



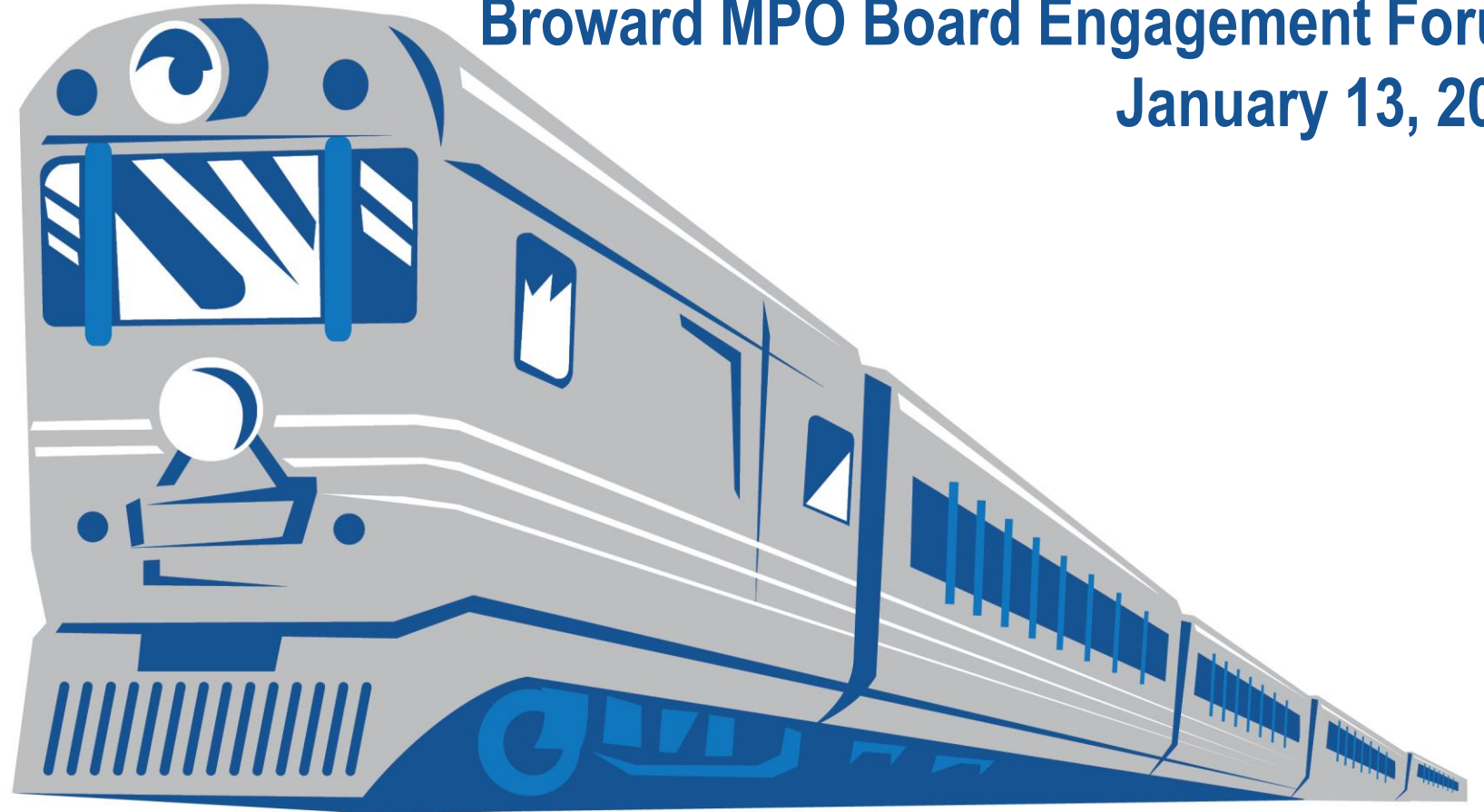
BROWARD COMMUTER RAIL (BCR)
 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY



FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT 4
 BROWARD COUNTY, FLORIDA • FPID: 417031-5-22-01

