



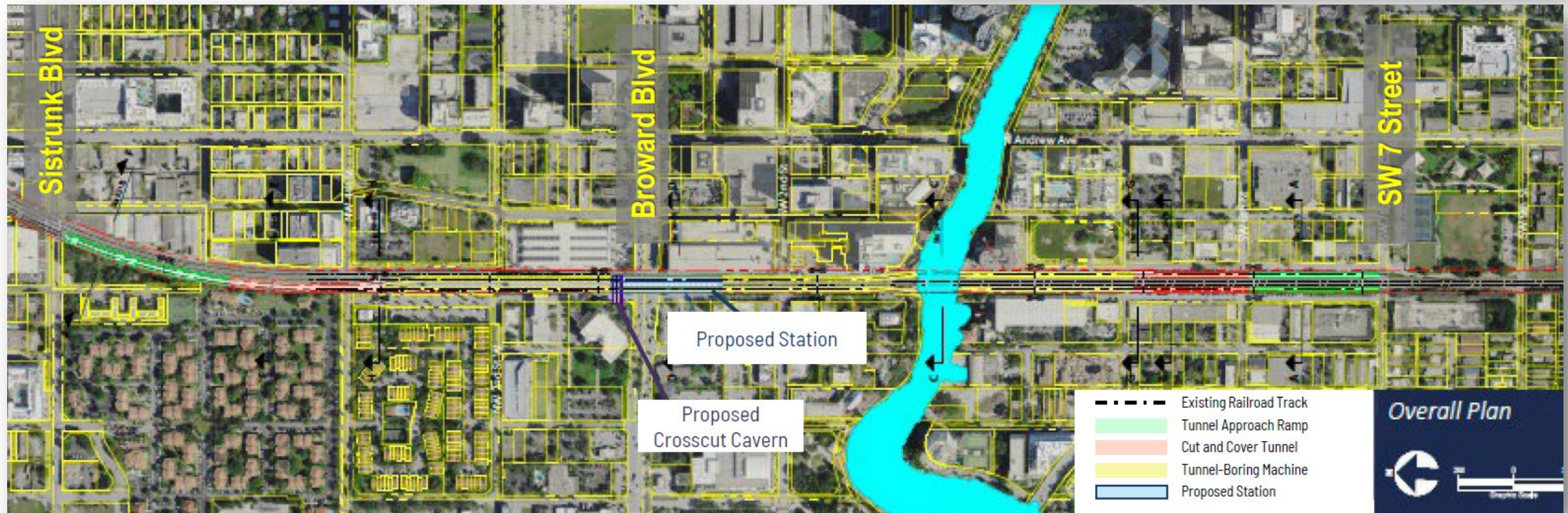
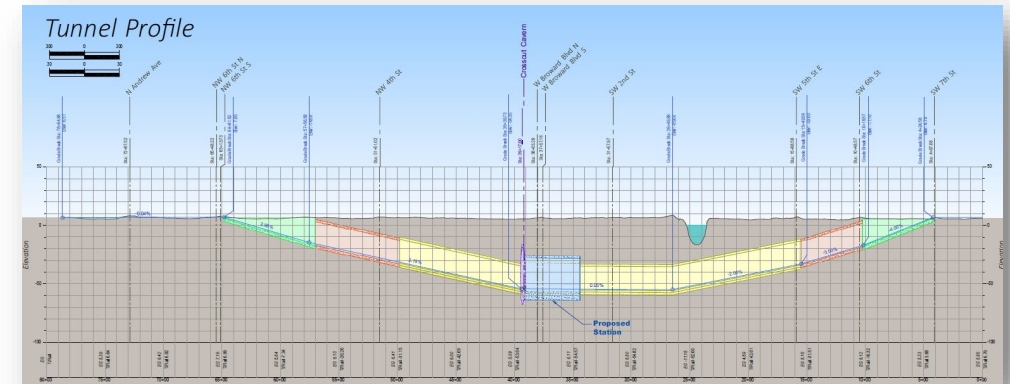
CITY OF  
FORT LAUDERDALE

