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

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

Virtual Public Kick-off Meetings:
August 30, 2021
September 1, 2021

In-Person Public Kick-off Meeting:
August 31, 2021

FDOT BROWARD COUNTY FLORIDA **BROWARD COMMUTER RAIL (BCR)** PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
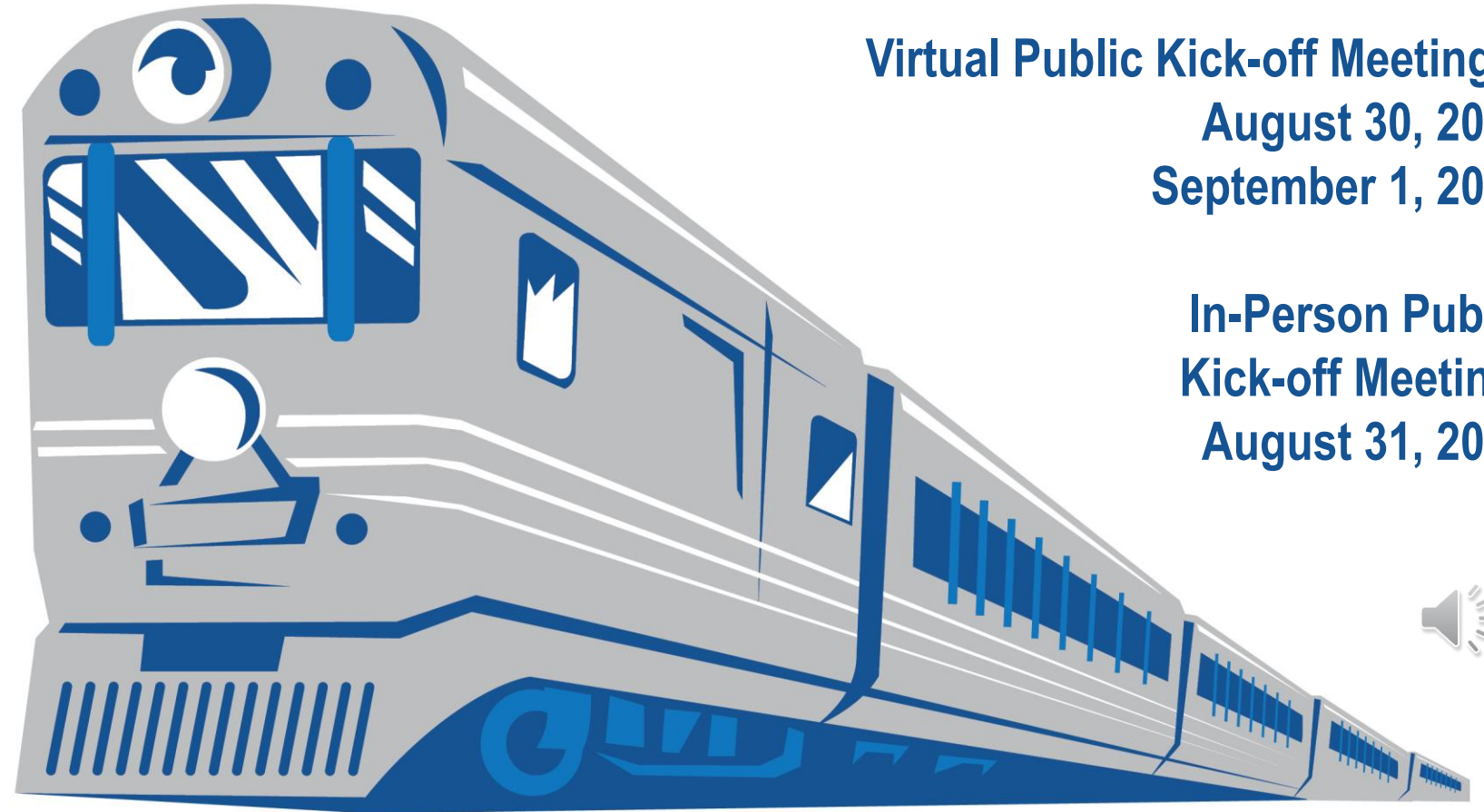
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Persons wishing to express their concerns about Title VI may do so by contacting either:

District Four - Florida Department of Transportation
District Four, Title VI Coordinator
Sharon SinghHagyan
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777-4190 or
Toll free at (866) 336-8435, ext. 4190
Sharon.SinghHagyan@dot.state.fl.us

or

Tallahassee Office - Florida Department of Transportation, State Title VI Coordinator
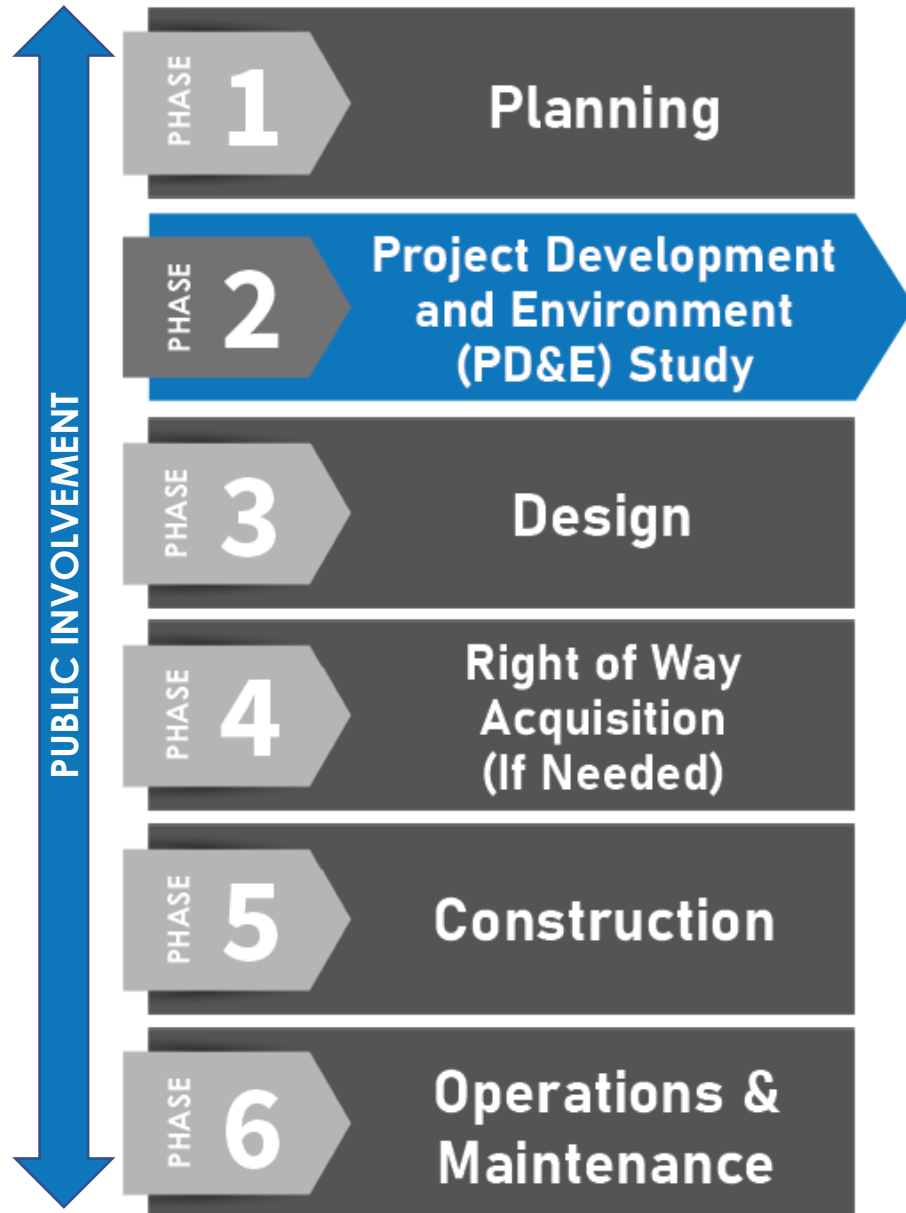**Jacqueline Paramore**
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, Florida 32399-0450
(850) 414-4753
Jacqueline.Paramore@dot.state.fl.us

All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.

