

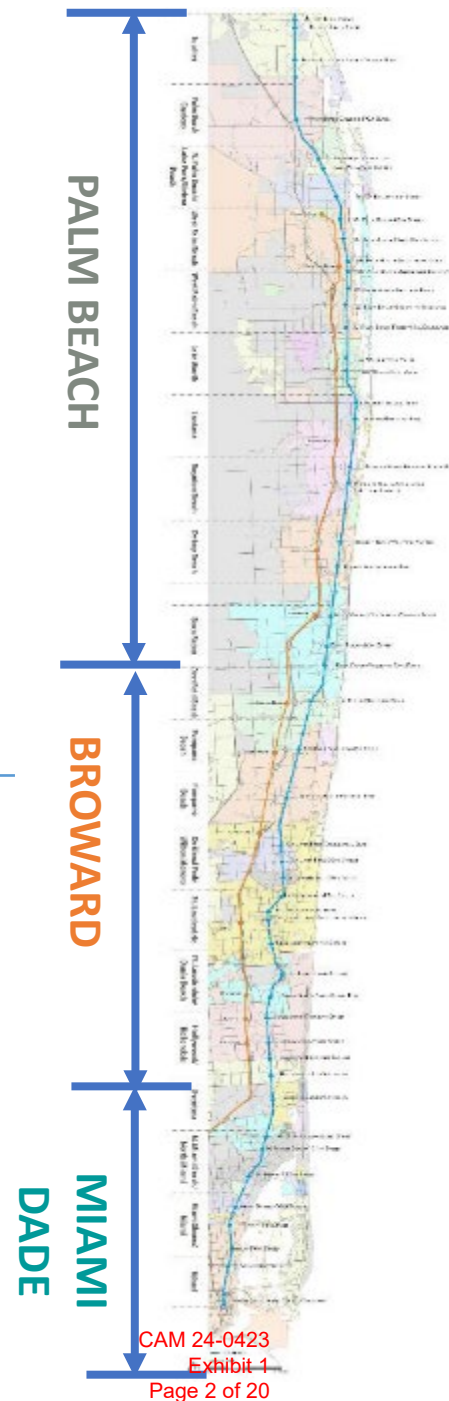
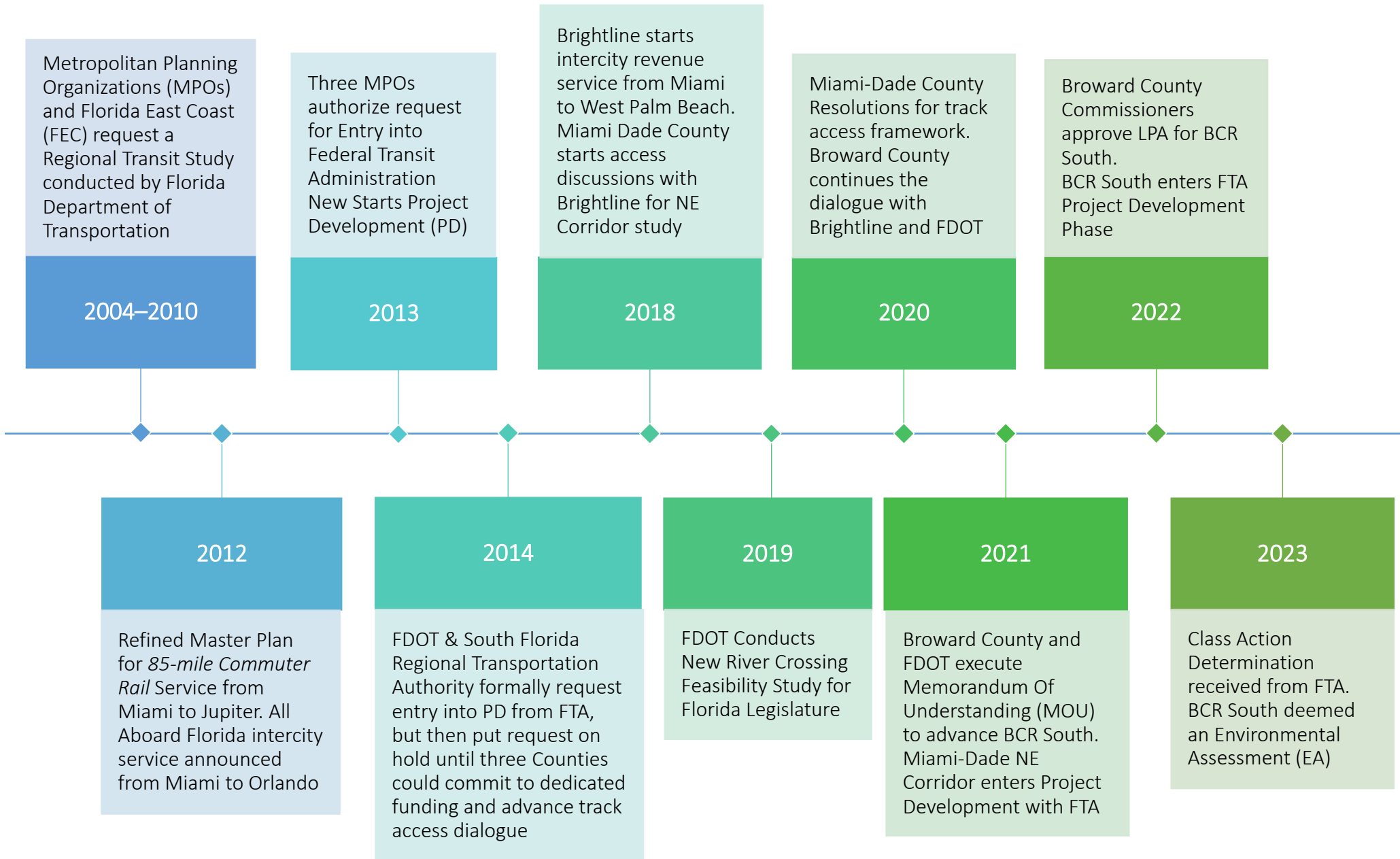