# NEW RIVER CROSSING INITIATIVE UPDATE

February 3, 2026

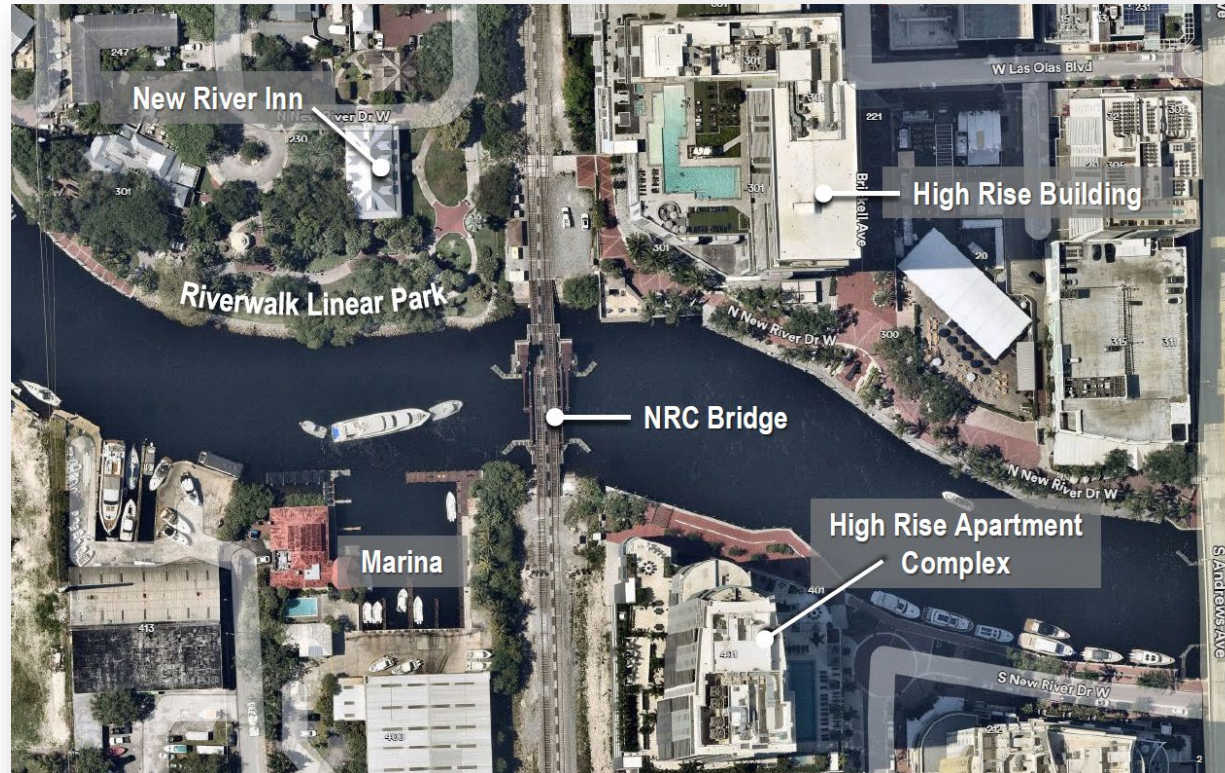


# Background





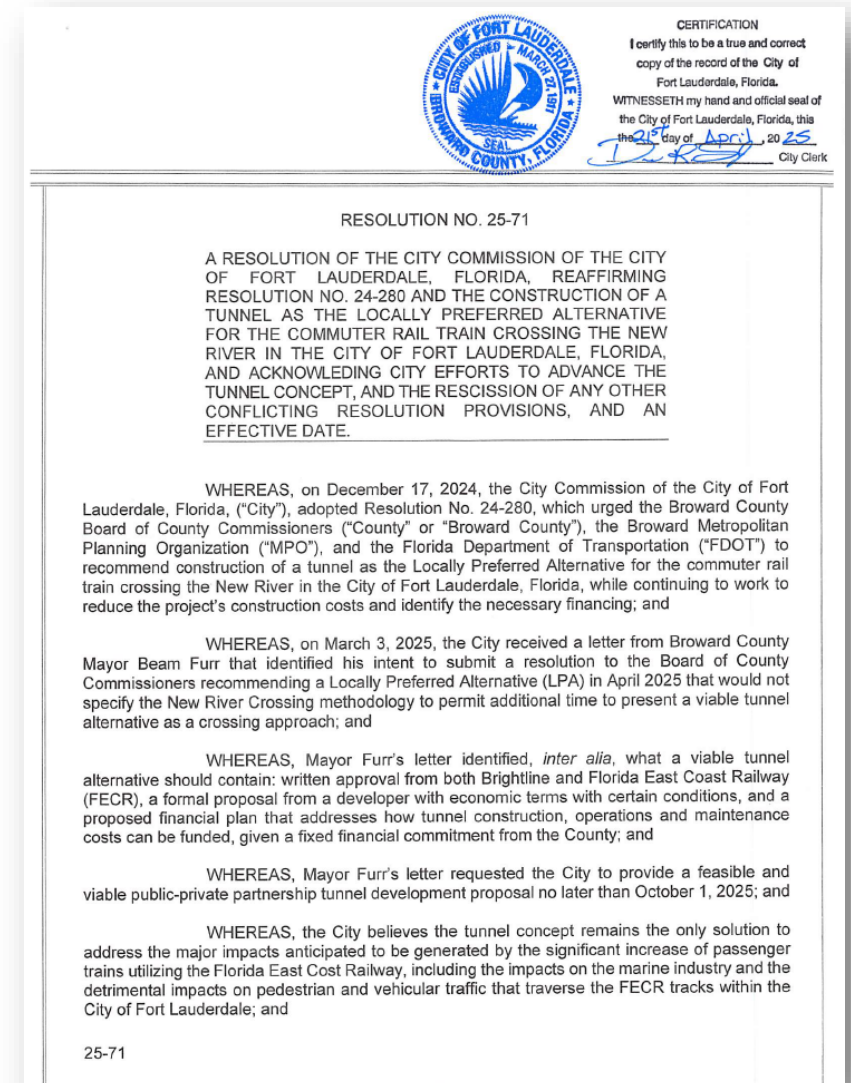
# Background




FTA Work Elements (Amount as stated)	Level 4 Cost Estimates
10.00 Guideway and Track Elements (Tunnel)	\$ 247,208,757
20.00 Stations, Stops & Terminals	\$ 304,624,744
40.00 Site Work & Special Conditions	\$ 13,191,496
50.00 Railroad System - Underground Segment	\$ 14,509,688
60.00 ROW	\$ 1,300,000
80.00 Professional Services	\$ 115,906,937
90.00 Contingency	\$ 191,246,446
Total Capital Cost (2023 Dollars)	\$ 887,988,068


# Background


- Broward County Letter
- City Commission Resolution 25-71
  - Section 1 – Tunnel as Locally Preferred Alternative
  - Section 2 – Collaboration with Broward County
  - Section 3 – Promote the tunnel concept
  - Section 4 – Meet with Brightline and FECR
  - Section 5 – Explore Grant Opportunities  
& Financial Strategies
  - Section 6 – Report of Progress










# Locally Preferred Alternative

**CITY OF FORT LAUDERDALE**  
**NEW RIVER CROSSING**


**COMMUNITY NEEDS**  
*Deliver the right infrastructure for generations to come.*  
*Time to evaluate a viable tunnel option.*  
*Support funding needs for project from USDOT.*

**PROJECT OVERVIEW**  
*The City intends to explore a solution, which meets the train traffic requirements while being a fiscally viable option.*  
*It entails a shorter and cost-effective solution of a 1.1-mile tunnel.*  
