



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



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



**United Neighbors of South Hollywood
Civic Association
November 16, 2023**

HISTORY OF THE CORRIDOR

2004-2010: Metropolitan Planning Organizations (MPOs) and Florida East Coast (FEC) request a Regional Transit Study conducted by the 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)

2014: FDOT & South Florida Regional Transportation Authority (SFRTA) formally requests FTA entry into PD. Then put on hold until three counties commit to dedicated funding and advance track access dialogue

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

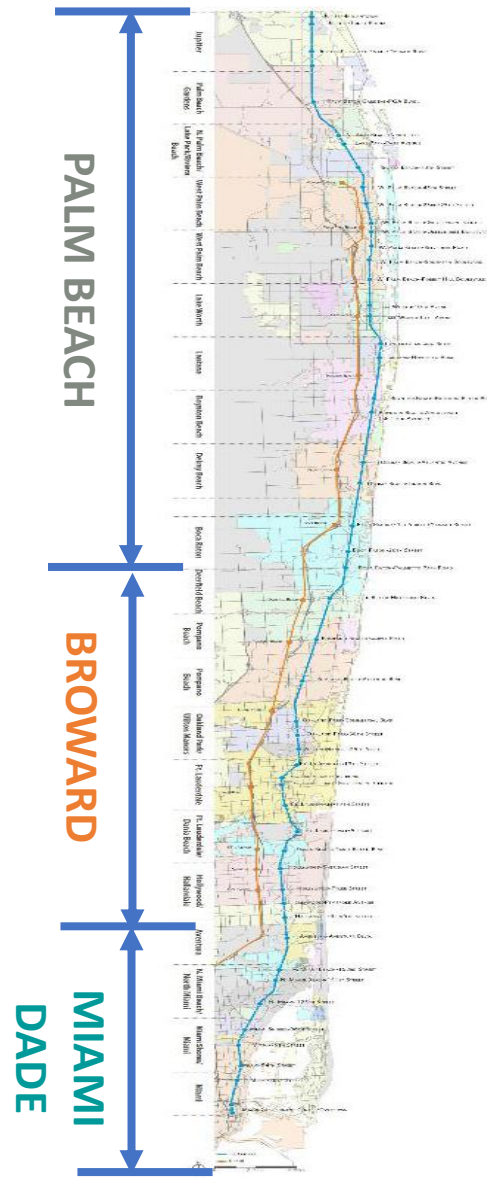
2019: FDOT conducts New River Crossing Feasibility Study for Florida Legislature

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

2021: Broward County and FDOT execute Memorandum of Understanding (MOU) to advance BCR South. **Miami-Dade NE Corridor enters FTA Project Development (PD) Phase**

2022: Broward County Commissioners approve LPA for BCR South. **BCR South enters FTA PD Phase**

2023: Class Action Determination received from FTA. **BCR South deemed an Environmental Assessment (EA)**



ECONOMIC & RESIDENTIAL GROWTH



❑ Transit Oriented Development (TOD)

- Promotes business investment
- Supports affordable housing incentives
- Serve multiple downtown areas
- Provide rapid transit connection between counties

ENHANCE QUALITY OF LIFE



- ❑ Increases 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
- ❑ Increase in 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

PROJECT OVERVIEW – LPA FOR BCR SOUTH

❑ **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)