Broward MPO Board Engagement Forum

January 13, 2022

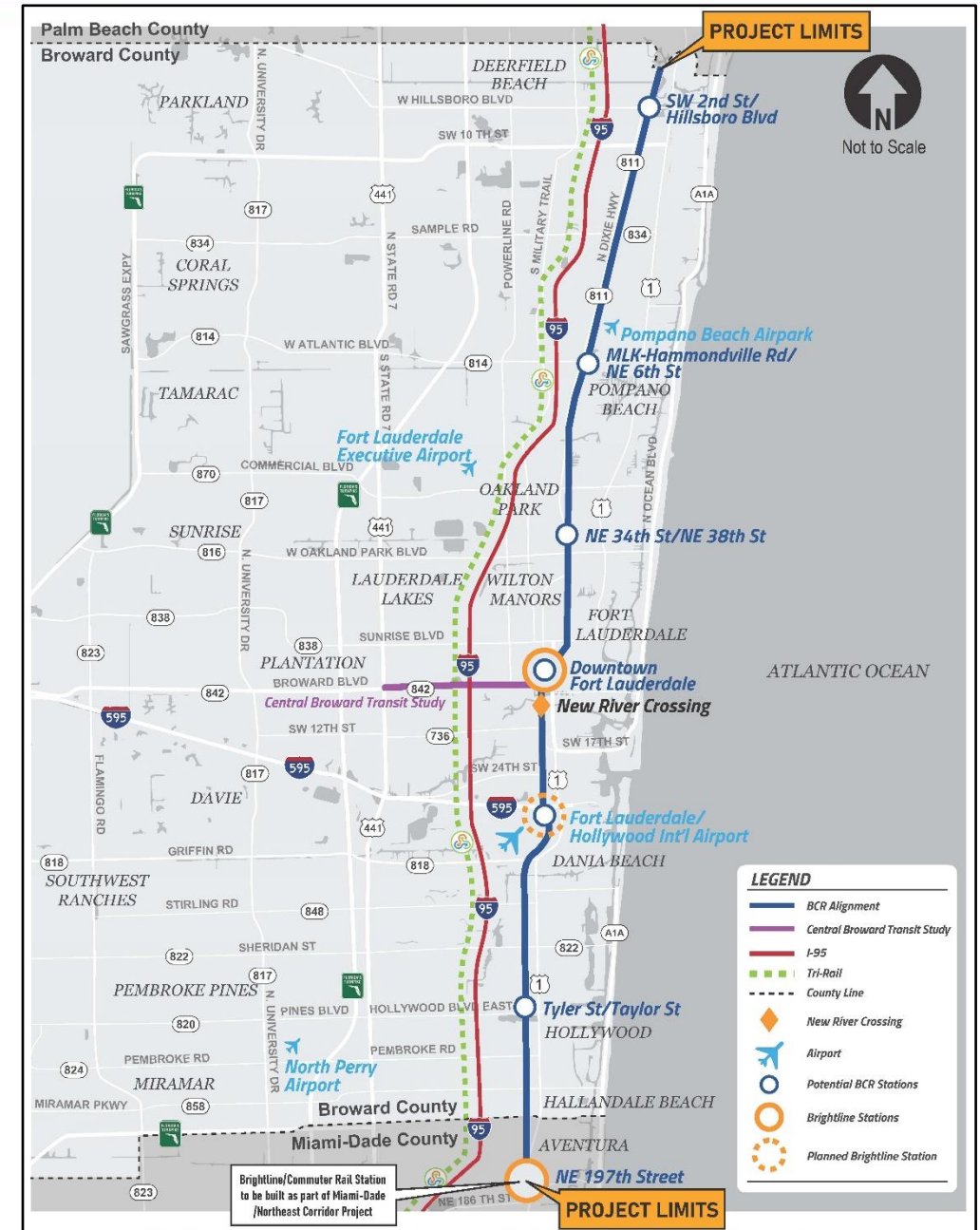


- ❑ **Project History and Overview**
- ❑ **Alternatives Public Workshop (Virtual – Jan 27 and In-Person – Jan 31)**
- ❑ **Overview of Processes**
 - **Locally Preferred Alternative (LPA)**
 - **Federal Transit Administration’s (FTA) Project Development (PD)**
 - **FTA’s Capital Improvement Grant (CIG) Program (New Starts and Small Starts)**
 - **National Environmental Policy Act (NEPA)**
- ❑ **Schedule**
- ❑ **Questions**



Study Scope and History

- ❑ Broward MPO endorsed Tri-Rail Coastal Link (TRCL) LPA in 2010 and is unfunded in needs plan (MTP)
- ❑ Miami-Dade has advanced the NE Corridor Project from Aventura to Downtown Miami with FTA
- ❑ From Aventura to Deerfield Beach (27 miles of the FEC corridor)
- ❑ Supports growing population and traffic congestion
- ❑ Complements and incentivize TOD in metro area
- ❑ Technical recommendations have been made for 6 station locations (general) in Broward
- ❑ Continue coordination with Brightline, FECR, USCG, FTA, MPO, municipalities, Broward and Miami-Dade County
- ❑ Stakeholder meetings continuing throughout Corridor
- ❑ New River Crossing Stakeholder Meetings & Workshop
- ❑ FDOT and Broward County developed roles and responsibilities to advance the project under a Memorandum of Understanding (MOU)



