



Dean J. Trantalis  
Mayor

100 North Andrews Avenue  
Fort Lauderdale, FL 33301  
(954) 828-5314  
(954) 828-5667 Fax  
dtrantalis@fortlauderdale.gov  
www.fortlauderdale.gov

January 5, 2022

Mr. Gerry O'Reilly, District Secretary  
Florida Department of Transportation, District IV  
3400 West Commercial Boulevard  
Fort Lauderdale, Florida 33309

**RECEIVED**

JAN 27 2022

**D4 DISTRICT SECRETARY**

Dear Secretary O'Reilly:

On behalf of the City of Fort Lauderdale and City Commission, please accept this letter of support for state funding for the construction of the Breakers Avenue Streetscape Project ("Breakers Project"). The Breakers Project will create a safe, accessible, attractive, climate-resilient public space - serving residents and visitors - in Fort Lauderdale beach. The proposed improvements include streetscape elements such as pedestrian lighting, trees, landscaping, shared used street design, and underground water and sewer utility upgrades.

Specifically, the Breakers Project is a roadway segment that runs parallel to State Road A1A between the streets of RioMar and VistaMar. The project improvements will benefit the overall transportation network, including ancillary benefits to State Road A1A, through sustainability and resiliency enhancements such as undergrounding overhead utilities and upgrading the stormwater collection system. Additional improvements include wider sidewalks, reduced intersection widths, and a dedicated tree canopy – all promoting safe alternatives to State Road A1A for pedestrians. The City anticipates that the improvements will activate the back side of the businesses facing State Road A1A, which will assist in mitigating congestion, loading, unloading, and other traffic impacts associated with these high demand destinations.

As a priority for Fort Lauderdale, the City will meet all necessary requirements to ensure project completion with a local funding match of 45%. The City competitively procured a Construction Management at Risk firm (Burkhardt Construction), to work alongside the design firm (Kimley Horn), to obtain cost estimates and feasibility. The 60% cost estimate for the entire project is \$9,800,000.

Finally, Congressman Ted Deutch included the project within the Surface Transportation Reauthorization Bill (later rolled within the Bipartisan Infrastructure Package); however, it was not included in the final approved bill. In addition, the City has completed applications for funding from the Broward County Transportation Surtax program.

Mr. Gerry O'Reilly, District IV Secretary

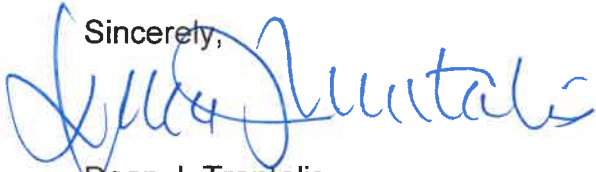
January 5, 2022

Page 2 of 2

The Breakers Project will not only improve the lives of our residents and attract visitors, but also support and promote small businesses dependent on a vibrant transportation network.

If you have any questions about this project, please contact City Manager Chris Lagerbloom at (954) 828-5959, or [clagerbloom@fortlauderdale.gov](mailto:clagerbloom@fortlauderdale.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Dean J. Trantalis". The signature is fluid and cursive, with a large initial "D" and "T".

Dean J. Trantalis

Mayor



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309

KEVIN J. THIBAUT, P.E.  
SECRETARY

February 4, 2022

Mayor Dean J. Trantalis  
City of Fort Lauderdale  
100 North Andrews Avenue  
Fort Lauderdale, FL 33301

Dear Mayor Trantalis:

**RE: Breakers Avenue Streetscape Project**

Thank you for contacting the Florida Department of Transportation (FDOT) regarding the City of Fort Lauderdale's proposed Breakers Avenue project. I have verified that this project is not programmed in FDOT's Five Work Program. Breakers Avenue is not on the State Highway System, so the City would be the lead for implementation of the project.

As I understand it, you are requesting that FDOT identify available funding to make up the unfunded need for this important City project. You have highlighted several reasons this project could be eligible for infrastructure funding that is the subject of the Bipartisan Infrastructure Law (BIL). Although it is anticipated that there will be increases in transportation funding, FDOT has not yet received any funding allocations from the BIL. Much of the increased funding is likely to be distributed through Metropolitan Planning Organizations and in the form of discretionary grants.

I encourage you to continue to seek opportunities to leverage your local match with other transportation partners, such as the Broward Metropolitan Planning Organization (MPO) to add the project to their annual List of Priority Project or to develop an application for discretionary grants. The Department will keep this project in mind should we identify opportunities for the City to qualify for additional funding. If there is a particular opportunity you are aware of and that you wish us to consider, feel free to contact me with those details.

Sincerely,

DocuSigned by:  
  
135C31FECBB44E3  
Gerry O'Reilly, P.E.  
District Four Secretary

GO:jk

cc: Steven C. Braun, P.E., Director of Transportation Development – FDOT  
John Krane, P.E., District Planning & Environmental Administrator – FDOT  
Jessica Rubio, District Program Management Administrator – FDOT

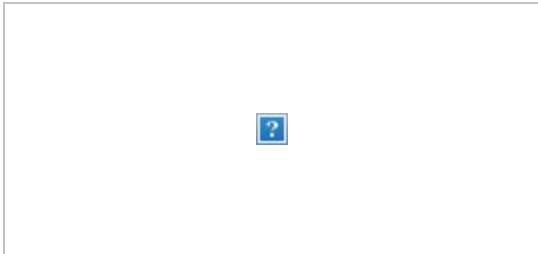
**From:** [Greg Stuart](#)  
**To:** [Rebecca N. Schultz](#); [Carl Ema](#); [Peter Gies](#); [Bryan Caletka](#)  
**Subject:** Fwd: Turnpike Expansion  
**Date:** Saturday, February 5, 2022 9:42:00 AM

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More for correspondence, if it can be added.

**Gregory Stuart**  
Executive Director

Sent from my **iPhone**



Trade Centre South  
[100 West Cypress Creek Road](#),  
6th Floor, Suite 650  
[Fort Lauderdale, FL 33309-2181](#)  
[\(954\) 876-0035](#) Direct  
[\(954\) 876-0033](#) Office  
[\(954\) 876-0062](#) Fax  
[stuartg@browardmpo.org](mailto:stuartg@browardmpo.org)

For more information on activities and projects of the Broward MPO, please visit: [BrowardMPO.org](#) and while you're there, follow us on Social Media.

To subscribe to our e-Blasts, [click here](#).

Begin forwarded message:

**From:** Abby Davison <[abbyd@bellsouth.net](mailto:abbyd@bellsouth.net)>  
**Date:** February 4, 2022 at 6:27:37 PM EST  
**To:** Greg Stuart <[stuartg@browardmpo.org](mailto:stuartg@browardmpo.org)>  
**Subject:** Turnpike Expansion

I live in Wynmoor which borders the turnpike in Broward County. My unit,

however, does not border the turnpike.

This morning the noise, mainly turnpike traffic, outside my door ranged from 78-83 decibels. Inside, the reading was in the 65 decibel range with no the TV or radio playing. According to the EPA, 70 dB over 24 hours will cause hearing loss, and 85dB unsustained will cause hearing loss. Four years of construction noise would certainly put the decibel readings well over these numbers and moving traffic four lanes closer will also increase these numbers. I shutter to think what the readings would be for those whose homes border the turnpike.

I often travel the turnpike at various hours and on different days of the week. There might as well be no speed limit. Almost no one drives under 70 mph where the speed limit is 65 and vehicles I'm sure often exceed 80. During rush hours, the speed may be reduced to 65, which seems slow compared to 75-80. There is no need for more lanes on the turnpike!

Adding (unnecessary) lanes to the turnpike will destroy my community. The standard of living for 7,000 - 8,000 people will be destroyed. Hundreds of units would be unlivable. Sound walls will not help those on the upper floors nor units like mine.

Destroying our community along with all the others on the proposed expansion so that drivers can speed even faster is unconscionable.

Abby Davison  
1501 Cayman Way A1  
Coconut Creek FL 33066

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact: Carl Ema Title VI Coordinator at (954) 876-0052 or [emac@browardmpo.org](mailto:emac@browardmpo.org) Please Note: Florida has a very broad public records law. Most written communications to or from Broward MPO officials and/or employees regarding Broward MPO business are public records, and are available to the public and media upon request. Your e-mail communications, including your email address, may therefore be subject to public disclosure. This message, together with any attachments, is intended only for the addressee. It may contain information which is legally privileged, confidential and exempt from public disclosure. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, use, or any action or reliance on this communication is strictly prohibited. If you have received this e-mail in error, please notify the Broward MPO immediately by telephone (954) 876-0033 or by return e-mail and delete the message, along with any attachments.

**From:** [Scott Wyman](#)  
**To:** [OReilly, Gerry](#); [Schwab, Phil](#); [Bertha Henry](#); [Monica Cepro](#); [Nan Rich](#); [Michael Udone](#); [Lamar Fisher](#); [Beam Furr](#); [Torey Alston](#); [Tim Ryan](#); [Steve Geller](#); [Bogen Mark](#); [Greg Stuart](#)  
**Subject:** Additional letters regarding the downtown crossing  
**Date:** Wednesday, February 16, 2022 13:52:15  
**Attachments:** [20211014\\_received.pdf](#)  
[20220116\\_received.pdf](#)

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Please find attached additional letters that Mayor Trantalis has received regarding the downtown crossing for commuter rail service. Most are new, but some were previously provided to either the county or FDOT. In those instances, this email is to ensure all groups have all the same set of letters.

## Scott Wyman

Chief of Staff  
Office of Mayor Dean J. Trantalis  
Fort Lauderdale City Hall  
100 N. Andrews Ave.  
Fort Lauderdale, FL 33301  
954-828-5314

## Scott Wyman

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**From:** Len <floridalen@yahoo.com>  
**Sent:** Thursday, October 14, 2021 9:56 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Traffic on our Highways Between Miami and West Palm Beach.

Mr. O'Reilly,

I understand that regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach.

A rail service solution would add 35 to 40 more trains on the route. With this scenario, the bridge over the New River in Fort Lauderdale would be locked in a down position for hours upon hours. This would be intolerable.

Even a new train bridge, which would require a gentle gradient, would run for several miles and, among other disadvantages, would be an eyesore that would have to be up to 80 feet high at its peak.

In my opinion, the Fort Lauderdale City Commission rightly believes that the best alternative would be a tunnel, a viable and realistic option. This solution would also provide relief from the traffic jams at Davie, Broward and Sunrise Boulevards since the trains would travel under those streets.

FDOT has estimated that a bridge would cost between \$460 million and \$700 million, while a tunnel would cost as much as \$3.8 billion. Credible estimates provided to the City of Fort Lauderdale for a tunnel range from a modest \$500 million to a maximum of \$1.5 billion.

Please recheck the facts and reconsider any opposition you may have to a tunnel as a solution to the traffic problem.

Leonard Accardi  
2900 Banyan Street #203  
Fort Lauderdale, FL 33316  
(954) 612-7862

## Scott Wyman

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**From:** james Ambrose <jamjamb44@gmail.com>  
**Sent:** Thursday, October 14, 2021 11:41 AM  
**To:** Dean Trantalis  
**Subject:** [-EXTERNAL-] Exnovate

Mayor Trantalis:

This rail bridge is not innovation. It does nothing to advance the well being of Ft Lauderdale citizens. I agree with you that a tunnel is preferable over a bridge and I have forwarded my preference to FDOT.

Respectfully,

James J Ambrose  
Ft lauderdale

## Scott Wyman

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**From:** Stefan Apotheker <stefan.apotheker@gmail.com>  
**Sent:** Thursday, October 14, 2021 10:35 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] New River train crossing in downtown Fort Lauderdale

Dear. Mr. O'Reilly,

I am a longtime Fort Lauderdale resident, homeowner and parent.

The train rail crossing that runs over the New River and through the heart of downtown Fort Lauderdale desperately needs to be addressed through a tunnel, **not a bridge**.

An elevated train bridge will have to be built at least 80 feet high and would extend from at least Sunrise Blvd. at the northern end to Davie Blvd. to the south. Not only would this be an unconscionable eyesore cutting directly through the heart of downtown Fort Lauderdale, it would have a permanent and devastating impact on the city and its residents.

As we have seen throughout the country with the long term effects of many of our public highway systems, overground infrastructure that cuts through the heart of residential and vital downtown neighborhoods exacerbates inequality, lowers property values, physically and socially divides cities and has a permanent and devastating impact on the surrounding communities, their businesses and residents. <https://www.nbcnews.com/specials/america-highways-inequality/>

As we have also seen, placing vital public infrastructure underground frees up acres of essential, invaluable downtown land for public use and allows economic development to flourish throughout the surrounding neighborhoods and communities. <https://www.cnu.org/what-we-do/build-great-places/big-dig>

In the case of Fort Lauderdale, a bridge over the New River will have a devastating impact on the city and its residents. It will create literal steel and concrete barriers that physically, socially and economically segregates residents and permanently impairs property values throughout the neighborhoods of Croissant Park, Poinciana Park, Tarpon River, Historic Sailboat Bend, Historic Downtown, Riverside Park, Shady Banks, Flagler Village, Progresso Village, Victoria Park, Dorsey Riverbend, South Middle River, Middle River Terrace and Lakeridge to name a few.

I have lived in downtown Fort Lauderdale for well over a decade. I have seen the city grow and seen economic and residential development flourish. During that time I have also seen firsthand the public transit and infrastructure challenges that are inextricably intertwined with such growth. I speak from more than a decade of personal experience when I say that the solution to this problem is obvious to anyone who knows this city: the solution is a tunnel, not a bridge. These rail tracks run directly through the heart of downtown Fort Lauderdale. The decision between a rail bridge and a tunnel will determine whether Fort Lauderdale becomes an example to the world, or a tragic decaying shell of what it once was and could have been.

A bridge would do irreparable harm to the community while tragically squandering this once in a lifetime opportunity to embrace the future and embrace the kind of public transportation infrastructure that will serve as a shining example of how to build and plan for the future while protecting the quality of life of our residents.

This country was once brave enough to embark on breathtakingly bold and creative public works projects built for the benefit of generations yet to come. This is an opportunity for the city of Fort Lauderdale and the State of Florida to pick up that mantle and not merely embrace the 21st century, but to showcase our vision, ingenuity, creativity and magnificence to the world.

I implore you to immediately abandon all plans for a train bridge over the New River and embrace the construction of a tunnel for the rail lines that run through downtown Fort Lauderdale.

Thank you in advance for your time and consideration.

Very truly yours,

- Stefan M. Apotheker, Esq.

## Scott Wyman

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**From:** Eric Arch <ejarchuleta@comcast.net>  
**Sent:** Thursday, October 14, 2021 11:32 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] We Support a Tunnel rather than A bridge for the Train In Fort Lauderdale

I wish to express my support for a tunnel to be built to support the train system in Fort Lauderdale under the new river. We need to modernize our city, cut down on noise pollution, preserve natural beauty and utilize modern technology to build with intelligence. The train companies should pay their fair share - Especially Brightline - - they are backed by Fortress and have deep pockets - - If they want to build rail throughout our State they need to raise their own capital and combined with public (State and Federal) - solve for the rail they wish to monetize. Same goes for the Commercial rail companies - -

Eric Archuleta  
9546615789

## Scott Wyman

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**From:** ELLEN AZEVEDO <ellen.azevedo@mac.com>  
**Sent:** Thursday, October 14, 2021 3:57 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

Keep the pressure on these FDOT fools. I wrote as you requested and tried to be positive telling them they would be hailed as critical thinking innovators. (Thanks to you) Tunnel is the way hands down for all the reasons you researched and specified. They have no valid reasons to oppose it. Thanks for all the work you've put into this.

Sent from my iPhone

On Oct 14, 2021, at 9:15 AM, Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov> wrote:

**October 2021**

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## **State decision looms on New River train crossing**

### **Downtown future hinges on choice of bridge or tunnel**

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours. This has our multibillion-dollar marine industry, a key economic engine for our community, extremely concerned – and rightfully so.

The Florida Department of Transportation seems insistent the only solution is a new train bridge, soaring up to 80 feet high and cutting through the middle of our downtown. A rail

## Scott Wyman

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**From:** Jose Batalla <jbatalla@baxtermartin.com>  
**Sent:** Thursday, October 14, 2021 10:18 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis; Scott Wyman  
**Subject:** [-EXTERNAL-] I support a tunnel in Fort Lauderdale

Dear Secretary O'Reilly,

As a Broward County community leader, I can think of no better way to undo our hard work to bring people together in this community than a bridge that will literally divide us. I implore you to consider Mayor Trantalis' proposal to build a tunnel instead. It makes economic, social, and racial equity sense.

Respectfully,

Jose Batalla

**Jose M. Batalla**  
President/CEO



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F: 954 > 563.0802

## Scott Wyman

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**From:** Cory Belschner <cbelschner@mail.com>  
**Sent:** Thursday, October 14, 2021 1:24 PM  
**To:** .gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman; LAURA SUDARSKY  
**Subject:** [-EXTERNAL-] Tunnel

I live on the new river in ft lauderdale. A bridge will not work here. One, there is no fixed bridges all the way up to I 95 over pass, on the river, this is a huge selling point to all the homes past the train bridge now. A lot of new modern sailboats in the 65 foot range have mast that are taller then 80 feet.