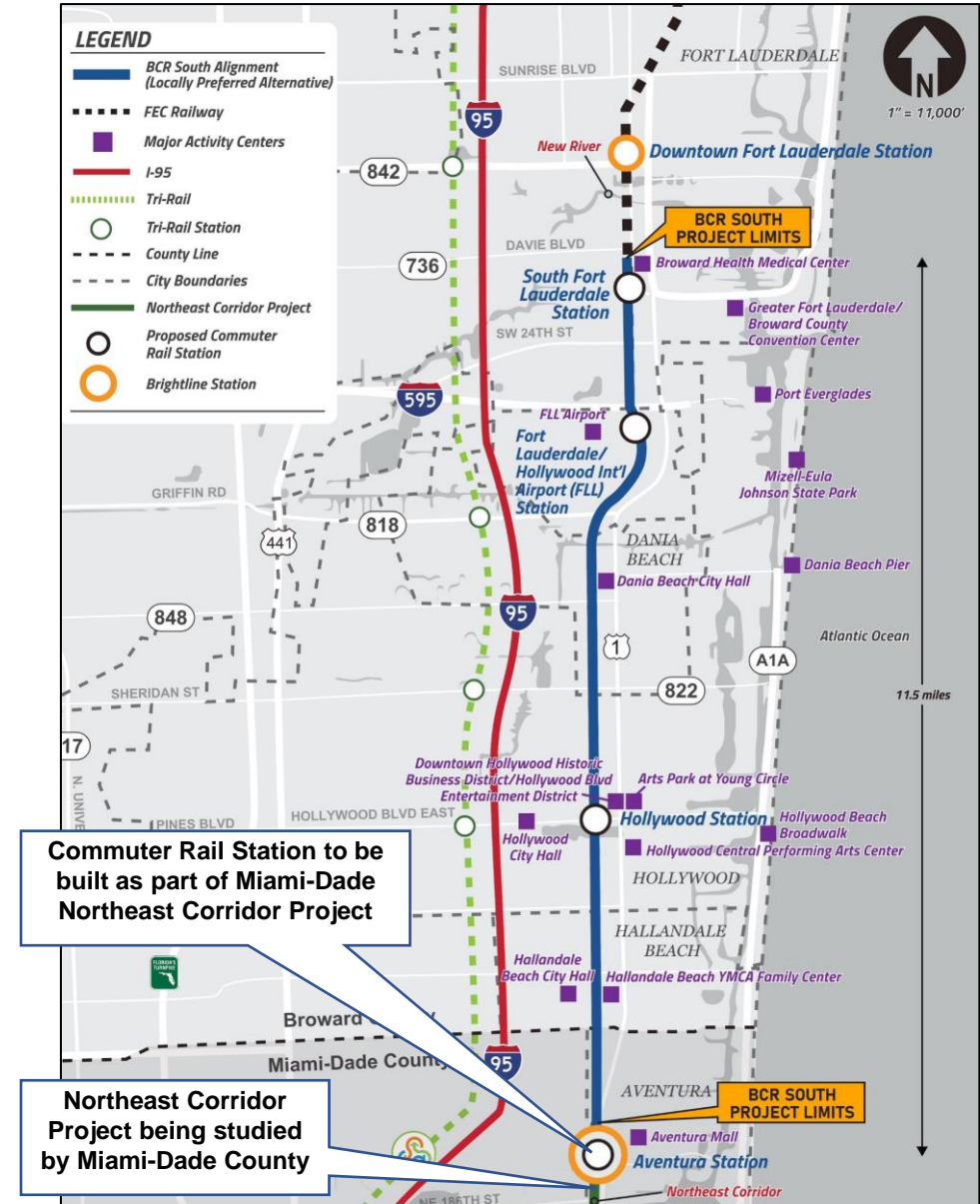
❑ **Project Length:** Approx. 11.5 miles

❑ **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

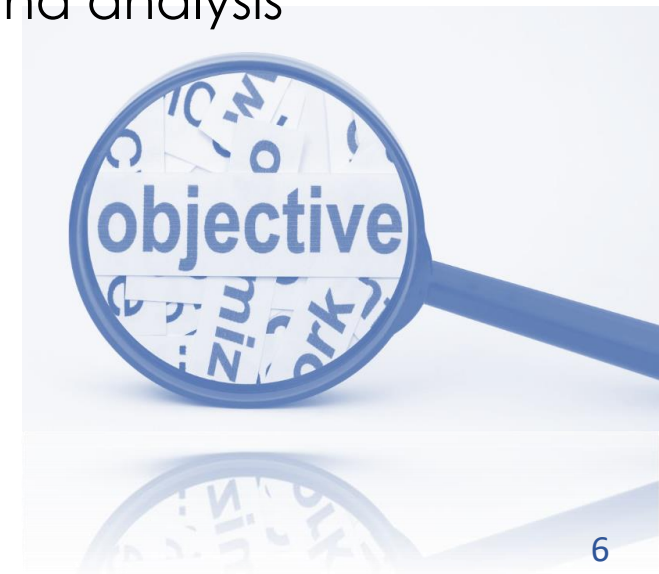
❑ **Vehicle Maintenance Facility:** Anticipated to be at the existing Hialeah Yard (NE Corridor will provide environmental and design analysis)