❑ **Introduce the project and PD&E Study process**

❑ **Serves as an official forum**

❑ **Answer questions about the project**

❑ **All public comments will become part of the project's public record**

❑ **Gather and share information**

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PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

PUBLIC INVOLVEMENT

| PHASE 1 | Planning |
PHASE 2	Project Development and Environment (PD&E) Study
PHASE 3	Design
PHASE 4	Right of Way Acquisition (If Needed)
PHASE 5	Construction
PHASE 6	Operations & Maintenance

- ❑ Formal FDOT process to ensure that consideration is given to environmental impacts, social impacts, public input, engineering design, and project costs

- ❑ Required to satisfy the National Environmental Policy Act and maintain eligibility for federal funding

- ❑ Involves engineering analysis and environmental evaluation

- ❑ Includes public outreach and public participation throughout the entire process

- ❑ Includes data collection, ridership and traffic forecasts, rail operating plan, alternatives development, engineering and environmental analyses, and documentation

- ❑ Preparation of preliminary engineering and environmental documentation for federal environmental action

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PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

❑ **From Aventura in Miami-Dade County to Deerfield Beach in Broward County**

❑ **27 Miles along the FEC Railroad**

❑ **FEC Railroad and SFRC Pompano Connection**

❑ **12 municipalities**
- ▪ **City of Aventura**
- ▪ **City of Dania Beach**
- ▪ **City of Deerfield Beach**
- ▪ **City of Fort Lauderdale**
- ▪ **City of Hallandale Beach**
- ▪ **Town of Hillsboro Beach**
- ▪ **City of Hollywood**
- ▪ **Town of Lauderdale-By-The-Sea**
- ▪ **City of Lighthouse Point**
- ▪ **City of Oakland Park**
- ▪ **City of Pompano Beach**
- ▪ **City of Wilton Manors**

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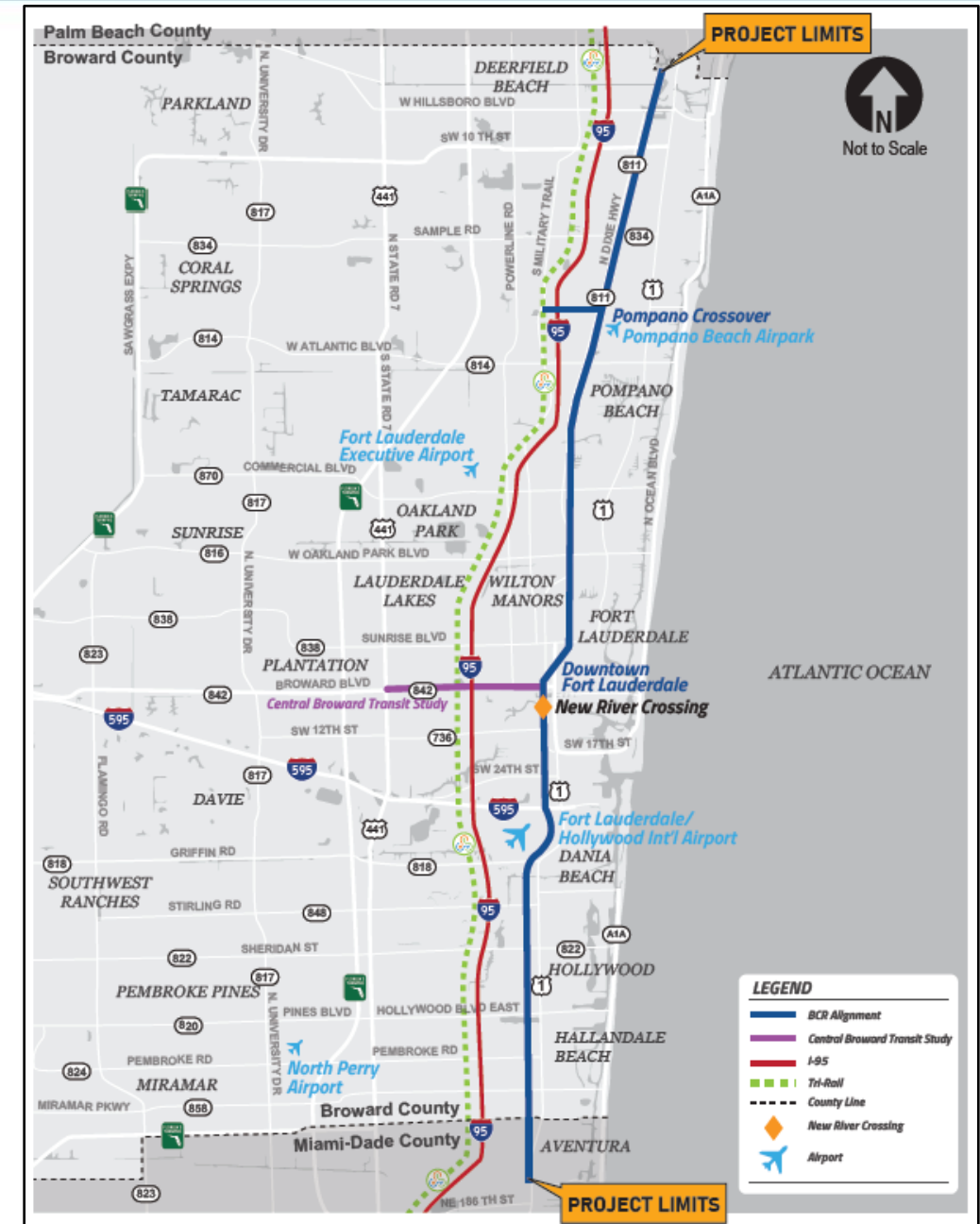
- ❑ Shared-use corridor with FEC freight trains and intercity passenger trains

- ❑ 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

- ❑ Commuter rail will share tracks with freight and Brightline

- ❑ Study is being conducted in coordination with many parties that have an interest in the FEC railroad corridor

ECONOMIC & RESIDENTIAL GROWTH

- ❑ **Transit Oriented Development (TOD)**
  - ▪ **Increased business investment**
  - ▪ **Attract additional jobs**
  - ▪ **Affordable housing incentives**
  - ▪ **Sustainable land use**
- ❑ **Mixed land uses to support the increase in residential and business development**

ENHANCE QUALITY OF LIFE

- ❑ **Increased mobility and transportation choices**
- ❑ **Greater convenience and safety**
- ❑ **Greater access to employment, education, and essential services**

TRANSIT INCENTIVES TO THE PUBLIC

- ❑ **Reduce travel times and automobile dependence**
- ❑ **Save money on gas, parking, and car maintenance/repairs**
- ❑ **Avoid the stress of road traffic**
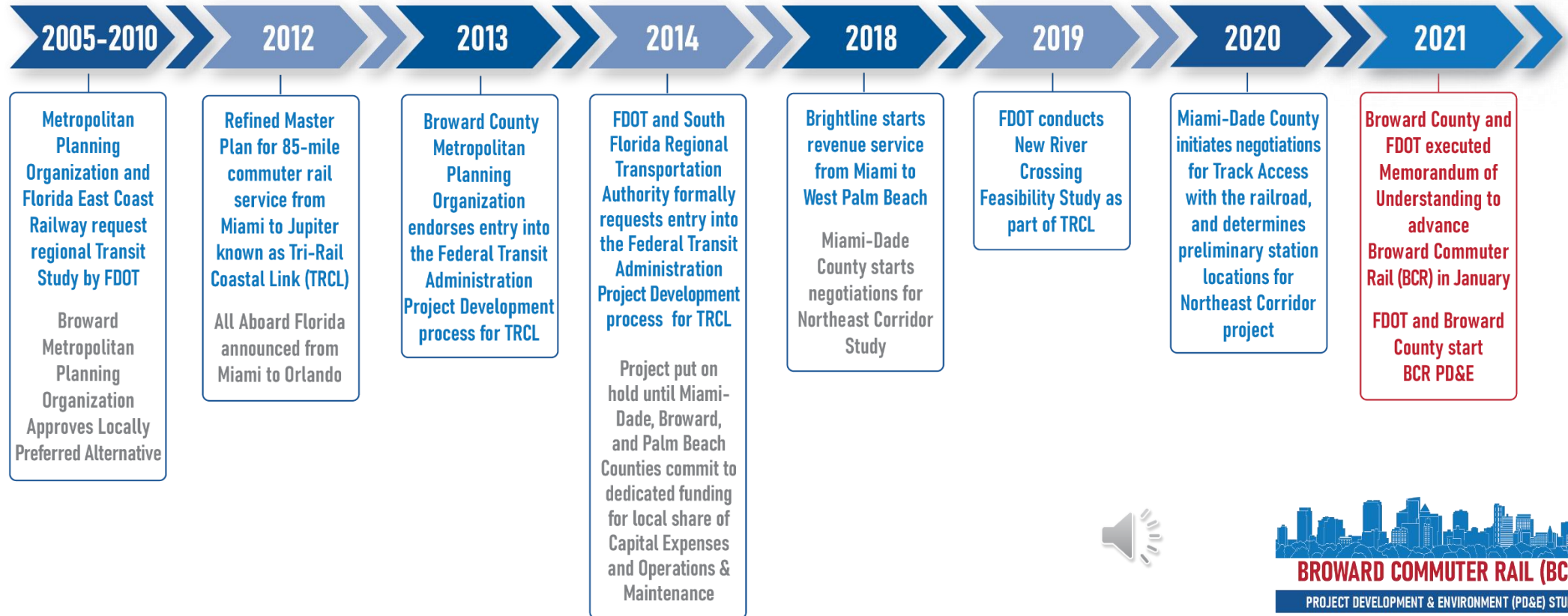
ENVIRONMENTAL

