

Coastal Link: Broward Commuter Rail Approach

April 30, 2021

Overview

- Role of SEFTC
- Broward County System-Wide Transit Study
- Broward Commuter Rail PD&E Study
- FDOT Partnership
- Projected Schedule
- Financial Plan & Agreements
- Decision Points

Introduction



- Surtax kickstart – exciting time in Broward.
- Would form a North-South “spine” of transit network.
- Project would spur economic development, create more workforce housing, and lower emissions.
- Broward is catching up quickly to Miami-Dade.
- Phased development approach to avoid delays.
- Joint planning & coordination between FDOT, Broward, Palm Beach, and Miami-Dade.
- Coastal link is one of several options for larger network.

Transit System-Wide Study

1. Transit Systemwide Plan
2. Bus Rapid Transit Corridor Implementation:
3. Light Rail Transit Implementation
4. Project Management and Technical Support

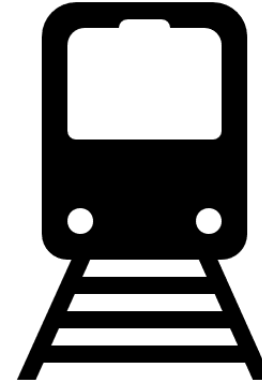
Staying on Track:

Initial Phase of Work started March 2021; Systemwide Plan Anticipated in 12-16 months.

Fast-tracking and working in parallel with other inputs/efforts to advance schedule

Validation of premium transit corridors and where they might connect, are among the key outputs that will inform the Commuter Rail project design

Context



Transit Rail Modes:

- Light Rail:
 - Routes typically 5-15 miles,
 - Avg. speeds 10-30 mph
 - ¼ - 1 mile typical station spacing
 - Frequency 10-20 minutes (5 @ peak)
- Commuter Rail:
 - Routes from 20-50 miles,
 - Avg. speeds 30-50 mph
 - 2 ½ - 5 mile typical station spacing
 - Approx. 30 minute frequency @ peak
- High Speed Rail:
 - Much longer routes (NY-Wash = 250 miles)
 - Avg. speeds: 80-250 mph
 - Inter-City station spacing (25+ miles)
 - Frequency: 1 hour +

Commuter Rail is not what people often think.

1. Typically runs on freight rail tracks.
2. Historically has served white collar workers commuting to work in large cities from outlying suburban residential areas.
3. Requires wider spacing of stations to allow relatively heavier locomotives to reach higher average speeds.
4. **Station locations will consider these mode-specific factors**