- ❑ 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

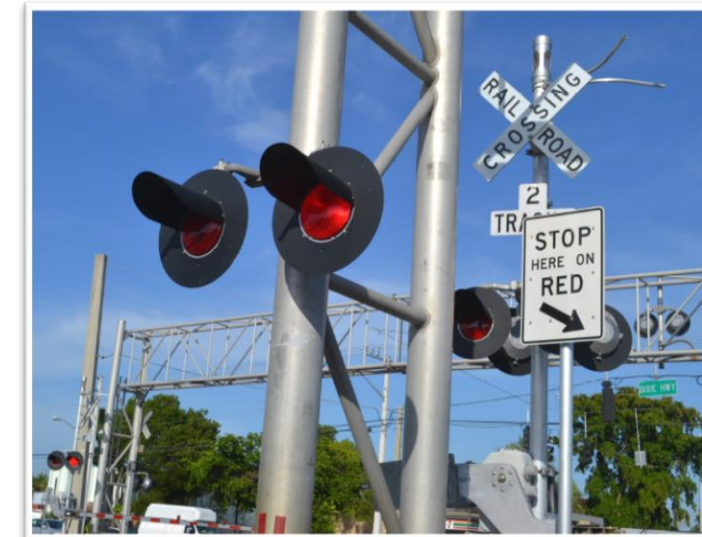
- East-West at-grade railroad crossings (25 locations)
- Proposed station areas (3 stations)

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

- The PD&E Study is analyzing 7 crossings based on location, number of lanes, traffic volumes, proximity to a BCR Station, and proximity of adjacent intersections
- These 7 crossings will represent the operations of the 25 locations
- Three crossings were selected for a detailed microsimulation analysis to evaluate overlapping train events

❑ 4-Step Process

1. Identify traffic analysis locations
2. Collect traffic data
3. Estimate future traffic demand
4. Perform traffic operational analysis (existing & future)
 - Intersections level of service
 - Queuing analysis
 - Four Train Events: No Trains, Freight Trains, Brightline Trains and BCR Trains

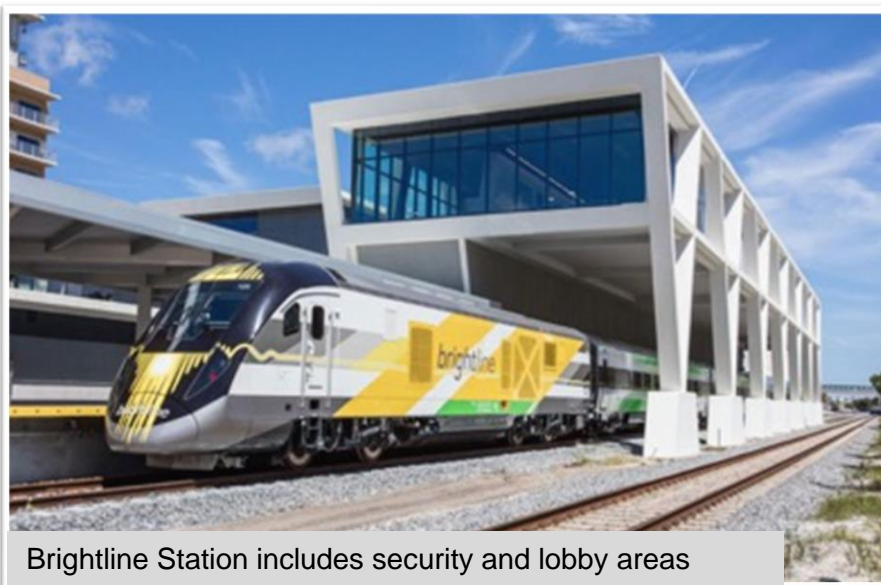


- ❑ Total roadway closure time at each railroad crossing will be less than 90 seconds per single BCR South train crossing (advanced warning time + crossing time + clearance time)
- ❑ On average, 3 to 5 BCR South trains will traverse each crossing during the AM and PM peak hours on a typical weekday
- ❑ BCR South 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
- ❑ The preliminary analysis indicates that the queues generated by a BCR South commuter train crossing will generally clear prior to the next train crossing