- **FDOT**
 - **Managing the PD&E Study**
 - **Environmental and Operational analysis**
 - **Technical Recommendations for Station Locations**
 - **Alternatives Analysis for the New River Crossing**
 - **East/west traffic analysis for grade crossings and stations**
 - **Incorporate the necessary rail, signaling, safety, communications as well as passenger stations and amenities**
 - **Maintain eligibility for federal funding**
 - **Public involvement & stakeholder coordination**

- **Broward County**
 - **Stakeholder outreach and station locations**
 - **Track access, design/construction and O&M agreements**
 - **Draft financial plan**
 - **Identify local share of capital costs and annual O&M funds**



ECONOMIC & RESIDENTIAL GROWTH



- ❑ Grows the transit ridership base resulting in more effective use of limited public infrastructure funds
- ❑ Transit Oriented Development (TOD)
 - Increases tax base
 - Opportunities for Affordable housing incentives
- ❑ Mixed land uses to support the increase in residential and business development

ENHANCE QUALITY OF LIFE



- ❑ Increased mobility and transportation choices, while reducing congestion
- ❑ Greater access to employment, education, and essential services

TRANSIT INCENTIVES TO THE PUBLIC



- ❑ Reduce travel times and automobile dependence
- ❑ Reliable commute saves money on private vehicle expenses

ENVIRONMENTAL



- ❑ Cleaner air by reducing traffic congestion (reduced vehicle emissions)

COMMUTER RAIL BENEFITS EMPLOYERS



- ❑ Access to a wider pool of talent
- ❑ Dependable and reliable transit service may boost and enhance productivity

- ❑ **January 27th (3pm and 6:30 pm virtual only), January 31st (6 pm in person (Broward Center for Performing Arts))**
- ❑ **Register on project website (browardcommuterrailstudy.com)**
- ❑ **Meeting Format will provide exhibits, a formal presentation and Q&A session**
 - **Overall corridor Alternative including:**
 - **Six technical recommendations for station locations (note final platform location will be coordinated with local municipalities)**
 - **Four (4) New River Crossing Alternatives and Preliminary Evaluation**
 - **Potential Capital and Operations & Maintenance (O&M) cost and sources of Funds**
 - **Questions/Comment Discussion**
 - **Exhibits will be posted on project website in advance of the meetings**



- ❑ LPA must be approved prior to entering the FTA Project Development and NEPA process
- ❑ Primary LPA components includes:
 - Mode – Commuter Rail Transit
 - Technology – Push-pull locomotive
 - Recommended Station Locations
 - Deerfield Beach (south of Hillsboro Blvd.)
 - Pompano Beach (north of Atlantic Blvd.)
 - Oakland Park (north of Oakland Park Blvd.)
 - Ft. Lauderdale (Downtown Brightline Station)
 - Airport Station (joint station with Brightline)
 - Hollywood (north of Hollywood Blvd.)
 - Alignment – Florida East Coast Railroad Corridor, utilizing Brightline passenger rail easement and crossing of the New River
- ❑ Selection of an alternative to cross the New River
 - Low-level Bascule Bridge, Mid-Level Bascule Bridge, High-Level Fixed Bridge or a Tunnel
- ❑ Project Team Recommendation of a Preferred Alternative (after the Alternative Public Workshop)
- ❑ Broward County Commission selection and approval of a Locally Preferred Alternative (February 22, 2022)
- ❑ MPO endorsement of the Locally Preferred Alternative (March/April 2022)

