



PREMO
Premium Mobility Plan
Broward County

BROWARD
COUNTY
transit

BROWARD
COUNTY
FLORIDA

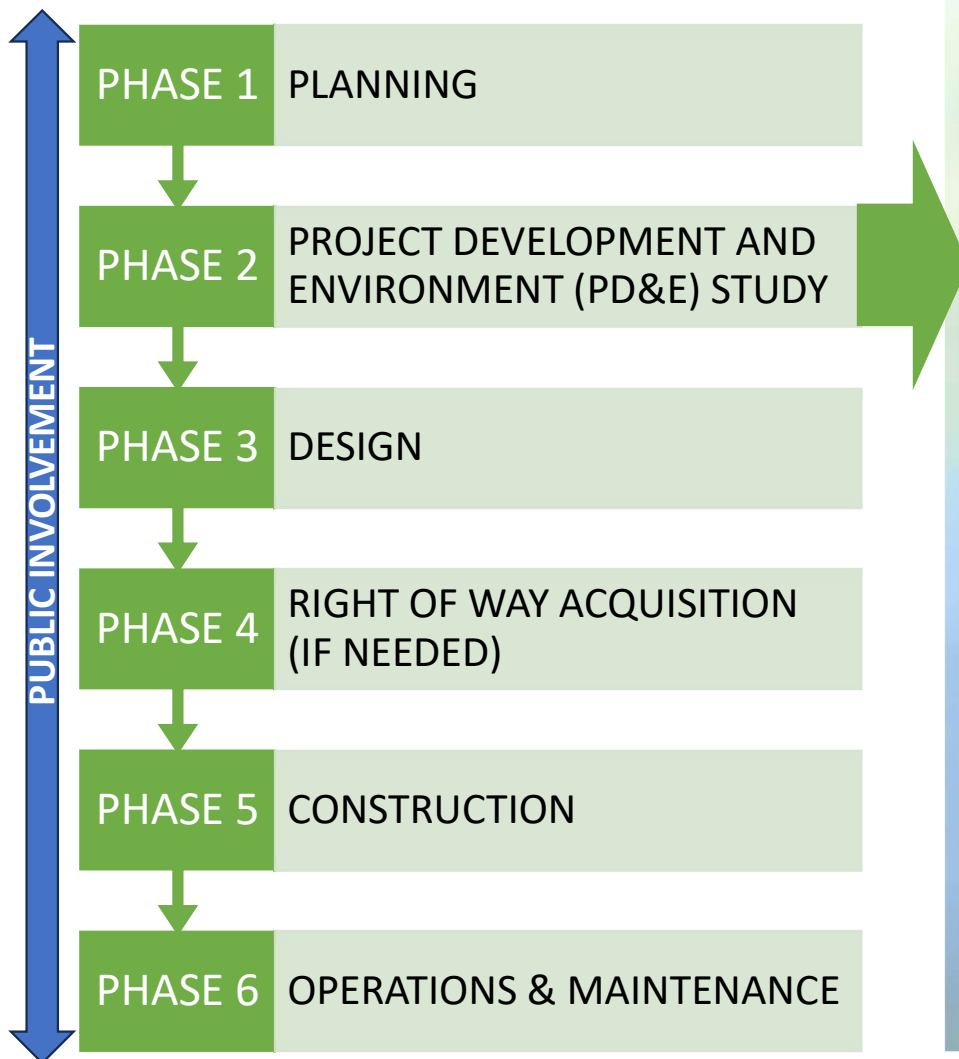
FDOT
FLORIDA

Broward Commuter Rail South

Project Update Briefings

April & May 2024

PD&E STUDY PROCESS



WHAT IS A PD&E STUDY?

- A Project Development and Environment (PD&E) Study is FDOT's procedure for complying with the National Environmental Policy Act (NEPA) of 1969 and associated federal and state laws and regulations