- ❑ **Cleaner air by reducing traffic congestion (reduced vehicle emissions)**
- ❑ **Less wear and tear on our highways**

COMMUTER RAIL BENEFITS EMPLOYERS

- ❑ **Potential cost savings on subsidized parking**
- ❑ **Access to a wider pool of talent**
- ❑ **Dependable and reliable transit service may boost and enhance productivity**

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PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

2005-2010

Metropolitan Planning Organization and Florida East Coast Railway request regional Transit Study by FDOT

Broward Metropolitan Planning Organization Approves Locally Preferred Alternative

2012

Refined Master Plan for 85-mile commuter rail service from Miami to Jupiter known as Tri-Rail Coastal Link (TRCL)

All Aboard Florida announced from Miami to Orlando

2013

Broward County Metropolitan Planning Organization endorses entry into the Federal Transit Administration Project Development process for TRCL

2014

FDOT and South Florida Regional Transportation Authority formally requests entry into the Federal Transit Administration Project Development process for TRCL

Project put on hold until Miami-Dade, Broward, and Palm Beach Counties commit to dedicated funding for local share of Capital Expenses and Operations & Maintenance

2018

Brightline starts revenue service from Miami to West Palm Beach

Miami-Dade County starts negotiations for Northeast Corridor Study

2019

FDOT conducts New River Crossing Feasibility Study as part of TRCL

2020

Miami-Dade County initiates negotiations for Track Access with the railroad, and determines preliminary station locations for Northeast Corridor project

2021

Broward County and FDOT executed Memorandum of Understanding to advance Broward Commuter Rail (BCR) in January

FDOT and Broward County start BCR PD&E

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

❑ **Evaluate commuter rail service on the FEC Railway Corridor**

❑ **Evaluate viable alternatives for a new crossing at the New River**

❑ **Include the necessary rail, signaling, safety and communications improvements, and passenger stations and amenities**

❑ Purpose

- Address congestion issues
- Maintain freight and Brightline operations
- Support economic and land development policies in eastern Broward County
- Improve mobility

❑ Primary Needs

- Increase north-south travel options for transit dependent and choice riders
- 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 markets
- Preserve and enhance safety and the environment

□ **Over 16 years of station planning in the corridor**

□ **Stations refined from nearly 100 potential station areas to 26 potential stations in the tri-county area**

□ **Extensive coordination with municipalities and stakeholders in Broward County to:**
  ▪ **Further screen the 9 potential BCR locations**
  ▪ **Recommend 6 to advance through the PD&E process**
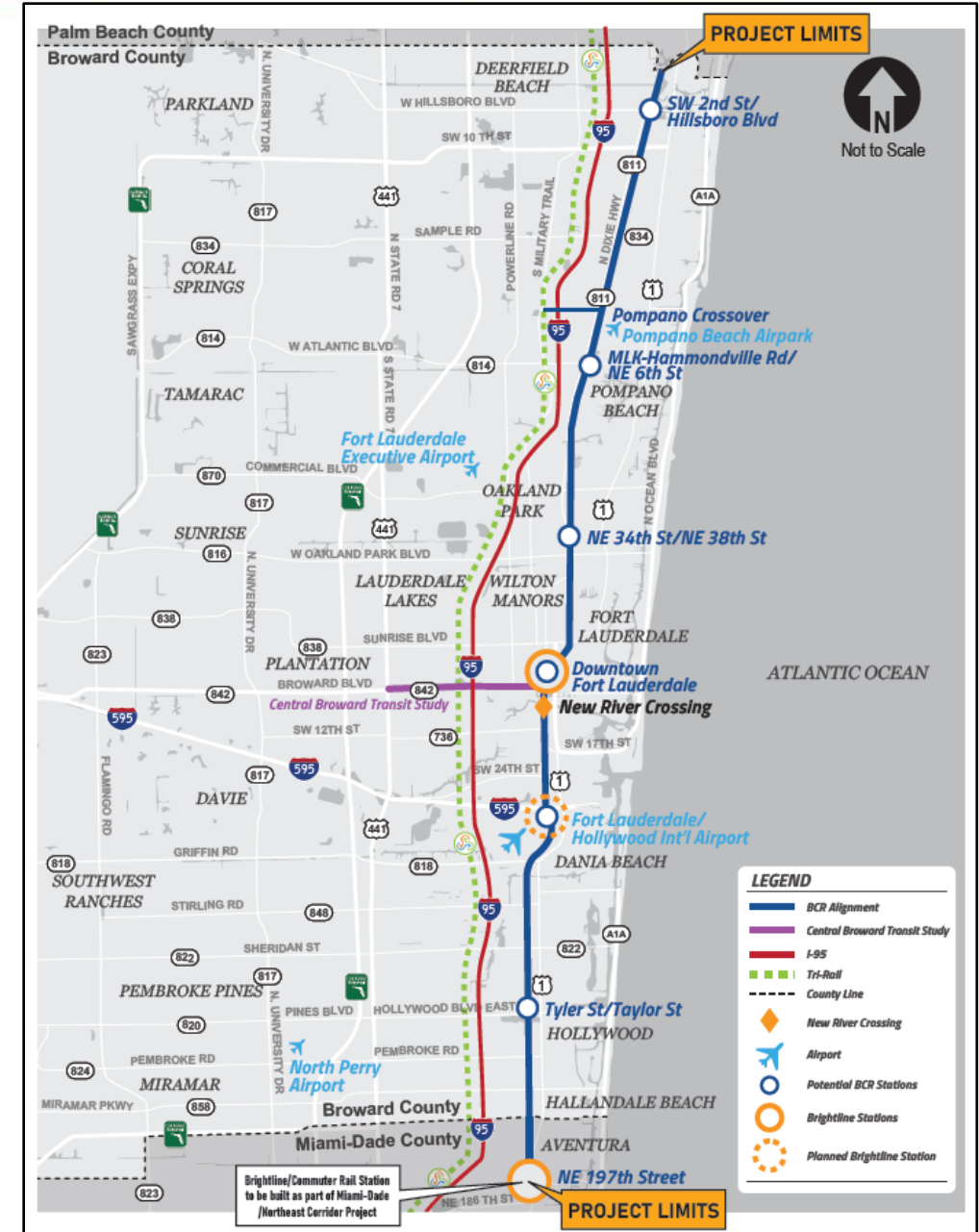
❑ **Evaluate area within a half mile radius of the the station or a 10-minute walk**

- ▪ **Existing land use around the station TODAY- access and overall character**
- ▪ **Economic development potential around the station in the FUTURE**
- ▪ **Plans and policies for mobility and transit-oriented design**
- ▪ **Development opportunities and policy performance**
- ▪ **Transit connectivity**

Station Evaluation Criteria

❑ **Methodology uses both Federal Transit Administration (FTA) and Urban Land Institute (ULI) Criteria for a Successful Transit-Oriented Development (TOD)**

FTA Guidelines for New Starts

Land Use

Pedestrian connections, parking, character, affordable housing and density

Economic Development

Ability to attract transit supportive uses, available land, and policies

Transit Connectivity

Ridership, linked trips are crucial

ULI Guidelines for TOD

Development Drives Ridership (Employment over Residential)

Range of housing options and densities is critical

Design Spaces for Walking, Connectivity, and Safety

Developing safe, comfortable, and connected pedestrian network

Build a Place, Not a Project

Locate the transit stop at the center of the neighborhood rather than on its periphery

Get the Parking Right

Parking: pedestrian friendly, viable for development

Commuter Rail Specific Factors   ***2.5 to 5 miles is preferred spacing between commuter rail stations***

