

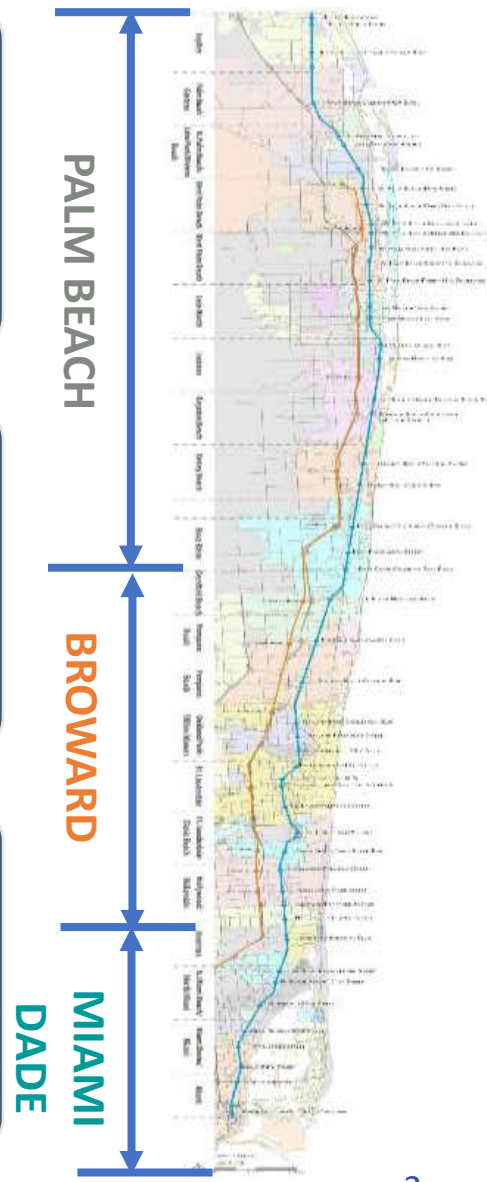
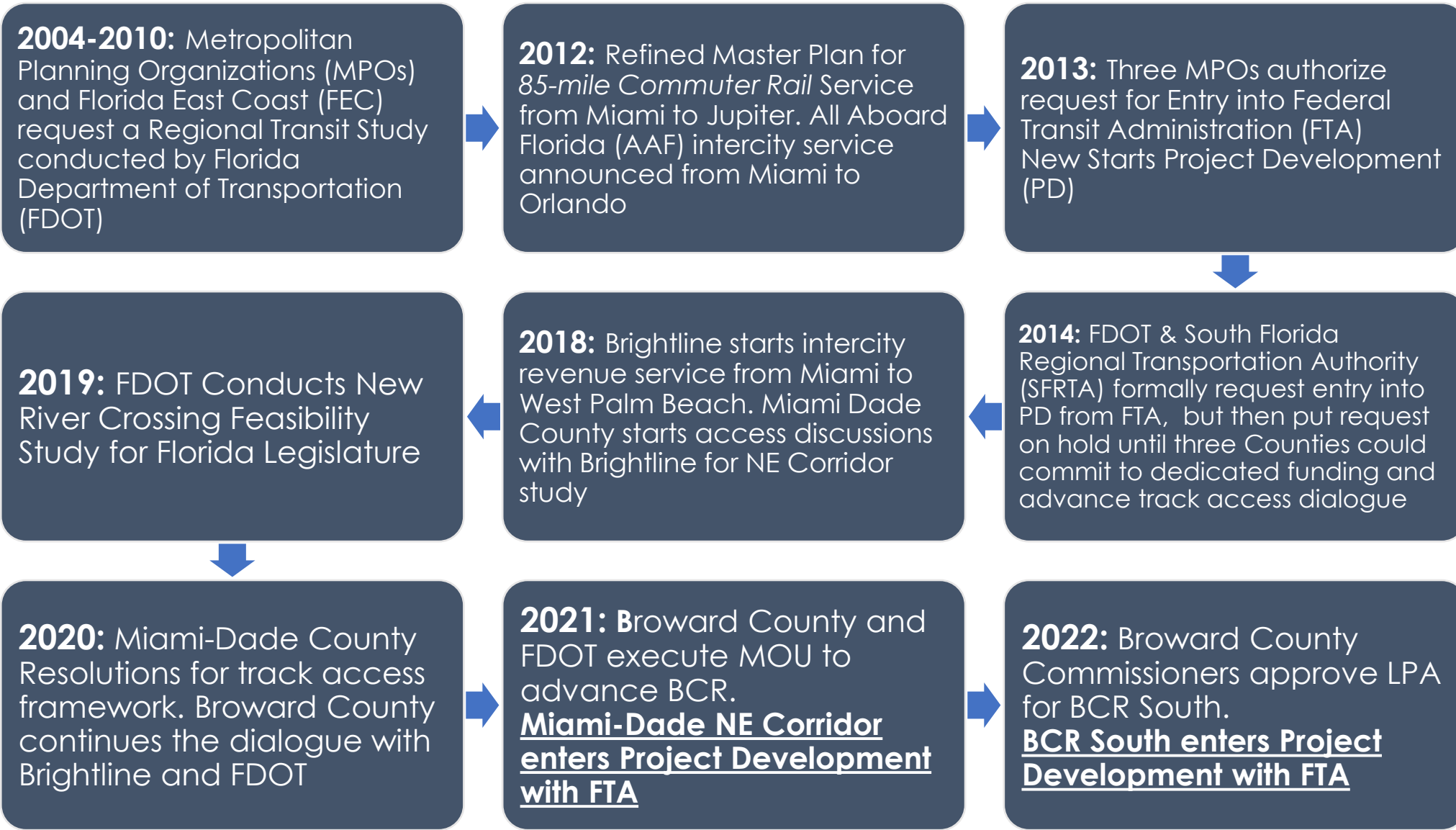


FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4
BROWARD COUNTY, FLORIDA • FDOT PROJECT NO. 452240-1

Parkside Civic Association
October 30, 2023



HISTORY OF THE CORRIDOR



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

❑ **Alignment:** Along FEC Railway Corridor from the planned station in Aventura to a terminus located near Broward Health Medical Center

❑ **Mode:** Commuter Rail Transit

❑ **Technology:** Push-pull locomotive

❑ **Recommended Station Locations:**

- Hollywood Station
- Fort Lauderdale/Hollywood International Airport Station
- South Fort Lauderdale Station (Broward Health)

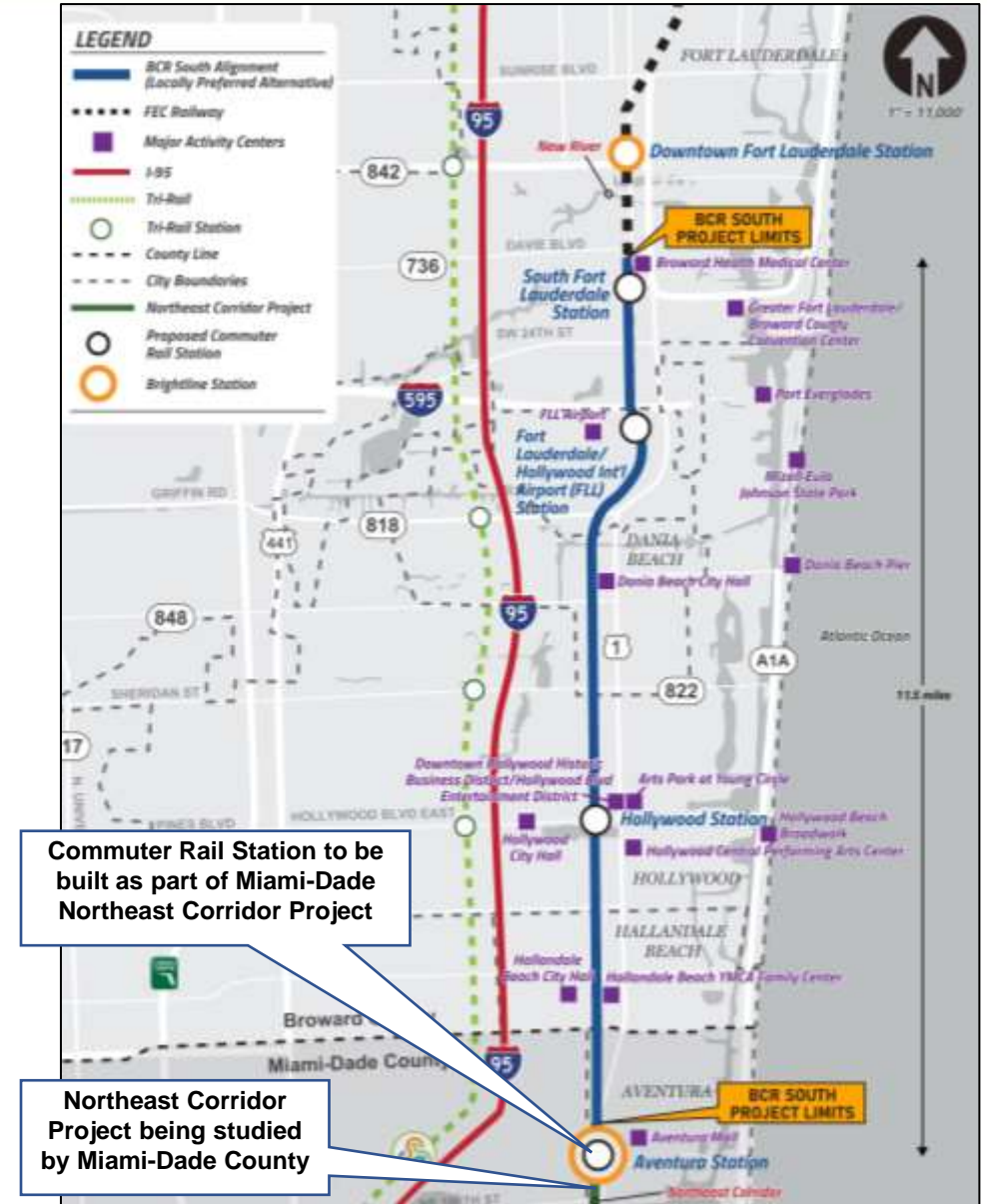
❑ **Project Length:** Approx. 11.5 miles