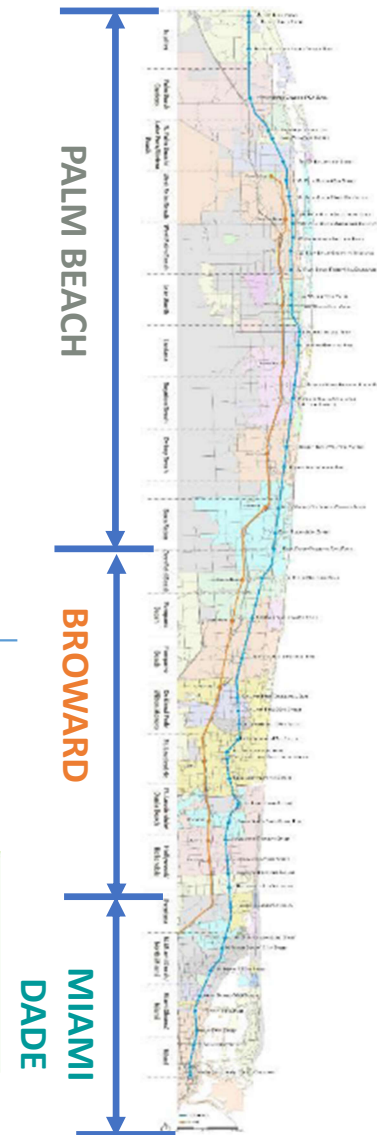
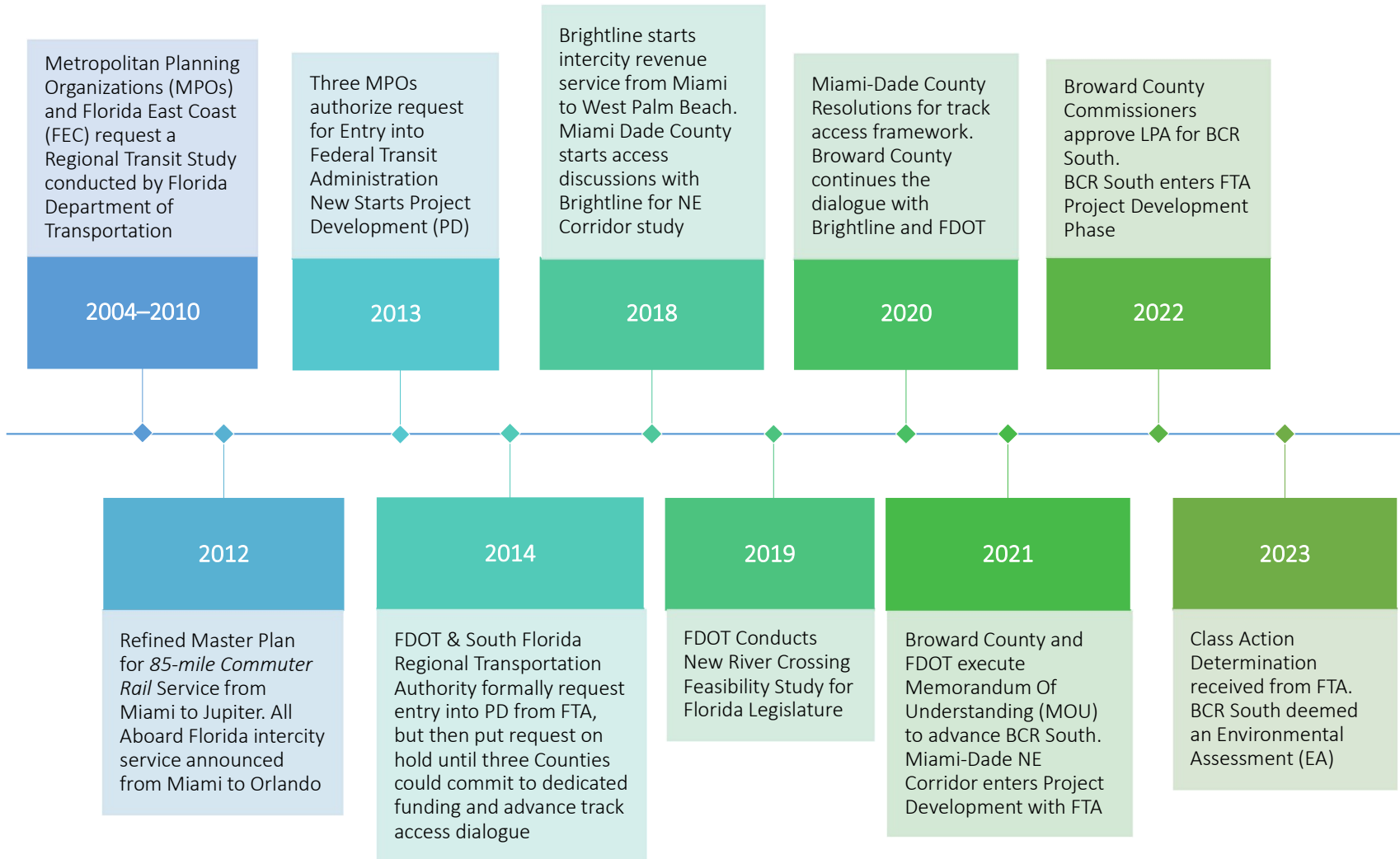
WHY IT'S DONE:

- The objective of a PD&E Study is to support decisions concerning if, where, and what should be built to address the identified transportation needs
- Evaluate project feasibility, alternatives, and potential environmental impacts (natural, physical, social, and cultural)
- Comply with federal (NEPA) and state environmental laws
- Required to secure federal regulatory approval and funding

WHAT IT INVOLVES:

- Conducting preliminary engineering
- Evaluating alternatives that meet the Purpose and Need while enhancing, avoiding, minimizing, or mitigating potential environmental impacts
- Coordinating with stakeholders, federal, state, and local agencies
- Engaging the public in evaluation of the alternatives (a key aspect throughout the life of a project)
- Select a Locally Preferred Alternative (LPA) that will move forward with the Federal Transit Administration NEPA Process

HISTORY OF THE CORRIDOR





PURPOSE AND NEED

Purpose

- The purpose of the Broward Commuter Rail (BCR) South Project Development and Environment (PD&E) is to determine if a continuation of Northeast Corridor into Broward County is an alternative and reliable transportation option for north-south travel in southeastern Broward County that connects major activity centers and neighborhoods while enhancing intermodal connectivity, supporting economic and land development policies in eastern Broward County

Primary Needs

- Increase North-South Travel Opportunities
- Accommodate Existing and Future Population Growth
- Encourage Sustainable Land Use and Economic development

Secondary Needs

- Enhance Intermodal Connectivity
- Improve Transit Service To High Density Travel Market
- Preserve And Enhance The Environment And Safety



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: Approximately 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

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

| 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 |

IMPORTANCE AND BENEFITS OF COMMUTER RAIL



ECONOMIC & RESIDENTIAL GROWTH

- Increase business investment
- Increase tax base
- Cities provide incentives for 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



RAIL SERVICES IN THE FEC CORRIDOR

- 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

PROPOSED STATION CHARACTERISTICS

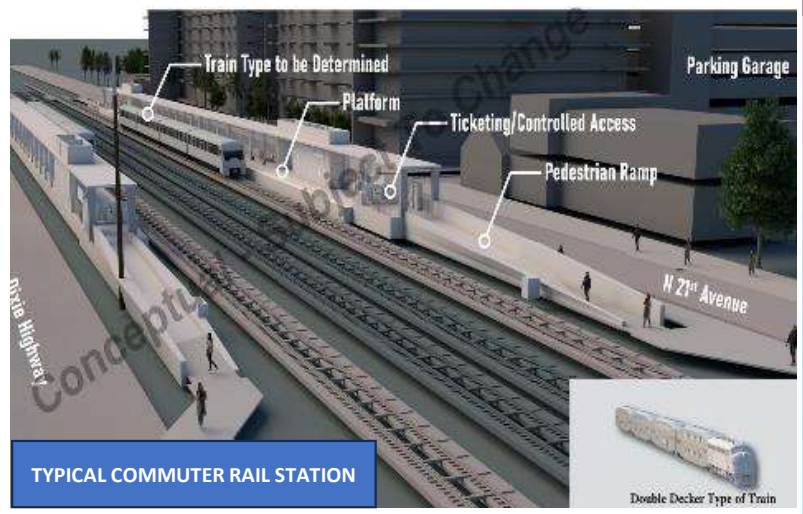
HOW IS A TYPICAL COMMUTER RAIL STATION DIFFERENT FROM A BRIGHTLINE STATION?