DEERFIELD BEACH STATION
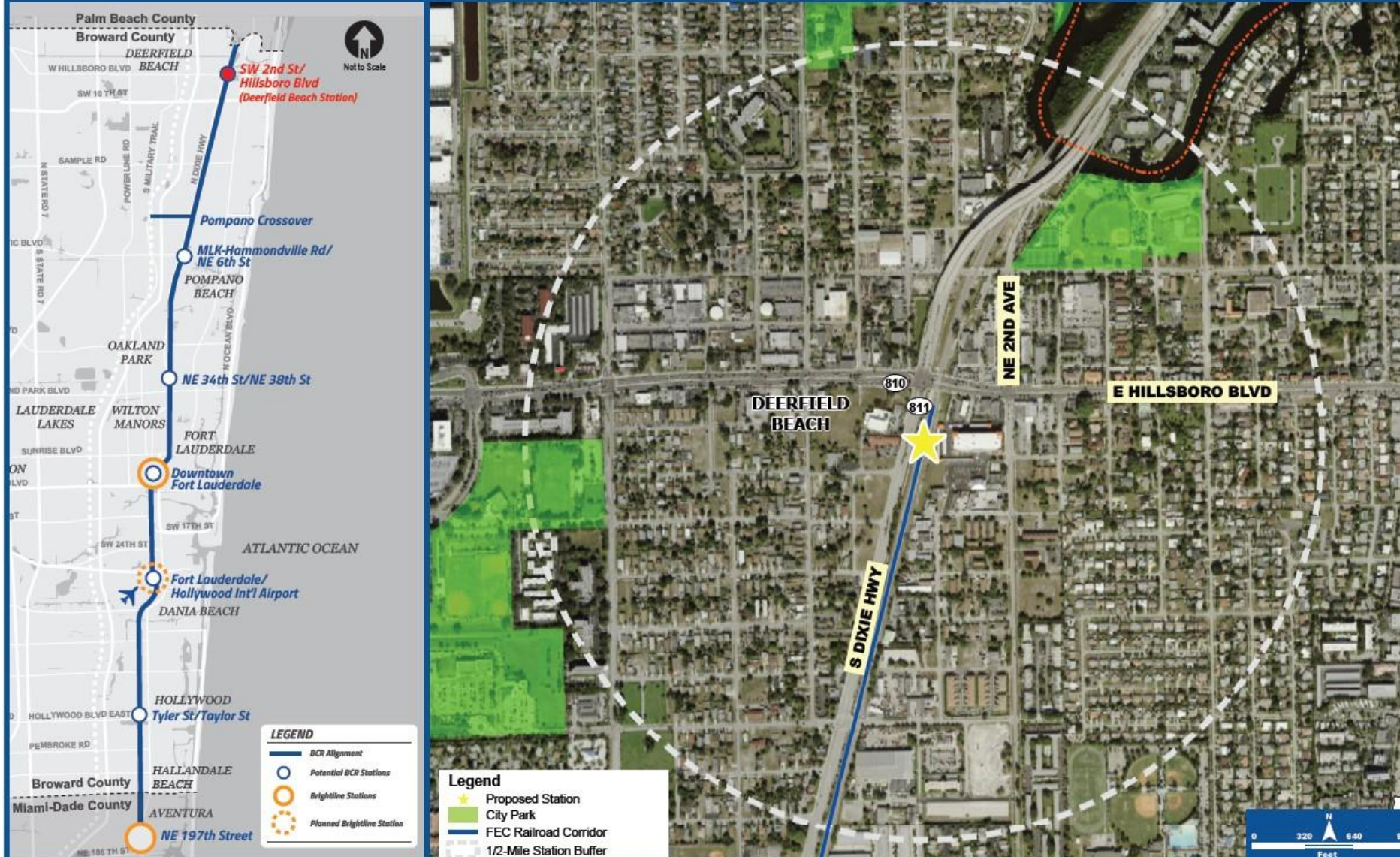
- ❑ **Transit Supportive**
- ❑ **Mix of residential and commercial uses including affordable housing, and code and design standards to promote new TOD and less reliance on cars**
- ❑ **Connectivity to two Broward County Transit bus routes**
- ❑ **Good network of pedestrian and bicycle facilities**

Potential Station Locations

POMPANO BEACH STATION
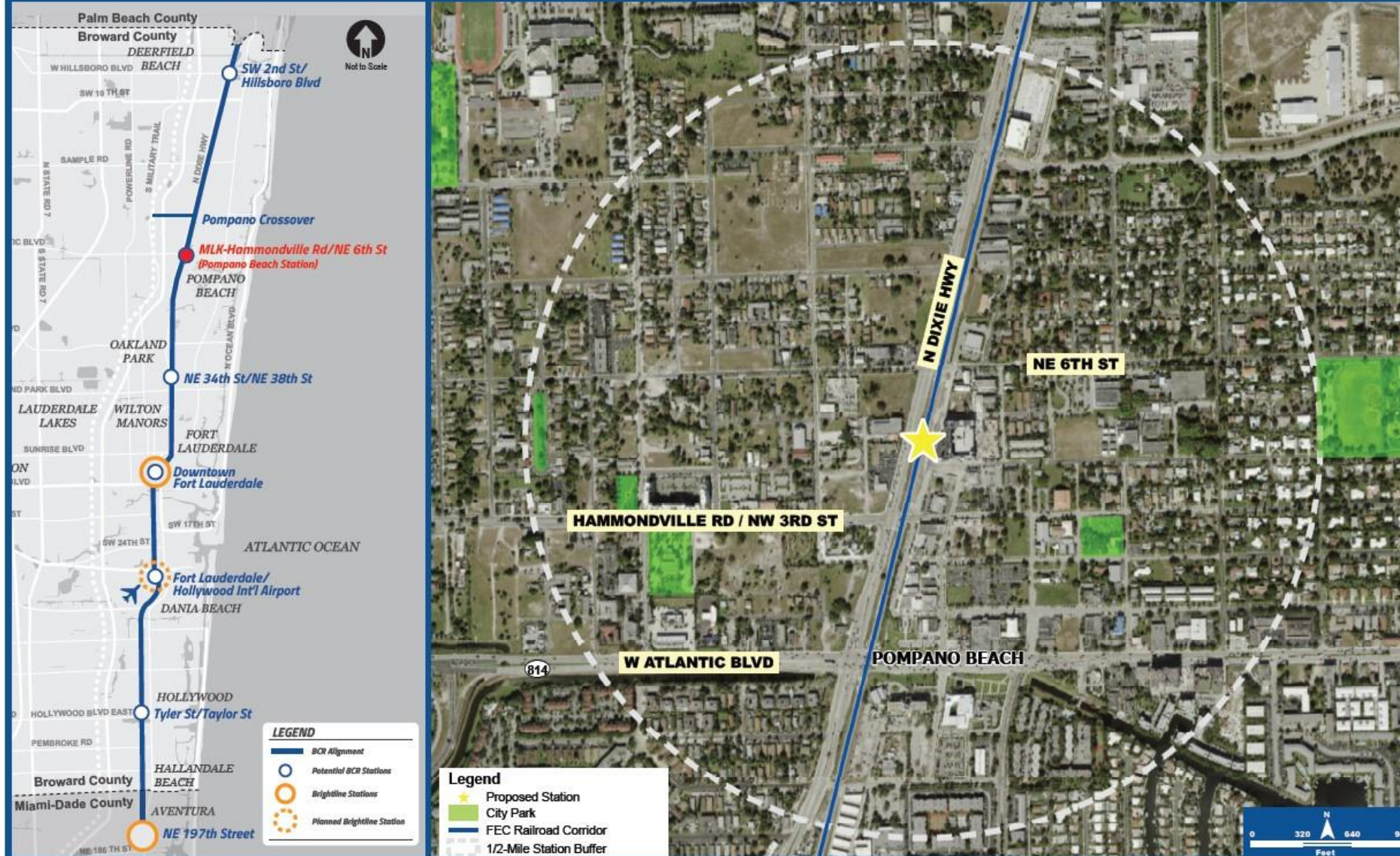
- **Designated redevelopment area**

- **Significant available land for development, including 30 acres owned by the City**