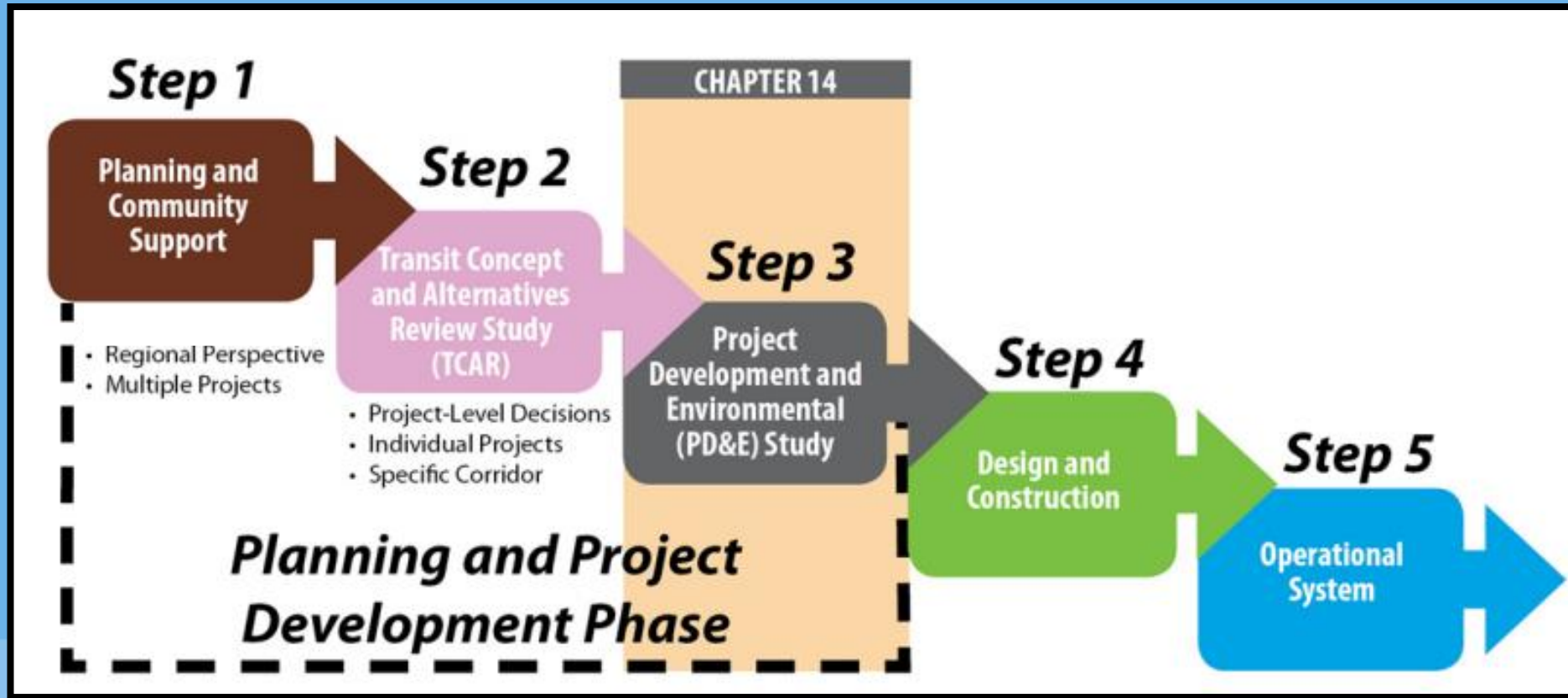
FEC Corridor Study Timeline

- **2004 - 2010:**
 - MPOs and FEC request regional Transit Study by FDOT
- **2012:**
 - Refined Master Plan for 85-mile commuter rail service from Miami to Jupiter
 - All Aboard Florida (AAF) announced from Miami to Orlando
- **2013:**
 - MPOs authorize request for Entry into FTA New Starts Project Development (PD)
- **2014:**
 - FDOT & SFRTA formally request Entry into PD from FTA
 - Put on hold due to AAF planned project and access agreement/dedicated local funding
- **2018:**
 - Brightline starts revenue service from Miami to West Palm Beach
 - Miami Dade County starts negotiations for NE Corridor study
- **2019:**
 - FDOT conducts New River Crossing Feasibility Study
- **2020:**
 - Miami-Dade County Resolutions for track access negotiations and station locations
 - Broward continues dialogue with Brightline and FDOT
- **2021:**
 - **Broward and FDOT execute MOU to advance BCR in January**

Broward County PD&E Study

- **Partnership Approach between FDOT and Broward County**
- **FDOT**
 - Managing the PD&E Study
 - Engineering & Environmental Analysis of Commuter Rail on FEC railroad
 - Maintain eligibility for federal funding – CIG and other grants
 - Public involvement and stakeholder coordination
- **Broward County**
 - Stakeholder outreach and station locations
 - Track access, design/construction and O&M agreements
 - Identify local share of capital costs and annual O&M funds
 - Draft financial plan

National Environmental Policy Act Process



- Planning/Project Development independent of federal agency
- NEPA must be completed within 2 years of entering Project Development
 - Class of Action Determination
 - Locally Preferred Alternative Consensus Building

Project Development & Environment (PD&E)