- Brightline stations include enclosed and air-conditioned terminals that feature security and lobby areas, lounge areas with snack and drink options, parking garages, and pedestrian overpasses
- Commuter rail stations are similar to SunRail stations in Central Florida

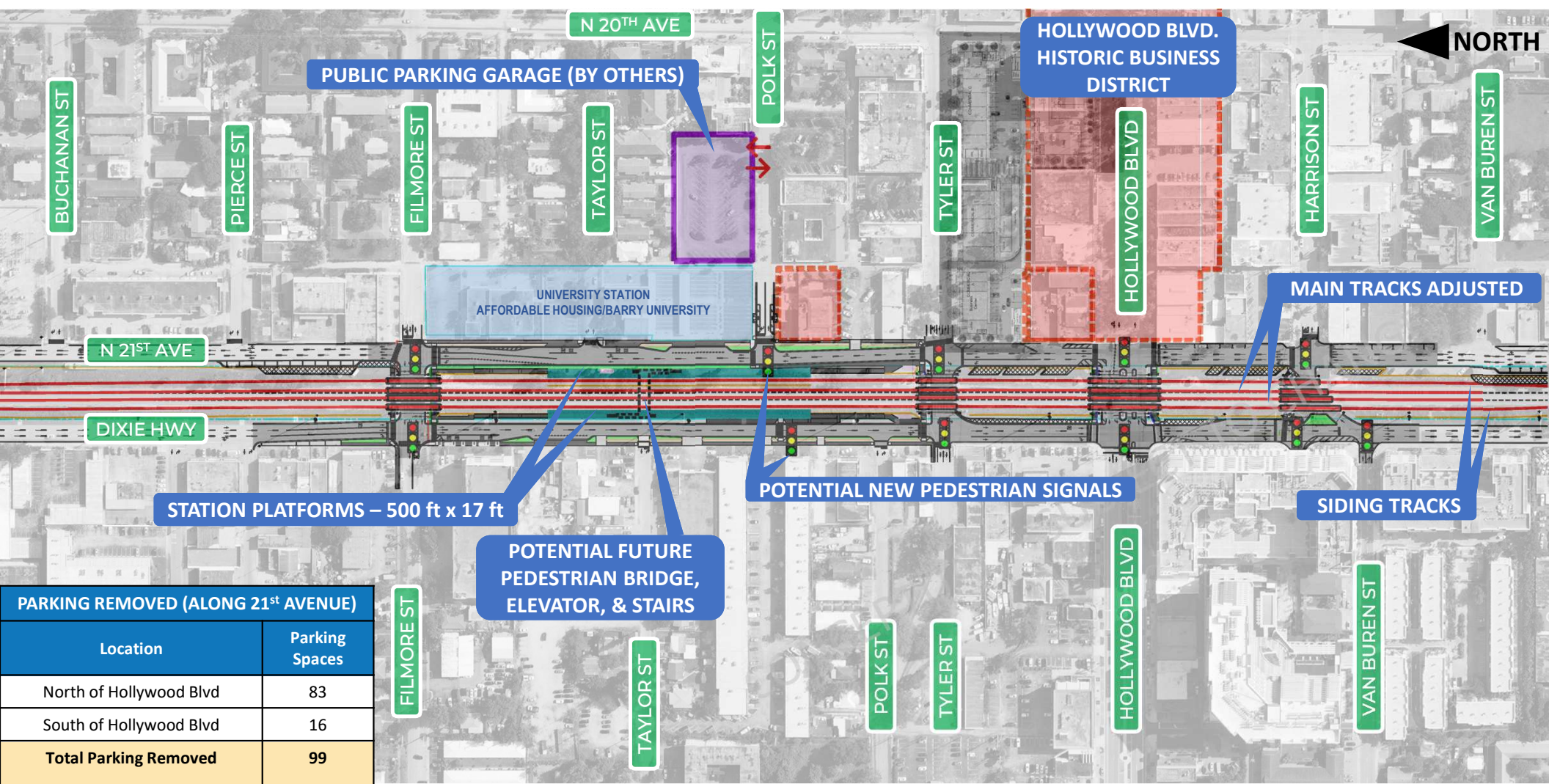
WHAT IS IN THE PROPOSED COMMUTER RAIL STATION?

- Approx. two 500' x 17' platforms to accommodate train sets of 4-5 cars
- Requires new siding tracks to avoid interference with freight and intercity service
- Potential pedestrian bridges to be constructed in the future, if necessary
- Broward County is evaluating potential station features to include:
 - Platform with Canopies
 - Bus Bays
 - 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 (Provided at Hollywood & South Fort Lauderdale Stations)
 - Drop-off/Pick-Up Areas

