

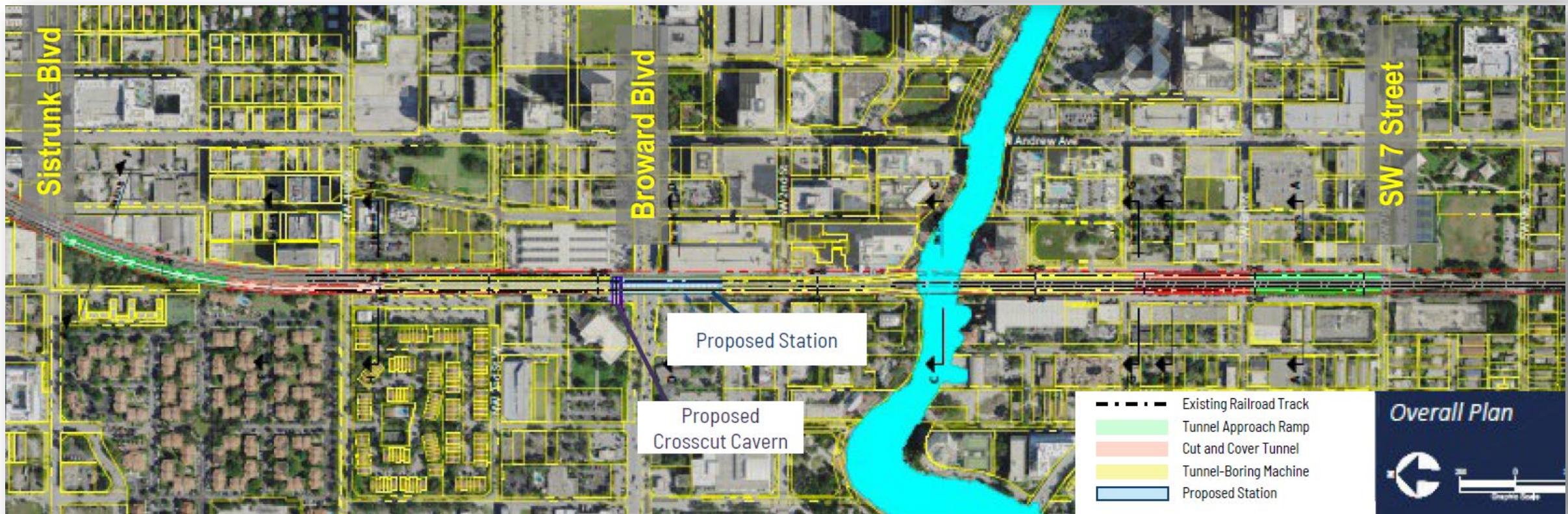


CITY OF
FORT LAUDERDALE

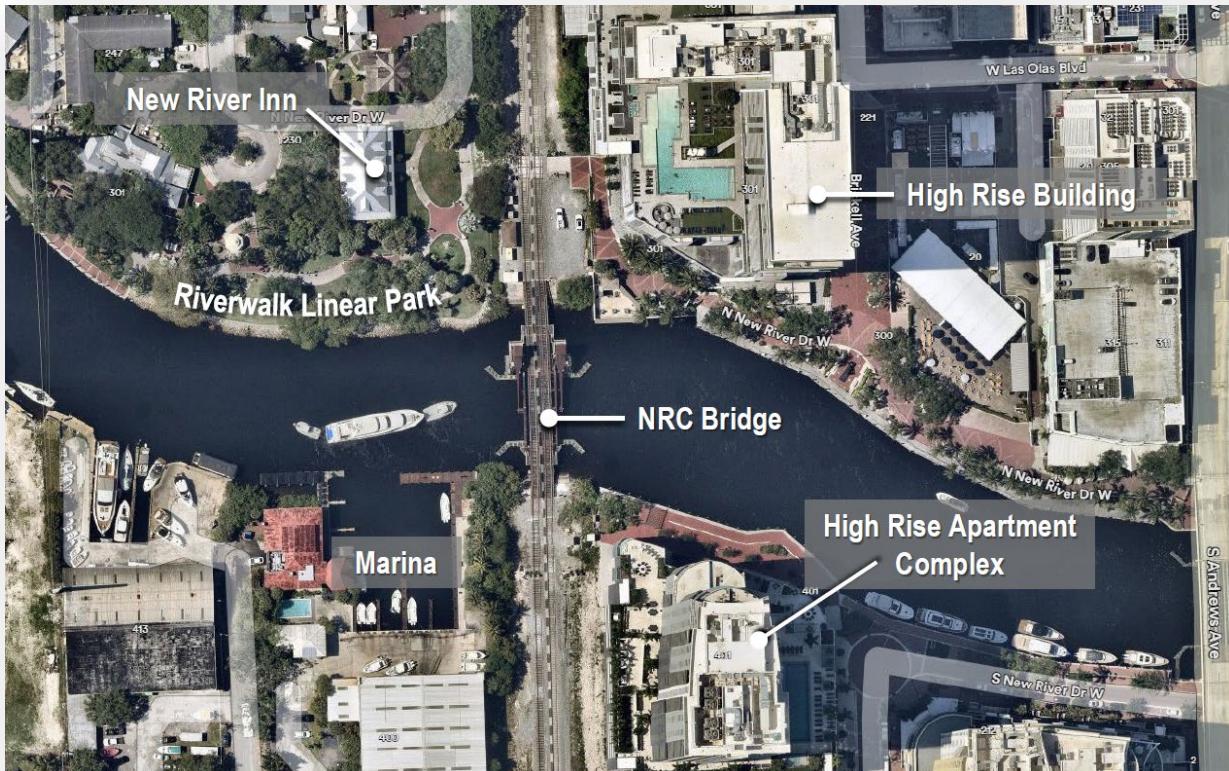
NEW RIVER CROSSING INITIATIVE UPDATE

February 3, 2026

Background



Background

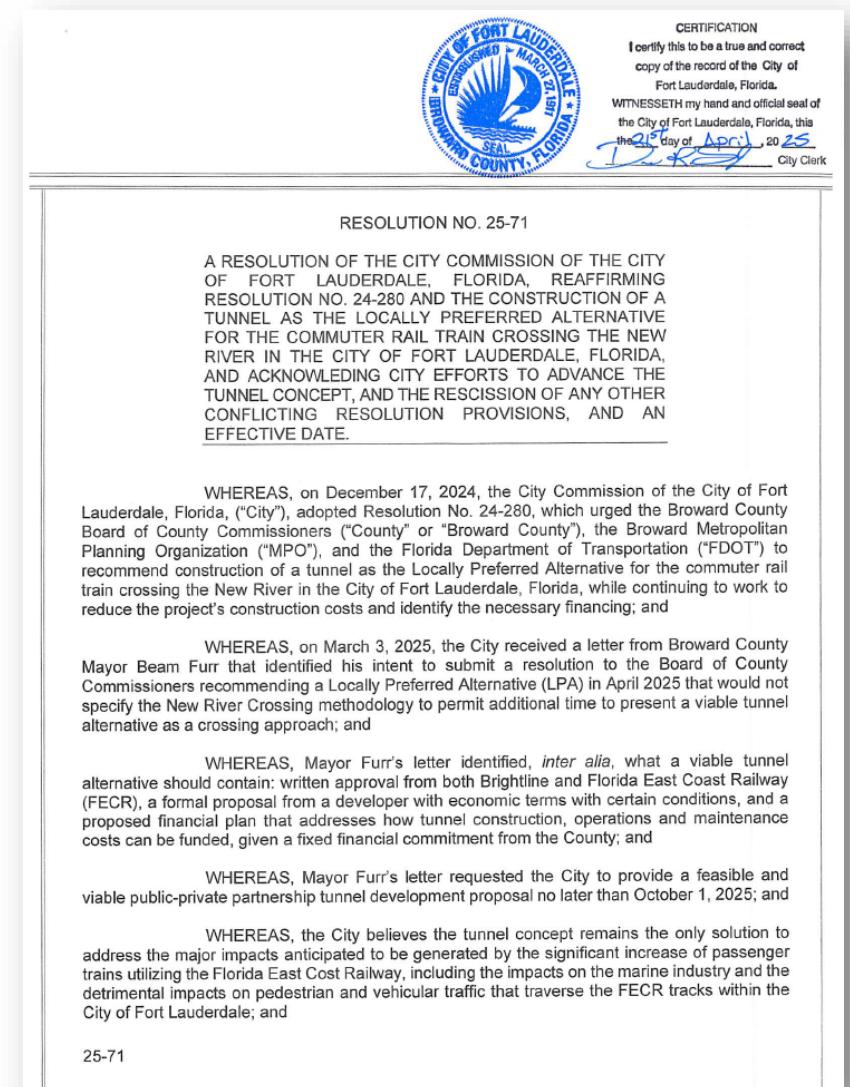


FTA Work Elements (Amount as stated)	Level 4 Cost Estimates
10.00 Guideway and Track Elements (Tunnel)	\$ 247,208,757
20.00 Stations, Stops & Terminals	\$ 304,624,744
40.00 Site Work & Special Conditions	\$ 13,191,496
50.00 Railroad System - Underground Segment	\$ 14,509,688
60.00 ROW	\$ 1,300,000
80.00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