- **Mix of residential and commercial uses and protected affordable housing**

- **Well connected and walkable**
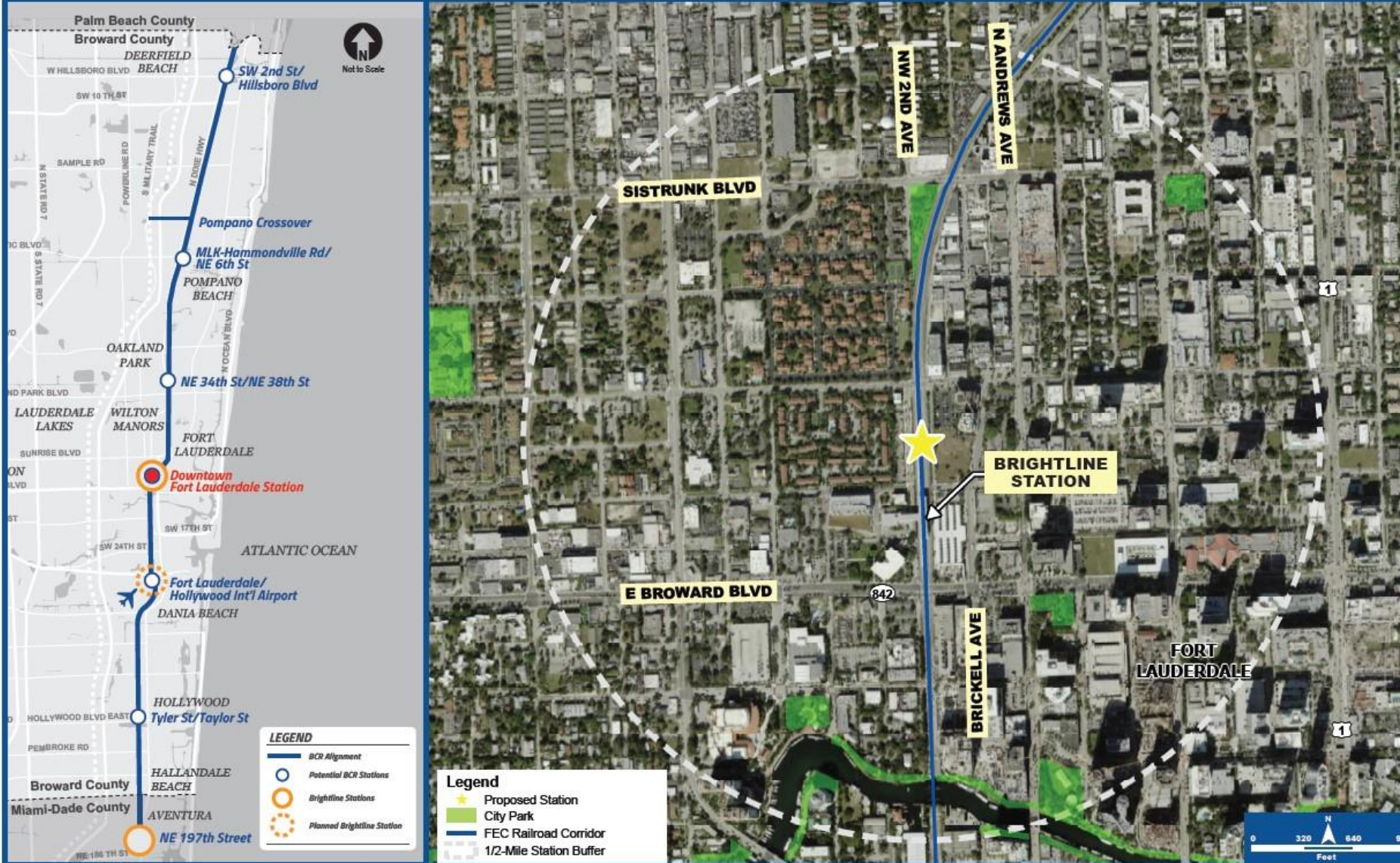
- **Located adjacent to a bus transit hub**

OAKLAND PARK/WILTON MANORS STATION
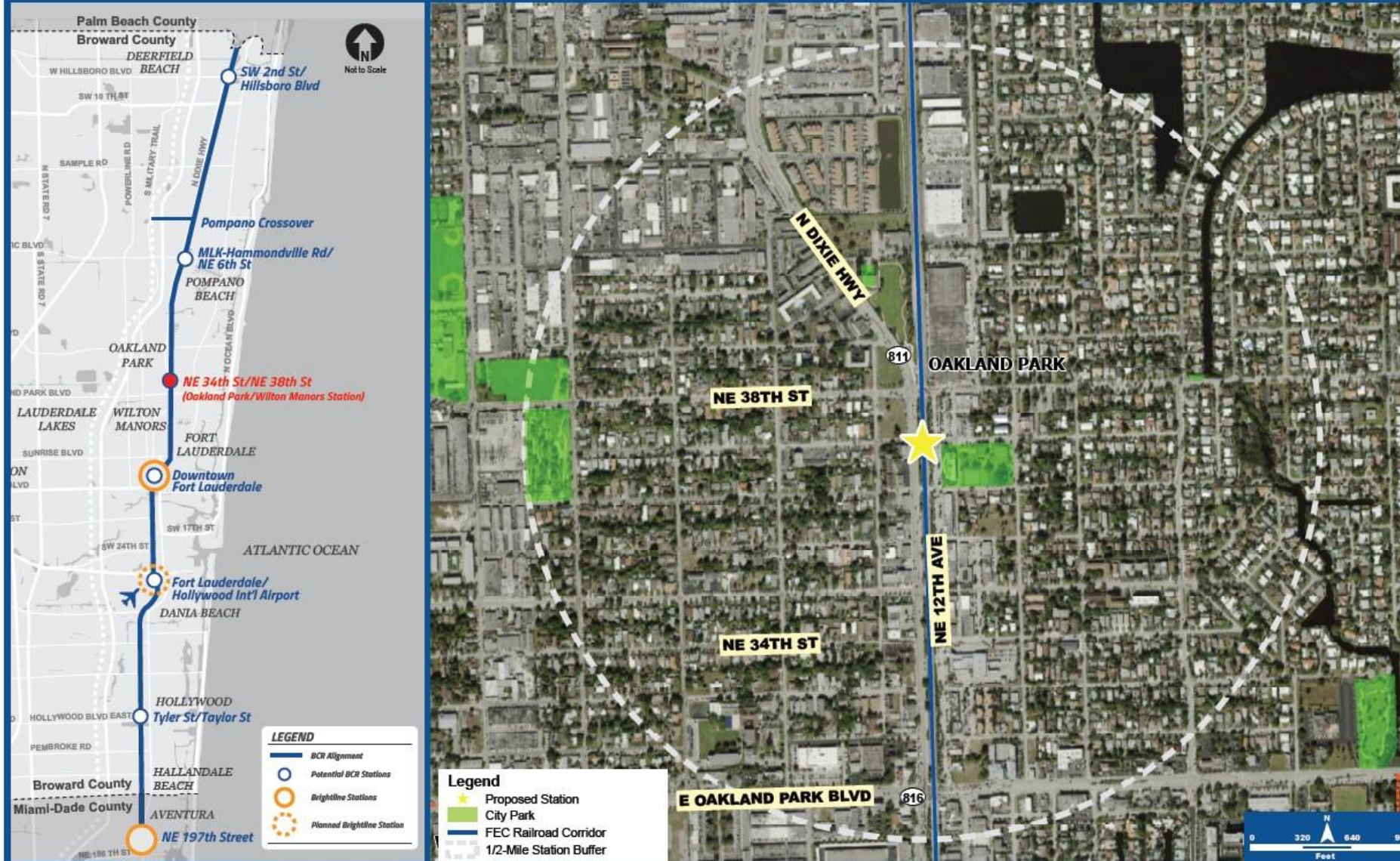
- ❑ **Designated redevelopment area – already being developed to support transit, zoning, land use policies, and plans**