Note: Train type to be determined



HOLLYWOOD STATION

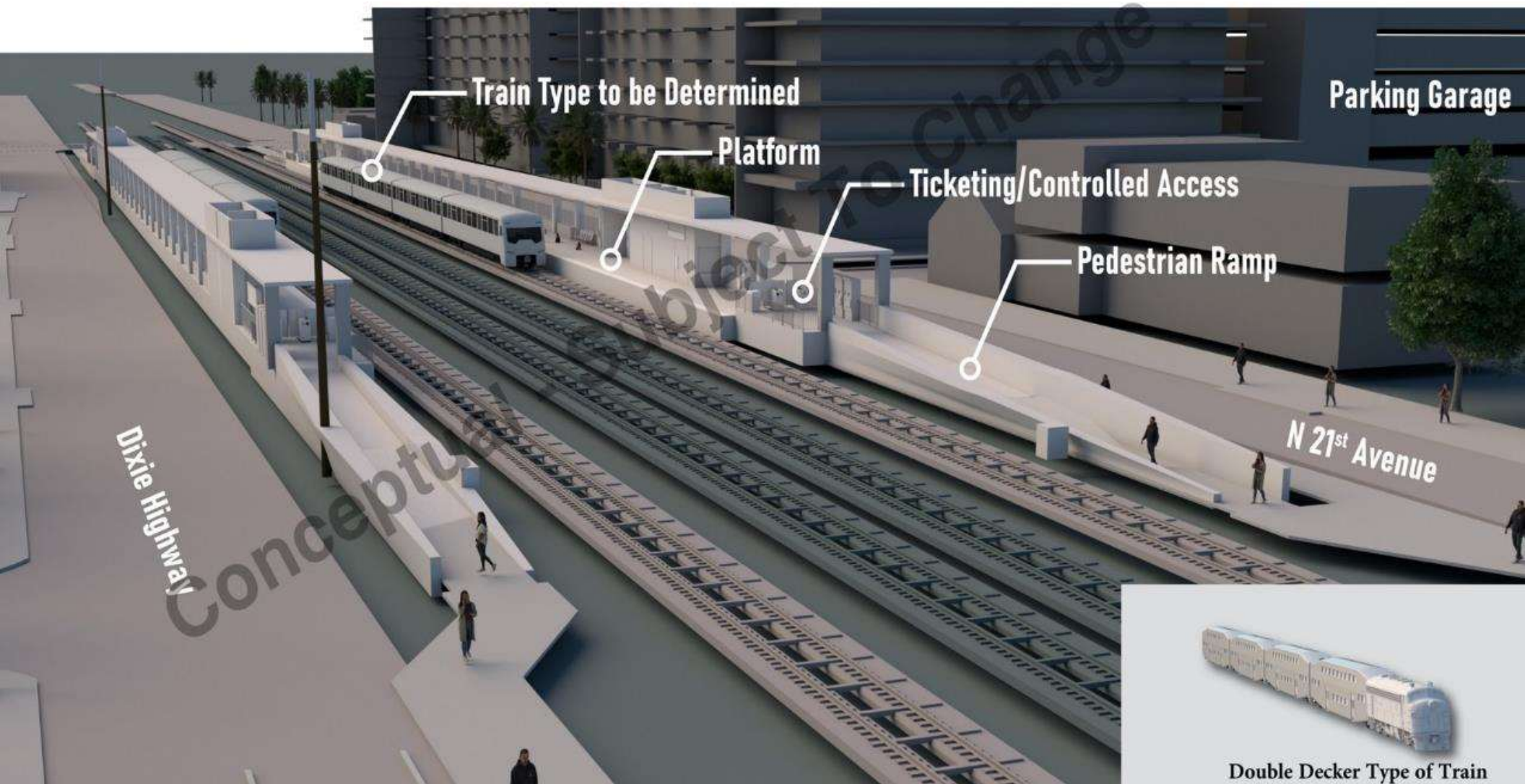


| PARKING REMOVED (ALONG 21 ST AVENUE) | |
|---|----------------|
| Location | Parking Spaces |
| North of Hollywood Blvd | 83 |
| South of Hollywood Blvd | 16 |
| Total Parking Removed | 99 |

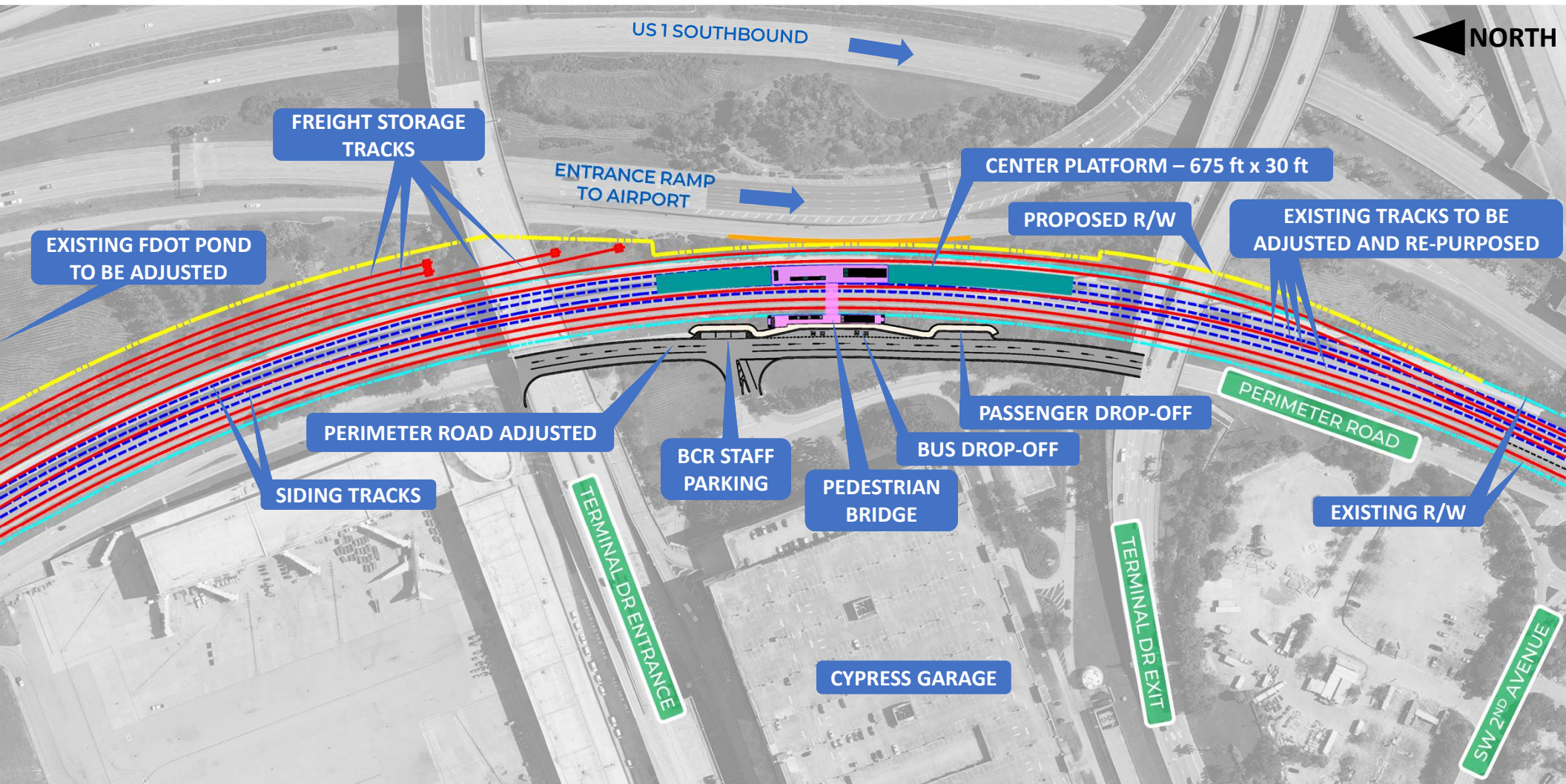
Typical Section A-A: Hollywood Station - Looking South