Two, we want less impact on our downtown area. Not more, a bridge in the scope you are proposing, will impact, walking/ jogging paths, bike paths.

Three, it will make are "cozy" city an industrial nightmare. I can't imagine a train 80 feet in the air and all the noise that will create. (It's loud enough at ground level) Four, the bridge will devalue the re estate, in the downtown area, imagine a 7 floor condo unit, looking at a train bridge.

All of these reasons, point to a reduction in re-estate value, equals, reduced property taxes.

A bridge is an Absurd idea. As a tax payer in ft lauderdale, i am willing to pay 3 times as much for a tunnel if Necessary.

Please add me to your mailing list and keep me apprised of any decisions on this project. I am sure i can get hundreds of fellow tax payers to show up at any future meeting about this.

We have constructed a tunnel under the English Channel. We have the Seikan tunnel which is 34 miles under the Tsugaru Strait. I am sure a tunnel 3 miles under ft lauderdale, is and easy fix.

I trust our mayor, and Scott Wyman, to lead us in the correct direction on this issue, and fully back their decision against any train bridge through the downtown area.

Cory Belschner  
1549 sw 18th ave  
Ft lauderdale fl 33312  
561-714-1082

Sent from my iPhone

## Scott Wyman

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**From:** Regina Bonney <bonneyreg@gmail.com>  
**Sent:** Thursday, October 14, 2021 12:56 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Ben Sorensen; Dean Trantalis  
**Subject:** [-EXTERNAL-] Train tunnel

As a resident of downtown Fort Lauderdale, I urge you to approve the tunnel under the New River rather than a bridge. A bridge would be like cutting our city in half. It will destroy neighborhoods and adversely affect our historic area by the river.

Seriously consider the tunnel proposal and let us have a way to enjoy commuter rail without interrupting our marine traffic or building a huge bridge.

Regina Bonney  
347 N New River Dr E  
Apt 1708  
Fort Lauderdale, FL 33301

--  
Sent from Regina's mobile

## Scott Wyman

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**From:** John Burns <john.burns217@gmail.com>  
**Sent:** Thursday, October 14, 2021 12:10 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Fwd: NO RAILROAD BRIDGE OVER NEW RIVER IN FORT LAUDERDALE

----- Forwarded message -----

**From:** John Burns <john.burns217@gmail.com>  
**Date:** Thu, Oct 14, 2021 at 10:28 AM  
**Subject:** NO RAILROAD BRIDGE OVER NEW RIVER IN FORT LAUDERDALE  
**To:** <gerry.oreilly@dot.state.fl.us>  
**Cc:** Dean Trantalis <dtrantalis@fortlauderdale.gov>

Dear District Secretary O'Reilly:

A railroad bridge over the New River in Fort Lauderdale would be harmful to many neighborhoods in our city, impact the evolving and growing downtown core, create an obstacle that hinders citizen cohesiveness & is just a bad idea.

Please consider other options, including a tunnel.

If you can build a tunnel underneath the English Channel, you can build a tunnel under the New River.

Go underground and don't destroy what we are trying to build!

John Burns  
1 Las Olas Circle #217  
Fort Lauderdale, FL 33316  
954.907.5484

## Scott Wyman

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**From:** STEPHEN CARLINO <stephenp07@aol.com>  
**Sent:** Saturday, November 6, 2021 11:52 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale Train Tunnel

Please do NOT scar my city with a new train bridge.

Even if the cost to dig a tunnel is greater now, the cost to the city in the long run would be far greater if you scar the landscape with a bridge!!!

And have far worse consequences!!!

## Dig the Tunnel

## Scott Wyman

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**From:** Kyle Catinella <kylecatinella@gmail.com>  
**Sent:** Thursday, October 14, 2021 12:04 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

I have sent a letter to the Secretary advocating for a tunnel NOT a bridge.

Thank you.  
- K

On Oct 14, 2021, at 9:15 AM, Fort Lauderdale Mayor Dean Trantalis <[swyman@fortlauderdale.gov](mailto:swyman@fortlauderdale.gov)> wrote:

x

**October 2021**

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# State decision looms on New River train crossing

## Downtown future hinges on choice of bridge or tunnel

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours. This has our multibillion-dollar marine industry, a key economic engine for our community, extremely concerned – and rightfully so.

The Florida Department of Transportation seems insistent the only solution is a new train bridge, soaring up to 80 feet high and cutting through the middle of our downtown. A rail bridge requires a gentle gradient, so it would run from Davie Boulevard all the way up to Sunrise Boulevard. The result would be a behemoth much like the 17<sup>th</sup> Street Causeway.

Trains eight stories in the air. Can you imagine that?

## Scott Wyman

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**From:** Jack Cole <sofljack@aol.com>  
**Sent:** Friday, October 15, 2021 9:12 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] TRAIN TUNNEL IN FT LAUDERDALE INSTEAD OF A HUGE BRIDGE

Dear Mr O'Reilly,

I am writing to express my support to have a tunnel carry the trains under the New River in Ft Lauderdale instead of a gigantic long bridge as proposed by the FDOT.

The tunnel is less expensive and would not disrupt the entire area from Las Olas Blvd to near Sunrise Blvd if a bridge is built.

Mayor Trantalis and his staff have done their research and have the facts and information to support the tunnel. Please do not let the bridge be built! The tunnel will be cheaper than the FDOT projections and will cause much less disruption to the downtown area.

Thank you.

Jack Cole, Treasurer Ft Lauderdale Performing Arts, Inc dba The Original Ft Lauderdale Gay Men's Chorus  
SOFLJACK@aol.com  
Home 954-351-1696  
Cell 954-336-0892

## Scott Wyman

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**From:** Nancy Daly <NDaly7@msn.com>  
**Sent:** Thursday, October 14, 2021 1:25 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Fort Lauderdale

Dear Mr. O'Reilly,

My family has lived in Fort Lauderdale for over 50 years. We have seen many changes in our community, most of which have been for the better. We have made amazing strides toward bringing our community together where years ago segregation was the norm. I fear that building a large bridge, to accommodate the trains, will divide our city right in half again.

Please consider supporting the building of a train tunnel versus a bridge through downtown. I would be very happy to take you on a tour of our beautiful city and you could see, first hand, why a tunnel is our best option.

Thank you for reading this email.

Best,  
Nancy Daly  
954 806-3534  
Ndaly7@msn.com

Sent from Mail for Windows

## Scott Wyman

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**From:** JOSEPH DOBOS <dobosj@aol.com>  
**Sent:** Thursday, October 14, 2021 10:08 AM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

Thank you Mayor for standing Firm on your commitment to keep our city beautiful without the ugly bridges that others are proposing.

Sent from my iPhone

On Oct 14, 2021, at 9:15 AM, Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov> wrote:

x

**October 2021**

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# State decision looms on New River train crossing

## Downtown future hinges on choice of bridge or tunnel

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours. This has our multibillion-dollar marine industry, a key economic engine for our community, extremely concerned – and rightfully so.

The Florida Department of Transportation seems insistent the only solution is a new train bridge, soaring up to 80 feet high and cutting through the middle of our downtown. A rail bridge requires a gentle gradient, so it would run from Davie Boulevard all the way up to Sunrise Boulevard. The result would be a behemoth much like the 17<sup>th</sup> Street Causeway.

## Scott Wyman

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**From:** Antonio Faraone <aefejr@yahoo.com>  
**Sent:** Thursday, October 14, 2021 3:08 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Ben Sorensen; Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale tunnel

Dear Mr. O'Reilly,

Our community here in Fort Lauderdale is extremely concerned about the FDOT plan to build an enormous bridge that would destroy the local way of life, scenery, and history.

I hope you will be able to work with the City administration to fund a tunnel instead, whose cost is nowhere near the 3.8B figure floated by the FDOT, rather, it would likely be much less than half of it, according to multiple, reliable estimates obtained by our Mayor.

Sincerely,  
Antonio Faraone  
444 SW 4TH Avenue  
Fort Lauderdale

## Scott Wyman

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**From:** Franke, Lori D <lori.franke@abbvie.com>  
**Sent:** Monday, October 25, 2021 7:16 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Please keep the city safe and beautiful

Hi Gerry! I wanted to write you a quick note and let you know that as a mother raising sons in our Fort Lauderdale community and as an active volunteer (in between working my full time job of course) I really try to volunteer my time hoping to impact our community. Therefore I'm asking for you to please consider a better option such as a tunnel through downtown in order to alleviate traffic and keep our streets safe. Short and hopefully sweet request to ask that we consider keeping our streets as beautiful as possible and safe for everyone to enjoy. Thank you for all that you do and your consideration.

**LORI FRANKE**  
3509 Vista Park  
Fort Lauderdale, FL 33308  
**CELL** 954-235-3052  
**EMAIL** lori.franke@abbvie.com

## Scott Wyman

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**From:** Bob Granatelli <bobgranatelli@gmail.com>  
**Sent:** Wednesday, September 1, 2021 11:55 AM  
**To:** jscrapertarpon; trcapresident@gmail.com; Bruce Cummings; davdharris305@yahoo.com; ralph stone; Ben Sorensen; Dean Trantalis  
**Subject:** [-EXTERNAL-] Broward Commuter Rail Project Development & Environment (PD&E) Study

Good morning everyone.

Last night I attended the in person session held by FDOT at the Broward Center in regards to the PD&E study. Link 1 and 2 below.

I would like to share with you the following comments. Please note I'm very supportive of bringing commuter rail along the FEC corridor to our fine city. Thus my comments are not about stopping the project. The comments are about making the project fit within our community in the best way possible with the smallest disruption to our neighborhood.

There are a number of benefits beyond mobility for our community. For example It's very common for property values to increase that are within a reasonable walking distance to the station(s). In addition FLL will be the only airport in the United States that has intercity *and* commuter rail on airport property. While EWR (Newark) and BWI (Baltimore/Washington) have rail stations for intercity and commuter rail nearby, both require a lengthy transfer to their respective terminals.

The study looks at 4 alternatives.

They are...

- Alternative 1 - Low-Level Bascule Bridge (21-foot clearance)
- Alternative 2 - Mid-Level Bascule Bridge (56.5-foot clearance)
- Alternative 3 - High-Level Fixed Bridge (80-foot clearance)
- Alternative 4 - Tunnel (5-foot clearance below the riverbed; proposed track depth of 63-feet below existing track grade; total depth to bottom of bored tunnel is 75-feet below the existing track)

See link 3 for 296 pages of details.

At this point I recommend that Tarpon River Community/Esplanade become engaged with this project. The various alternatives result in significant road closures in our neighborhood. For example under alternative 1 SW 5th Street would be closed. With either Marina Lofts 1 or proposed Marina loft 2, coupled with the new project to be on SW 3rd ave the traffic in our neighborhood, in my mind, will create material mobility issues in the area street grid.

The other bridge alternatives also close other key streets in our neighborhood. Another consideration beyond the road closures is the "wall" that will cut through the neighborhood.

I led the community groups in opposition to the prior "crossing the river project". That go around had only one option which was the High level fixed bridge. We were able to lobby the community to the point that Mayor Seiler publicly supported our position and announced he would not support the High level fixed bridge. The study ended shortly thereafter.

I personally believe the tunnel is the overall best alternative followed by bridge alternative 1 with needed adjustments to the proposed SW 5th st closing. For example last night I learned that they were able under bridge alternative 1 to keep Himmarshee open. In the 296 page "devil in the details" study you will note that Himmarshee was to be closed.

I have copied the Mayor as well as Ben Sorensen. While I believe that Tarpon River/Esplanade can more than represent our issues with this important project, I also believe we would be all better served if all the immediate stakeholders such as Tarpon River/Esplanade, River Walk Trust, Developers with adjacent properties//to be properties, etc worked together under a designated focal point from the Mayor's office. In my mind that will give us a strong voice towards making a good project better to serve the overall community.

The PD&E team is planning on hosting additional community meetings in the near future. It's time to be engaged. I look forward to your respective comments. We need to start organizing, planning, and negotiating with all the stakeholders.

Let's get on this train, but we need to make sure the right ticket is punched.

Thanks,

Bob Granatelli

1) [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/projects\\_browardcommuterrail/newsletter-1-bcr5681ce1389ca4d3cafa9bdb3b27c3491.pdf?sfvrsn=6f815ac2\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/projects_browardcommuterrail/newsletter-1-bcr5681ce1389ca4d3cafa9bdb3b27c3491.pdf?sfvrsn=6f815ac2_2)

2) <https://www.fdot.gov/projects/broward-commuter-rail/home>

3) [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/projects\\_browardcommuterrail/2019-12-20\\_final\\_-feasibility-study-technical-memorandum\\_optimized.pdf?sfvrsn=2523c97\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/projects_browardcommuterrail/2019-12-20_final_-feasibility-study-technical-memorandum_optimized.pdf?sfvrsn=2523c97_2)

## Scott Wyman

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**From:** George G <george.graves53@gmail.com>  
**Sent:** Thursday, October 14, 2021 10:00 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] New River Train Crossing

Dear Mr. Oreilly,

I am writing today to express my support for a train tunnel crossing the New River in Downtown Fort Lauderdale. I live 2 blocks from the train tracks and 4 blocks from the New River crossing. I'm very concerned about the noise an elevated bridge would cause to myself and my neighbors. I have lived just west of the tracks for the last 31 years.

I am 68 years old and may not live to see the tunnel or a bridge but I'm thinking about the future of our city and what is the best alternative to what we have now and it's my opinion that a tunnel would be the best of the two options.

Kind regards

George Graves  
646 SW 5<sup>th</sup> Avenue  
Fort Lauderdale, FL 33315  
954.465.6460  
george.graves53@gmail.com

## Scott Wyman

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**From:** Justin Greenbaum <jtgreenbaum@gmail.com>  
**Sent:** Thursday, October 14, 2021 3:46 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Tunnel Under the New River

Dear Mr. O'Reilly:

I'm a lifelong Fort Lauderdale resident. My family is here, my business is here, and my commercial real estate holdings are here. I write you to express my support for a tunnel underneath the New River. It may not be the easiest or cheapest route but it is by far the best path forward for our city's future. The arguments against a tunnel are the same that were made in the 1950's while debating whether to build a tunnel under or a bridge over the New River at Federal Highway. You won't find a person who would deny that the construction of the Henry Kinney Tunnel was the correct call. Had a bridge gone up there's no way we would have the thriving downtown and Las Olas area that we see today.

Please do what's best for the people of Fort Lauderdale by making the tunnel the preferred alternative.

Respectfully,

Justin Greenbaum

## Scott Wyman

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**From:** Michael Grimme <mgrimme@grimmeholdings.com>  
**Sent:** Thursday, October 14, 2021 10:39 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis  
**Subject:** [-EXTERNAL-] Stop the bridge

Mr. O' Reilly,

I am a long term engaged resident of Fort Lauderdale.

Please DO NOT build the bridge across the New River for increased rail traffic. A tunnel makes far more sense and costs far less.

Along with many other civic leaders we have worked long and hard on our vision of Fort Lauderdale and made tremendous progress.

Your proposed bridge will send us backwards and make no sense to me. Please stop this bridge.

Michael J Grimme  
2301 Aqua Vista Blvd  
Fort Lauderdale Fl 33301  
954-270-7999

## Scott Wyman

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**From:** Dave Harris <dharris305@yahoo.com>  
**Sent:** Thursday, October 14, 2021 11:53 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis; Ben Sorensen  
**Subject:** [-EXTERNAL-] Broward County New River Train Crossing

Mr. O'Reilly,

As a resident of Fort Lauderdale, and president of the Board of the Esplanade on the New River Condominium Association, I am writing to urge FDOT not to move forward with plans for a train bridge over the New River, and instead to move forward with a train tunnel under the New River.

Fort Lauderdale is an economic engine for the state, both in terms of tourism dollars and tax dollars, and FDOT should do everything in its power to safeguard that value. Constructing an enormous bridge in the middle of the downtown area will negatively impact that value.

In addition, while the train tunnel is likely to be more expensive than a bridge, our research suggests that the additional cost is not prohibitive, and would be offset by the economic value of not having an enormous bridge in the downtown core.

Thank you for your attention to this matter,

David Harris  
401 SW 4th Avenue  
Fort Lauderdale, FL 33315

## Scott Wyman

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**From:** Jennifer Jhon <jenniferjhon@gmail.com>  
**Sent:** Thursday, October 14, 2021 10:54 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] No train bridge in Fort Lauderdale

FDOT,

I agree we need a better commuter rail service on the FEC tracks in Fort Lauderdale, but a giant bridge overshadowing the entire downtown area is not the way to do it. It would permanently mar the look of downtown and snarl the traffic around it.

I support the tunnel plan proposed by Mayor Trantalis and the City Commission. As a resident who lives close to the tracks and must cross them several times a day, I can vouch for the improved traffic flow that would result from having the trains travel under downtown streets. And I can attest to the desire that downtown residents have to maintain the beautiful look of our city.

