East-West At-Grade Railroad Crossings at 66 locations
- Proposed Station Areas

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

## ❑ Step-By-Step Process

- I. Identify Traffic Analysis Areas and Collect Data
- II. Estimate Future Traffic Demand
- III. Perform Existing and Projected Traffic Operational Analysis
  - A. Intersections Level of Service
  - B. Queuing Analyses
  - C. Four Events to be Considered:
    1. No Trains
    2. Freight Trains
    3. Brightline Trains
    4. BCR Trains





# TYPICAL STATIONS



Commuter-Type Station  
Note platform adjacent to mainline track.  
BCR will most likely have sidings.

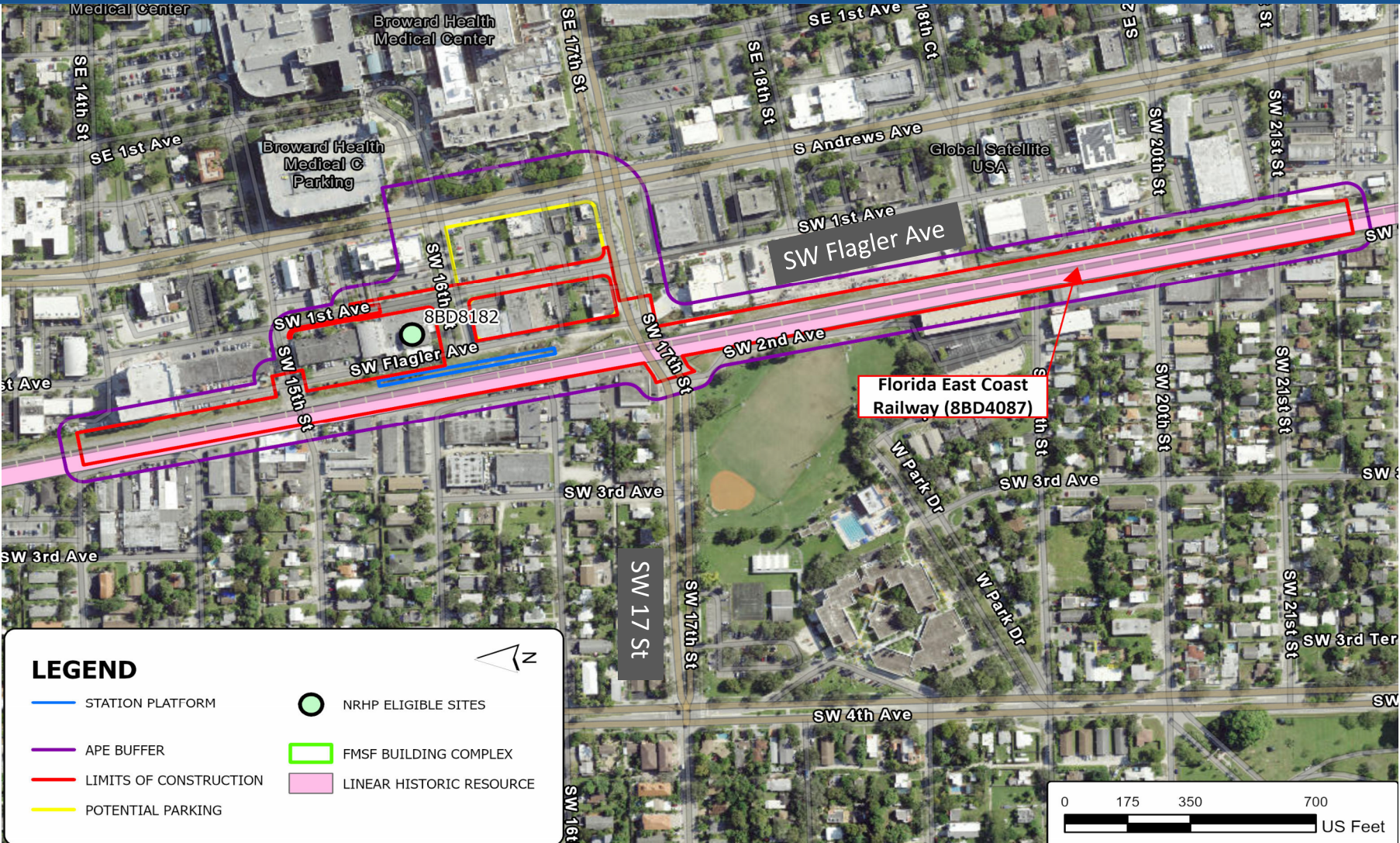


Brightline Station includes security and lobby areas

- ❑ Commuter Rail Stations similar to Tri-Rail Station Platforms and Canopies
- ❑ Commuter Rail Line expected to be branded as continuation of service from Miami-Dade County into Broward County
- ❑ Approx. 17-foot Width & Approx. 500-foot Length
- ❑ Requires additional tracks/sidings to prevent interference with freight and intercity service (significant cost & space implications)
- ❑ Broward County is evaluating potential station features to include:
  - Bus Bays
  - Kiss and Ride Drop-offs
  - Customer Restrooms
  - Ticket Vending Machines (TVM)
  - Schedule Information and Boards
  - Wayfinding Signs & Audio
  - Benches, Bike Racks, and Garbage Cans
  - Security Cameras
  - Protection Railings
  - Stairs and ADA Ramps
  - Parking