❑ **Service:**

- Weekday vs. Weekend Frequency →
- Service Span 5:00 AM - 11:30 PM weekdays
6:00 AM - 11:30 PM weekends and holidays

Hours of Operation	Headway (minutes)
Monday to Friday	
5 – 9 A.M.	30
9 A.M. – 4 P.M.	60
4 – 8 P.M.	30
8 – 11:30 P.M.	60
Weekends and Holidays	
6:00 A.M. – 11:30 P.M.	60

❑ **Vehicle Maintenance Facility:** Anticipated to be at the existing Hialeah Yard (NE Corridor will provide environmental and design analysis)



Commuter Rail Station to be built as part of Miami-Dade Northeast Corridor Project

Northeast Corridor Project being studied by Miami-Dade County

- ❑ 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



- ❑ 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

❑ 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





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

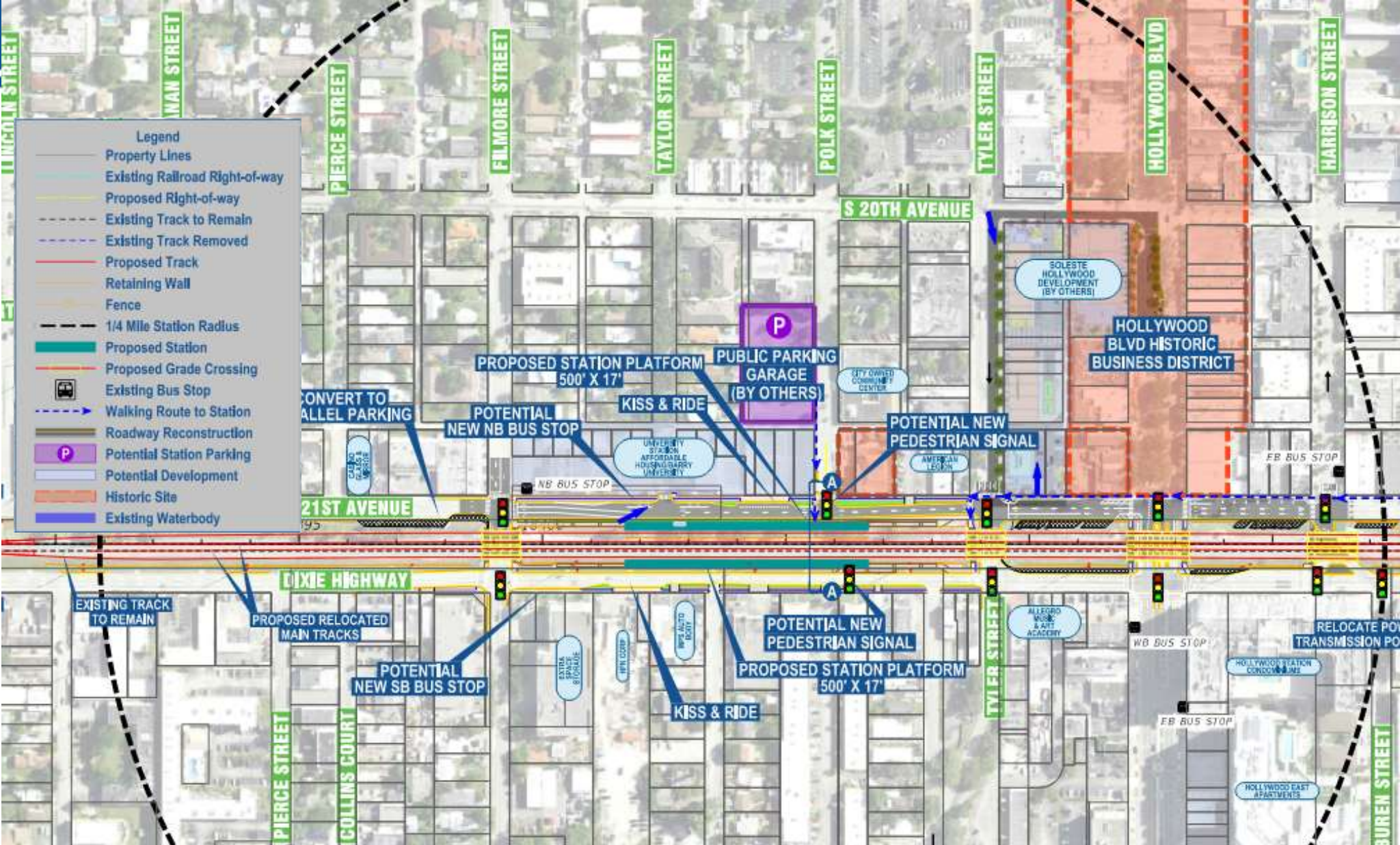


Brightline Station includes security and lobby areas

- ❑ Commuter Rail Stations similar to Sun-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