Thanks for your attention,  
Jen Jhon

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Jennifer Jhon  
[jenniferjhon@gmail.com](mailto:jenniferjhon@gmail.com)

## Scott Wyman

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**From:** Dean Trantalis <dean@trantalis.com>  
**Sent:** Monday, November 8, 2021 5:10 PM  
**To:** Scott Wyman  
**Cc:** Zachary Durand; Chris Lagerbloom  
**Subject:** [-EXTERNAL-] FW: Reply: BCR New River Crossing Workshop- November 18th - GO UNDERGROUND WITH TUNNEL BORING MACHINES (TBM)

See below

### DEAN J. TRANTALIS, ESQ.



2301 Wilton Drive, Ste. C1-A  
Wilton Manors, FL 33305  
[www.trantalislaw.com](http://www.trantalislaw.com)  
(954) 566-2226 Telephone  
(954) 566-2248 Fax

**From:** Dody <[dody@maemusic.com](mailto:dody@maemusic.com)>  
**Sent:** Saturday, November 6, 2021 2:59 PM  
**To:** [dean@trantalis.com](mailto:dean@trantalis.com)  
**Subject:** FW: Reply: BCR New River Crossing Workshop- November 18th - GO UNDERGROUND WITH TUNNEL BORING MACHINES (TBM)

Hi Dean –

Here is the email from Ted that I wanted to share with you.

I share the various news letters I get from the city with the RMA members. If there is anything you would like to have me send to them ( approx. 40 households), send it to me and I'll be happy to forward it to them.

Thanks again for your leadership – fun times, right ? 🖋️

Dody Katz, VP  
3301 Davie Blvd  
Fort Lauderdale, FL 33312  
[dody@maemusic.com](mailto:dody@maemusic.com)

954-581-2203  
954-581-2234 FX  
[www.MAEmusic.com](http://www.MAEmusic.com)

**From:** Ted Jagosztyn <[tedjag.ph@gmail.com](mailto:tedjag.ph@gmail.com)>  
**Sent:** Friday, November 5, 2021 7:39 PM  
**To:** Dody <[dody@maemusic.com](mailto:dody@maemusic.com)>  
**Cc:** RMA <[RMA@NETORG4841125.onmicrosoft.com](mailto:RMA@NETORG4841125.onmicrosoft.com)>; Shelby Rodriguez <[SRodriguez@fortlauderdale.gov](mailto:SRodriguez@fortlauderdale.gov)>; [agonzalez@mrgmiami.com](mailto:agonzalez@mrgmiami.com); Ben Sorensen <[BSorensen@fortlauderdale.gov](mailto:BSorensen@fortlauderdale.gov)>  
**Subject:** Reply: BCR New River Crossing Workshop- November 18th - GO UNDERGROUND WITH TUNNEL BORING MACHINES (TBM)

Dear President Katz,

Unfortunately, I cannot attend this meeting due to other commitments but it is my considered technical opinion that all rail traffic should transverse Fort Lauderdale under riverways and roadways using tunnels made with tunnel boring machines. Existing railways should be repurposed for pedestrian and bicycle traffic likewise tunneling or elevated pathways with gardens when need be. The maximum decline or incline of a TBM as taught to me by Lok Home (President of Robbins Tunnel Boring) is 10 degrees. We should be using 20th and 21st century technology going forward in Fort Lauderdale, not 19th century technology.

For your information

*"The first railroad track in the United States was only 13 miles long, but it caused a lot of excitement when it opened in 1830. Charles Carroll, the last surviving signer of the Declaration of Independence, laid the first stone when construction on the track began at Baltimore harbor on July 4, 1828."*

*Considering railway tunnels*  
**Seikan Tunnel**

## Scott Wyman

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**From:** Brian Keno <brian.keno@yahoo.com>  
**Sent:** Saturday, October 16, 2021 1:13 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] No Bridge in Fort Lauderdale

As a tax paying resident of Fort Lauderdale since 1976 I oppose and bridges in the sky that will divide and segregate our city. All options MUST BE STUDIED as in tunnels as an option.

Sincerely,  
Brian and Colette Keno  
2449 NE 26th Terrance  
Fort Lauderdale, FL 33305

Sent from my iPhone

## Scott Wyman

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**From:** Gae Kravit <gaejoan@yahoo.com>  
**Sent:** Thursday, October 14, 2021 4:36 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Fort Lauderdale railroad bridge

Dear Mr. Oreilly,

As a resident of downtown Fort Lauderdale, living in a beautiful condominium along the New river, I am appalled at the option of of a towering railroad bridge over the New River.

This area is so very unique and beautiful, that blighting this environment with a huge bridge is a very bad alternative to correct the New River rail crossing.

I hope we can leave a legacy of this lovely area to future generations and to do that we must opt for the tunnel instead of the new bridge proposal for trains to cross the river. A tunnel would be efficient and would have no impact on our beautiful and growing downtown, it would only enhance the flow of traffic by reducing strret railroad crossings.

Most importantly, it would maintain a beautiful city for all of us to enjoy for generations to come.

We have a unique opportunity to make our city a real showpiece if the area. Please do NOT choose the bridge over the river and instead opt for the tunnel for Fort Luderdale.

Gae Kravit  
Symphony condominium  
600 w Las Olas Blvd apt 2101

Fort Lauderdale, Fl 33312

954 463-0932

## Scott Wyman

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**From:** Ryan Lipps <rjlipps@gmail.com>  
**Sent:** Thursday, October 14, 2021 10:02 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale Train Tunnel

As a concerned citizen of Fort Lauderdale, I am writing to let you know that I support a train tunnel and not a train bridge through downtown. I urge you to work with Mayor Trantalis and his staff on a tunnel solution.

**Ryan J. Lipps**  
[rjlipps@gmail.com](mailto:rjlipps@gmail.com)

## Scott Wyman

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**From:** james long <jim02021@hotmail.com>  
**Sent:** Thursday, October 14, 2021 5:29 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Rail bridge in Ft. Lauderdale

I'm writing you about a proposed rail bridge by FDOT spanning the New River in Ft. Lauderdale. As a property owner in Ft. Lauderdale, I am opposed to that proposal. A tunnel, possibly more costly, is a better alternative.

I also live in Canton, Massachusetts where an unsightly pedestrian bridge was built several years ago over railroad tracks, next to our 19th Century railroad station, designed in the style of H. H. Richardson. I would hate to see an eyesore structure damage the livability of Ft. Lauderdale.

Thanks,  
James E. Long

## Scott Wyman

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**From:** lucashallandale <lucashallandale@aol.com>  
**Sent:** Friday, October 15, 2021 3:01 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] New River Railroad Crossing Ft. Lauderdale

Dear Mr. O'Reilly,  
I'm writing to you to strongly recommend that the New River Railroad crossing in Ft. Lauderdale be completed only by underground tunnel.

I would prefer no construction at all to a bridge. A bridge would cut through residential neighborhoods, destroy property values for thousands who live in its shadow and have to look at it over our canopy of trees.

A tunnel on the other hand would not change the character of our neighborhoods and city. No matter what the cost is, we have to realize that what we get in return, or rather what we prevented from happening is the best option. Overtown in Miami was destroyed by routing an elevated roadway through it. Don't be fooled that the decay immediately adjacent to the bridge will not spread block by block.

Please reconsider this proposal.

Sincerely,  
George Lucas  
Broward County resident

Sent from my T-Mobile 5G Device

## Scott Wyman

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**From:** William M Melendez <willmm@verizon.net>  
**Sent:** Friday, November 19, 2021 2:03 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** William Melendez  
**Subject:** [-EXTERNAL-] Fort Lauderdale - A TUNNEL NOT A BRIDGE

Dear Mr. Gerry O'Reilly,

I live in Fort Lauderdale but come from up north where bridges damaged if not completely ruined the cohesive and universal sense of community. The bridges cut communities in half. They separated and forever divided all. That always happens with bridges.

Bridges are also unsightly. We live in a beautiful tropical tourist based community and economy. A bridge would be an anathema to that. A tunnel is the way to go. It will serve the same purpose as a bridge but not be an unsightly divisive blemish to our community and way of life.

I look forward to hearing of your support for a tunnel to serve our future transportation needs, something wondrous and helpful not divisive and unsightly.

Sincerely,

William M Melendez  
1100 NE 1st Street  
Fort Lauderdale FL 33301

Sent from the all new AOL app for iOS

## Scott Wyman

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**From:** Rudy Molinet <rudy@artemissynergies.com>  
**Sent:** Thursday, October 14, 2021 11:49 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] We Need a Tunnel in Fort Lauderdale, Not A Train Bridge

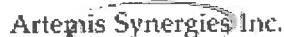
Good Evening Mr. O'Reilly

As a resident of Broward County who works and lives in the Greater Fort Lauderdale area, I am writing to urge you NOT to build a train bridge over the New River in downtown Fort Lauderdale, rather build a train tunnel. Have we not learned the lessons of the past that when we build overpasses that bisect neighborhoods we lose community, we lose our history and we create eyesores that your great grandchildren will wonder "why"?

Thanks for your attention. I support Ft. Lauderdale Mayor Dean's Trantalis' plan to build a tunnel and not an elevated train bridge that will be so tall that it will block our views and block the sun. This is the Sunshine State, let's make sure we live up to that motto. Let's embrace innovation rather than old thinking and antiquated solutions!

Thanks,

**Rudy Molinet, FACHE**  
Chief Executive Officer

Artemis Synergies Inc.

1881 NE 26th Street, Suite 239  
Fort Lauderdale, FL 33305

Voice & Text: 954-830-7660

[rudy@artemissynergies.com](mailto:rudy@artemissynergies.com)  
[www.ArtemisSynergies.com](http://www.ArtemisSynergies.com)

"I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel."-Maya Angelou

## Scott Wyman

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**From:** Jamie Myhre <jamie.myhre@yahoo.com>  
**Sent:** Thursday, October 14, 2021 9:38 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Ben Sorensen; Scott Wyman  
**Subject:** [-EXTERNAL-] Tunnel - Downtown Fort Lauderdale

Good morning,

I am writing in support of the tunnel project for the Downtown Fort Lauderdale area. As a resident that lives off of Broward Blvd, between I-95 and US1, the idea of a bridge would be so disturbing for both noise and aesthetics. A resolution is necessary to alleviate the downtown congestion but a tunnel would be a much preferred option if it is financially possible

Thank you,  
Jamie Myhre  
1505 SW 4th Ct  
Ft Lauderdale, FL 33312  
732/261-9808

## Scott Wyman

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**From:** jnjunkmail@comcast.net  
**Sent:** Thursday, October 14, 2021 2:17 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Tunnel vs bridge in Ft. Lauderdale

Dear Mr. O'Reilly,

Please remain open minded and consider all alternatives, including opinions from worldwide experts before pushing for a bridge that will destroy our town forever.

Having lived in Europe I've seen first hand the advantages of well designed and built tunnels, for roads and rails.

Even when the cost of a tunnel is slightly more than a bridge, the long term benefits to noise and visual pollution far outweigh those savings.

Give the tunnel idea a chance and don't destroy our beautiful city!

Sincerely,

Jeffrey NeSmith  
Ft. Lauderdale, FL

## Scott Wyman

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**From:** Jeff Odgis <jeff.odgis@gmail.com>  
**Sent:** Thursday, January 20, 2022 3:43 AM  
**To:** Dean Trantalis  
**Subject:** [-EXTERNAL-] Upcoming decisions on HQ, trains

Dear Mayor,

I have taken note of the current considerations of tunnel vs bridge concerning the FEC lines traversing downtown. You couldn't be more correct in that the long, Sunrise-thru-Davie Blvds under-spanning tunnel is the way to go. How much congestion can be relieved and add potential green space, public walks at once by making this move? So much! Not to mention the obvious and necessary public safety benefits. Our drivers are what they are and we need to offer ourselves every advantage to ensure no one is tempted to improperly cross a track in a busy community such as ours.

Your public statements show you to be a forward-looking leader and I appreciate your point of view on these issues. Not to mention I like this timely consideration of consolidating the operations of city|county under a modern, sleek roof. The facilities at present have well passed their maturity date and there is every reason to ensure the next building is aesthetically pleasing in addition to being competent for conducting the business of government.

Thank you for your time and position on these matters.

Fond regards,  
Jeff Odgis  
Greater Fort Lauderdale resident (formerly of Sailboat Bend)

## Scott Wyman

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**From:** Nicki Oneill <nicki.oneill@stiles.com>  
**Sent:** Monday, October 18, 2021 3:37 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis  
**Subject:** [-EXTERNAL-] Fort Lauderdale - New River Train Crossing

Dear Mr. O'Reilly,

I'm writing with regards to the proposed ideas for the New River railroad crossing. As the Senior Property Manager for the AutoNation building, I'd like to provide my opinion on the idea of a new, large-scale bridge as opposed to an underground tunnel. The AutoNation building is the headquarters for the Fortune 200 company (currently ranked at #145) and is quite literally a "stone's throw" away from both the existing bridge and tracks.

Recent large-scale developments in our immediate area have started to swallow what was once the premiere office building in the downtown area. We were visible from every direction giving AutoNation a very deliberate sense of presence in South Florida and as the nation's #1 automotive retailer.

Not only am I concerned about the aesthetics of constructing an enormous bridge but I'm also worried this type of construction/intrusion to our area could lead to an "awareness" of their corporate headquarters location in the future. We've already dealt with massive construction projects on our immediate block along with infrastructure (sewer main and roadway drawbridge) projects which, while very much needed, are exasperating when employees have to find a new route to work every time another road closes. Building this bridge isn't going to help with that.

I feel strongly that the technology for tunneling is here and that Fort Lauderdale/South Florida/Florida could be the trendsetter by successfully allowing this alternative for the New River railroad crossing. Our mayor's diligent and thorough research can't go unnoticed and the science is there to support the economies of tunneling versus massive "bridging" in an area that doesn't want or need to see it every day.

Thank you,



Nicki O'Neill  
Senior Property Manager | Property Management  
954-462-8633

200 SW 1st Avenue, Fort Lauderdale, FL 33301 | 954.462.8633 | [WWW.STILES.COM](http://WWW.STILES.COM)



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## Scott Wyman

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**From:** Lee or Sher Patterson <leorsher@sent.com>  
**Sent:** Thursday, October 14, 2021 11:20 AM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Tunnels in Fort Lauderdale

At the mayor's request, and because I agree, I wrote to FDOT opposing the replacement of the existing railroad bridge with another bridge. The tunnel is a much better solution.

However, for the record, I oppose a tunnel from downtown to the beach. I live in downtown, and, therefore, deal with the traffic issues. But it is hard to understand, or even imagine, how a tunnel to the beach using tunnel-provided cars is a good solution.

Regards,  
Sher Patterson

## Scott Wyman

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**From:** Michael Postell <mjftlaud@gmail.com>  
**Sent:** Thursday, October 14, 2021 2:16 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

Honorable Mayor Trantalis-

I am very concerned over the projected costs by FDOT for the proposed Enhanced Commuter Rail Service Tunnel in Downtown Fort Lauderdale. In my experience the cost projections of any capital project by government agencies tend to be conservative. However, assuming costs are more reasonable I prefer the tunnel option. I'd like to give this more thought and request you forward these lower cost estimates or proposals (both formal and informal) via my email. Also do you know what in the FDOT plan is overstated

Any additional information or material on the matter would be helpful for such a costly decision.

Michael J Postell

On Oct 14, 2021, at 9:32 AM, Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov> wrote:

**October 2021**

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# State decision looms on New River train crossing

## Downtown future hinges on choice of bridge or tunnel

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours.

1

## Scott Wyman

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**From:** Keith Reilly <kreilly@PCRFLORIDA.COM>  
**Sent:** Thursday, October 14, 2021 4:29 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] City of Fort Lauderdale Proposed Bridge

Mr O'Reilly,

I am a resident of the City of Fort Lauderdale. My address is 436 NE 17<sup>th</sup> Way, Fort Lauderdale, FL 33301. I have lived in Fort Lauderdale for 8 years. I have seen my city flourish over the past few years and become a destination for travelers, families and businesses. I also own a research facility in Broward County employing 15 people with middle class jobs.

I am strongly against the proposal for the bridge over our city for the trains. Our mayor has laid out realistic options for a tunnel solution that needs to be considered. I urge the decision makers with the DOT to realize the long term cost of disrupting our city skyline with a monstrous bridge. It is solving one problem to create another! The tunnel will surely cost more but the long term costs of the bridge to the local economy will be greater than the difference in the two solutions.

Thank you in advance for your consideration to this matter..

Sincerely,



Keith Reilly  
Co-Owner  
[kreilly@pcrflorida.com](mailto:kreilly@pcrflorida.com)  
(P) 954-915-9991 Ext 101 (F) 954-915-9963  
8399 W Oakland Park Blvd.  
Suite B & C  
Sunrise, FL 33351

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## Scott Wyman

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**From:** Paul Renneisen <flight587truth@gmail.com>  
**Sent:** Thursday, October 14, 2021 1:42 PM  
**To:** Dean Trantalis  
**Subject:** [-EXTERNAL-] FDOT Bridge

As sent to Mr. O'Reilly,

Mr. O'Reilly,

We have been Ft Lauderdale residents since June, 1993.

We support the railroad tunnel proposal in Ft Lauderdale. Why in the world would you put tons of dangerous hazardous cargo eight stories high to be blown off the tracks becoming tons of flying inflamables that explode upon impact below your FDOT, or the Governor's proposed bridge?