Lead Federal Agency




Federal Transit Administration

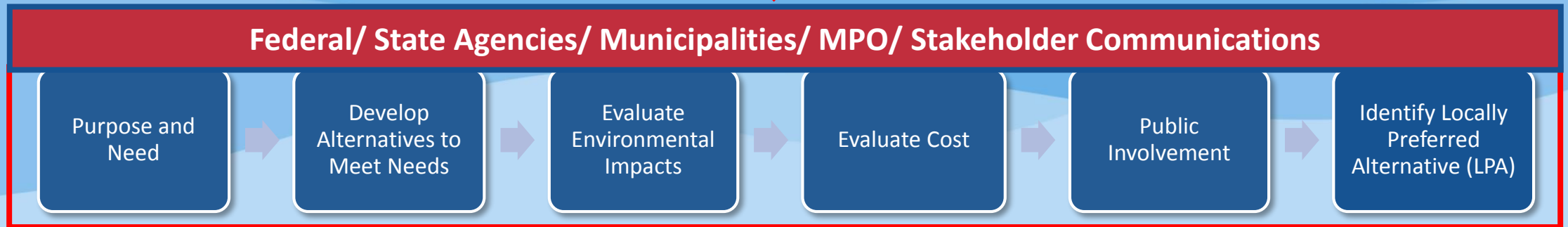
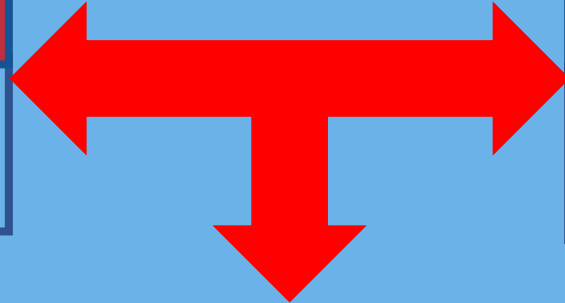
Cooperating Agency



PD&E Responsibility



Funding and Stakeholder Support Responsibilities



FTA Guidelines for New Starts

Land Use

Pedestrian connections, parking, character, and connectivity

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

New River Crossing Feasibility Study

Completed in 2020 for Florida Legislature

- **Stakeholder and Agency Coordination**

- Broward County and Broward MPO
- Marine Industry Association of South Florida
- Marine Advisory Board
- City of Fort Lauderdale and DDA
- US Coast Guard, Brightline, FECR

- **Key Considerations**

- Maintain maritime, freight and passenger rail operations
- Existing bascule bridge to remain in service for freight rail
- Accommodate east-west premium transit at second level
- Connect to Brightline station downtown

- **Identified 4 alternatives for PD&E**
 - 21-foot Low-level Bascule Bridge
 - 56-foot Mid-level Bascule Bridge
 - 80-foot High-level Fixed Bridge
 - Tunnel



Broward County PD&E Study: Projected Schedule

Schedule																		
Project Task	2021												2022					
	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J
PD&E Study Begins	★			Today														
Data Collection																		
Public Kickoff Meeting							★											
Technical Analysis																		
Public Workshop													★					
Project Refinements																		
Technical Documents																		
Agreements/Financial Plan																		
Public Hearing																		★

Project Funding & Financing

Sources:

- Federal
- State of Florida
- County Government
- Municipal Governments
 - Special Assessments
 - Tax Increment Financing
 - Joint Development
 - Developer/Impact Fee
- Private Sector
 - Developers (Commercial, Residential)
 - Operators (rail service, parking, others directly interested in business opportunities)

Approaches:

- Financial Plan Depends on Other Inputs, including:
 - Aerial easements for this and other Broward County priority projects
 - Track access and other agreements
 - Very different scenarios/funding needs depending on technical solution chosen for New River crossing, other elements
- Local/private funding key to Federal funding
 - Enhance components of Project to maximize competitiveness
 - Need to I.D & firm-up commitments from private parties & other local governments ASAP

Funding & Financing (cont'd.)

- “Penny for Transportation” surtax improves prospects for this and other projects
- However, certain limits make fiscal discipline important:
 - Surtax budget based on 26.1 miles of LRT, along with 7 BRT corridors
 - Commuter rail not included in original financial plan
 - Cannot sacrifice East-West connectivity for North-South
- Availability of counterpart funds from other sources critical
- Must use cost-effective approaches to New River crossing and other key design aspects

Decision Points

- Aerial easements
- Track access fee, agreement
- Operator selection; Operations and maintenance
- Station development
- Other infrastructure development

Thank You!

Questions & Answers