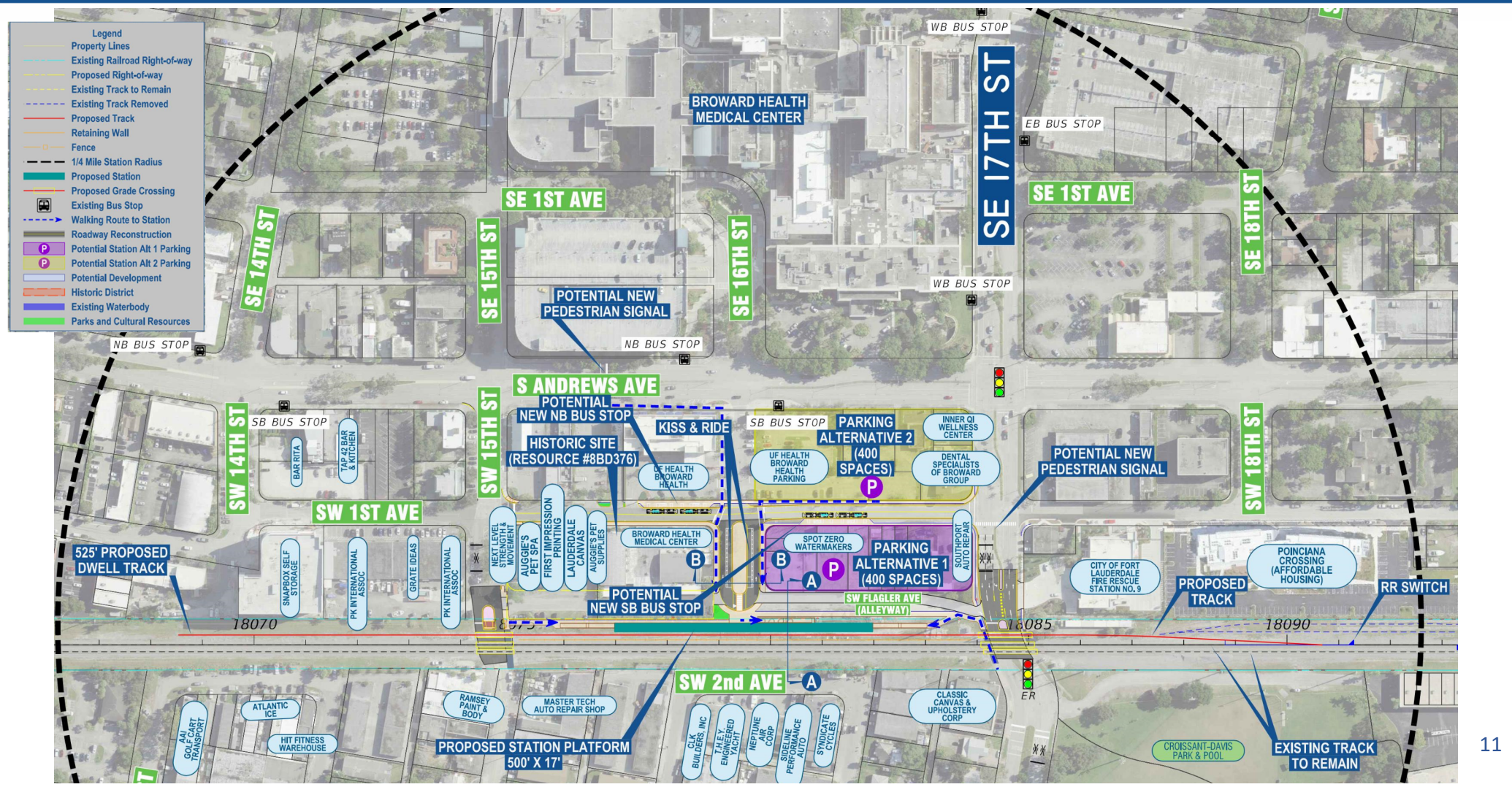


# STATION LOCATIONS: SOUTH FT. LAUDERDALE