*The existing New River Crossing is an outdated railroad bridge that allows for a water clearance of less than 5 feet.*  
*This bridge is raised multiple times a day to accommodate passing boats.*  
*With Brightline and 'Coastal Link', new infrastructure is needed to handle heavy rail traffic with an estimate of 110 trains per day.*  
*New Infrastructure must meet the needs of community.*


**WHY TUNNEL IS THE BEST ALTERNATIVE?**  
**RESILIENCY:** Tunnels are protected from winds, storms, floods, hurricanes and other natural disasters.  
**SUSTAINABILITY:** Tunnel life expectancy is twice as much as surface facilities. They reduce traffic, congestion, exhaust, and air pollution, minimize noise, visual impact and surface disturbance.  
**CONNECT COMMUNITIES AND PROTECT RESIDENTS:** They promote integration and provide for social justice; a bridge may divide the workforce and businesses where as tunnels do not create physical barriers within the City.  
**PROMOTES DEVELOPMENT & GROWTH:** The Community Redevelopment Agency is experiencing developmental growth west of the FEC Railroad which a tunnel won't impede.  
**IMPROVES DIVERSITY & INCOME GROWTH:** Merger of East and West of FEC Railroad corridor will promote diversity and job opportunities for residents as well as economic development growth.  
**REDUCES CITY'S CONGESTION:** Eliminates crossings, reduces traffic congestions and limited impacts on existing roads.