HOLLYWOOD STATION RENDERING

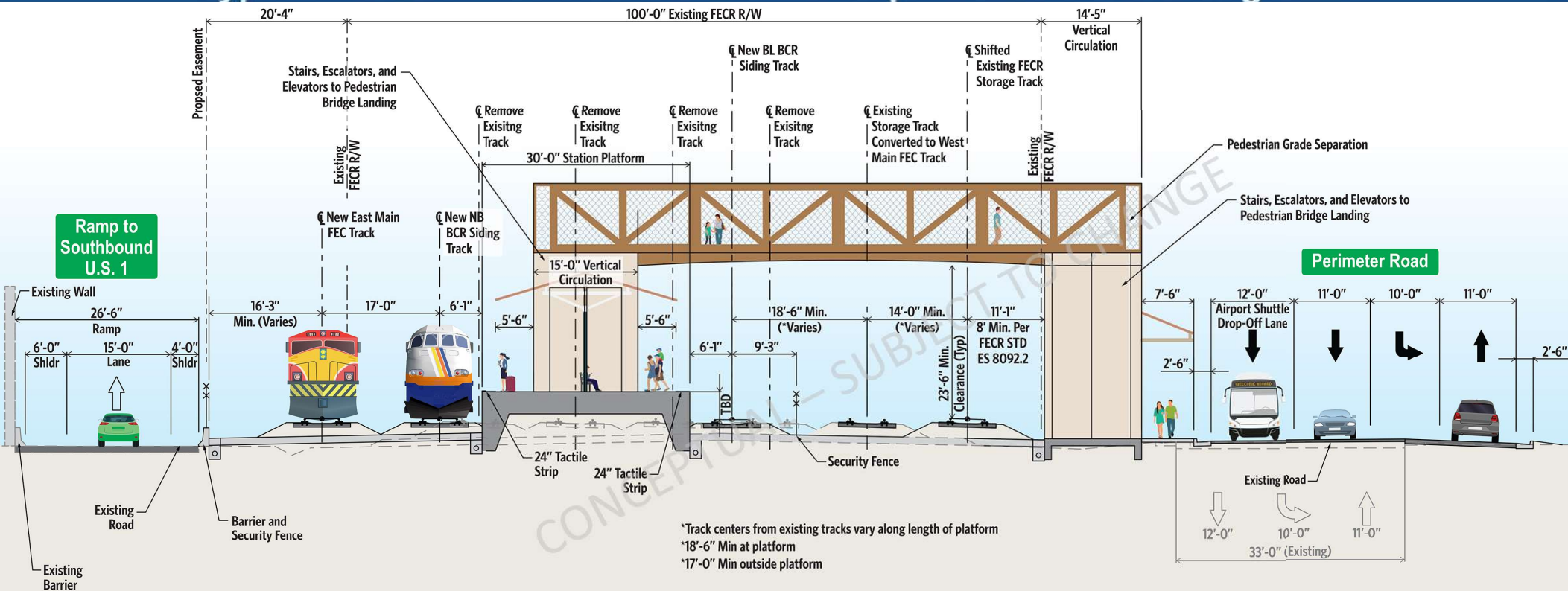


FTL-HOLLYWOOD INT'L AIRPORT STATION



FTL-HOLLYWOOD INT'L AIRPORT STATION

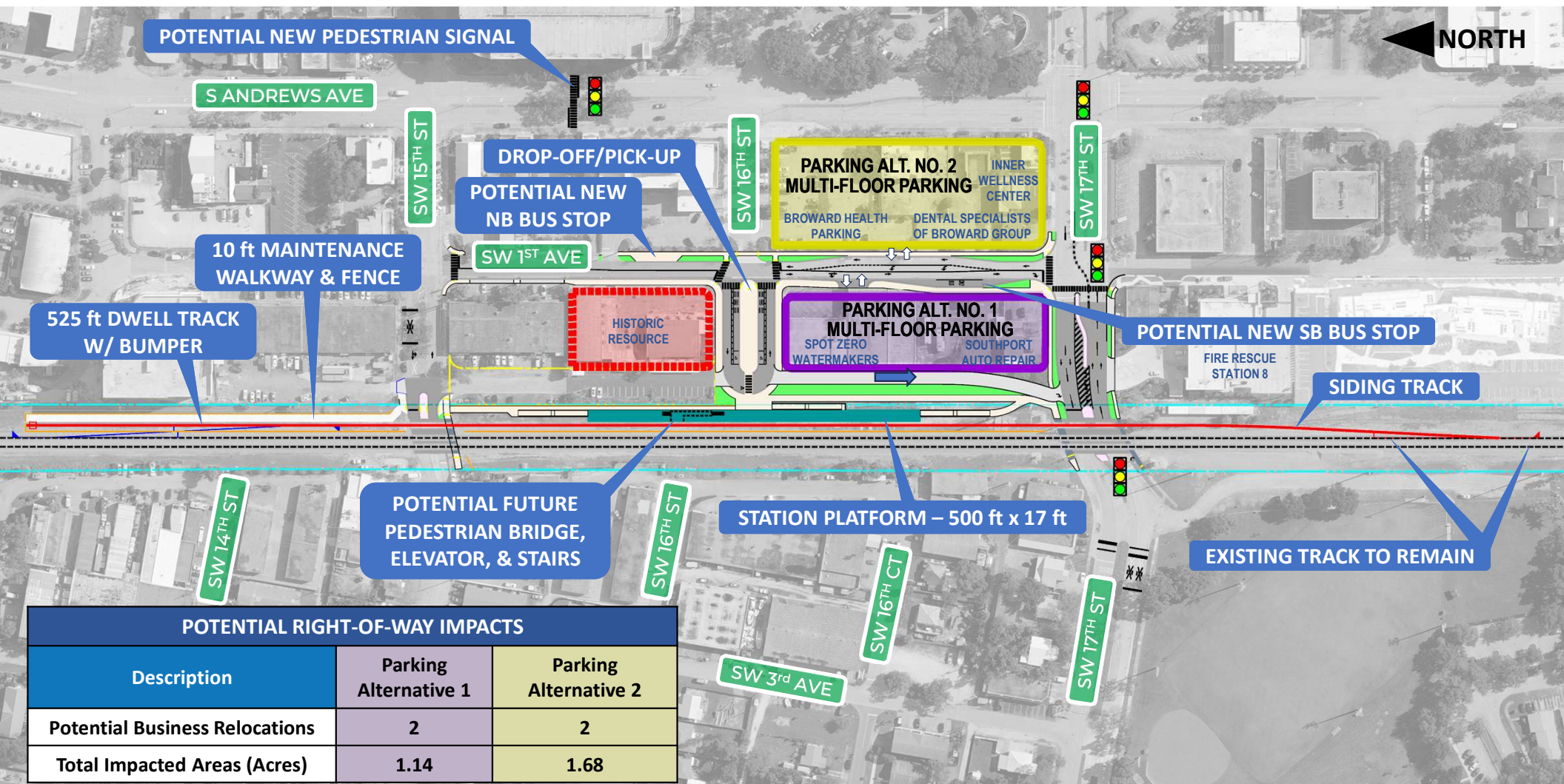
Typical Section A-A: Fort Lauderdale Airport Station - Looking South