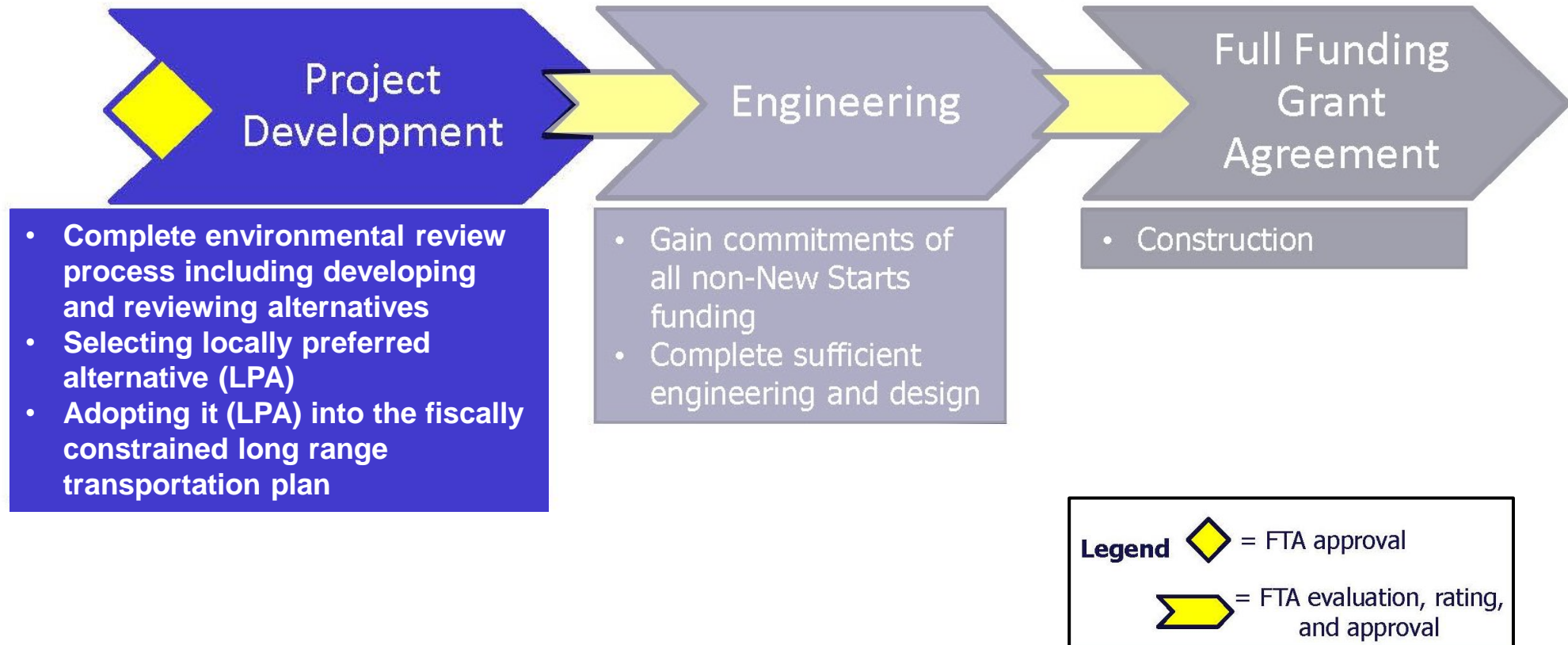
- ❑ **After the County and MPO LPA Approvals, the Project Team will request NEPA Class of Action (COA) from FTA (lead federal agency)**
- ❑ **Project Development**
 - **Refinement of the LPA, federal agency coordination, and Stakeholder engagement will continue throughout the PD/NEPA process**
 - **A Public Hearing will be held presenting the environmental and engineering analysis results of the LPA (refined) and the No-Build (Broward County and the MPO will select the LPA or No-Build)**
- ❑ **As part of PD, FTA will assign a Project Management Oversight Consultant (PMOC) and a Financial Management Oversight Consultant (FMOC)**
- ❑ **Project scope, costs and schedule will be refined throughout PD**
- ❑ **Broward County will continue development of the Finance Plan and the development of a New Starts Funding Application (Capital Improvement Grant (CIG) process on next slide)**



Federal Transit
Administration



New Starts and Core Capacity Process



Pre NEPA

1. Alternatives Public Workshop – JAN 27th (virtual) & JAN 31st (in-person)
2. Project Team Recommendation of LPA – February 2022
3. Broward County Commission LPA Vote – February 2022
4. MPO Endorsement of the LPA – Early Spring 2022
5. MPO Approval of MTP Amendment – Spring 2022
6. Request/Enter into FTA Project Development – Spring 2022

Project Development

7. Eligible Project List Submittal for CIG – Summer 2022
8. Engineering & Environmental Analysis of LPA and Documentation – Summer 2022 – Early 2023
9. Develop Financial Plan – Summer 2022 – Early 2023
10. Continue Public Engagement – Summer 2022 – Early 2023
11. Public Hearing – Fall 2022
12. MPO Gains Non-Federal funding commitments – Winter 2023
13. Final NEPA Environmental Action – Spring 2023
14. Submit CIG Funding Application – Summer 2023