# Broward Commuter Rail South

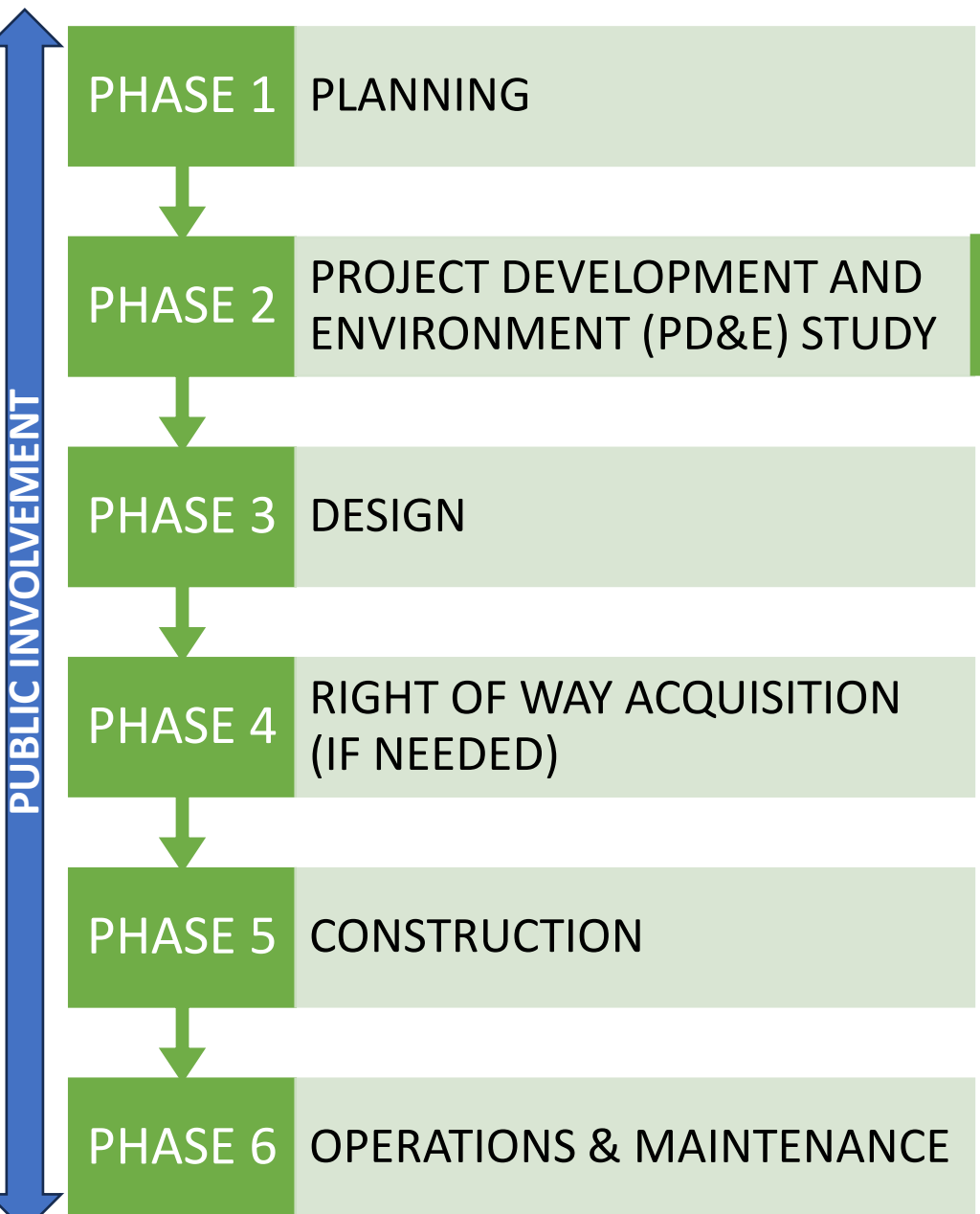
**Project Update  
City of Fort Lauderdale Commission  
June 4, 2024**