Please get real. If the fellow that is the Governor is threatening you, then you need to report that threat. We are waiting to hear if you have been threatened by him, the Governor.

Best Regards,

Paul and Pat Renneisen

## Scott Wyman

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**From:** John Rhoades <ogtfill@gmail.com>  
**Sent:** Thursday, October 14, 2021 11:31 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Please. Tunnel. Not a bridge

Gerry

My name is John Rhoades. I live at 1615 NE 1 St Street, Ft Lauderdale FL 33301. Victoria Park. We feel very strongly that Victoria park is special bc when Henry Flagler wanted to put a train with tracks right through the middle of Victoria Park the current owner of the property (Julia Tuthill ) said , NO ! It's not for sale. A track would forever divide this beautiful parcel of land and be a blight on its future

Please, a tunnel underground like Boston is doing with their " emerald necklace ) of open space and parks is the future. I urge you join dozens of my friends and neighbors here and say yes to a tunnel. It is cost competitive ( even advantageous when you look at property values and our maritime experience) vs an ugly imposing bridge

Thank you ,

John Rhoades  
954 384 2300

Sent from my iPhone

## Scott Wyman

---

**From:** Janet Malley Richard <red4evr@msn.com>  
**Sent:** Thursday, October 14, 2021 6:52 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale proposed railroad bridge

*Dear Mr. O'Reilly,*

*I have resided in Fort Lauderdale since 1954 and watched this little community expand. I have never had a problem with progress. It is what happens to all desirable places to live. And this is a beautiful place to live.*

*The proposed railroad bridge OVER FORT LAUDERDALE IS BEYOND THE PALE!!*

*You folks have got to develop another solution that is not so bogged down in the methods of the past!! Such provincial thinking cannot apply here. Please look to the future and expand your vision. Yes it will cost more, but fine things always do! Please consider ideas from European countries which have dealt with confined spaces and water intrusion problems, specifically the Dutch and the Italians. I am not an engineer, or a geologist, but I read, and I travel, and I have seen what is possible!! Please take us into the 21st century and not backwards to the 19th century.*

*Please don't spoil this lovely little city.*

*Regards,*

*Janet Malley Richard  
Fort Lauderdale*

## Scott Wyman

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**From:** Janet Malley Richard <red4evr@msn.com>  
**Sent:** Thursday, October 14, 2021 6:08 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

*Dear Mayor Trantalis,*

*I have been here since 1954. In all those years I have never felt like moving somewhere else, even when the "classy" people were moving out in the 80's and 90's.*

*I am done. If that bridge goes in, I am out of here.*

*I am enraged. What dated, old fashioned thinking from government (DOT)!! Such a lack of vision! Such a confined way of problem solving, adhering to the old thinking and comfortable solutions.*

*I, of course, will inform DOT of my position as a resident and citizen of the city (for the time being).*

*And you wanted to be mayor!! Now!*

*Good luck,*

*Janet Malley Richard  
(Victoria Park)*

## Scott Wyman

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**From:** Ken Robinson <tampapilot2003@aol.com>  
**Sent:** Thursday, October 14, 2021 10:20 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis  
**Subject:** [-EXTERNAL-] No Bridge

I support the Mayor of Fort Lauderdale in that we need to build the train tunnel rather than a bridge. Please consider the sensitivities that accompany a bridge-wall that would divide a long stretch of land with a forever visible burden upon its residents. We are better than this, we have to be. Thank you. -Ken Robinson

Sent from my iPhone

## Scott Wyman

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**From:** aesljs@bellsouth.net  
**Sent:** Monday, October 18, 2021 1:07 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis  
**Subject:** [-EXTERNAL-] bridge vs tunnel

I'm with the mayor. Tunnel is the answer not a railroad bridge thru Fort Lauderdale.

Alan E. Siegel  
954-821-1005 (Cell)

Note: I've opted for the call screening feature on my landline number as I couldn't stand getting all those annoying illegitimate calls any longer. So that number only accepts calls from a very limited list of numbers. I couldn't include all of the numbers that I would have liked on my list. So if you call my landline and are told I will not accept your call it's not that I don't want to talk to you but only that the number you're calling from isn't on the list. In such event please email me or text or call me on my cell.

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## Scott Wyman

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**From:** Home <mspatzcpa@comcast.net>  
**Sent:** Thursday, January 20, 2022 7:45 AM  
**To:** Dean Trantalis; Ben Sorensen  
**Subject:** [-EXTERNAL-] New River Train Tunnel

Dear Mayor Trantalis and Commissioner Sorensen,

This issue is a no brainer. Please vote to build a tunnel! This is a much better option for now and the future! Construction of a bridge would be the worst decision. If cost is the issue, then its better left as is!

Thank you for your time.

Michael Spatz  
700 SW 14th Street

Sent from my iPad

## Scott Wyman

---

**From:** Mike Stone <mstone@gestation.com>  
**Sent:** Thursday, October 14, 2021 1:14 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Ben Sorensen; Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale - Train

**Importance:** High

Mr. O'Reilly,

I do not often send emails or write letters, but have chosen to do so at this time to express to you my total dissatisfaction and objection to FDOT's desire to build a train bridge thru downtown Fort Lauderdale and over the New River.

I am totally against such an effort and wholeheartedly support the building of a tunnel for the train and NOT a train bridge.

While I understand that there is a difference in cost, with a tunnel costing more money – I firmly believe that this extra cost is far better longer term for the city of Fort Lauderdale, its economic future and the quality of life for those of us living in Fort Lauderdale and our visitors.

Let's do the right thing here and **BUILD A TRAIN TUNNEL** and NOT a train bridge!

Sincerely,  
Mike Stone

**Michael F. Stone, CPCU, CTIE**  
*Travel, Tourism, Hospitality and Technology Consulting*



Phone: 954-328-9023

eMail: [mstone@gestation.com](mailto:mstone@gestation.com) Website: [www.gestation.com](http://www.gestation.com)

LinkedIn: [www.linkedin.com/in/mstone1](http://www.linkedin.com/in/mstone1)

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## Scott Wyman

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**From:** Fred Stresau <stresau@bellsouth.net>  
**Sent:** Thursday, October 14, 2021 10:26 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman; Dean Trantalis; Ben Sorensen; Steven Glassman  
**Subject:** [-EXTERNAL-] New River Train Crossing  
**Attachments:** IMG\_1441.JPG

Good Morning Garry,

My plea this morning is not concerning my usual roadway landscape issues but focuses on our **Mayors request to have our citizens express distain for the proposed New River Train Bridge Crossing.**

Dean, in pursuing the tunnel option has disputed the cost differential between the FDOT cost estimate and those of other private contractors.

At this time it is difficult for ordinary citizens to debate the cost issue without further study but for certain, the elevated bridge structure, some 2.4 miles in length, will destroy any attempt to improve the appearance of our urban/downtown core and generally create a physical barrier thus destroying the fluidity of east/west - neighborhood to neighborhood movement along most of the right of way.

The Bridge proposal brings to mind a photograph of the newly constructed HI-level Bridge on the Outer Banks in N.C. I have attached an image above and while an example of supreme bridge construction it or a similar structure would not benefit the appearance of our Downtown.

I grew up experiencing the debate and finally the referendum vote of the Tunnel vs Bridge on US #1 in 1957 and in retrospect, the success of the current McKinney Tunnel solution cannot be denied.

I would as a 75 year resident of Fort Lauderdale, add my voice to many others to at least encourage FDOT to continue to look at a more visually satisfactory decision on this river crossing.

I urge you as the leader of District #4 to keep an open mind to all options and that would, obviously, include the construction of the tunnel and not the bridge.

Sincerely,

Fred  
Frederic E. Stresau, FASLA  
Landscape Architect and Land Planner  
1004 SE 7th Street  
Fort Lauderdale, FL 33301  
954.629.3133(Cell)  
954.525.1711(Voice)

## Scott Wyman

---

**From:** David Walley <DAVIDVEQ@msn.com>  
**Sent:** Monday, October 18, 2021 1:38 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale New River Train Track crossing

Sir,

As 35+ years residents of central/downtown Fort Lauderdale, we implore you to run a **Tunnel Under** the New River for the Train tracks.  
Such a tunnel, underground from just north of Sunrise Blvd. to just south of Davie Blvd, would greatly enhance the city by 1)alleviating traffic jams & air pollution currently caused by multiple train crossings, 2) reduce noise in that part of the city, 3) keep marine traffic on the New River flowing as well as allowing the Riverwalk on both the North & South banks to follow the river to encourage pedestrians.

Additionally, a Tunnel could generate funds to offset cost by making surface area currently taken up by tracks for development or green space; vs. a Bridge adding more costs by having to take property, add to noise & pollution, and terribly divide the city.

Thank you for your consideration,

David Walley & Mark Filman  
Fort Lauderdale Residents

## Scott Wyman

---

**From:** Ted Ward <tedward47@yahoo.com>  
**Sent:** Thursday, October 14, 2021 12:37 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis; Ben Sorensen  
**Subject:** [-EXTERNAL-] Tunnel vs Bridge in Downtown Fort Lauderdale

Dear Mr. O'Reilly

I live at 100 East Las Olas Blvd in downtown Fort Lauderdale on the twentieth floor looking west at the River and Andrews Ave bridge and the two-lane train bridge plus literally thousands of high-rise apartments.

I grew up in the late 1940's and early 1950's in Medford Ma. Where I played in Gravelly Creek and played in the huge and contiguous neighborhoods in a city of over 60,000 residents.

Then came the raised east west eight lane highway Route 93. It cut Medford in half, and it ruined terrific neighborhoods. Route 93 was elevated, and they put in underpasses on Salem St and other streets that were dark and ugly. Medford was never the same. The creek was gone, and Medford lost over 10,000 residents. What guys like you decide are meaningful, well beyond budgets.

I strongly suggest you never put up a new raised train bridge in Fort Lauderdale. Everyone and I living near me will fight it to the bitter end. It would kill Fort Lauderdale. It is simply not compatible with modern urban living.

We need a tunnel for the trains.

I invite you to my condominium anytime you are in my area. I am in unit 2004 looking 200 feet down at the park and river.

Please visit me and see for yourself. Imagine what a bridge would look like from my unit and imagine the thousands of high-rise residential units within two blocks of the current train bridge and what a tall new bridge would be like.

Please come by.

Sincerely,

Ted Ward

100 East Las Olas Blvd Unit 2004

## Scott Wyman

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**From:** Ted Ward <tedward47@yahoo.com>  
**Sent:** Thursday, October 14, 2021 12:42 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

Dear Mayor - Thanks so much for demanding the railroad have a tunnel.

Ted Ward

On Thursday, October 14, 2021, 09:15:44 AM EDT, Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov> wrote:



October 2021

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# State decision looms on New River train crossing

## Downtown future hinges on choice of bridge or tunnel

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours. This has our multibillion-dollar marine industry, a key economic engine for our community, extremely concerned – and rightfully so.

The Florida Department of Transportation seems insistent the only solution is a new train bridge, soaring up to 80 feet high and cutting through the middle of our downtown. A rail

## Scott Wyman

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**From:** Doug Watt <doug@dougwattinc.com>  
**Sent:** Thursday, October 14, 2021 9:34 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] No Train Bridge in Ft. Lauderdale

Mr. O'Reilly,

As a Florida native born and raised in Ft. Lauderdale, it is wonderful to see the thriving downtown, including developers willing to build iconic buildings along the railroad tracks.

However, an elevated train bridge cutting through downtown would simply not work.

In addition to being unsightly, this bridge would devalue many future planned developments along the tracks. It would financially ruin owners of property already owned along the tracks, and lastly it would drive residents from their apartment towers, making the around and under the bridge an opportunity for blight, crime, and other negative influences that are not necessary.

Fort Lauderdale has grown into a wonderful Live, Work, Play city and we want to keep it that way!

A tunnel is the only way to protect the Yachting Capital of the World, and keep Ft. Lauderdale beautiful and thriving.

Please do not push forward with an unsightly bridge that figuratively and literally divides the city.

Regards,



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### **Doug Watt**

President, Doug Watt, Inc.

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**O** (954) 258-1181  
**E** doug@dougwattinc.com  
**W** www.dougwattinc.com



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## Scott Wyman

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**From:** Joseph Zeller <jfzftl@earthlink.net>  
**Sent:** Thursday, October 14, 2021 11:22 AM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

I have sent an email to Mr O'Reilly supporting a tunnel.

Joe Zeller

Sent from my iPhone

On Oct 14, 2021, at 9:15 AM, Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov> wrote:

**October 2021**

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## **State decision looms on New River train crossing**

### **Downtown future hinges on choice of bridge or tunnel**

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours. This has our multibillion-dollar marine industry, a key economic engine for our community, extremely concerned – and rightfully so.

The Florida Department of Transportation seems insistent the only solution is a new train bridge, soaring up to 80 feet high and cutting through the middle of our downtown. A rail

## Scott Wyman

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**From:** Len <floridalen@yahoo.com>  
**Sent:** Thursday, October 14, 2021 9:56 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Traffic on our Highways Between Miami and West Palm Beach.

Mr. O'Reilly,

I understand that regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach.

A rail service solution would add 35 to 40 more trains on the route. With this scenario, the bridge over the New River in Fort Lauderdale would be locked in a down position for hours upon hours. This would be intolerable.

Even a new train bridge, which would require a gentle gradient, would run for several miles and, among other disadvantages, would be an eyesore that would have to be up to 80 feet high at its peak.

In my opinion, the Fort Lauderdale City Commission rightly believes that the best alternative would be a tunnel, a viable and realistic option. This solution would also provide relief from the traffic jams at Davie, Broward and Sunrise Boulevards since the trains would travel under those streets.

FDOT has estimated that a bridge would cost between \$460 million and \$700 million, while a tunnel would cost as much as \$3.8 billion. Credible estimates provided to the City of Fort Lauderdale for a tunnel range from a modest \$500 million to a maximum of \$1.5 billion.

Please recheck the facts and reconsider any opposition you may have to a tunnel as a solution to the traffic problem.

Leonard Accardi  
2900 Banyan Street #203  
Fort Lauderdale, FL 33316  
(954) 612-7862

## Scott Wyman

---

**From:** james Ambrose <jamjamb44@gmail.com>  
**Sent:** Thursday, October 14, 2021 11:41 AM  
**To:** Dean Trantalis  
**Subject:** [-EXTERNAL-] Exnovate

Mayor Trantalis:

This rail bridge is not innovation. It does nothing to advance the well being of Ft Lauderdale citizens. I agree with you that a tunnel is preferable over a bridge and I have forwarded my preference to FDOT.

Respectfully,

James J Ambrose  
Ft lauderdale

## Scott Wyman

---

**From:** Stefan Apotheker <stefan.apotheker@gmail.com>  
**Sent:** Thursday, October 14, 2021 10:35 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] New River train crossing in downtown Fort Lauderdale

Dear. Mr. O'Reilly,

I am a longtime Fort Lauderdale resident, homeowner and parent.

The train rail crossing that runs over the New River and through the heart of downtown Fort Lauderdale desperately needs to be addressed through a tunnel, **not a bridge**.

An elevated train bridge will have to be built at least 80 feet high and would extend from at least Sunrise Blvd. at the northern end to Davie Blvd. to the south. Not only would this be an unconscionable eyesore cutting directly through the heart of downtown Fort Lauderdale, it would have a permanent and devastating impact on the city and its residents.

As we have seen throughout the country with the long term effects of many of our public highway systems, overground infrastructure that cuts through the heart of residential and vital downtown neighborhoods exacerbates inequality, lowers property values, physically and socially divides cities and has a permanent and devastating impact on the surrounding communities, their businesses and residents. <https://www.nbcnews.com/specials/america-highways-inequality/>

As we have also seen, placing vital public infrastructure underground frees up acres of essential, invaluable downtown land for public use and allows economic development to flourish throughout the surrounding neighborhoods and communities. <https://www.cnu.org/what-we-do/build-great-places/big-dig>

In the case of Fort Lauderdale, a bridge over the New River will have a devastating impact on the city and its residents. It will create literal steel and concrete barriers that physically, socially and economically segregates residents and permanently impairs property values throughout the neighborhoods of Croissant Park, Poinciana Park, Tarpon River, Historic Sailboat Bend, Historic Downtown, Riverside Park, Shady Banks, Flagler Village, Progresso Village, Victoria Park, Dorsey Riverbend, South Middle River, Middle River Terrace and Lakeridge to name a few.

I have lived in downtown Fort Lauderdale for well over a decade. I have seen the city grow and seen economic and residential development flourish. During that time I have also seen firsthand the public transit and infrastructure challenges that are inextricably intertwined with such growth. I speak from more than a decade of personal experience when I say that the solution to this problem is obvious to anyone who knows this city: the solution is a tunnel, not a bridge. These rail tracks run directly through the heart of downtown Fort Lauderdale. The decision between a rail bridge and a tunnel will determine whether Fort Lauderdale becomes an example to the world, or a tragic decaying shell of what it once was and could have been.

A bridge would do irreparable harm to the community while tragically squandering this once in a lifetime opportunity to embrace the future and embrace the kind of public transportation infrastructure that will serve as a shining example of how to build and plan for the future while protecting the quality of life of our residents.