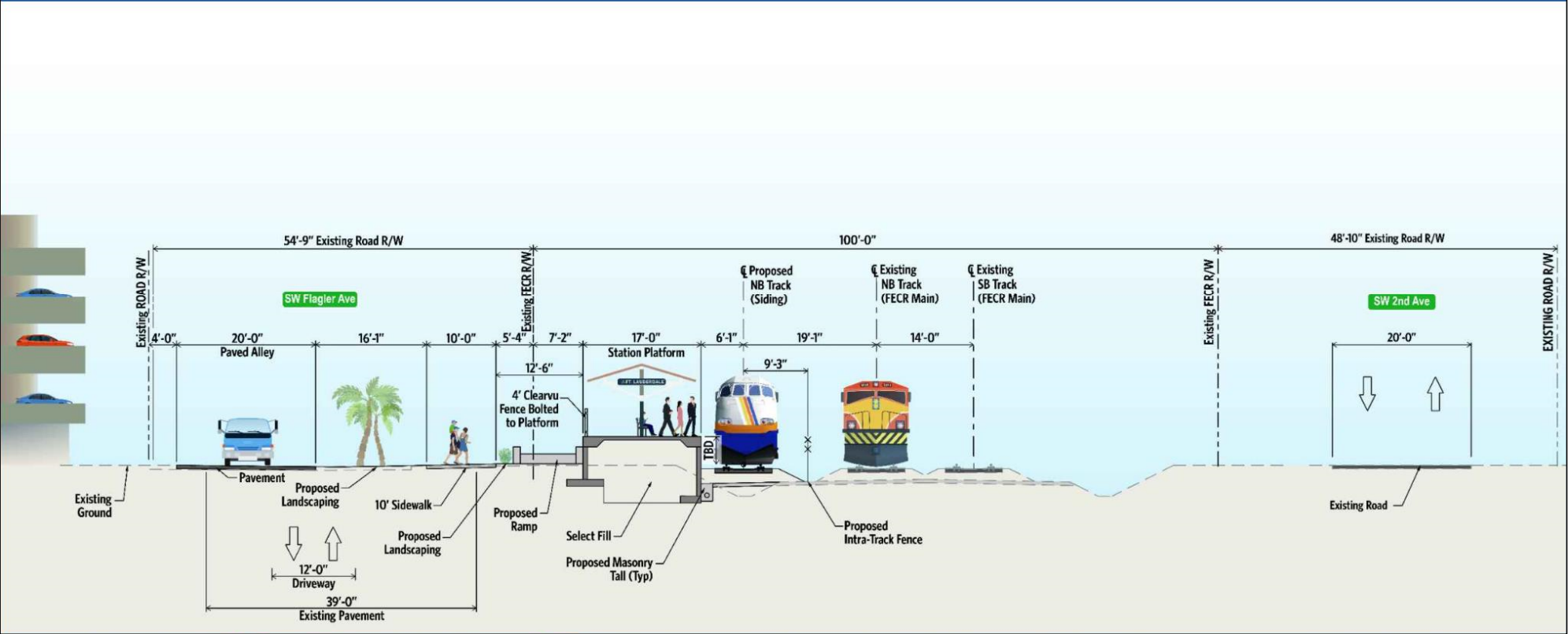
# STATION LOCATIONS: SOUTH FT. LAUDERDALE