# HISTORY OF THE CORRIDOR



# 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



# 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)
<b>Monday to Friday</b>	
5 – 9 A.M.	30
9 A.M. – 4 P.M.	60
4 – 8 P.M.	30
8 – 11:30 P.M.	60
<b>Weekends and Holidays</b>	
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

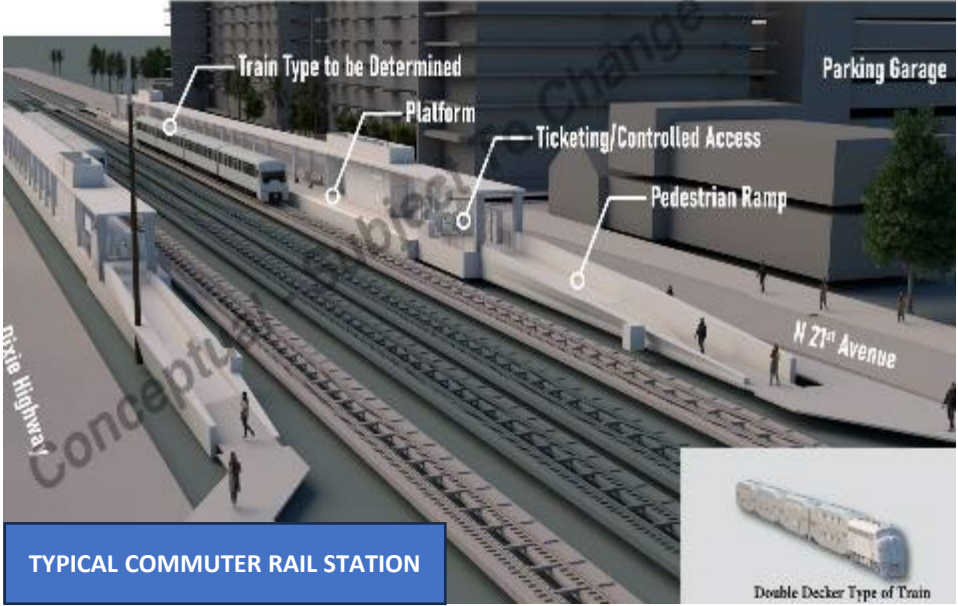
# PROPOSED STATION CHARACTERISTICS

## 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

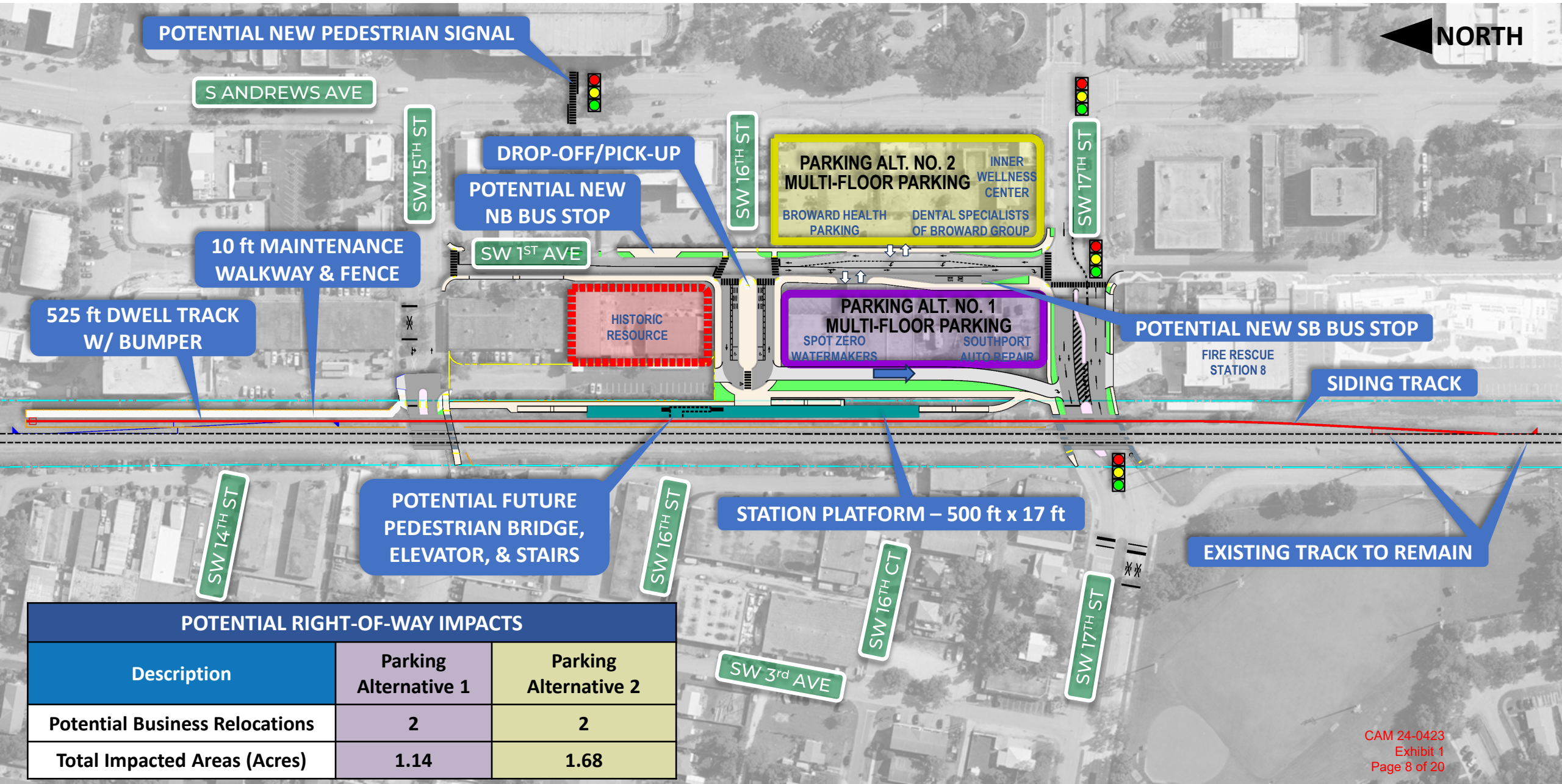
## WHAT IS IN THE PROPOSED COMMUTER RAIL STATION?