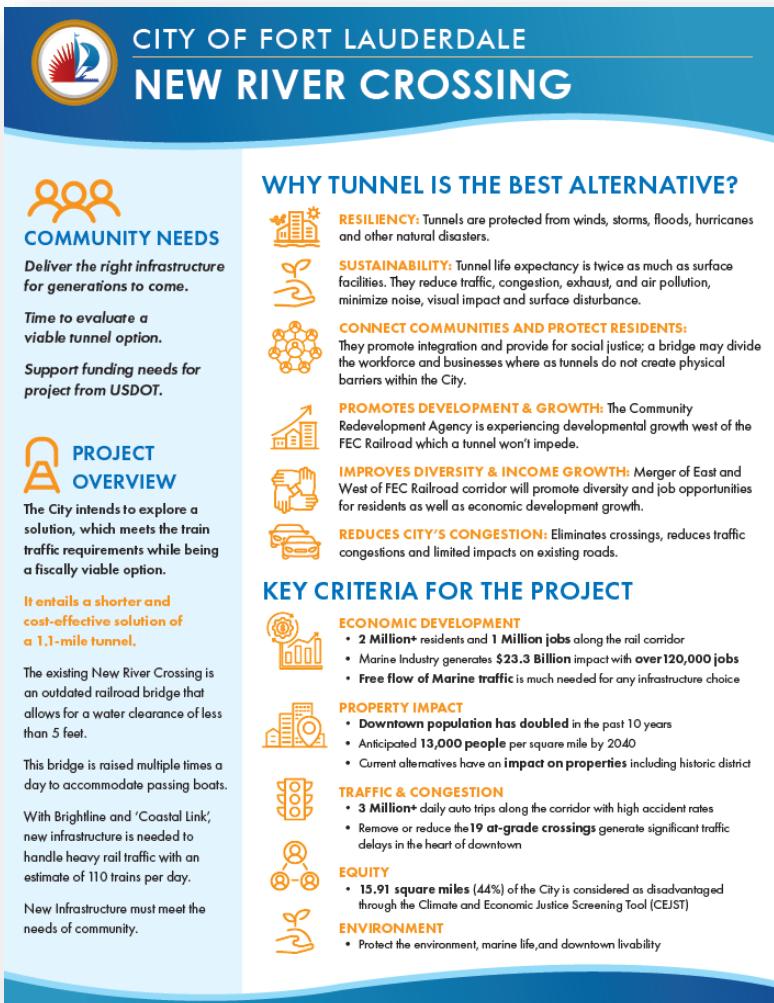


Background

- 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The existing New River Crossing is an outdated railroad bridge that allows for a water clearance of less than 5 feet.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

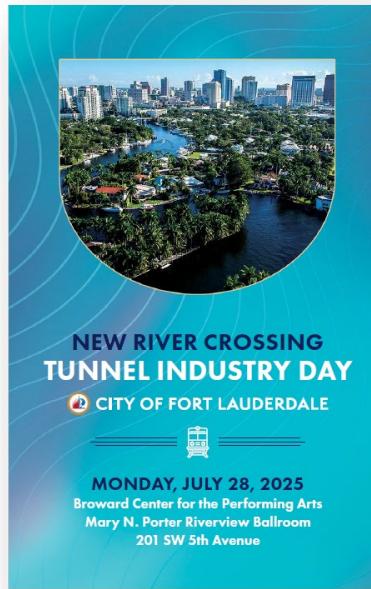


Broward County Collaboration

- 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)



EVENT PROGRAM

8:30 a.m. Registration and Networking	
9:00 a.m. Opening Remarks	
Mayor Dean J. Trantalis	
City Manager Rickelle Williams	
Ekaete Ekvere, Transportation Division Manager	
9:15 a.m. US Department of Transportation	
Carl Ringgold, Program Manager, Build America Bureau	
9:30 a.m. Broward County Transportation	
Coree Cuff Lonergan, CEO/GM Broward County Transit	
9:45 a.m. City of Fort Lauderdale	
Milos Majstorovic, Director, Transportation & Mobility	
Ben Rogers, Assistant City Manager	
10:15 a.m. Florida Department of Transportation	
Phil Schwab, In-house Consultant, Modal Development	
10:30 a.m. Closing Remarks	
City Commissioner Ben Sorensen	