This country was once brave enough to embark on breathtakingly bold and creative public works projects built for the benefit of generations yet to come. This is an opportunity for the city of Fort Lauderdale and the State of Florida to pick up that mantle and not merely embrace the 21st century, but to showcase our vision, ingenuity, creativity and magnificence to the world.

I implore you to immediately abandon all plans for a train bridge over the New River and embrace the construction of a tunnel for the rail lines that run through downtown Fort Lauderdale.

Thank you in advance for your time and consideration.

Very truly yours,

- Stefan M. Apotheker, Esq.

## Scott Wyman

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**From:** Eric Arch <ejarchuleta@comcast.net>  
**Sent:** Thursday, October 14, 2021 11:32 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] We Support a Tunnel rather than A bridge for the Train In Fort Lauderdale

I wish to express my support for a tunnel to be built to support the train system in Fort Lauderdale under the new river. We need to modernize our city, cut down on noise pollution, preserve natural beauty and utilize modern technology to build with intelligence. The train companies should pay their fair share - Especially Brightline - - they are backed by Fortress and have deep pockets - - If they want to build rail throughout our State they need to raise their own capital and combined with public (State and Federal) - solve for the rail they wish to monetize. Same goes for the Commercial rail companies - -

Eric Archuleta  
9546615789

## Scott Wyman

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**From:** ELLEN AZEVEDO <ellen.azevedo@mac.com>  
**Sent:** Thursday, October 14, 2021 3:57 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

Keep the pressure on these FDOT fools. I wrote as you requested and tried to be positive telling them they would be hailed as critical thinking innovators. (Thanks to you) Tunnel is the way hands down for all the reasons you researched and specified. They have no valid reasons to oppose it. Thanks for all the work you've put into this.

Sent from my iPhone

On Oct 14, 2021, at 9:15 AM, Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov> wrote:

**October 2021**

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## **State decision looms on New River train crossing**

### **Downtown future hinges on choice of bridge or tunnel**

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours. This has our multibillion-dollar marine industry, a key economic engine for our community, extremely concerned – and rightfully so.

The Florida Department of Transportation seems insistent the only solution is a new train bridge, soaring up to 80 feet high and cutting through the middle of our downtown. A rail

## Scott Wyman

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**From:** Jose Batalla <jbatalla@baxtermartin.com>  
**Sent:** Thursday, October 14, 2021 10:18 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis; Scott Wyman  
**Subject:** [-EXTERNAL-] I support a tunnel in Fort Lauderdale

Dear Secretary O'Reilly,

As a Broward County community leader, I can think of no better way to undo our hard work to bring people together in this community than a bridge that will literally divide us. I implore you to consider Mayor Trantalis' proposal to build a tunnel instead. It makes economic, social, and racial equity sense.

Respectfully,

Jose Batalla

**Jose M. Batalla**  
President/CEO



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## Scott Wyman

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**From:** Cory Belschner <cbelschner@mail.com>  
**Sent:** Thursday, October 14, 2021 1:24 PM  
**To:** .gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman; LAURA SUDARSKY  
**Subject:** [-EXTERNAL-] Tunnel

I live on the new river in ft lauderdale. A bridge will not work here. One, there is no fixed bridges all the way up to I 95 over pass, on the river, this is a huge selling point to all the homes past the train bridge now. A lot of new modern sailboats in the 65 foot range have mast that are taller then 80 feet.

Two, we want less impact on our downtown area. Not more, a bridge in the scope you are proposing, will impact, walking/ jogging paths, bike paths.

Three, it will make are "cozy" city an industrial nightmare. I can't imagine a train 80 feet in the air and all the noise that will create. (It's loud enough at ground level) Four, the bridge will devalue the re estate, in the downtown area, imagine a 7 floor condo unit, looking at a train bridge.

All of these reasons, point to a reduction in re-estate value, equals, reduced property taxes.

A bridge is an Absurd idea. As a tax payer in ft lauderdale, i am willing to pay 3 times as much for a tunnel if Necessary.

Please add me to your mailing list and keep me apprised of any decisions on this project. I am sure i can get hundreds of fellow tax payers to show up at any future meeting about this.

We have constructed a tunnel under the English Channel. We have the Seikan tunnel which is 34 miles under the Tsugaru Strait. I am sure a tunnel 3 miles under ft lauderdale, is and easy fix.

I trust our mayor, and Scott Wyman, to lead us in the correct direction on this issue, and fully back their decision against any train bridge through the downtown area.

Cory Belschner  
1549 sw 18th ave  
Ft lauderdale fl 33312  
561-714-1082

Sent from my iPhone

## Scott Wyman

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**From:** Regina Bonney <bonneyreg@gmail.com>  
**Sent:** Thursday, October 14, 2021 12:56 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Ben Sorensen; Dean Trantalis  
**Subject:** [-EXTERNAL-] Train tunnel

As a resident of downtown Fort Lauderdale, I urge you to approve the tunnel under the New River rather than a bridge. A bridge would be like cutting our city in half. It will destroy neighborhoods and adversely affect our historic area by the river.

Seriously consider the tunnel proposal and let us have a way to enjoy commuter rail without interrupting our marine traffic or building a huge bridge.

Regina Bonney  
347 N New River Dr E  
Apt 1708  
Fort Lauderdale, FL 33301

--  
Sent from Regina's mobile

## Scott Wyman

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**From:** John Burns <john.burns217@gmail.com>  
**Sent:** Thursday, October 14, 2021 12:10 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Fwd: NO RAILROAD BRIDGE OVER NEW RIVER IN FORT LAUDERDALE

----- Forwarded message -----

**From:** John Burns <john.burns217@gmail.com>  
**Date:** Thu, Oct 14, 2021 at 10:28 AM  
**Subject:** NO RAILROAD BRIDGE OVER NEW RIVER IN FORT LAUDERDALE  
**To:** <gerry.oreilly@dot.state.fl.us>  
**Cc:** Dean Trantalis <dtrantalis@fortlauderdale.gov>

Dear District Secretary O'Reilly:

A railroad bridge over the New River in Fort Lauderdale would be harmful to many neighborhoods in our city, impact the evolving and growing downtown core, create an obstacle that hinders citizen cohesiveness & is just a bad idea.

Please consider other options, including a tunnel.

If you can build a tunnel underneath the English Channel, you can build a tunnel under the New River.

Go underground and don't destroy what we are trying to build!

John Burns  
1 Las Olas Circle #217  
Fort Lauderdale, FL 33316  
954.907.5484

## Scott Wyman

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**From:** STEPHEN CARLINO <stephenp07@aol.com>  
**Sent:** Saturday, November 6, 2021 11:52 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale Train Tunnel

Please do NOT scar my city with a new train bridge.

Even if the cost to dig a tunnel is greater now, the cost to the city in the long run would be far greater if you scar the landscape with a bridge!!!

And have far worse consequences!!!

## Dig the Tunnel

## Scott Wyman

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**From:** Kyle Catinella <kylecatinella@gmail.com>  
**Sent:** Thursday, October 14, 2021 12:04 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

I have sent a letter to the Secretary advocating for a tunnel NOT a bridge.

Thank you.  
- K

On Oct 14, 2021, at 9:15 AM, Fort Lauderdale Mayor Dean Trantalis <[swyman@fortlauderdale.gov](mailto:swyman@fortlauderdale.gov)> wrote:

**October 2021**

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## State decision looms on New River train crossing

### Downtown future hinges on choice of bridge or tunnel

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours. This has our multibillion-dollar marine industry, a key economic engine for our community, extremely concerned – and rightfully so.

The Florida Department of Transportation seems insistent the only solution is a new train bridge, soaring up to 80 feet high and cutting through the middle of our downtown. A rail bridge requires a gentle gradient, so it would run from Davie Boulevard all the way up to Sunrise Boulevard. The result would be a behemoth much like the 17<sup>th</sup> Street Causeway.

Trains eight stories in the air. Can you imagine that?

## Scott Wyman

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**From:** Jack Cole <sofljack@aol.com>  
**Sent:** Friday, October 15, 2021 9:12 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] TRAIN TUNNEL IN FT LAUDERDALE INSTEAD OF A HUGE BRIDGE

Dear Mr O'Reilly,

I am writing to express my support to have a tunnel carry the trains under the New River in Ft Lauderdale instead of a gigantic long bridge as proposed by the FDOT.

The tunnel is less expensive and would not disrupt the entire area from Las Olas Blvd to near Sunrise Blvd if a bridge is built.

Mayor Trantalis and his staff have done their research and have the facts and information to support the tunnel. Please do not let the bridge be built! The tunnel will be cheaper than the FDOT projections and will cause much less disruption to the downtown area.

Thank you.

Jack Cole, Treasurer Ft Lauderdale Performing Arts, Inc dba The Original Ft Lauderdale Gay Men's Chorus  
SOFLJACK@aol.com  
Home 954-351-1696  
Cell 954-336-0892

## Scott Wyman

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**From:** Nancy Daly <NDaly7@msn.com>  
**Sent:** Thursday, October 14, 2021 1:25 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Fort Lauderdale

Dear Mr. O'Reilly,

My family has lived in Fort Lauderdale for over 50 years. We have seen many changes in our community, most of which have been for the better. We have made amazing strides toward bringing our community together where years ago segregation was the norm. I fear that building a large bridge, to accommodate the trains, will divide our city right in half again.

Please consider supporting the building of a train tunnel versus a bridge through downtown. I would be very happy to take you on a tour of our beautiful city and you could see, first hand, why a tunnel is our best option.

Thank you for reading this email.

Best,  
Nancy Daly  
954 806-3534  
Ndaly7@msn.com

Sent from Mail for Windows

## Scott Wyman

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**From:** JOSEPH DOBOS <dobosj@aol.com>  
**Sent:** Thursday, October 14, 2021 10:08 AM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

Thank you Mayor for standing Firm on your commitment to keep our city beautiful without the ugly bridges that others are proposing.

Sent from my iPhone

On Oct 14, 2021, at 9:15 AM, Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov> wrote:

x

**October 2021**

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## State decision looms on New River train crossing

### Downtown future hinges on choice of bridge or tunnel

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours. This has our multibillion-dollar marine industry, a key economic engine for our community, extremely concerned – and rightfully so.

The Florida Department of Transportation seems insistent the only solution is a new train bridge, soaring up to 80 feet high and cutting through the middle of our downtown. A rail bridge requires a gentle gradient, so it would run from Davie Boulevard all the way up to Sunrise Boulevard. The result would be a behemoth much like the 17<sup>th</sup> Street Causeway.

## Scott Wyman

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**From:** Antonio Faraone <aefejr@yahoo.com>  
**Sent:** Thursday, October 14, 2021 3:08 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Ben Sorensen; Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale tunnel

Dear Mr. O'Reilly,

Our community here in Fort Lauderdale is extremely concerned about the FDOT plan to build an enormous bridge that would destroy the local way of life, scenery, and history.

I hope you will be able to work with the City administration to fund a tunnel instead, whose cost is nowhere near the 3.8B figure floated by the FDOT, rather, it would likely be much less than half of it, according to multiple, reliable estimates obtained by our Mayor.

Sincerely,  
Antonio Faraone  
444 SW 4TH Avenue  
Fort Lauderdale

## Scott Wyman

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**From:** Franke, Lori D <lori.franke@abbvie.com>  
**Sent:** Monday, October 25, 2021 7:16 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Please keep the city safe and beautiful

Hi Gerry! I wanted to write you a quick note and let you know that as a mother raising sons in our Fort Lauderdale community and as an active volunteer (in between working my full time job of course) I really try to volunteer my time hoping to impact our community. Therefore I'm asking for you to please consider a better option such as a tunnel through downtown in order to alleviate traffic and keep our streets safe. Short and hopefully sweet request to ask that we consider keeping our streets as beautiful as possible and safe for everyone to enjoy. Thank you for all that you do and your consideration.

**LORI FRANKE**  
3509 Vista Park  
Fort Lauderdale, FL 33308  
**CELL** 954-235-3052  
**EMAIL** lori.franke@abbvie.com

## Scott Wyman

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**From:** Bob Granatelli <bobgranatelli@gmail.com>  
**Sent:** Wednesday, September 1, 2021 11:55 AM  
**To:** jscrapertarpon; trcapresident@gmail.com; Bruce Cummings; davdharris305@yahoo.com; ralph stone; Ben Sorensen; Dean Trantalis  
**Subject:** [-EXTERNAL-] Broward Commuter Rail Project Development & Environment (PD&E) Study

Good morning everyone.

Last night I attended the in person session held by FDOT at the Broward Center in regards to the PD&E study. Link 1 and 2 below.

I would like to share with you the following comments. Please note I'm very supportive of bringing commuter rail along the FEC corridor to our fine city. Thus my comments are not about stopping the project. The comments are about making the project fit within our community in the best way possible with the smallest disruption to our neighborhood.

There are a number of benefits beyond mobility for our community. For example It's very common for property values to increase that are within a reasonable walking distance to the station(s). In addition FLL will be the only airport in the United States that has intercity *and* commuter rail on airport property. While EWR (Newark) and BWI (Baltimore/Washington) have rail stations for intercity and commuter rail nearby, both require a lengthy transfer to their respective terminals.

The study looks at 4 alternatives.

They are...

- Alternative 1 - Low-Level Bascule Bridge (21-foot clearance)
- Alternative 2 - Mid-Level Bascule Bridge (56.5-foot clearance)
- Alternative 3 - High-Level Fixed Bridge (80-foot clearance)
- Alternative 4 - Tunnel (5-foot clearance below the riverbed; proposed track depth of 63-feet below existing track grade; total depth to bottom of bored tunnel is 75-feet below the existing track)

See link 3 for 296 pages of details.

At this point I recommend that Tarpon River Community/Esplanade become engaged with this project. The various alternatives result in significant road closures in our neighborhood. For example under alternative 1 SW 5th Street would be closed. With either Marina Lofts 1 or proposed Marina loft 2, coupled with the new project to be on SW 3rd ave the traffic in our neighborhood, in my mind, will create material mobility issues in the area street grid.

The other bridge alternatives also close other key streets in our neighborhood. Another consideration beyond the road closures is the "wall" that will cut through the neighborhood.

I led the community groups in opposition to the prior "crossing the river project". That go around had only one option which was the High level fixed bridge. We were able to lobby the community to the point that Mayor Seiler publicly supported our position and announced he would not support the High level fixed bridge. The study ended shortly thereafter.

I personally believe the tunnel is the overall best alternative followed by bridge alternative 1 with needed adjustments to the proposed SW 5th st closing. For example last night I learned that they were able under bridge alternative 1 to keep Himmarshee open. In the 296 page "devil in the details" study you will note that Himmarshee was to be closed.

I have copied the Mayor as well as Ben Sorensen. While I believe that Tarpon River/Esplanade can more than represent our issues with this important project, I also believe we would be all better served if all the immediate stakeholders such as Tarpon River/Esplanade, River Walk Trust, Developers with adjacent properties//to be properties, etc worked together under a designated focal point from the Mayor's office. In my mind that will give us a strong voice towards making a good project better to serve the overall community.

The PD&E team is planning on hosting additional community meetings in the near future. It's time to be engaged. I look forward to your respective comments. We need to start organizing, planning, and negotiating with all the stakeholders.

Let's get on this train, but we need to make sure the right ticket is punched.

Thanks,

Bob Granatelli

1) [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/projects\\_browardcommuterrail/newsletter-1-bcr5681ce1389ca4d3cafa9bdb3b27c3491.pdf?sfvrsn=6f815ac2\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/projects_browardcommuterrail/newsletter-1-bcr5681ce1389ca4d3cafa9bdb3b27c3491.pdf?sfvrsn=6f815ac2_2)

2) <https://www.fdot.gov/projects/broward-commuter-rail/home>

3) [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/projects\\_browardcommuterrail/2019-12-20\\_final\\_-feasibility-study-technical-memorandum\\_optimized.pdf?sfvrsn=2523c97\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/projects_browardcommuterrail/2019-12-20_final_-feasibility-study-technical-memorandum_optimized.pdf?sfvrsn=2523c97_2)

## Scott Wyman

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**From:** George G <george.graves53@gmail.com>  
**Sent:** Thursday, October 14, 2021 10:00 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] New River Train Crossing

Dear Mr. Oreilly,

I am writing today to express my support for a train tunnel crossing the New River in Downtown Fort Lauderdale. I live 2 blocks from the train tracks and 4 blocks from the New River crossing. I'm very concerned about the noise an elevated bridge would cause to myself and my neighbors. I have lived just west of the tracks for the last 31 years.

I am 68 years old and may not live to see the tunnel or a bridge but I'm thinking about the future of our city and what is the best alternative to what we have now and it's my opinion that a tunnel would be the best of the two options.

Kind regards

George Graves  
646 SW 5<sup>th</sup> Avenue  
Fort Lauderdale, FL 33315  
954.465.6460  
george.graves53@gmail.com

## Scott Wyman

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**From:** Justin Greenbaum <jtgreenbaum@gmail.com>  
**Sent:** Thursday, October 14, 2021 3:46 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Tunnel Under the New River

Dear Mr. O'Reilly:

I'm a lifelong Fort Lauderdale resident. My family is here, my business is here, and my commercial real estate holdings are here. I write you to express my support for a tunnel underneath the New River. It may not be the easiest or cheapest route but it is by far the best path forward for our city's future. The arguments against a tunnel are the same that were made in the 1950's while debating whether to build a tunnel under or a bridge over the New River at Federal Highway. You won't find a person who would deny that the construction of the Henry Kinney Tunnel was the correct call. Had a bridge gone up there's no way we would have the thriving downtown and Las Olas area that we see today.