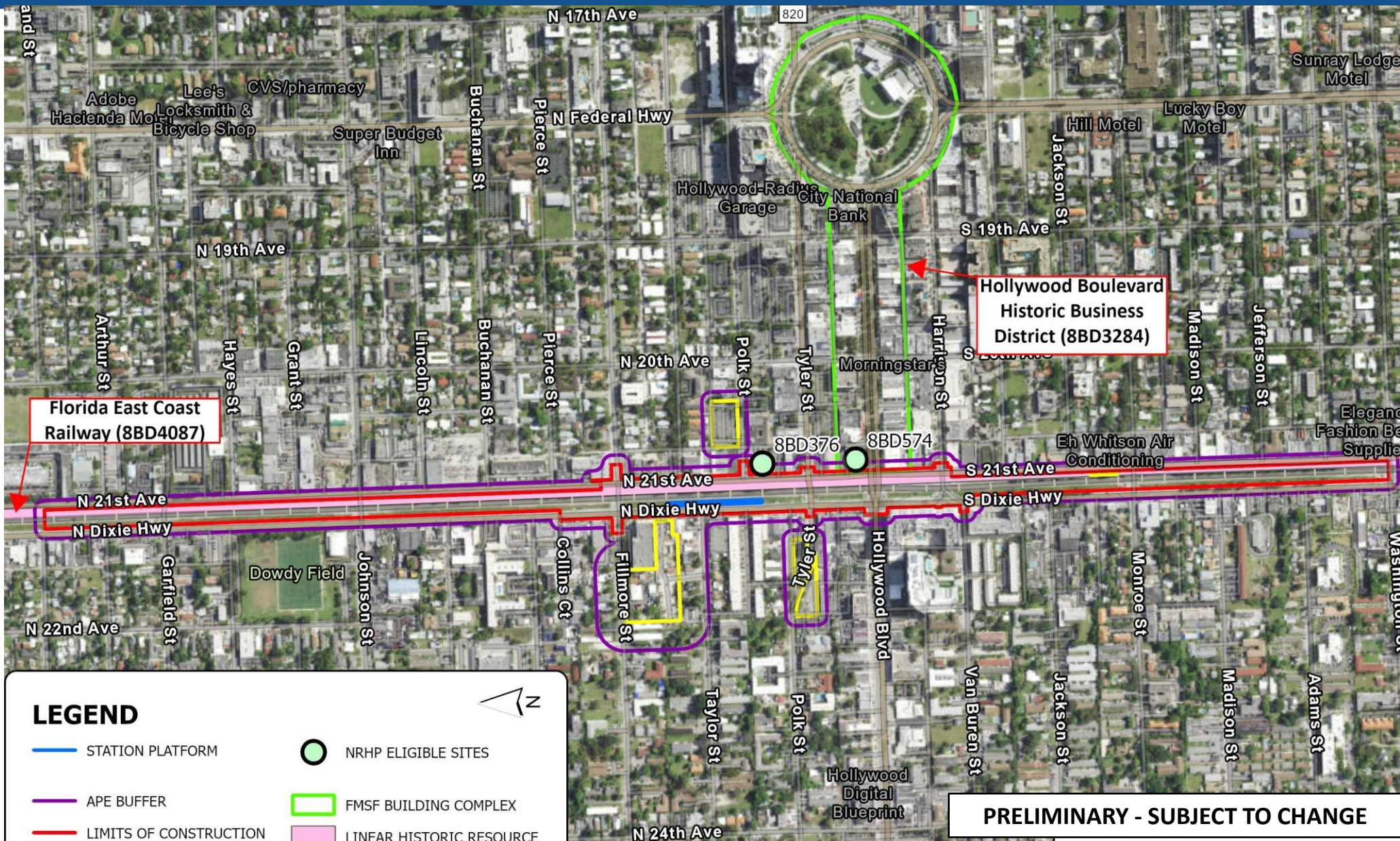


Commuter-Type Station
*Note platform adjacent to mainline track.
BCR South will most likely have sidings.*