- ❑ **Mix of residential and commercial uses**

- ❑ **Well connected and walkable**

- ❑ **Is/will be connected to three Broward County Transit bus routes**
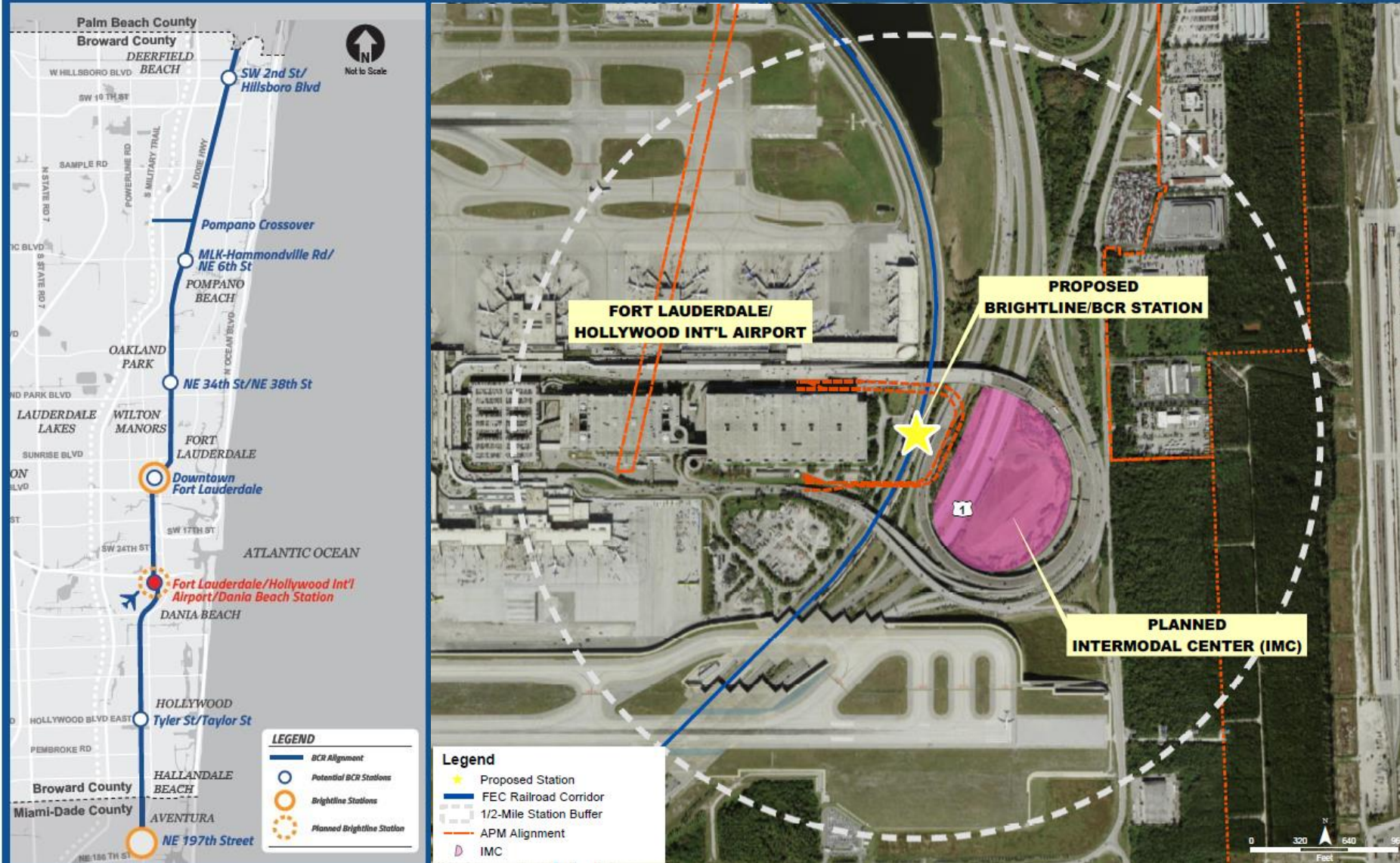
- Central business district
- Regional activity center
- **Will be located at the existing Brightline Station and the central bus terminal, and adjacent to planned premium transit on Broward Boulevard**
- Existing bicycle lanes and sidewalks enhance station access

Potential Station Locations

FORT LAUDERDALE/HOLLYWOOD INT'L AIRPORT/DANIA BEACH STATION

- Major trip generator

- Most commuter rail customers will be residents commuting to and from another station, or visitors using it to travel to another destination

- It is anticipated at least three bus routes serving this location

- Planned intermodal center

HOLLYWOOD/HALLANDALE BEACH STATION
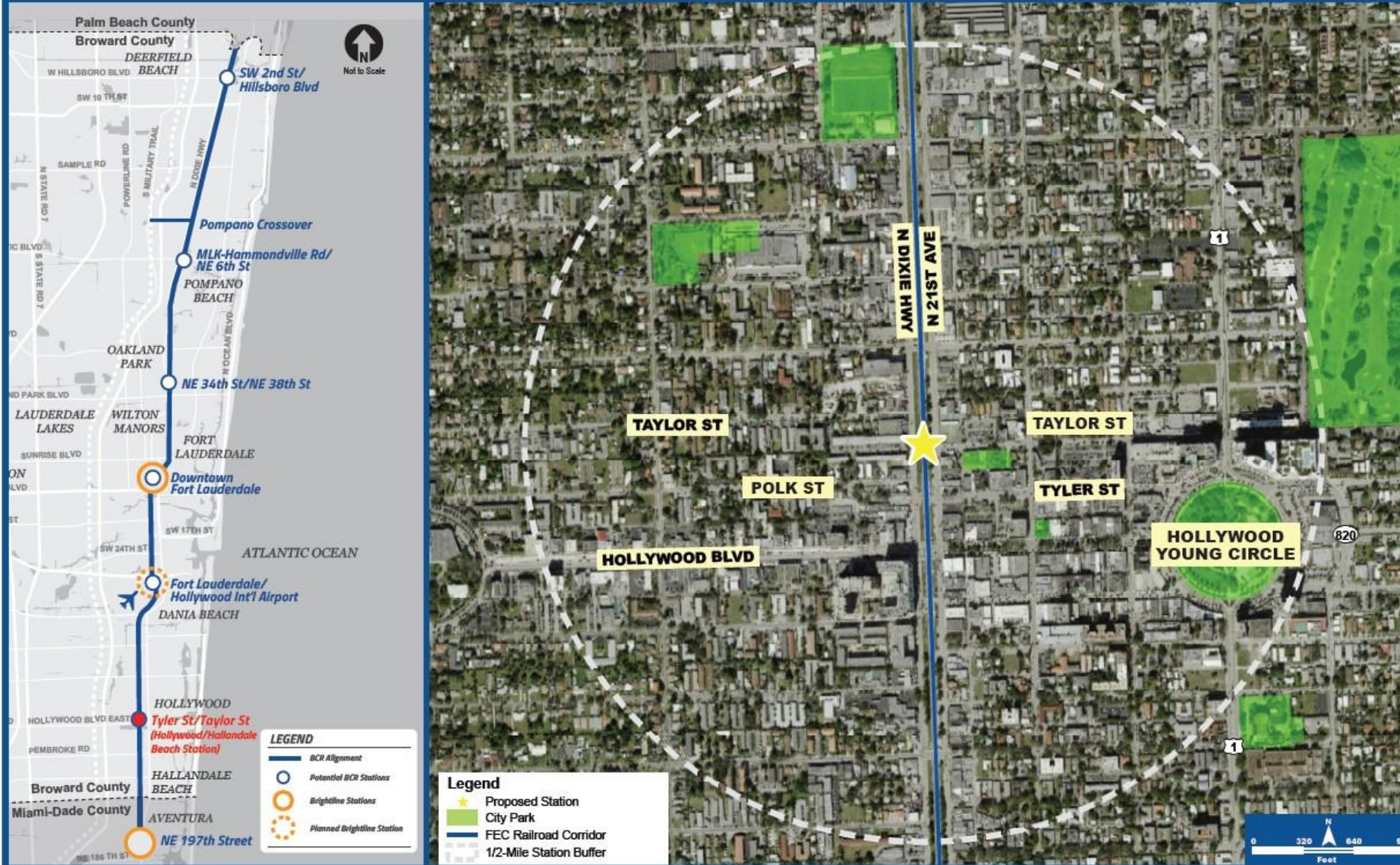
- Residential and commercial uses, active construction sites, planned development, and vacant land

- Designated redevelopment area

- Very walkable

- Connects with six Broward County Transit bus routes and one planned premium transit route