Please do what's best for the people of Fort Lauderdale by making the tunnel the preferred alternative.

Respectfully,

Justin Greenbaum

## Scott Wyman

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**From:** Michael Grimme <mgrimme@grimmeholdings.com>  
**Sent:** Thursday, October 14, 2021 10:39 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis  
**Subject:** [-EXTERNAL-] Stop the bridge

Mr. O' Reilly,

I am a long term engaged resident of Fort Lauderdale.

Please DO NOT build the bridge across the New River for increased rail traffic. A tunnel makes far more sense and costs far less.

Along with many other civic leaders we have worked long and hard on our vision of Fort Lauderdale and made tremendous progress.

Your proposed bridge will send us backwards and make no sense to me. Please stop this bridge.

Michael J Grimme  
2301 Aqua Vista Blvd  
Fort Lauderdale Fl 33301  
954-270-7999

## Scott Wyman

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**From:** Dave Harris <dharris305@yahoo.com>  
**Sent:** Thursday, October 14, 2021 11:53 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis; Ben Sorensen  
**Subject:** [-EXTERNAL-] Broward County New River Train Crossing

Mr. O'Reilly,

As a resident of Fort Lauderdale, and president of the Board of the Esplanade on the New River Condominium Association, I am writing to urge FDOT not to move forward with plans for a train bridge over the New River, and instead to move forward with a train tunnel under the New River.

Fort Lauderdale is an economic engine for the state, both in terms of tourism dollars and tax dollars, and FDOT should do everything in its power to safeguard that value. Constructing an enormous bridge in the middle of the downtown area will negatively impact that value.

In addition, while the train tunnel is likely to be more expensive than a bridge, our research suggests that the additional cost is not prohibitive, and would be offset by the economic value of not having an enormous bridge in the downtown core.

Thank you for your attention to this matter,

David Harris  
401 SW 4th Avenue  
Fort Lauderdale, FL 33315

## Scott Wyman

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**From:** Jennifer Jhon <jenniferjhon@gmail.com>  
**Sent:** Thursday, October 14, 2021 10:54 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] No train bridge in Fort Lauderdale

FDOT,

I agree we need a better commuter rail service on the FEC tracks in Fort Lauderdale, but a giant bridge overshadowing the entire downtown area is not the way to do it. It would permanently mar the look of downtown and snarl the traffic around it.

I support the tunnel plan proposed by Mayor Trantalis and the City Commission. As a resident who lives close to the tracks and must cross them several times a day, I can vouch for the improved traffic flow that would result from having the trains travel under downtown streets. And I can attest to the desire that downtown residents have to maintain the beautiful look of our city.

Thanks for your attention,  
Jen Jhon

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Jennifer Jhon  
[jenniferjhon@gmail.com](mailto:jenniferjhon@gmail.com)

## Scott Wyman

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**From:** Dean Trantalis <dean@trantalis.com>  
**Sent:** Monday, November 8, 2021 5:10 PM  
**To:** Scott Wyman  
**Cc:** Zachary Durand; Chris Lagerbloom  
**Subject:** [-EXTERNAL-] FW: Reply: BCR New River Crossing Workshop- November 18th - GO UNDERGROUND WITH TUNNEL BORING MACHINES (TBM)

See below

### DEAN J. TRANTALIS, ESQ.



2301 Wilton Drive, Ste. C1-A  
Wilton Manors, FL 33305  
[www.trantalislaw.com](http://www.trantalislaw.com)  
(954) 566-2226 Telephone  
(954) 566-2248 Fax

**From:** Dody <dody@maemusic.com>  
**Sent:** Saturday, November 6, 2021 2:59 PM  
**To:** [dean@trantalis.com](mailto:dean@trantalis.com)  
**Subject:** FW: Reply: BCR New River Crossing Workshop- November 18th - GO UNDERGROUND WITH TUNNEL BORING MACHINES (TBM)

Hi Dean –

Here is the email from Ted that I wanted to share with you.

I share the various news letters I get from the city with the RMA members. If there is anything you would like to have me send to them ( approx. 40 households), send it to me and I'll be happy to forward it to them.

Thanks again for your leadership – fun times, right ? 🖋️

Dody Katz, VP  
3301 Davie Blvd  
Fort Lauderdale, FL 33312  
[dody@maemusic.com](mailto:dody@maemusic.com)

954-581-2203  
954-581-2234 FX  
[www.MAEmusic.com](http://www.MAEmusic.com)

**From:** Ted Jagosztyn <[tedjag.ph@gmail.com](mailto:tedjag.ph@gmail.com)>  
**Sent:** Friday, November 5, 2021 7:39 PM  
**To:** Dody <[dody@maemusic.com](mailto:dody@maemusic.com)>  
**Cc:** RMA <[RMA@NETORG4841125.onmicrosoft.com](mailto:RMA@NETORG4841125.onmicrosoft.com)>; Shelby Rodriguez <[SRodriguez@fortlauderdale.gov](mailto:SRodriguez@fortlauderdale.gov)>; [agonzalez@mrgmiami.com](mailto:agonzalez@mrgmiami.com); Ben Sorensen <[BSorensen@fortlauderdale.gov](mailto:BSorensen@fortlauderdale.gov)>  
**Subject:** Reply: BCR New River Crossing Workshop- November 18th - GO UNDERGROUND WITH TUNNEL BORING MACHINES (TBM)

Dear President Katz,

Unfortunately, I cannot attend this meeting due to other commitments but it is my considered technical opinion that all rail traffic should transverse Fort Lauderdale under riverways and roadways using tunnels made with tunnel boring machines. Existing railways should be repurposed for pedestrian and bicycle traffic likewise tunneling or elevated pathways with gardens when need be. The maximum decline or incline of a TBM as taught to me by Lok Home (President of Robbins Tunnel Boring) is 10 degrees. We should be using 20th and 21st century technology going forward in Fort Lauderdale, not 19th century technology.

For your information

*"The first railroad track in the United States was only 13 miles long, but it caused a lot of excitement when it opened in 1830. Charles Carroll, the last surviving signer of the Declaration of Independence, laid the first stone when construction on the track began at Baltimore harbor on July 4, 1828."*

*Considering railway tunnels*  
**Seikan Tunnel**

## Scott Wyman

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**From:** Brian Keno <brian.keno@yahoo.com>  
**Sent:** Saturday, October 16, 2021 1:13 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] No Bridge in Fort Lauderdale

As a tax paying resident of Fort Lauderdale since 1976 I oppose and bridges in the sky that will divide and segregate our city. All options MUST BE STUDIED as in tunnels as an option.

Sincerely,  
Brian and Colette Keno  
2449 NE 26th Terrance  
Fort Lauderdale, FL 33305

Sent from my iPhone

## Scott Wyman

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**From:** Gae Kravit <gaejoan@yahoo.com>  
**Sent:** Thursday, October 14, 2021 4:36 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Fort Lauderdale railroad bridge

Dear Mr. Oreilly,

As a resident of downtown Fort Lauderdale, living in a beautiful condominium along the New river, I am appalled at the option of of a towering railroad bridge over the New River.

This area is so very unique and beautiful, that blighting this environment with a huge bridge is a very bad alternative to correct the New River rail crossing.

I hope we can leave a legacy of this lovely area to future generations and to do that we must opt for the tunnel instead of the new bridge proposal for trains to cross the river. A tunnel would be efficient and would have no impact on our beautiful and growing downtown, it would only enhance the flow of traffic by reducing strret railroad crossings.

Most importantly, it would maintain a beautiful city for all of us to enjoy for generations to come.

We have a unique opportunity to make our city a real showpiece if the area. Please do NOT choose the bridge over the river and instead opt for the tunnel for Fort Luderdale.

Gae Kravit  
Symphony condominium  
600 w Las Olas Blvd apt 2101

Fort Lauderdale, Fl 33312

954 463-0932

## Scott Wyman

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**From:** Ryan Lipps <rjlipps@gmail.com>  
**Sent:** Thursday, October 14, 2021 10:02 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale Train Tunnel

As a concerned citizen of Fort Lauderdale, I am writing to let you know that I support a train tunnel and not a train bridge through downtown. I urge you to work with Mayor Trantalis and his staff on a tunnel solution.

**Ryan J. Lipps**  
[rjlipps@gmail.com](mailto:rjlipps@gmail.com)

## Scott Wyman

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**From:** james long <jim02021@hotmail.com>  
**Sent:** Thursday, October 14, 2021 5:29 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Rail bridge in Ft. Lauderdale

I'm writing you about a proposed rail bridge by FDOT spanning the New River in Ft. Lauderdale. As a property owner in Ft. Lauderdale, I am opposed to that proposal. A tunnel, possibly more costly, is a better alternative.

I also live in Canton, Massachusetts where an unsightly pedestrian bridge was built several years ago over railroad tracks, next to our 19th Century railroad station, designed in the style of H. H. Richardson. I would hate to see an eyesore structure damage the livability of Ft. Lauderdale.

Thanks,  
James E. Long

## Scott Wyman

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**From:** lucashallandale <lucashallandale@aol.com>  
**Sent:** Friday, October 15, 2021 3:01 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] New River Railroad Crossing Ft. Lauderdale

Dear Mr. O'Reilly,

I'm writing to you to strongly recommend that the New River Railroad crossing in Ft. Lauderdale be completed only by underground tunnel.

I would prefer no construction at all to a bridge. A bridge would cut through residential neighborhoods, destroy property values for thousands who live in its shadow and have to look at it over our canopy of trees.

A tunnel on the other hand would not change the character of our neighborhoods and city. No matter what the cost is, we have to realize that what we get in return, or rather what we prevented from happening is the best option. Overtown in Miami was destroyed by routing an elevated roadway through it. Don't be fooled that the decay immediately adjacent to the bridge will not spread block by block.

Please reconsider this proposal.

Sincerely,  
George Lucas  
Broward County resident

Sent from my T-Mobile 5G Device

## Scott Wyman

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**From:** William M Melendez <willmm@verizon.net>  
**Sent:** Friday, November 19, 2021 2:03 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** William Melendez  
**Subject:** [-EXTERNAL-] Fort Lauderdale - A TUNNEL NOT A BRIDGE

Dear Mr. Gerry O'Reilly,

I live in Fort Lauderdale but come from up north where bridges damaged if not completely ruined the cohesive and universal sense of community. The bridges cut communities in half. They separated and forever divided all. That always happens with bridges.

Bridges are also unsightly. We live in a beautiful tropical tourist based community and economy. A bridge would be an anathema to that. A tunnel is the way to go. It will serve the same purpose as a bridge but not be an unsightly divisive blemish to our community and way of life.

I look forward to hearing of your support for a tunnel to serve our future transportation needs, something wondrous and helpful not divisive and unsightly.

Sincerely,

William M Melendez  
1100 NE 1st Street  
Fort Lauderdale FL 33301

Sent from the all new AOL app for iOS

## Scott Wyman

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**From:** Rudy Molinet <rudy@artemissynergies.com>  
**Sent:** Thursday, October 14, 2021 11:49 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] We Need a Tunnel in Fort Lauderdale, Not A Train Bridge

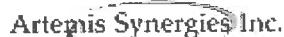
Good Evening Mr. O'Reilly

As a resident of Broward County who works and lives in the Greater Fort Lauderdale area, I am writing to urge you NOT to build a train bridge over the New River in downtown Fort Lauderdale, rather build a train tunnel. Have we not learned the lessons of the past that when we build overpasses that bisect neighborhoods we lose community, we lose our history and we create eyesores that your great grandchildren will wonder "why"?

Thanks for your attention. I support Ft. Lauderdale Mayor Dean's Trantalis' plan to build a tunnel and not an elevated train bridge that will be so tall that it will block our views and block the sun. This is the Sunshine State, let's make sure we live up to that motto. Let's embrace innovation rather than old thinking and antiquated solutions!

Thanks,

**Rudy Molinet, FACHE**  
Chief Executive Officer

Artemis Synergies Inc.

1881 NE 26th Street, Suite 239  
Fort Lauderdale, FL 33305

Voice & Text: 954-830-7660

[rudy@artemissynergies.com](mailto:rudy@artemissynergies.com)  
[www.ArtemisSynergies.com](http://www.ArtemisSynergies.com)

"I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel."-Maya Angelou

## Scott Wyman

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**From:** Jamie Myhre <jamie.myhre@yahoo.com>  
**Sent:** Thursday, October 14, 2021 9:38 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Ben Sorensen; Scott Wyman  
**Subject:** [-EXTERNAL-] Tunnel - Downtown Fort Lauderdale

Good morning,

I am writing in support of the tunnel project for the Downtown Fort Lauderdale area. As a resident that lives off of Broward Blvd, between I-95 and US1, the idea of a bridge would be so disturbing for both noise and aesthetics. A resolution is necessary to alleviate the downtown congestion but a tunnel would be a much preferred option if it is financially possible

Thank you,  
Jamie Myhre  
1505 SW 4th Ct  
Ft Lauderdale, FL 33312  
732/261-9808

## Scott Wyman

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**From:** jnjunkmail@comcast.net  
**Sent:** Thursday, October 14, 2021 2:17 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Tunnel vs bridge in Ft. Lauderdale

Dear Mr. O'Reilly,

Please remain open minded and consider all alternatives, including opinions from worldwide experts before pushing for a bridge that will destroy our town forever.

Having lived in Europe I've seen first hand the advantages of well designed and built tunnels, for roads and rails.

Even when the cost of a tunnel is slightly more than a bridge, the long term benefits to noise and visual pollution far outweigh those savings.

Give the tunnel idea a chance and don't destroy our beautiful city!

Sincerely,

Jeffrey NeSmith  
Ft. Lauderdale, FL

## Scott Wyman

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**From:** Jeff Odgis <jeff.odgis@gmail.com>  
**Sent:** Thursday, January 20, 2022 3:43 AM  
**To:** Dean Trantalis  
**Subject:** [-EXTERNAL-] Upcoming decisions on HQ, trains

Dear Mayor,

I have taken note of the current considerations of tunnel vs bridge concerning the FEC lines traversing downtown. You couldn't be more correct in that the long, Sunrise-thru-Davie Blvds under-spanning tunnel is the way to go. How much congestion can be relieved and add potential green space, public walks at once by making this move? So much! Not to mention the obvious and necessary public safety benefits. Our drivers are what they are and we need to offer ourselves every advantage to ensure no one is tempted to improperly cross a track in a busy community such as ours.

Your public statements show you to be a forward-looking leader and I appreciate your point of view on these issues. Not to mention I like this timely consideration of consolidating the operations of city|county under a modern, sleek roof. The facilities at present have well passed their maturity date and there is every reason to ensure the next building is aesthetically pleasing in addition to being competent for conducting the business of government.

Thank you for your time and position on these matters.

Fond regards,  
Jeff Odgis  
Greater Fort Lauderdale resident (formerly of Sailboat Bend)

## Scott Wyman

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**From:** Nicki Oneill <nicki.oneill@stiles.com>  
**Sent:** Monday, October 18, 2021 3:37 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis  
**Subject:** [-EXTERNAL-] Fort Lauderdale - New River Train Crossing

Dear Mr. O'Reilly,

I'm writing with regards to the proposed ideas for the New River railroad crossing. As the Senior Property Manager for the AutoNation building, I'd like to provide my opinion on the idea of a new, large-scale bridge as opposed to an underground tunnel. The AutoNation building is the headquarters for the Fortune 200 company (currently ranked at #145) and is quite literally a "stone's throw" away from both the existing bridge and tracks.

Recent large-scale developments in our immediate area have started to swallow what was once the premiere office building in the downtown area. We were visible from every direction giving AutoNation a very deliberate sense of presence in South Florida and as the nation's #1 automotive retailer.

Not only am I concerned about the aesthetics of constructing an enormous bridge but I'm also worried this type of construction/intrusion to our area could lead to an "awareness" of their corporate headquarters location in the future. We've already dealt with massive construction projects on our immediate block along with infrastructure (sewer main and roadway drawbridge) projects which, while very much needed, are exasperating when employees have to find a new route to work every time another road closes. Building this bridge isn't going to help with that.

I feel strongly that the technology for tunneling is here and that Fort Lauderdale/South Florida/Florida could be the trendsetter by successfully allowing this alternative for the New River railroad crossing. Our mayor's diligent and thorough research can't go unnoticed and the science is there to support the economies of tunneling versus massive "bridging" in an area that doesn't want or need to see it every day.

Thank you,



Nicki O'Neill  
Senior Property Manager | Property Management  
954-462-8633

200 SW 1st Avenue, Fort Lauderdale, FL 33301 | 954.462.8633 | [WWW.STILES.COM](http://WWW.STILES.COM)



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## Scott Wyman

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**From:** Lee or Sher Patterson <leeorsher@sent.com>  
**Sent:** Thursday, October 14, 2021 11:20 AM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Tunnels in Fort Lauderdale

At the mayor's request, and because I agree, I wrote to FDOT opposing the replacement of the existing railroad bridge with another bridge. The tunnel is a much better solution.