FTL-HOLLYWOOD INT'L AIRPORT STATION RENDERING

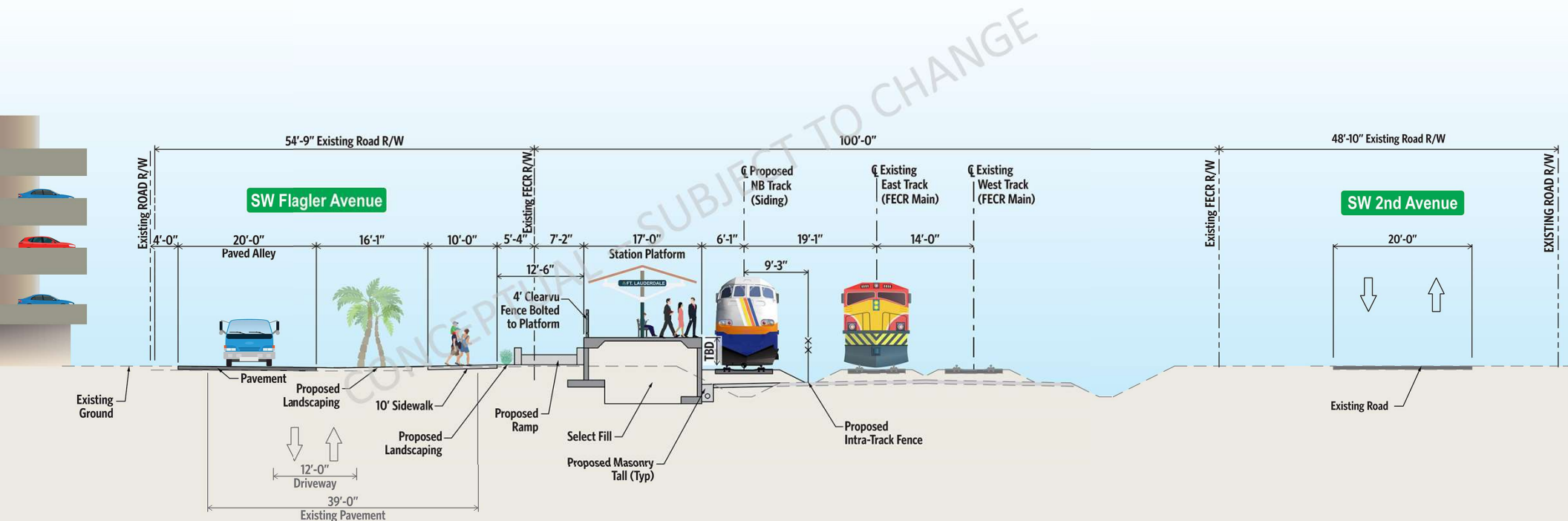


SOUTH FT. LAUDERDALE STATION



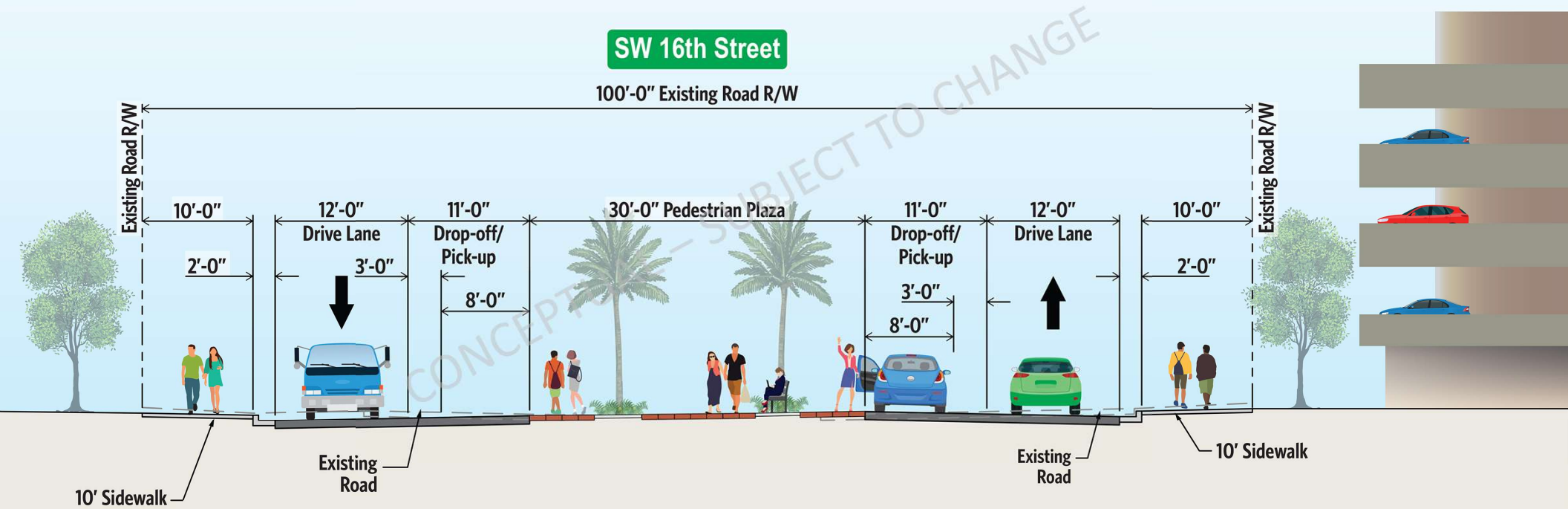
SOUTH FT. LAUDERDALE STATION

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



SOUTH FT. LAUDERDALE STATION

Typical Section B-B: SW 16th Street - Looking East



SOUTH FT. LAUDERDALE STATION RENDERING



SOUTH FT. LAUDERDALE STATION RENDERING: STREET LEVEL VIEW



HIALEAH RAIL YARD



Proposed for Commuter Rail Use

- Storing and Maintaining Trains
- Planned improvements are under study by the Northeast Corridor Project Team that will include BCR South needs

Owned by FDOT

- Occupied by CSX, Amtrak, and Tri-Rail
- Located Northeast of the Miami International Airport in Miami-Dade County

HIALEAH RAIL YARD

ENVIRONMENTAL CONSIDERATIONS



Social Environment

Social Resources

Economics

Land Use Changes*

Mobility

Aesthetic Effects*

Relocations*



Natural Environment

Wetlands

Protected Species

Essential Fish Habitat

Water Resources

Floodplains

Special Designations



Physical Environment

Farmlands

Noise and Vibration*

Air Quality

Contamination



Cultural Environment

Historic Resources

Archaeological
Resources

Coordination with State
Historic Preservation
Officer*

Recreational Section
4(f)(Parks and
Preserves)