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 the 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 & and space implications)
- ❑ Broward County is evaluating potential station features to include:
 - Bus Bays
 - Drop-off and Pick-up areas
 - 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



LEGEND

- STATION PLATFORM
- APE BUFFER
- LIMITS OF CONSTRUCTION
- POTENTIAL PARKING
- NRHP ELIGIBLE SITES
- FMSF BUILDING COMPLEX
- LINEAR HISTORIC RESOURCE

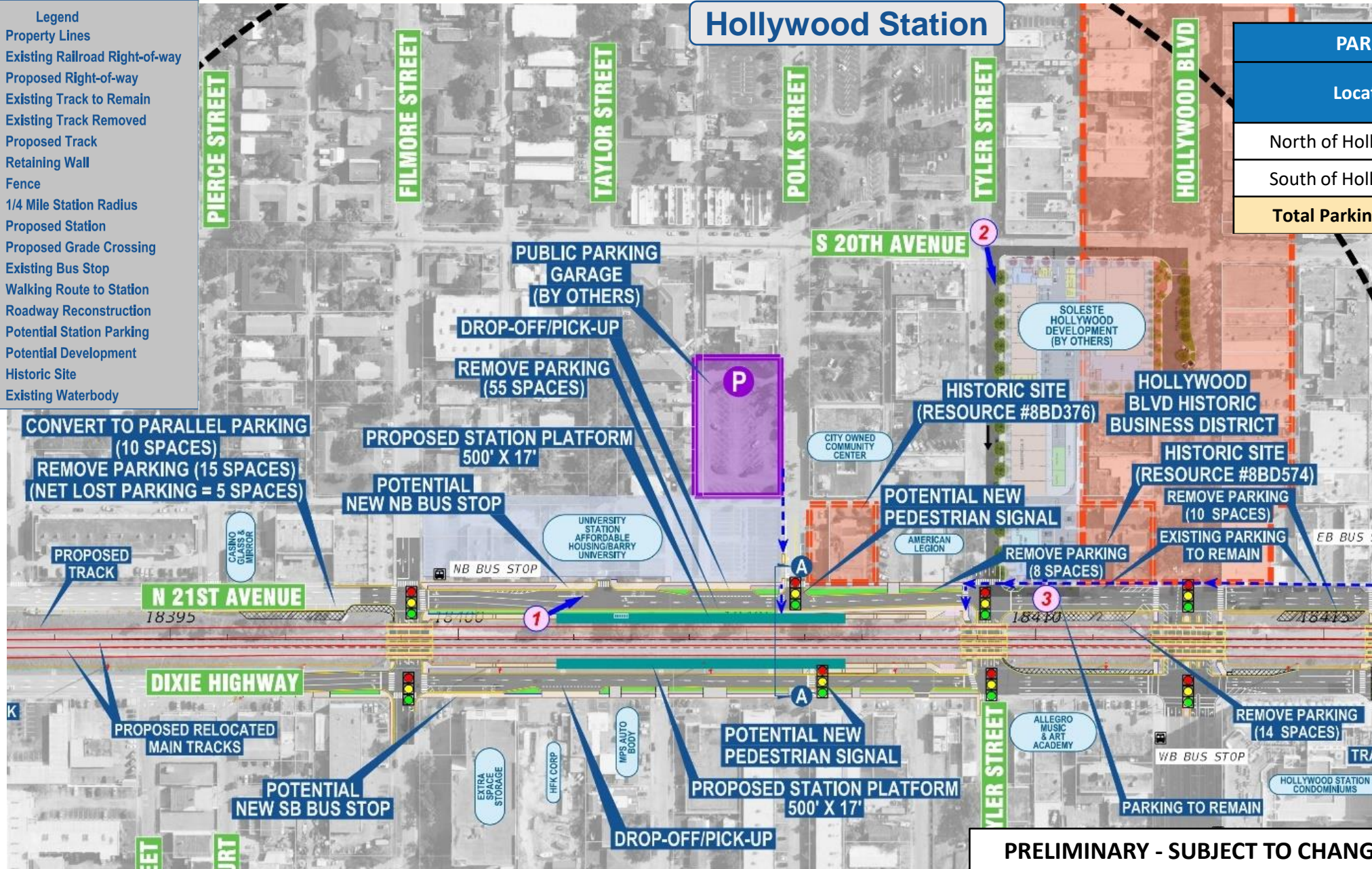
PRELIMINARY - SUBJECT TO CHANGE

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
- Potential Station Parking
- Potential Development
- Historic Site
- Existing Waterbody