However, for the record, I oppose a tunnel from downtown to the beach. I live in downtown, and, therefore, deal with the traffic issues. But it is hard to understand, or even imagine, how a tunnel to the beach using tunnel-provided cars is a good solution.

Regards,  
Sher Patterson

## Scott Wyman

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**From:** Michael Postell <mjftlaud@gmail.com>  
**Sent:** Thursday, October 14, 2021 2:16 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

Honorable Mayor Trantalis-

I am very concerned over the projected costs by FDOT for the proposed Enhanced Commuter Rail Service Tunnel in Downtown Fort Lauderdale. In my experience the cost projections of any capital project by government agencies tend to be conservative. However, assuming costs are more reasonable I prefer the tunnel option. I'd like to give this more thought and request you forward these lower cost estimates or proposals (both formal and informal) via my email. Also do you know what in the FDOT plan is overstated

Any additional information or material on the matter would be helpful for such a costly decision.

Michael J Postell

On Oct 14, 2021, at 9:32 AM, Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov> wrote:

**October 2021**

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# State decision looms on New River train crossing

## Downtown future hinges on choice of bridge or tunnel

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours.

1

## Scott Wyman

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**From:** Keith Reilly <kreilly@PCRFLORIDA.COM>  
**Sent:** Thursday, October 14, 2021 4:29 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] City of Fort Lauderdale Proposed Bridge

Mr O'Reilly,

I am a resident of the City of Fort Lauderdale. My address is 436 NE 17<sup>th</sup> Way, Fort Lauderdale, FL 33301. I have lived in Fort Lauderdale for 8 years. I have seen my city flourish over the past few years and become a destination for travelers, families and businesses. I also own a research facility in Broward County employing 15 people with middle class jobs.

I am strongly against the proposal for the bridge over our city for the trains. Our mayor has laid out realistic options for a tunnel solution that needs to be considered. I urge the decision makers with the DOT to realize the long term cost of disrupting our city skyline with a monstrous bridge. It is solving one problem to create another! The tunnel will surely cost more but the long term costs of the bridge to the local economy will be greater than the difference in the two solutions.

Thank you in advance for your consideration to this matter..

Sincerely,



Keith Reilly  
Co-Owner  
[kreilly@pcrflorida.com](mailto:kreilly@pcrflorida.com)  
(P) 954-915-9991 Ext 101 (F) 954-915-9963  
8399 W Oakland Park Blvd.  
Suite B & C  
Sunrise, FL 33351

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## Scott Wyman

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**From:** Paul Renneisen <flight587truth@gmail.com>  
**Sent:** Thursday, October 14, 2021 1:42 PM  
**To:** Dean Trantalis  
**Subject:** [-EXTERNAL-] FDOT Bridge

As sent to Mr. O'Reilly,

Mr. O'Reilly,

We have been Ft Lauderdale residents since June, 1993.

We support the railroad tunnel proposal in Ft Lauderdale. Why in the world would you put tons of dangerous hazardous cargo eight stories high to be blown off the tracks becoming tons of flying inflamables that explode upon impact below your FDOT, or the Governor's proposed bridge?

Please get real. If the fellow that is the Governor is threatening you, then you need to report that threat. We are waiting to hear if you have been threatened by him, the Governor.

Best Regards,

Paul and Pat Renneisen

## Scott Wyman

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**From:** John Rhoades <ogtfill@gmail.com>  
**Sent:** Thursday, October 14, 2021 11:31 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] Please. Tunnel. Not a bridge

Gerry

My name is John Rhoades. I live at 1615 NE 1 St Street, Ft Lauderdale FL 33301. Victoria Park. We feel very strongly that Victoria park is special bc when Henry Flagler wanted to put a train with tracks right through the middle of Victoria Park the current owner of the property (Julia Tuthill ) said , NO ! It's not for sale. A track would forever divide this beautiful parcel of land and be a blight on its future

Please, a tunnel underground like Boston is doing with their " emerald necklace ) of open space and parks is the future. I urge you join dozens of my friends and neighbors here and say yes to a tunnel. It is cost competitive ( even advantageous when you look at property values and our maritime experience) vs an ugly imposing bridge

Thank you ,

John Rhoades  
954 384 2300

Sent from my iPhone

## Scott Wyman

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**From:** Janet Malley Richard <red4evr@msn.com>  
**Sent:** Thursday, October 14, 2021 6:52 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale proposed railroad bridge

*Dear Mr. O'Reilly,*

*I have resided in Fort Lauderdale since 1954 and watched this little community expand. I have never had a problem with progress. It is what happens to all desirable places to live. And this is a beautiful place to live.*

*The proposed railroad bridge OVER FORT LAUDERDALE IS BEYOND THE PALE!!*

*You folks have got to develop another solution that is not so bogged down in the methods of the past!! Such provincial thinking cannot apply here. Please look to the future and expand your vision. Yes it will cost more, but fine things always do! Please consider ideas from European countries which have dealt with confined spaces and water intrusion problems, specifically the Dutch and the Italians. I am not an engineer, or a geologist, but I read, and I travel, and I have seen what is possible!! Please take us into the 21st century and not backwards to the 19th century.*

*Please don't spoil this lovely little city.*

*Regards,*

*Janet Malley Richard  
Fort Lauderdale*

## Scott Wyman

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**From:** Janet Malley Richard <red4evr@msn.com>  
**Sent:** Thursday, October 14, 2021 6:08 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

*Dear Mayor Trantalis,*

*I have been here since 1954. In all those years I have never felt like moving somewhere else, even when the "classy" people were moving out in the 80's and 90's.*

*I am done. If that bridge goes in, I am out of here.*

*I am enraged. What dated, old fashioned thinking from government (DOT)!! Such a lack of vision! Such a confined way of problem solving, adhering to the old thinking and comfortable solutions.*

*I, of course, will inform DOT of my position as a resident and citizen of the city (for the time being).*

*And you wanted to be mayor!! Now!*

*Good luck,*

*Janet Malley Richard  
(Victoria Park)*

## Scott Wyman

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**From:** Ken Robinson <tampapilot2003@aol.com>  
**Sent:** Thursday, October 14, 2021 10:20 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis  
**Subject:** [-EXTERNAL-] No Bridge

I support the Mayor of Fort Lauderdale in that we need to build the train tunnel rather than a bridge. Please consider the sensitivities that accompany a bridge-wall that would divide a long stretch of land with a forever visible burden upon its residents. We are better than this, we have to be. Thank you. -Ken Robinson

Sent from my iPhone

## Scott Wyman

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**From:** aesljs@bellsouth.net  
**Sent:** Monday, October 18, 2021 1:07 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis  
**Subject:** [-EXTERNAL-] bridge vs tunnel

I'm with the mayor. Tunnel is the answer not a railroad bridge thru Fort Lauderdale.

Alan E. Siegel  
954-821-1005 (Cell)

Note: I've opted for the call screening feature on my landline number as I couldn't stand getting all those annoying illegitimate calls any longer. So that number only accepts calls from a very limited list of numbers. I couldn't include all of the numbers that I would have liked on my list. So if you call my landline and are told I will not accept your call it's not that I don't want to talk to you but only that the number you're calling from isn't on the list. In such event please email me or text or call me on my cell.

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## Scott Wyman

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**From:** Home <mspatzcpa@comcast.net>  
**Sent:** Thursday, January 20, 2022 7:45 AM  
**To:** Dean Trantalis; Ben Sorensen  
**Subject:** [-EXTERNAL-] New River Train Tunnel

Dear Mayor Trantalis and Commissioner Sorensen,

This issue is a no brainer. Please vote to build a tunnel! This is a much better option for now and the future! Construction of a bridge would be the worst decision. If cost is the issue, then its better left as is!

Thank you for your time.

Michael Spatz  
700 SW 14th Street

Sent from my iPad

## Scott Wyman

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**From:** Mike Stone <mstone@gestation.com>  
**Sent:** Thursday, October 14, 2021 1:14 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Ben Sorensen; Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale - Train

**Importance:** High

Mr. O'Reilly,

I do not often send emails or write letters, but have chosen to do so at this time to express to you my total dissatisfaction and objection to FDOT's desire to build a train bridge thru downtown Fort Lauderdale and over the New River.

I am totally against such an effort and wholeheartedly support the building of a tunnel for the train and NOT a train bridge.

While I understand that there is a difference in cost, with a tunnel costing more money – I firmly believe that this extra cost is far better longer term for the city of Fort Lauderdale, its economic future and the quality of life for those of us living in Fort Lauderdale and our visitors.

Let's do the right thing here and **BUILD A TRAIN TUNNEL** and NOT a train bridge!

Sincerely,  
Mike Stone

**Michael F. Stone, CPCU, CTIE**  
*Travel, Tourism, Hospitality and Technology Consulting*



Phone: 954-328-9023

eMail: [mstone@gestation.com](mailto:mstone@gestation.com) Website: [www.gestation.com](http://www.gestation.com)

LinkedIn: [www.linkedin.com/in/mstone1](http://www.linkedin.com/in/mstone1)

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Business Development, Sales and Marketing*

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## Scott Wyman

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**From:** Fred Stresau <stresau@bellsouth.net>  
**Sent:** Thursday, October 14, 2021 10:26 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman; Dean Trantalis; Ben Sorensen; Steven Glassman  
**Subject:** [-EXTERNAL-] New River Train Crossing  
**Attachments:** IMG\_1441.JPG

Good Morning Garry,

My plea this morning is not concerning my usual roadway landscape issues but focuses on our **Mayors request to have our citizens express distain for the proposed New River Train Bridge Crossing.**

Dean, in pursuing the tunnel option has disputed the cost differential between the FDOT cost estimate and those of other private contractors.

At this time it is difficult for ordinary citizens to debate the cost issue without further study but for certain, the elevated bridge structure, some 2.4 miles in length, will destroy any attempt to improve the appearance of our urban/downtown core and generally create a physical barrier thus destroying the fluidity of east/west - neighborhood to neighborhood movement along most of the right of way.

The Bridge proposal brings to mind a photograph of the newly constructed HI-level Bridge on the Outer Banks in N.C. I have attached an image above and while an example of supreme bridge construction it or a similar structure would not benefit the appearance of our Downtown.

I grew up experiencing the debate and finally the referendum vote of the Tunnel vs Bridge on US #1 in 1957 and in retrospect, the success of the current McKinney Tunnel solution cannot be denied.

I would as a 75 year resident of Fort Lauderdale, add my voice to many others to at least encourage FDOT to continue to look at a more visually satisfactory decision on this river crossing.

I urge you as the leader of District #4 to keep an open mind to all options and that would, obviously, include the construction of the tunnel and not the bridge.

Sincerely,

Fred  
Frederic E. Stresau, FASLA  
Landscape Architect and Land Planner  
1004 SE 7th Street  
Fort Lauderdale, FL 33301  
954.629.3133(Cell)  
954.525.1711(Voice)

## Scott Wyman

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**From:** David Walley <DAVIDVEQ@msn.com>  
**Sent:** Monday, October 18, 2021 1:38 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] Fort Lauderdale New River Train Track crossing

Sir,

As 35+ years residents of central/downtown Fort Lauderdale, we implore you to run a **Tunnel Under** the New River for the Train tracks.  
Such a tunnel, underground from just north of Sunrise Blvd. to just south of Davie Blvd, would greatly enhance the city by 1)alleviating traffic jams & air pollution currently caused by multiple train crossings, 2) reduce noise in that part of the city, 3) keep marine traffic on the New River flowing as well as allowing the Riverwalk on both the North & South banks to follow the river to encourage pedestrians.

Additionally, a Tunnel could generate funds to offset cost by making surface area currently taken up by tracks for development or green space; vs. a Bridge adding more costs by having to take property, add to noise & pollution, and terribly divide the city.

Thank you for your consideration,

David Walley & Mark Filman  
Fort Lauderdale Residents

## Scott Wyman

---

**From:** Ted Ward <tedward47@yahoo.com>  
**Sent:** Thursday, October 14, 2021 12:37 PM  
**To:** gerry.oreilly@dot.state.fl.us  
**Cc:** Dean Trantalis; Ben Sorensen  
**Subject:** [-EXTERNAL-] Tunnel vs Bridge in Downtown Fort Lauderdale

Dear Mr. O'Reilly

I live at 100 East Las Olas Blvd in downtown Fort Lauderdale on the twentieth floor looking west at the River and Andrews Ave bridge and the two-lane train bridge plus literally thousands of high-rise apartments.

I grew up in the late 1940's and early 1950's in Medford Ma. Where I played in Gravelly Creek and played in the huge and contiguous neighborhoods in a city of over 60,000 residents.

Then came the raised east west eight lane highway Route 93. It cut Medford in half, and it ruined terrific neighborhoods. Route 93 was elevated, and they put in underpasses on Salem St and other streets that were dark and ugly. Medford was never the same. The creek was gone, and Medford lost over 10,000 residents. What guys like you decide are meaningful, well beyond budgets.

I strongly suggest you never put up a new raised train bridge in Fort Lauderdale. Everyone and I living near me will fight it to the bitter end. It would kill Fort Lauderdale. It is simply not compatible with modern urban living.

We need a tunnel for the trains.

I invite you to my condominium anytime you are in my area. I am in unit 2004 looking 200 feet down at the park and river.

Please visit me and see for yourself. Imagine what a bridge would look like from my unit and imagine the thousands of high-rise residential units within two blocks of the current train bridge and what a tall new bridge would be like.

Please come by.

Sincerely,

Ted Ward

100 East Las Olas Blvd Unit 2004

## Scott Wyman

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**From:** Ted Ward <tedward47@yahoo.com>  
**Sent:** Thursday, October 14, 2021 12:42 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

Dear Mayor - Thanks so much for demanding the railroad have a tunnel.

Ted Ward

On Thursday, October 14, 2021, 09:15:44 AM EDT, Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov> wrote:



October 2021

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# State decision looms on New River train crossing

## Downtown future hinges on choice of bridge or tunnel

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours. This has our multibillion-dollar marine industry, a key economic engine for our community, extremely concerned – and rightfully so.

The Florida Department of Transportation seems insistent the only solution is a new train bridge, soaring up to 80 feet high and cutting through the middle of our downtown. A rail

## Scott Wyman

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**From:** Doug Watt <doug@dougwattinc.com>  
**Sent:** Thursday, October 14, 2021 9:34 AM  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] No Train Bridge in Ft. Lauderdale

Mr. O'Reilly,

As a Florida native born and raised in Ft. Lauderdale, it is wonderful to see the thriving downtown, including developers willing to build iconic buildings along the railroad tracks.

However, an elevated train bridge cutting through downtown would simply not work.

In addition to being unsightly, this bridge would devalue many future planned developments along the tracks. It would financially ruin owners of property already owned along the tracks, and lastly it would drive residents from their apartment towers, making the around and under the bridge an opportunity for blight, crime, and other negative influences that are not necessary.

Fort Lauderdale has grown into a wonderful Live, Work, Play city and we want to keep it that way!

A tunnel is the only way to protect the Yachting Capital of the World, and keep Ft. Lauderdale beautiful and thriving.

Please do not push forward with an unsightly bridge that figuratively and literally divides the city.

Regards,



INSTINCT.  
EXPERIENCE.  
RESULTS.

### **Doug Watt**

President, Doug Watt, Inc.

---

**O** (954) 258-1181  
**E** doug@dougwattinc.com  
**W** www.dougwattinc.com



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## Scott Wyman

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**From:** Joseph Zeller <jfzftl@earthlink.net>  
**Sent:** Thursday, October 14, 2021 11:22 AM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: Decision looms on New River train crossing

I have sent an email to Mr O'Reilly supporting a tunnel.

Joe Zeller

Sent from my iPhone

On Oct 14, 2021, at 9:15 AM, Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov> wrote:

**October 2021**

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## **State decision looms on New River train crossing**

### **Downtown future hinges on choice of bridge or tunnel**

Our downtown and our ability to ensure that our urban center continues to evolve into a sustainable and enjoyable destination unrivaled by any other city has reached a crossroad. So let me tell you what is now at stake.

Regional planners are finalizing plans to create an enhanced commuter rail service to reduce traffic on our highways between Miami and West Palm Beach. That would add 35 to 40 more trains, especially during peak commuter times, to the tracks.

Avoiding I-95 at rush hour or any hour sounds like a good idea, right?

Perhaps, except when you survey the route, then you realize the bridge over the New River in Fort Lauderdale would remain locked in a down position for hours upon hours. This has our multibillion-dollar marine industry, a key economic engine for our community, extremely concerned – and rightfully so.

The Florida Department of Transportation seems insistent the only solution is a new train bridge, soaring up to 80 feet high and cutting through the middle of our downtown. A rail

January 16, 2022

Mayor Dean Trantalis  
Commission Office  
City Hall, 8<sup>th</sup> Floor  
100 North Andrews Avenue  
Fort Lauderdale, FL 33301

Re: Support for Tunnel Under New River

Mayor Trantalis:

As the owner and developer of a large parcel of land on the south side of the New River, and abutting the Florida East Coast Rail line, I cannot believe that a new bridge is being considered the preferred option by anyone.

A bridge adjacent to our site would make us reconsider our planned substantial investment in Fort Lauderdale.