- 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

# SOUTH FT. LAUDERDALE STATION

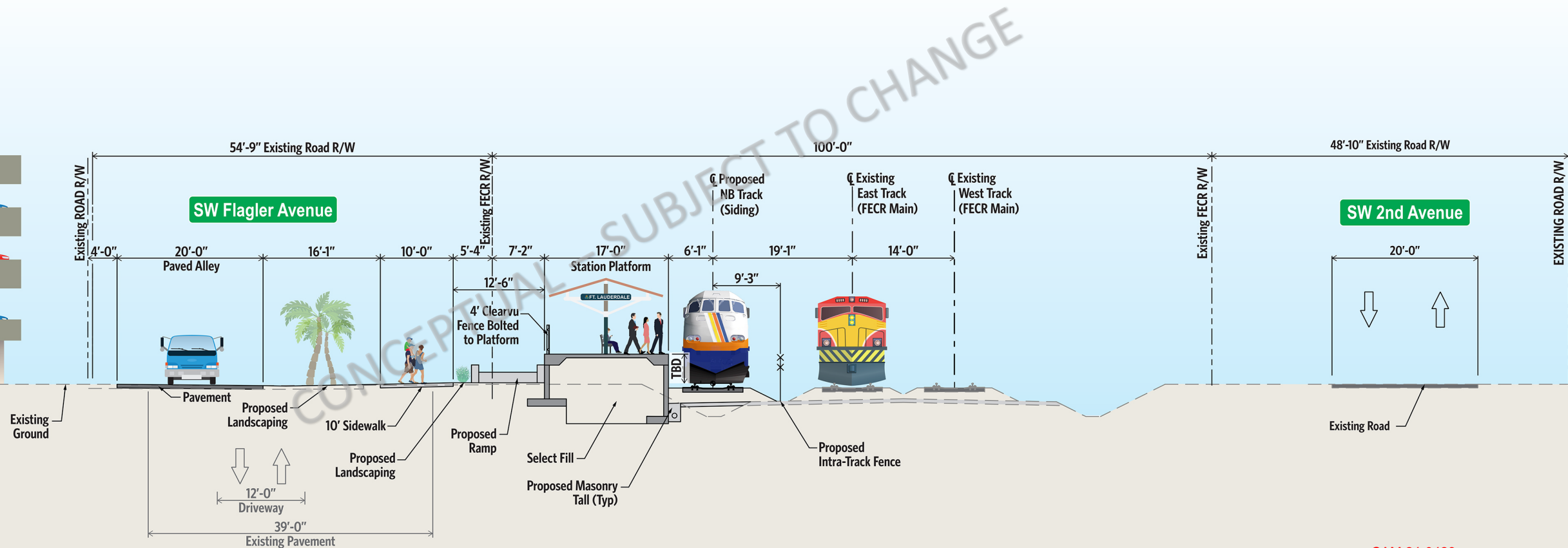


POTENTIAL RIGHT-OF-WAY IMPACTS		
Description	Parking Alternative 1	Parking Alternative 2
Potential Business Relocations	2	2
Total Impacted Areas (Acres)	1.14	1.68