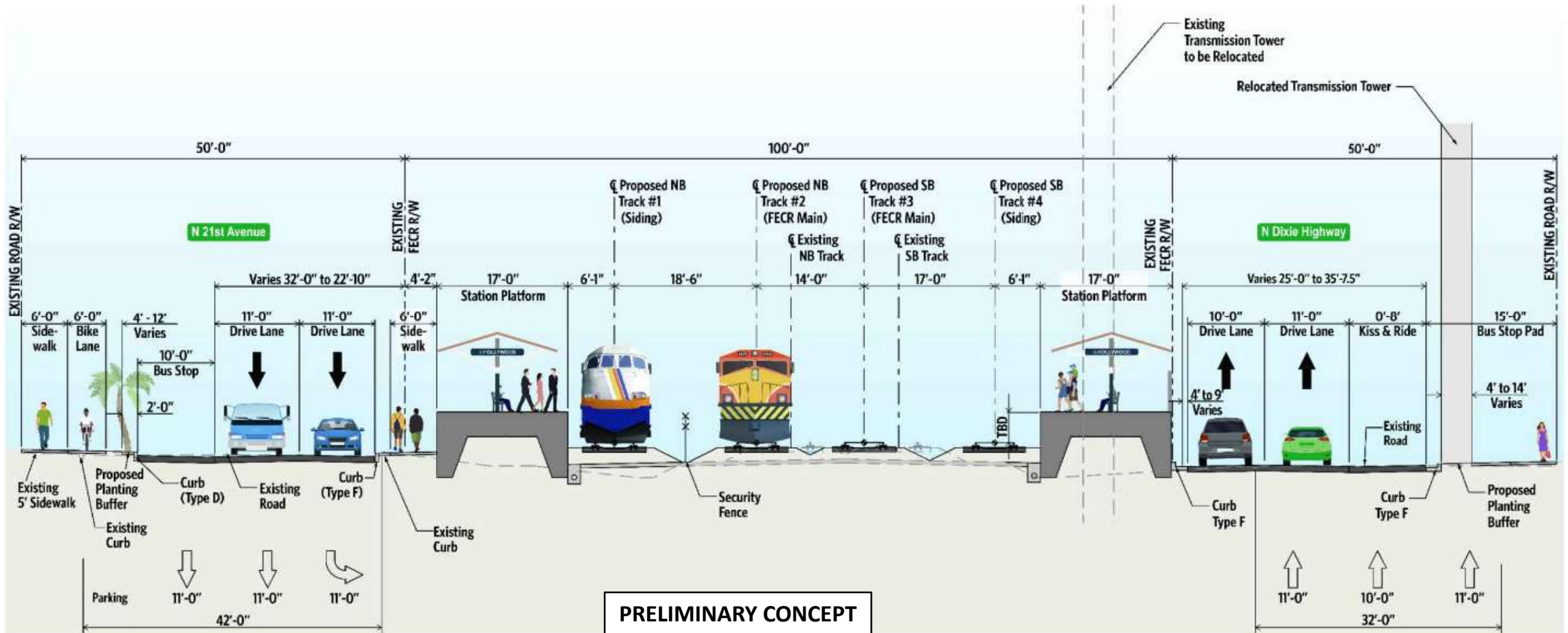
STATION LOCATIONS: HOLLYWOOD





- Legend**
- Property Lines
 - Existing Railroad Right-of-way
 - Proposed Right-of-way
 - Existing Track to Remain
 - Existing Track Removed
 - Proposed Track
 - Retaining Wall
 - Fence
 - 1/4 Mile Station Radius
 - Proposed Station
 - Proposed Grade Crossing
 - Existing Bus Stop
 - Walking Route to Station
 - Roadway Reconstruction
 - P Potential Station Parking
 - Potential Development
 - Historic Site