**KEY CRITERIA FOR THE PROJECT**  
**ECONOMIC DEVELOPMENT**


- 2 Million+ residents and 1 Million jobs along the rail corridor
- Marine Industry generates \$23.3 Billion impact with over 120,000 jobs
- Free flow of Marine traffic is much needed for any infrastructure choice

**PROPERTY IMPACT**


- Downtown population has doubled in the past 10 years
- Anticipated 13,000 people per square mile by 2040
- Current alternatives have an impact on properties including historic district

**TRAFFIC & CONGESTION**

- 3 Million+ daily auto trips along the corridor with high accident rates
- Remove or reduce the 19 at-grade crossings generate significant traffic delays in the heart of downtown

**EQUITY**

- 15.91 square miles (44%) of the City is considered as disadvantaged through the Climate and Economic Justice Screening Tool (CEJST)

**ENVIRONMENT**

- Protect the environment, marine life, and downtown livability

- United States Department of Transportation (USDOT) Outreach
  - Build America Bureau
  - Federal Transit Administration
  - Federal Rail Administration
- Additional Outreach
  - Florida Department of Transportation
  - Broward County
  - Fort Lauderdale Downtown Development Authority (DDA)
  - Broward Workshop
  - Civic Associations



# Locally Preferred Alternative

## Regional Infrastructure Accelerator Program

- Phase 1 (\$974,000 awarded):

- Economic Development
- Environmental Review
- Public Benefit
- Property Impacts
- Traffic and Congestion

- Phase 2 (pending):

- Submitted application on June 25, 2025
- \$2,000,000 for preliminary design and geotechnical exploration



### Regional Infrastructure Accelerator Summit Program Summaries

#### Regional Infrastructure Accelerators



- ACCELERATORS: COHORT 1
- ACCELERATORS: COHORT 2
- ACCELERATORS: COHORT 3

- 1. Fresno Council of Governments
- 2. Chicago Metropolitan Agency for Planning
- 3. Northeast Ohio Area-wide Coordinating Agency
- 4. San Diego Association of Governments
- 5. Pacific Northwest Economic Region
- 6. Central Ohio Transit Authority
- 7. Dona Ana County, New Mexico
- 8. Panhandle Regional Planning Commission, Texas
- 9. Resilient SR 37 Program, CA
- 10. Suffolk County, NY Midway Crossing Project
- 11. California DOT
- 12. Metropolitan Atlanta Rapid Transit Authority
- 13. Pacific Northwest Economic Region
- 14. State of Louisiana Executive Office
- 15. Montgomery County Department of Transportation
- 16. Regional Transportation Commission of Southern Nevada
- 17. Centralina Council of Governments
- 18. City of Tampa
- 19. San Diego Association of Governments
- 20. Central Puget Sound Regional Transit Authority
- 21. Fresno Council of Governments
- 22. Bay Area Rapid Transit District
- 23. City of Fort Lauderdale
- 24. County of Bernalillo

#### 23. New River Crossing City of Fort Lauderdale, FL

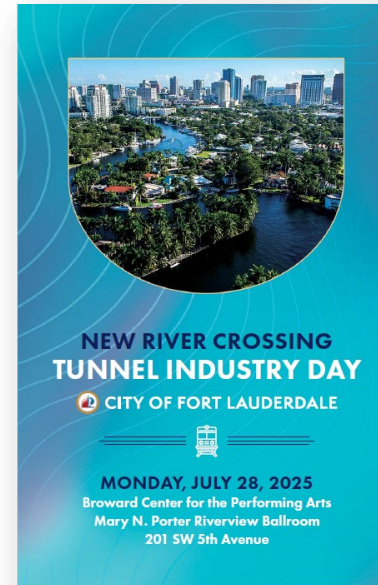
The New River Crossing needs to manage an increased volume of trains, but the current bridge is inadequate and needs to be replaced. The City prefers the construction of a tunnel facility, supporting Brightline and other possible (freight) rail transportation infrastructure. The City of Fort Lauderdale will use the RIA to develop a comprehensive analysis of how to approach the financing of the New River Crossing to meet rail transportation needs, and achieve benefits like economic development, community enhancement, traffic improvements, and other quality of life contributing factors.