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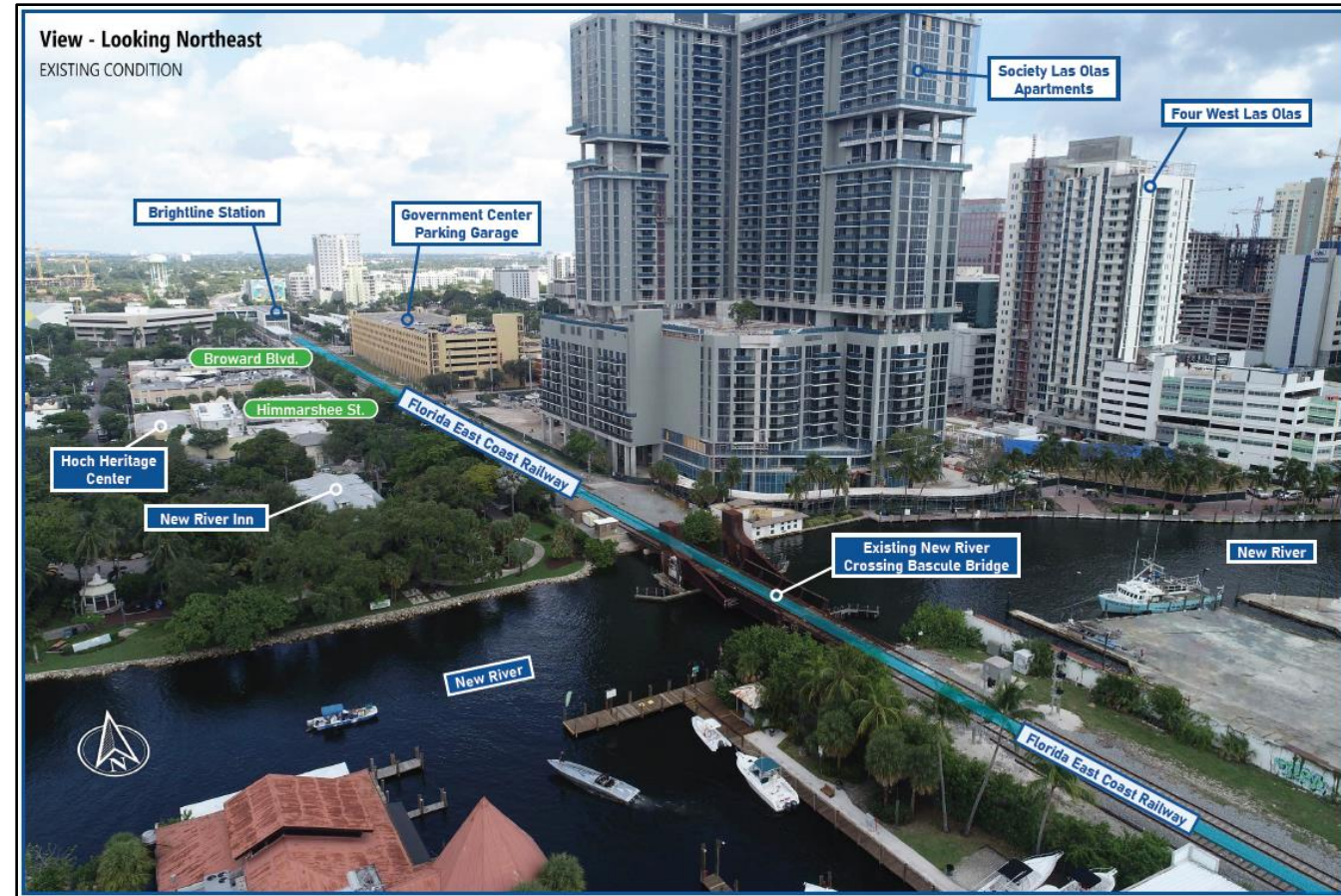- ❑ **Feasibility Study Completed in 2020**

- ❑ **Extensive Stakeholder and Agency Coordination**

- ❑ **Considerations**
  - Maintain maritime, freight and passenger operations
  - Existing freight bascule bridge to remain
  - Accommodate planned Premium Transit on Broward Boulevard
  - Connect to Brightline station downtown
  - Improve connectivity downtown
  - Avoid, minimize, or mitigate impacts to historical resources, neighborhoods and right of way

- ❑ **Four Crossing Alternatives Under Evaluation from Feasibility Study***
  - Low-Level Bascule Bridge: $250 – $375 Million
  - Mid-Level Bascule Bridge: $460 – $690 Million
  - High-Level Fixed Bridge: $470 – $700 Million
  - Tunnel: $2.5 – $3.8 Billion

View - Looking Northeast
EXISTING CONDITION

Society Las Olas Apartments · Four West Las Olas · Brightline Station · Government Center Parking Garage · Broward Blvd. · Himmarshee St. · Hoch Heritage Center · New River Inn · Florida East Coast Railway · Existing New River Crossing Bascule Bridge · New River · New River · Florida East Coast Railway

*Note: Preliminary cost estimates are reasonable high-level ranges at the current stage of this PD&E Study. Refined cost estimates will be continually updated throughout the life of the project.

Environmental Considerations

❑ **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

Pedestrian Crossing North of the New River Bridge

Looking South at New River Bridge

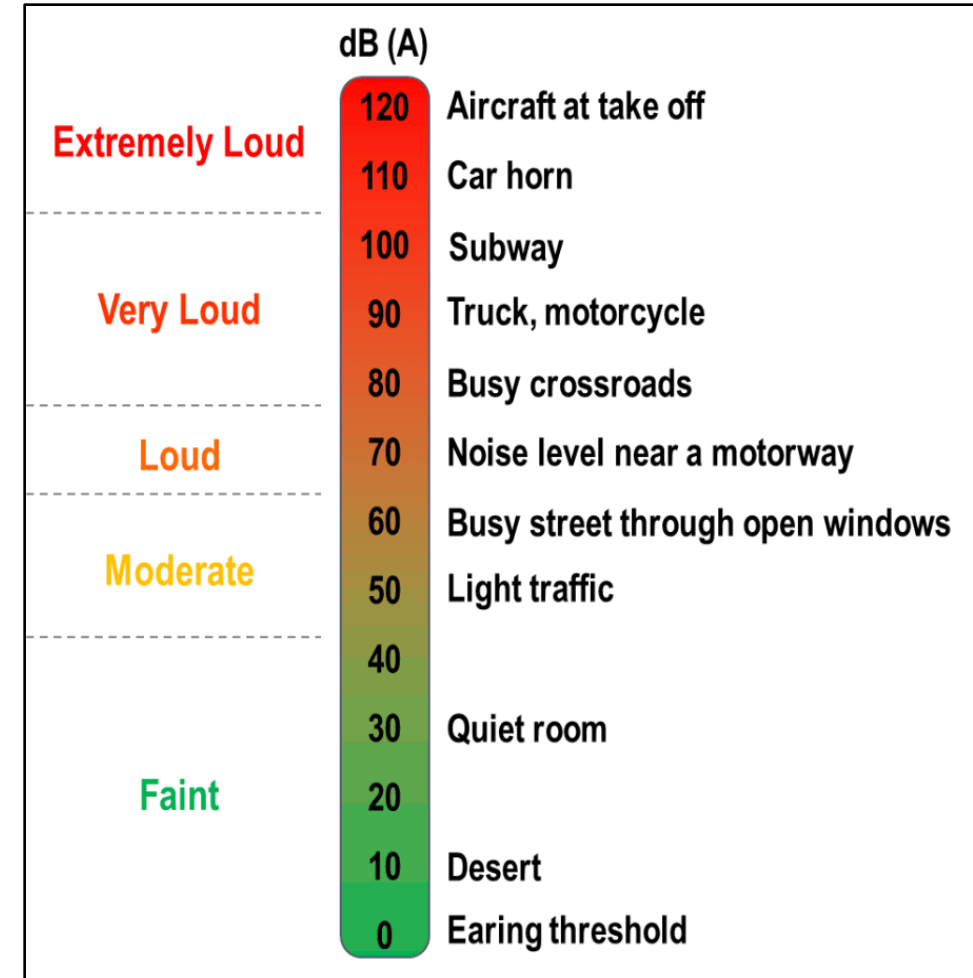Old Fort Lauderdale Village Historic District

❑ **Roadway Traffic Analysis at:**
- ▪ **Representative railroad crossings on east-west roads**
- ▪ **Proposed station locations**

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

❑ **Step-By-Step Process**
- ▪ **Identify traffic analysis locations and collect data**
- ▪ **Estimate future traffic demand**
- ▪ **Perform traffic operational analysis**
  - ○ **Intersection's level of service**
  - ○ **Queuing length analyses**

❑ **Safety is the Project's highest priority**

❑ **Safety Evaluation**
- **Evaluation of safe connections between modes of transportation**
- **Improvements to all 66 at-grade rail/roadway crossing dynamic envelopes**
- **Safe access to/from new stations**
- **Evaluation of mobility for various design alternatives**

❑ **Determine potential noise and vibration impacts for:**
- ▪ **New commuter rail service along FEC Corridor**
- ▪ **Proposed stations**
- ▪ **Improvements to existing maintenance facility at Hialeah Rail Yard or another location**
- ▪ **The potential Pompano Connector from FEC Corridor to the South Florida Rail Corridor**

❑ **Evaluate noise-sensitive sites such as residences, schools, libraries, parks**

❑ **Determine existing noise levels**
- ▪ **Perform short-term (1 hour) and long-term (24 hour) monitoring**
- ▪ **Existing noise levels will determine the criteria for impacts**

❑ **Evaluate potentially impacted sites for noise abatement**
- ▪ **Noise barriers in addition to Quiet Zones**

dB (A)

Extremely Loud	120	Aircraft at take off
	110	Car horn
	100	Subway
Very Loud	90	Truck, motorcycle
	80	Busy crossroads
Loud	70	Noise level near a motorway
	60	Busy street through open windows
Moderate	50	Light traffic
	40	
	30	Quiet room
Faint	20	
	10	Desert
	0	Earing threshold

CAPITAL COST ASSUMPTIONS

≤50% FEDERAL FUNDS

- Subject to Federal Transit Administration recommendation and Congressional appropriation.