BCR South will enhance safety, connectivity, mobility, the economy, and will improve access to public transportation at residential, employment, and travel centers.

*ANTICIPATED MINOR IMPACTS

- Land Use Changes – Minor changes due to potential parking garage at South Fort Lauderdale Station.
- Aesthetic Effects – Minor changes due to construction of stations and parking garages.
- Relocations – Minor changes due to two potential business relocations at South Fort Lauderdale Station.
- Noise and Vibration – Minor changes due to increased number of trains, but within acceptable ranges.
- Coordination with State Historic Preservation Officer is pending, but no impacts are anticipated.

TRAFFIC ANALYSIS RESULTS

Peak-Hour Results at Each Railroad Crossing

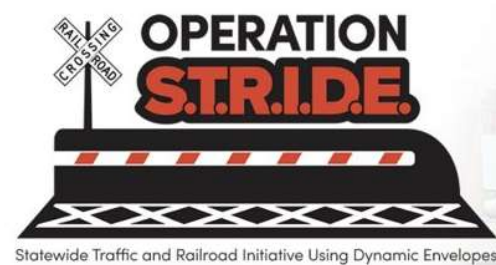
| | |
|---|---|
| Gate Closure Time at Crossings | Less than 90 seconds per single train (advanced warning + crossing + clearance time) |
| No. of Trains Per Hour | 3-5 trains |
| Travel Times, Delays, and Queuing Impacts | Similar to Brightline Service |
| Build vs. No-Build Traffic Operations | No significant change |
| Vehicle Queues Generated by Trains | Clear prior to next train crossing |

SAFETY ANALYSIS RESULTS AND RECOMMENDATIONS

Safety Analysis Results Recommendations

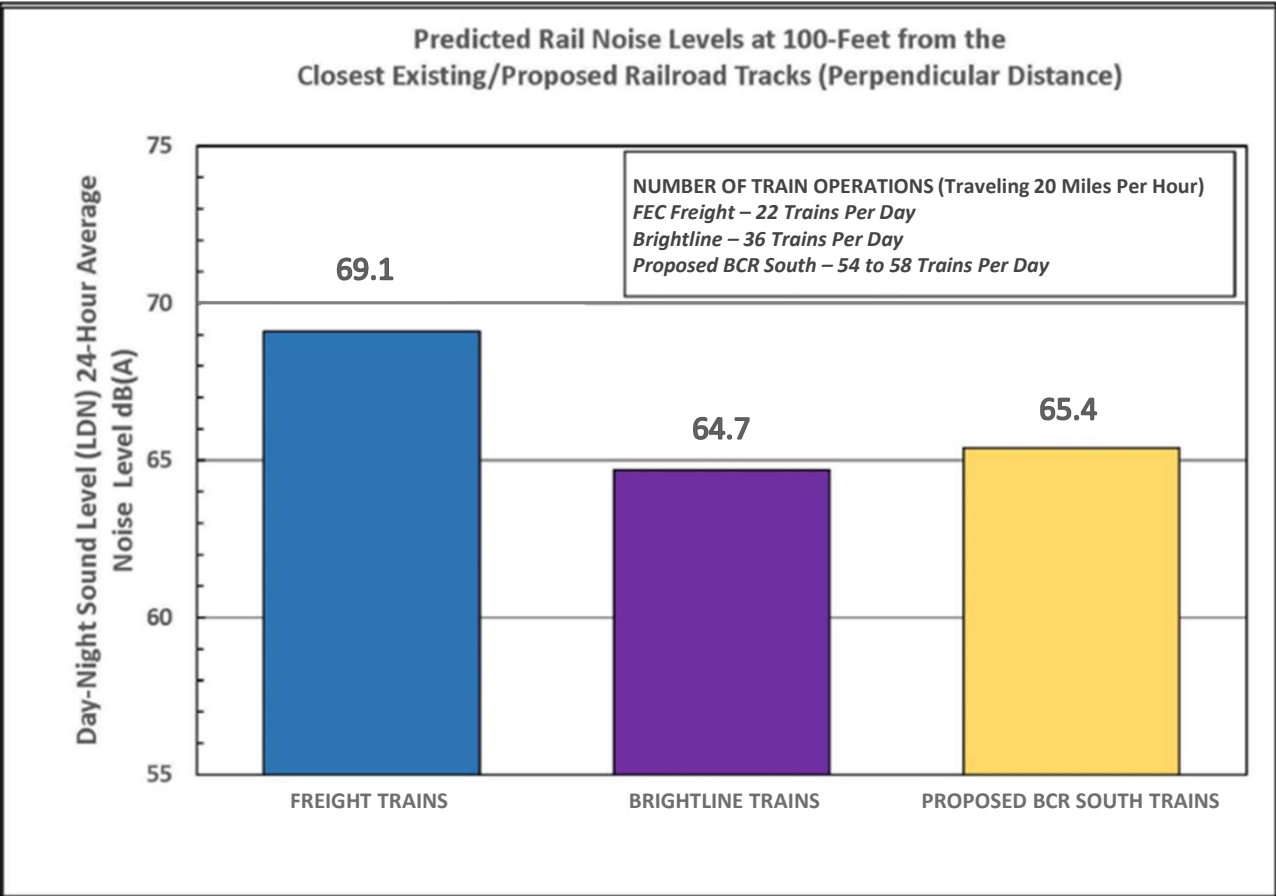
7 Grade Crossings near BCR South Passenger Stations