# Broward County Collaboration

- Industry Day Participation
  - Presented on PREMO Plan and Transportation Surtax
  - Invited to one-on-one sessions with Industry Day participants
- New River Crossing Leadership Meetings
  - Project Updates
  - Challenges and Opportunities
  - Ongoing Collaboration
- New River Crossing Joint Staff Meetings
  - New River Crossing (Tunnel) Updates
  - Regional Infrastructure Accelerator Grant Updates
  - Broward Commuter Rail (North and South) Updates

# Promote Tunnel Concept


- P3 Conference
- Webinars
- Industry Day
- Formal City Solicitation
  - Request for Information (RFI)





# Promote Tunnel Concept - RFI

- Issued a Request for Information (RFI) with Objective to:
  - Gather insights from subject matter experts in the tunneling industry
  - Receive feedback on project delivery methods, innovative technologies, financing mechanisms, and timelines to aid in developing future procurement strategies



**Event # 538-0**

**Name:** New River Crossing Tunnel (Request for Information)

**Description:** The City of Fort Lauderdale is seeking information from qualified and experienced firms regarding the planning, design, engineering, and construction of the New River Crossing Tunnel (Project). This Request for Information (RFI) is issued as part of the preliminary market analysis to gather input on optimal contracting strategies and delivery models, estimate project timelines and resource requirements, and identify innovations within the industry.

This RFI is not a solicitation for bids or proposals, nor does it represent a commitment to issue a subsequent Request for Proposal (RFP). Rather, it is intended to provide a structured process for industry participants to share relevant insights, recommendations, and expressions of interest that will inform the development of a potential future RFP or other formal procurement processes.

**Buyer:** TORRENGA, JOHN      **Status:** Draft  
**Event Type:** RFI      **Currency:** USD

**Sealed Bid:** Yes      **Respond To All Lines:** No  
**Q & A Allowed:** Yes      **Number Of Amendments:** 0  
**Display Bid Tabulation:** Display When Event Closed For Bidding Or Canceled

**Event Dates**

<b>Preview:</b>	<b>Q &amp; A Open:</b>
<b>Open:</b>	<b>Q &amp; A Close:</b>
<b>Close:</b>	<b>Dispute Close:</b>

**Attachments**

Name	Attachment
Introduction-Scope	Introduction-Scope.pdf
Attachments 1 through 3	Attachments 1 through 3.pdf

**Contacts**

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# Promote Tunnel Concept – RFI Feedback

## Geotechnical

- Advance geotechnical investigations and baseline assumptions
- Data-driven Tunnel Boring Machine (TBM) selection
- Mitigate risk and save on pricing

## Design

- Early utility conflicts investigation
- 30% design development preferred prior to procurement

## Procurement

- Public-Private Partnership (P3)
- Design Build Variations (DBFM) or (DBFOM)
- Progressive Design
- Construction Manager At-Risk

## Cost Savings

- Constructability reviews with contractors
- Value engineering
- Use of refurbished TBM's

## Financing

- Transportation Infrastructure Finance and Innovation Act
- Private Activity Bonds

## Risk Transfer

- P3 delivery structures
- Geotechnical uncertainty, unmapped utilities, permitting complexity, and third-party coordination





# Financial Strategies

## Potential Funding Sources:

- Capital Investment Grant
- Federal-State Partnership for Intercity Passenger Rail
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Better Utilizing Investment to Leverage Development (BUILD)
- Infrastructure for Rebuilding America (INFRA)
- National Infrastructure Project Assistance (MEGA)
- Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Railroad Rehabilitation and Improvement Financing (RRIF)

## Request for Information Recommendations:

- Private Equity
- Transportation Infrastructure Finance and Innovation Act (TIFIA) loans
- Private Activity Bonds (PABs)
- Consider construction milestone payments to reduce financing costs



# Federal Financing Options

## Railroad Rehabilitation and Improvement Financing (RRIF)

- Provide direct loan and loan guarantees up to \$35 billion
- Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops, and including the installation of positive train control systems
- Direct loans can fund up to 100% of a railroad project

## Transportation Infrastructure Finance and Innovation Act (TIFIA)

- There is no specific maximum loan amount, but the total amount may be constrained by the program funding allocations
- Funding for credit assistance for qualified projects of regional and national significance with low, fixed interest rate
- Finance up to 49% of eligible



# External Factors Impacts

## Brightline and FECR Coordination:

- Involved both entities as part of the 2024 BDO Report
- Limited engagement opportunities as FECR filed lawsuit against Brightline (July 2025)
- Highlights, accidents involving Brightline, operating agreement requirements, and authority to negotiate additional use of tracks

## Financial Environment:

- Changes in Federal and State funding for transportation projects with renewed focus on economic analysis and cost-benefit considerations in transportation policy that take the new administration's perspective
- Grant opportunities may be more limited and must now align their projects with new federal priorities
- Financing options for high-cost transportation projects are available

# City Commission Feedback

- Project Status Feedback
- Direction regarding February 13, 2026, Deadline
- Additional Considerations
  - Pursue additional grant opportunities
  - Develop financial plan
  - Initiate geotechnical exploration