BREAKOUT SESSIONS

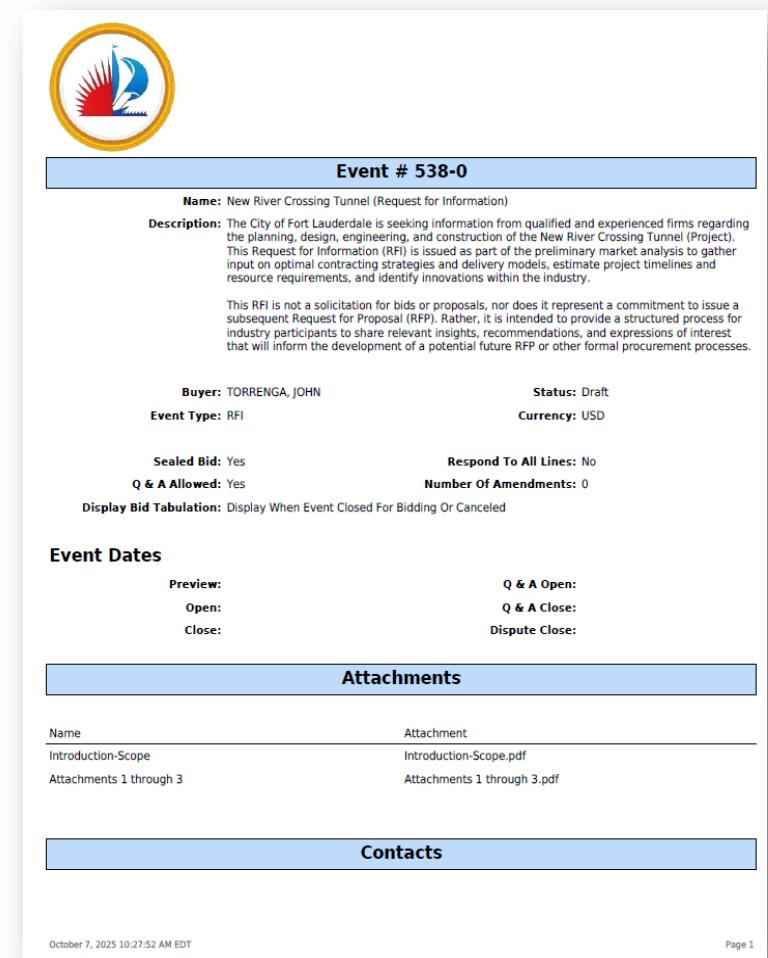
	10:45 a.m. Fengate
	11:25 a.m. Plenary
	12:15 p.m. ASTM/Halmar
	12:55 p.m. AECON
	1:35 p.m. Laing
	2:15 p.m. Meridiam
	2:55 p.m. Sacyr
	3:35 p.m. Ghella
	4:15 p.m. CBNNA
	5:10 p.m. Barnard
	5:50 p.m. Kiewit
	6:30 p.m. Acciona
	7:10 p.m. Cintra



CITY OF FORT LAUDERDALE

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



The screenshot shows a detailed view of an RFI document. At the top is a circular logo with a stylized sailboat and sun. Below it is a blue header bar with the text "Event # 538-0". The main content area starts with a "Name" field containing "New River Crossing Tunnel (Request for Information)". A "Description" field follows, stating: "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." Below this is a note: "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." Further down are sections for "Buyer" (TORRENZA, JOHN), "Status" (Draft), "Event Type" (RFI), "Currency" (USD), "Sealed Bid" (Yes), "Q & A Allowed" (Yes), "Respond To All Lines" (No), "Number Of Amendments" (0), and "Display Bid Tabulation" (Display When Event Closed For Bidding Or Canceled). A "Event Dates" section includes fields for "Preview", "Open", "Close", "Q & A Open", "Q & A Close", and "Dispute Close". Below that is an "Attachments" section with a table showing "Name" (Introduction-Scope) and "Attachment" (Introduction-Scope.pdf). The "Attachments" section also lists "Attachments 1 through 3" and "Attachments 1 through 3.pdf". At the bottom is a "Contacts" section. The footer of the document includes the date "October 7, 2025 10:27:52 AM EDT", the page number "Page 1", and the reference "CAM #26-0182 Exhibit 1 Page 9 of 14".

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