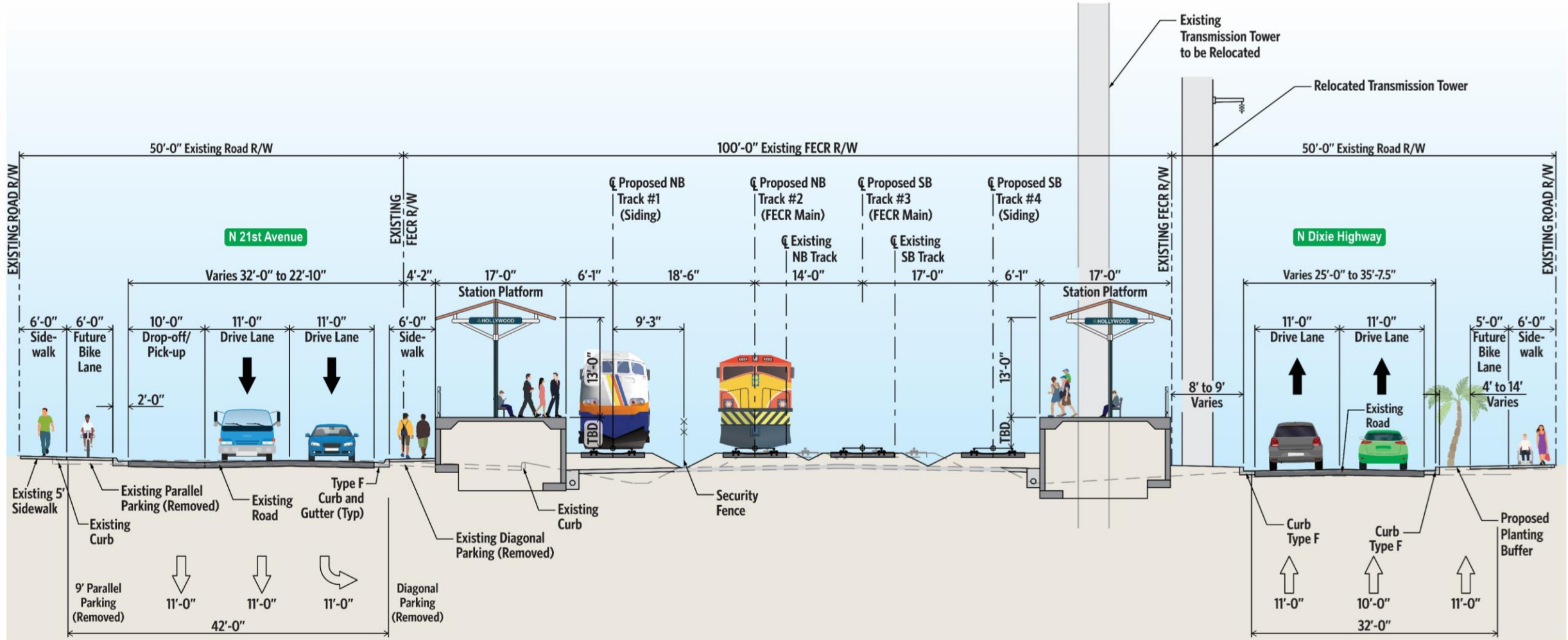
Hollywood Station

PARKING REMOVED	
Location	Parking Spaces
North of Hollywood Blvd	83
South of Hollywood Blvd	16
Total Parking Removed	99



PRELIMINARY - SUBJECT TO CHANGE

Typical Section A-A: Hollywood Station - Looking South



PRELIMINARY – SUBJECT TO CHANGE

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)

Northeast 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)



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