- Install 4-quadrant Gates at Crossings Near Stations
- Install Vehicle Detection at 4-Quadrant Gates
- Install Pedestrian Gates & Escape Gates at Crossings Near Stations
- Install Corridor Fencing in Station Areas
- Install Second Train Coming and Turn Blank-out Signs
- Adjust Signal Pre-emption Timings for Traffic Signals
- Adjust Traffic Signal Timings
- Install Pre-Signals and Extend Cross-Hatching Pavement Markings for Short Storage Crossings



RAIL NOISE ANALYSIS

Relative Comparison of Train Noise Levels Adjacent to the FEC Railroad Corridor



A woman with her hair in a bun, wearing sunglasses, a white long-sleeved shirt, and orange high-waisted pants, is standing on a train platform. She is holding an orange transit card and using it to tap on a white fare reader mounted on a glass train car. A brown shoulder bag is slung over her shoulder. The background is a blurred view of the train platform and tracks.

RIDERSHIP PROJECTIONS

- Ridership is expected to grow as development occurs and population density increases based on:
 - FTA Simplified Trips-on-Project Software (STOPS) model for Current Year (2023) and Design Year 2045
 - Projected future population & employment approved in the MPO 2045 Metropolitan Transportation Plan
- Ridership estimates are approximately 3,725 average weekday trips for the current year and 5,460 average weekday trips for 2045 (Horizon Year)
- Ridership is projected to have minimal impact on Tri-Rail or Brightline ridership.
- Compared favorably to other commuter rail systems in Florida
- Function of stations and train frequency – balance between access and travel time

PRELIMINARY COST ESTIMATE

Build Alternative

- Capital Base Year 2023 Cost is \$291 Million
 - Includes track construction, basic stations, purchasing of vehicles, potential right-of-way acquisitions, a portion of the Hialeah Vehicle Maintenance Facility (VMF), and parking costs.
- Maximum Small Grant Agreement is just under \$150 Million
- Operations & Maintenance Cost is \$15 Million
- Access Fee is TBD
 - Access Fee is a negotiated fee to allow commuter trains on the Brightline passenger easement on the FEC corridor.

PUBLIC OUTREACH AND COORDINATION

FDOT and Broward County have been and will continue to hold meetings with the public, agencies, and stakeholders throughout the entire study

- Public Meetings
 - Broward County Commission LPA Vote – February 22, 2022
 - Public Information Meeting #1 – December 4 and 6, 2023
 - Public Information Meeting #2 – May 22 (In-Person) and May 23 (Virtual)
- One-on-One Elected Official Briefings
- Newsletters
- Project Website
 - www.browardcommuterrailstudy.com
- Social Media
 - @ MyFDOT_SEFL
 - MyFDOTSEFL
- Email
 - BCRSouth@broward.org



- Small Group Meetings
- One-on-One Stakeholder Meetings
- County and City Commission Meetings
- MPO Board and Committee Meetings

NEXT STEPS

2024

WE ARE HERE

FTA Review
of Draft
Environmental
Documents

Winter/Spring



BCR South
Public
Information
Meeting #2

Spring

Posting of the
Environmental
Documents for
Public Comment

Spring/Summer

30-Day Public
Comment
Period

Spring/Summer

NEPA
Completion

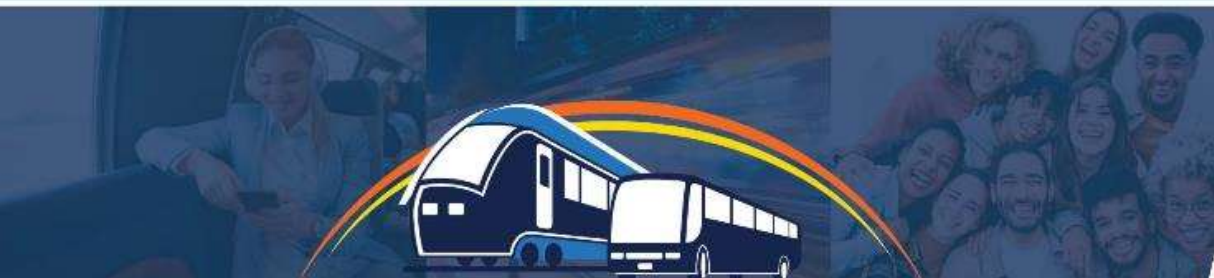
Summer/Fall

Submit Small
Starts Grant
Application

Summer/Fall

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.



PREMO

Premium Mobility Plan

Broward County Transit

Learn more at:
Premo.Broward.org
or email questions to
PREMO@broward.org