 - Existing Waterbody

Typical Section A-A: Hollywood Station - Looking South



NE Corridor:

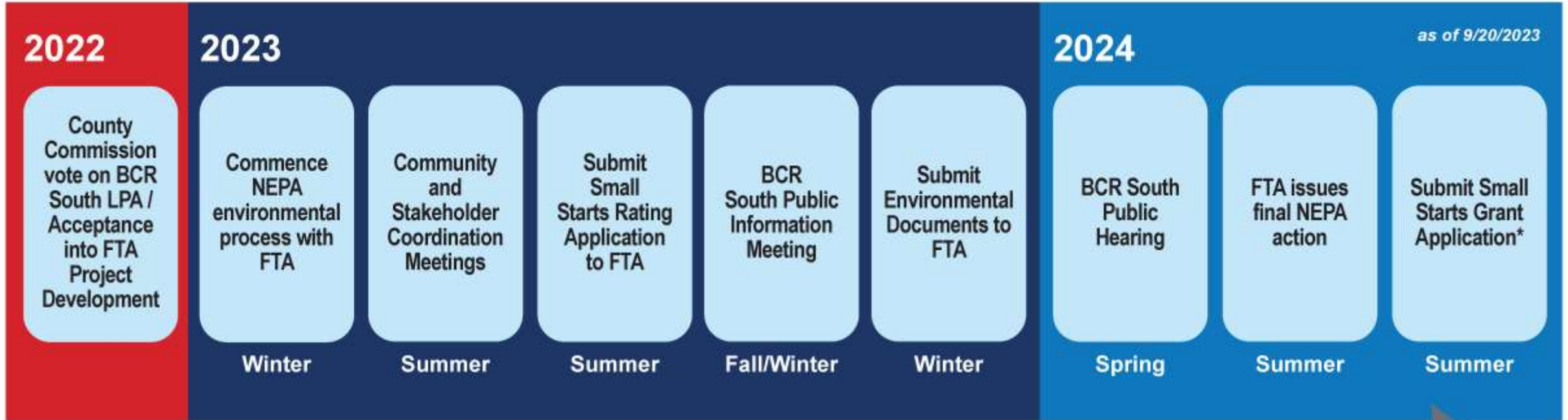
Accepted into Project Development with FTA as New Starts Project

- Project Capital Costs are estimated at approx. \$538M and anticipate the New Starts Grant to cover 49% of costs
- Expected to complete Project Development Phase in Spring 2024
- 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)



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