STATION LOCATIONS: SOUTH FT. LAUDERDALE



Typical Section A-A: South Fort Lauderdale Station - Looking South





### NE Corridor:

#### **Accepted into Project Development with FTA as New Starts Project**

- ☐ Project Capital Costs are estimated at approx. \$538M and anticipate the New Starts Grant to cover 50% of costs
- ☐ Project Development must be completed within 2 years
- ☐ Project must go through an Engineering Phase for final approvals of the Full Funding Grant Agreement (FFGA)

### BCR South:

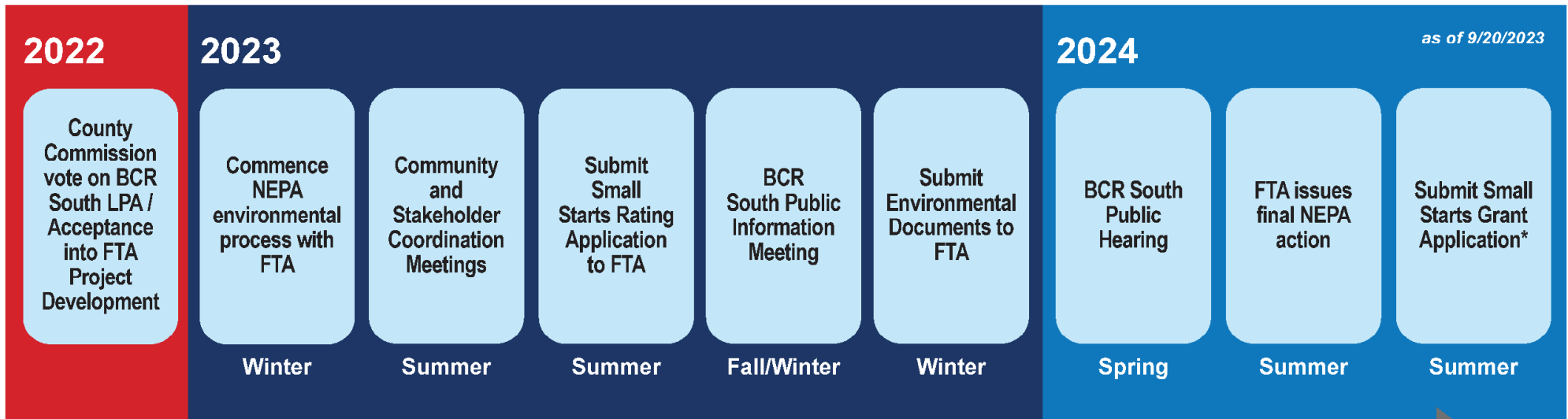
#### **Accepted into Project Development with FTA as Small Starts Project**

- ☐ Project Capital Costs must be below \$400M. The current YOE Estimated Cost is \$317M
- ☐ Maximum Small Grant Agreement is just under \$150M
- ☐ No Engineering phase is required for the Small Starts Grant Agreement (SSGA)

## NEXT STEPS



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### Public Involvement

Public involvement and engagement will continue throughout the life of the study to ensure the corridor residents, businesses, the traveling public, and other interested parties have meaningful participation in the process.

*\*It is anticipated that federal funding and construction could begin as early as 2025 with a successful grant submission.*





**Thank You**

**100'-0" Existing Road R/W**