≥25% STATE FUNDS

- Subject to FDOT approval and future allocation in the Work Program.

≥25% LOCAL FUNDS

- County and Municipal Government funds, other local funds, and private sector investment.

OPERATING COST ASSUMPTIONS

- Operations and Maintenance (O&M) costs are assumed to be funded from fares, local sources, and items such as advertising and sponsorship revenue.

PD&E Study Milestone Schedule

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PROJECT MILESTONES	2021 Q1 JAN	FEB	MAR	Q2 APR	MAY	JUN	Q3 JUL	AUG	SEP	Q4 OCT	NOV	DEC	2022 Q1 JAN	FEB	MAR	Q2 APR	MAY	JUN	Q3 JUL	AUG	SEP	Q4 OCT	NOV	DEC
Begin Study	◆																							
Data Collection	▬	▬	▬	▬	▬	▬																		
Public Kick-off Meeting								◆																
Engineering and Environmental Analyses				▬	▬	▬	▬	▬	▬	▬	▬	▬												
Draft Financial Plan							▬	▬	▬	▬	▬													
Alternatives Public Workshop													◆											
Select Locally Preferred Alternative (LPA)													▬	▬										
Request Class of Action from FTA															◆									
Entry into FTA Project Development																◆								
Complete Engineering and Environmental Reports																	▬	▬	▬					
Public Hearing																				◆				
Apply for Capital Investment Grant (Federal Grant Program)																				◆				
MPO Adopts the LPA																							◆	
Location and Design Concept Acceptance																							◆	
Public Involvement	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬	▬

WE ARE HERE (arrow pointing to Public Kick-off Meeting, Aug 2021)

Legend:
- ▬ General Project Tasks
- ◆ (green) Public Meetings
- ◆ (blue) General Project Milestones
- ◆ (red) Critical Project Milestones

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FDOT will coordinate meetings with the public, agencies and stakeholders throughout the study

☐ **Public Meetings**

- **Public Kick-off Meeting**
- **Alternatives Public Workshop**
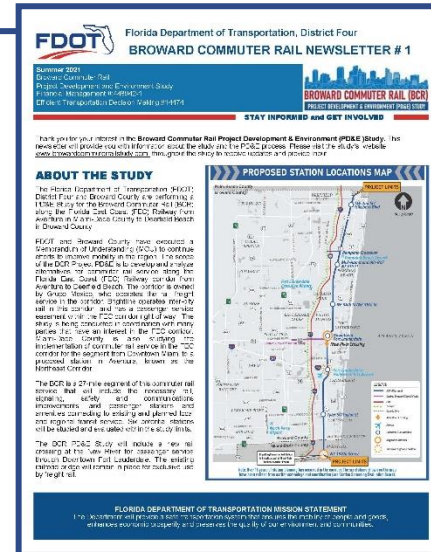- **Public Hearing**

☐ **Other Meetings**

☐ **Newsletters**

☐ **Project Website**

www.browardcommuterrailstudy.com

☐ **Social Media**

- **Small Group Meetings**
- **One-on-One Stakeholder Meetings**
- **County and City Commission Meetings**
- **Metropolitan Planning Organization (MPO) Board and Committee Meetings**

 @ MyFDOT_SEFL **MyFDOTSEFL**

1. Comment during the public meeting using the GoToWebinar Questions tool

2. Email your comments to: Phil.Schwab@dot.state.fl.us

3. Mail your comments to : Florida Department of Transportation, District Four
   3400 West Commercial Boulevard
   Fort Lauderdale, FL 33309

4. Submit comments on project website: www.browardcommuterrailstudy.com

1. Review exhibits on the project website:

   www.browardcommuterrailstudy.com

2. Attend upcoming public meetings

3. Contact the FDOT Project Manager: Phil Schwab, P.E.
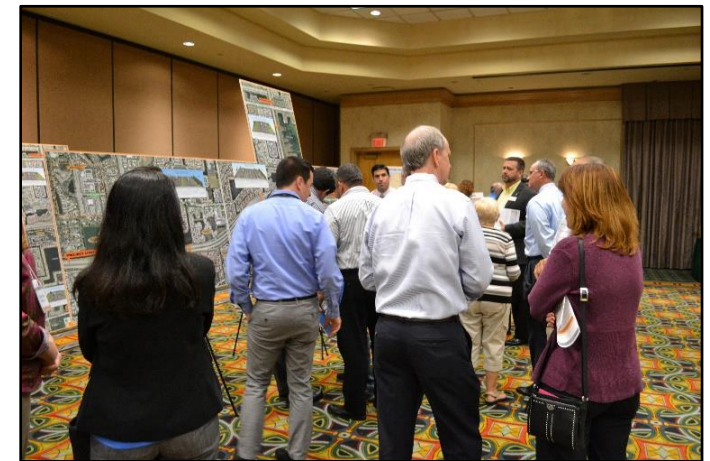
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Mike Ciscar, P.E.

Consultant PD&E Project Manager
The Corradino Group
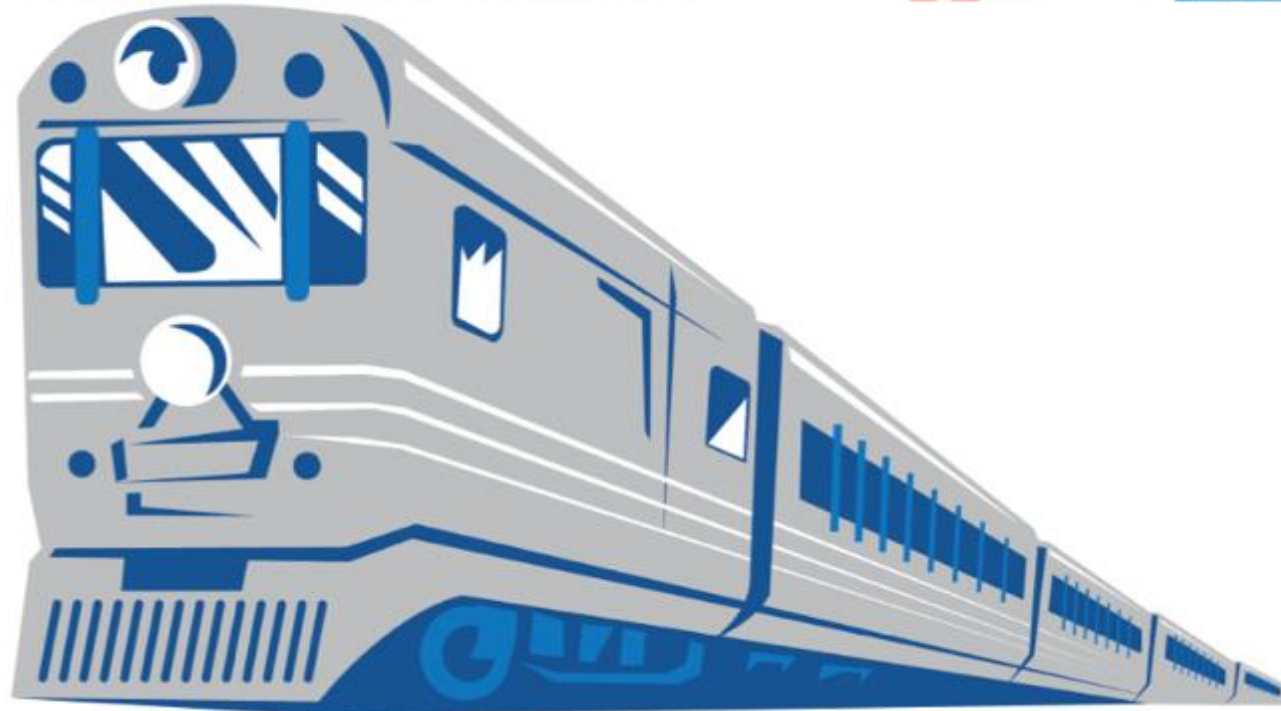
(954) 777-0044

mciscar@corradino.com

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Thank You