# SOUTH FT. LAUDERDALE STATION

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

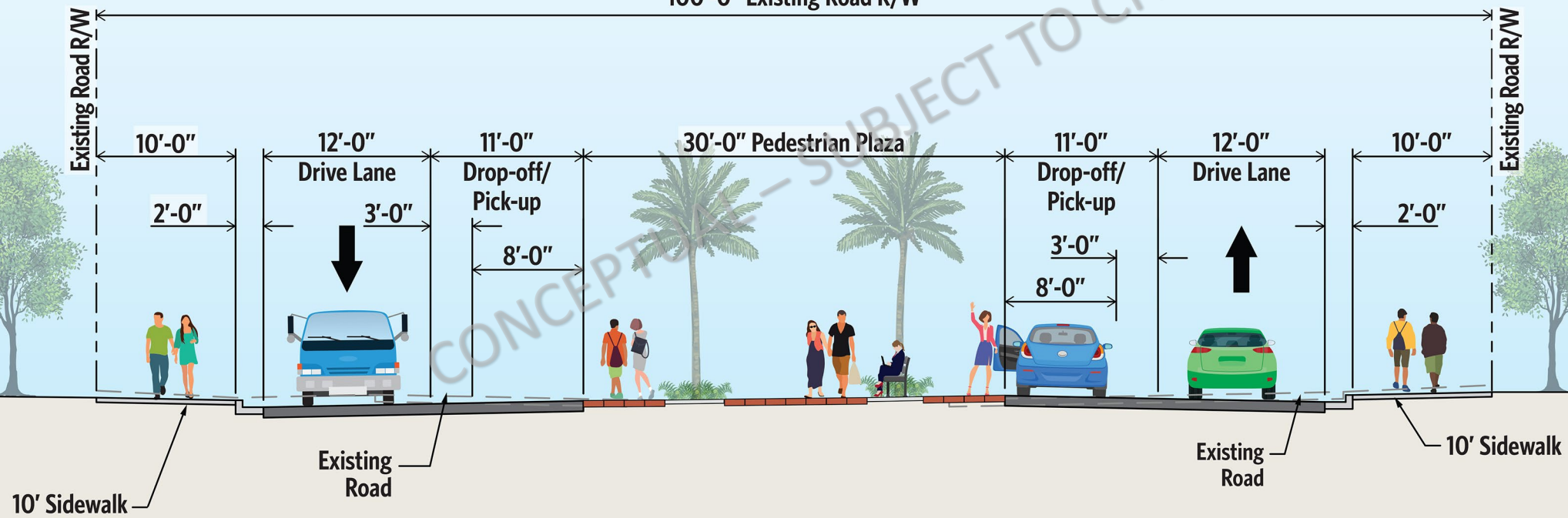


# SOUTH FT. LAUDERDALE STATION

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

SW 16th Street

100'-0" Existing Road R/W



# SOUTH FT. LAUDERDALE STATION RENDERING



Train Type to be Determined

Platform

Ticketing/Controlled Access

Pedestrian Ramp

New Siding Track

Broward Health Medical Center

BCR South Parking Garage (Alternative 2)

BCR South Parking Garage (Alternative 1)

Flagler Avenue

SW 15th Street

SW 16th Street

Note: Special Canopy Features Not Included in Cost Estimate

# SOUTH FT. LAUDERDALE STATION RENDERING: STREET LEVEL VIEW



# 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

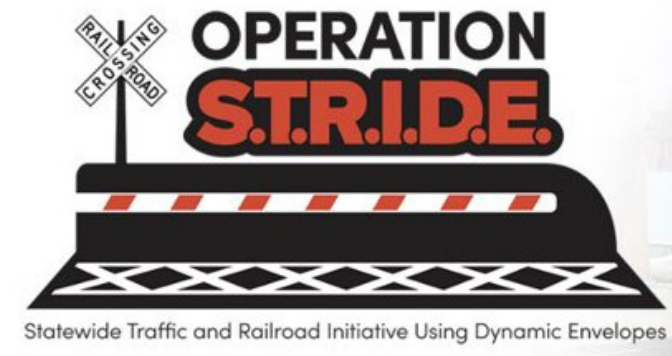
Gate Closure Time at Crossings	Less than 90 seconds per single train (advanced warning + crossing + clearance time)
No. of Trains Per Hour	3-5 trains
Travel Times, Delays, and Queuing Impacts	Similar to Brightline Service
Build vs. No-Build Traffic Operations	No significant change
Vehicle Queues Generated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



# 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, Maximum Capital Cost is \$400M(YOE)
- 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](http://www.browardcommuterrailstudy.com)

- Social Media

 @ MyFDOT\_SEFL  MyFDOTSEFL

- Email

[BCRSouth@broward.org](mailto: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**

**Map Legend**

- Orange: Commuter Rail South
- Red: Light Rail Transit
- Blue: Bus Rapid Transit
- Green: High-Frequency Corridor
- Red dashed: Future Light Rail West Extension Options
- Yellow dashed: Future Commuter Rail Routes
- TRAIL: TRAIL
- Plane icon: Fort Lauderdale-Hollywood International Airport
- Bus icon: Fort Lauderdale
- Bus icon: Broward County Government Center
- Seawater icon: Seawater Mills