In 2022, we need to be looking to innovative and find better ways to address infrastructure. A tunnel provides less challenges for the community during construction and is faster to complete based on new data. A tunnel will ensure that Fort Lauderdale is not divided geographically, economically, and socially.

Thank you for your leadership and strong voice on this matter. While initial questions on cost and viability were responsible, it is now clear that a tunnel should be the preferred choice on all fronts.

We are all in.

Please keep fighting for what is best for Fort Lauderdale, its residents, and its businesses.

That solution on this matter is a tunnel. No question.

Sincerely,



Asi Cymbal

cc: Mayor Michael Udine



5335 Wisconsin Ave NW  
Suite 440  
Washington, DC 20015  
301-328-3600

January 14, 2022

Mayor Dean Trantalis  
City of Fort Lauderdale  
100 N. Andrews Avenue  
Fort Lauderdale, FL. 33301

Phil Schwab, FDOT Project Manager  
Florida Department of Transportation  
3400 W. Commercial Blvd.  
Fort Lauderdale, FL 33309

Dear Mr. O'Reilly and Mayor Trantalis,

As the founder of Federal City Property Investors, our firm has developed numerous successful projects throughout the country. We are based in Washington D.C., but our operations have branched out into parts of the country with significant potential. The downtown Fort Lauderdale area, while already an incredible place to live and work, has that extra potential to become a true city of the future.

Our firm is currently in the process of developing a building at 525 South Andrews Avenue, just east of the train tracks. The building will have 399 residential units. This building is "Phase 1", and a future phase is planned on the remainder of our property. We've been made aware of proposed changes to the train tracks and have read through the tunnel and elevated track options. We are strongly in support of the tunnel option, as the elevated track option can have significant consequences to our future residents and all existing residents near the tracks.

There is an east of the tracks/west of the tracks divide in many parts of the downtown area, including the location of our project. While the divide is not ideal, we completely recognize that multimodal transportation is essential to a functioning downtown and that trains are an excellent form of public transportation. However, after seeing the tunnel option, we see that this divide can be removed and that the downtown area can truly become a cohesive community. The tunnel option, in our opinion, is a no-brainer. We recognize that the tunnel option is more expensive in the short term, but the long-term consequences of an elevated track would far outweigh the short-term cost. From the east/west divide to the excessive noise and visual nuisance of an elevated track, these long-term consequences are not worth the short-term savings.

We strongly encourage FDOT and the City Commission to choose the tunnel option and usher in a new era for the City of Fort Lauderdale.

Sincerely,

Nicholas Demas  
Founder, Federal City Property Investors



January 21, 2022

Email: [dtrantalis@fortlauderdale.gov](mailto:dtrantalis@fortlauderdale.gov)

Mayor Dean Trantalis  
City of Fort Lauderdale  
100 N. Andrews Avenue  
Fort Lauderdale, FL 33301

Email: [phil.schwab@dot.state.fl.us](mailto:phil.schwab@dot.state.fl.us)

Phil Schwab, FDOT Project Manager  
Florida Department of Transportation  
3400 W. Commercial Blvd.  
Fort Lauderdale, FL 33309

Dear Mayor Trantalis and Mr. Schwab:

We own and are in the process of a joint venture development between Uniland Development Company and Acquest Development of a 36-story high-rise multifamily project at 101-199 NW 5<sup>th</sup> Avenue in downtown Fort Lauderdale near the FEC/Brightline railway. We understand that FDOT is considering a commuter rail service that would provide a valuable link between the local communities of Palm Beach County, Broward County and Miami-Dade County. For the crossing of the trains over the New River in Downtown Fort Lauderdale, it is our understanding that FDOT is analyzing a local preferred option and the solutions being considered include a bridge or tunnel which would allow boats to continue navigating the New River without interruption from the increased train activity. We are writing to strongly urge that you consider the tunnel option as the preferred option. The bridge option, while undoubtedly costing less, would not be the best solution for the community. It will not only serve as a visual and unsightly barrier to our project and other nearby developments, but it will do little to mitigate the noise from 90+ trains per day. Downtown Fort Lauderdale has seen a tremendous amount of growth over the last 10 years. We have seen the adverse effects of transportation projects acting as barriers in communities where we live and work, and urge you to strongly consider the social, visual and noise impacts that a bridge would have in this community. Considering all these factors, we strongly support the tunnel option instead of a bridge.

Sincerely,

---

William Huntress, Managing Member  
Acquest Development



January 21, 2022

Email: [dtrantalis@fortlauderdale.gov](mailto:dtrantalis@fortlauderdale.gov)  
Mayor Dean Trantalis  
City of Fort Lauderdale  
100 N. Andrews Avenue  
Fort Lauderdale, FL 33301

Email: [phil.schwab@dot.state.fl.us](mailto:phil.schwab@dot.state.fl.us)  
Phil Schwab, FDOT Project Manager  
Florida Department of Transportation  
3400 W. Commercial Blvd.  
Fort Lauderdale, FL 33309

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Sincerely,

A handwritten signature in blue ink, appearing to read "Michael J. Montante", is written over a horizontal line.

Michael J. Montante, CEO  
Uniland Development Company



January 17, 2022

The Honorable Mayor Dean Trantalis  
City Hall  
100 North Andrews Avenue  
Fort Lauderdale, Florida 33301

Dear Mayor Trantalis:

Kushner is committed to investing in the future of Fort Lauderdale. We share your vision and agree with your position on the New River Crossing.

With a very significant plan to redevelop our parcels immediately adjacent to the eastern railroad alignment, we are uniquely impacted by this decision. Nevertheless, a bridge running through the downtown does not seem to offer a benefit to any stakeholders in the city.

Thank you for your leadership and your vision to make the tunnel under the New River the preferred option. We are confident that it is innovative and the best choice for the community. We are committed to working with you throughout this process.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Sommer', with a long horizontal flourish extending to the right.

Michael Sommer  
Executive Vice President- Development and Construction

Cc: Mayor Michael Udine

January 17, 2022

The Honorable Dean Trantalis, Mayor  
City of Fort Lauderdale  
100 North Andrews Avenue  
Fort Lauderdale, Florida 33301

Dear Mayor Trantalis:

In my opinion, Fort Lauderdale faces a very simple choice as it relates to the proposed new River Crossing: cut our community in half with a bridge, or look to the future with a tunnel. I think the choice is clear.

With new, updated pricing the tunnel should be the preferred option. There are O&M benefits in our tropical environment, less disruption to surface traffic and the community during and after construction, and the innovation aspect of this as it relates to economic development simply cannot be ignored. The environmental benefits alone are obvious – but add to that the social, geographical and economical benefits and there really is no other choice.

The initial skepticism was understandable, but now that we know the facts and understand the negative impacts of a bridge that will last generations, a tunnel is not only a real option, but the best solution to the New River challenge.

Respectfully,

*/s/ Stephanie J. Toothaker*

Stephanie J. Toothaker, Esq.

Cc: The Honorable Mayor Michael Udine

TOOTHAKER.ORG



January, 18, 2022

**VIA EMAIL**

Mayor Dean Trantalis  
City of Fort Lauderdale  
100 N. Andrews Ave.  
Fort Lauderdale, FL 33301

RE: Proposed Bridge vs Tunnel

Dear Mayor Trantalis;

RK Centers owns the "Searstown" properties (901-927 N Federal Highway and other area properties) just east of the railroad tracks and on the south side of Sunrise Blvd. We are writing to you to express our complete support of a tunnel being the absolute best and preferred option for the New River crossing to bring commuter rail service to our community. The elevated bridge up to Sunrise Blvd. proposal would be problematic to our business and the City for many reasons including the negative height impact and dividing our community.

Sincerely,  
RK Centers



Andrew Zidar

## Scott Wyman

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**From:** Jack Almeleh <jckalmeleh@gmail.com>  
**Sent:** Thursday, January 20, 2022 12:40 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: City backs New River tunnel for commuter rail

Wise choice on the tunnel.....

Jack Almeleh

On Thu, Jan 20, 2022 at 11:39 AM Fort Lauderdale Mayor Dean Trantalis <[swyman@fortlauderdale.gov](mailto:swyman@fortlauderdale.gov)> wrote:



January 2022

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## City backs New River tunnel for commuter rail service

The Fort Lauderdale City Commission took a major step forward this week to protect the future of downtown while at the same time supporting the regional expansion of commuter rail service.

At my urging, the commission unanimously went on record as supporting a tunnel through downtown as the preferred option for how the increasing number of passenger trains should cross the New River. What has had us so concerned is that the Florida Department of Transportation has been more focused on the idea of building an elongated, high-rise bridge – a prospect that many see as having serious, long-term detrimental consequences on quality of life and the downtown renaissance.

The city's resolution sends a strong message to the pair of agencies in charge of making the final decision on the New River crossing. FDOT wants the Broward County Commission to choose the top option on Feb. 22 followed by a vote of the Broward Metropolitan Planning Organization in March or April.

For those who have not been following this discussion closely, the commuter rail service was proposed initially as a transformative project that would address South Florida rapid growth and help relieve increasing traffic congestion. It would supplement Brightline with frequent trains making stops about every two miles or so – including Hollywood, the international airport, Fort Lauderdale, Oakland Park and Pompano Beach.

The hope for better mobility, though, comes also with a challenge.

## Scott Wyman

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**From:** Irwin Aronofsky <jilirk@icloud.com>  
**Sent:** Thursday, January 20, 2022 3:00 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: City backs New River tunnel for commuter rail

Great decision for a tunnel. A bridge would devalue property bringing Ft. Lauderdale's appearance to be "like a slum". It would ruin the "water view" that is so attractive. This is Florida!

Regards,  
Jill Aronofsky

Sent from my iPhone

On Jan 20, 2022, at 11:32 AM, Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov> wrote:

**January 2022**

## City backs New River tunnel for commuter rail service

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Alvan Balent, MD  
DrAlvan@msn.com  
Cell: 954-294-5023

Linda C. Balent, MD  
LindaBalent@yahoo.com  
Cell: 954-235-3220

Las Olas River House  
333 Las Olas Way, #210 • Fort Lauderdale, FL 33301

January 2022

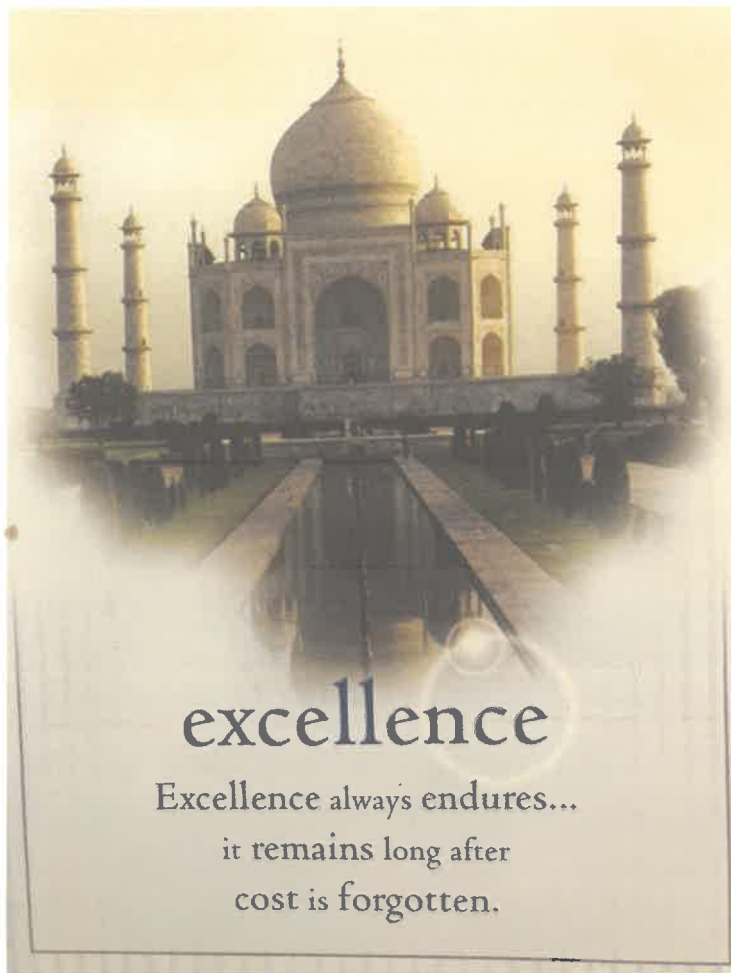
Mayor Dean Trantalis  
City Hall  
Fort Lauderdale, Florida

We support you for "The Tunnel".

RECEIVED  
CITY COMMISSION

FEB - 1 2022

BY: \_\_\_\_\_



*Alvan  
&  
Linda  
Thank you!*

## Scott Wyman

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**From:** Michael Brown <mbrown4970@aol.com>  
**Sent:** Thursday, January 20, 2022 11:44 AM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Applaud the Mayor's support of Tunnel !

Appreciated the updates and the positive suggestions to try and 'control' out city's growth. SO we can all enjoy living here while it grows! *Because it's Going to Grow-* let's do it smart and reasonable . Good Move Mr Mayor!  
thanks Mike Brown  
Ft Lauderdale

## Scott Wyman

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**From:** Coetzee, Ruchel <Ruchel.Coetzee@elliman.com>  
**Sent:** Thursday, January 20, 2022 11:58 AM  
**To:** Scott Wyman; Steven Glassman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: City backs New River tunnel for commuter rail

You have my vote darlings

Sent from my iPhone



**RUCHEL COETZEE**  
SENIOR DIRECTOR OF LUXURY SALES  
REALTOR ASSOCIATE  
DOUGLAS ELLIMAN REAL ESTATE  
KNIGHT FRANK CARDHOLDER  
OFFICE: 954.874.0740  
MOBILE: 954.295.2631  
[Ruchel.Coetzee@elliman.com](mailto:Ruchel.Coetzee@elliman.com)  
450 E LAS OLAS BLVD, SUITE 140, FT LAUDERDALE, FL 33301

[MY LISTINGS](#)

[DISCOVER THE VALUE OF YOUR HOME](#)

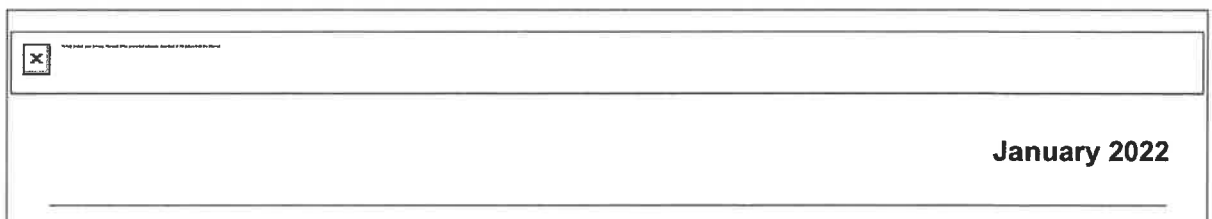
[FACEBOOK](#) / [TWITTER](#) / [YOUTUBE](#) / [INSTAGRAM](#) / [LINKEDIN](#)

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On Jan 20, 2022, at 11:32 AM, Fort Lauderdale Mayor Dean Trantalis <[swyman@fortlauderdale.gov](mailto:swyman@fortlauderdale.gov)> wrote:



## Scott Wyman

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**From:** Tina Courchene <tinasqu@gmail.com>  
**Sent:** Thursday, January 20, 2022 11:51 AM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: City backs New River tunnel for commuter rail

Hello I am with Tranelis on the tunnel build, let me know how I can vote and help, please  
-Tina Courchene

On Thu, Jan 20, 2022 at 11:39 AM Fort Lauderdale Mayor Dean Trantalis <[swyman@fortlauderdale.gov](mailto:swyman@fortlauderdale.gov)> wrote:



January 2022

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## City backs New River tunnel for commuter rail service

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At my urging, the commission unanimously went on record as supporting a tunnel through downtown as the preferred option for how the increasing number of passenger trains should cross the New River. What has had us so concerned is that the Florida Department of Transportation has been more focused on the idea of building an elongated, high-rise bridge – a prospect that many see as having serious, long-term detrimental consequences on quality of life and the downtown renaissance.

The city's resolution sends a strong message to the pair of agencies in charge of making the final decision on the New River crossing. FDOT wants the Broward County Commission to choose the top option on Feb. 22 followed by a vote of the Broward Metropolitan Planning Organization in March or April.

For those who have not been following this discussion closely, the commuter rail service was proposed initially as a transformative project that would address South Florida rapid growth and help relieve increasing traffic congestion. It would supplement Brightline with frequent trains making stops about every two miles or so – including Hollywood, the international airport, Fort Lauderdale, Oakland Park and Pompano Beach.

The hope for better mobility, though, comes also with a challenge.

## Scott Wyman

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**From:** Richard Edison <redison52@aol.com>  
**Sent:** Thursday, January 20, 2022 12:58 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: City backs New River tunnel for commuter rail

What benefit does the tunnel offer if the freight trains remain at street level? It is the freight trains that block traffic for LONG periods of time and severely impact the downtown area in many negative ways. The commuter trains are not the problem. Great cities do not have long lumbering freight trains disrupting city life and traffic flows. But Fort Lauderdale does and it will never be a first class, 21st century city until that problem is eliminated.  
Richard Edison, M.D.

-----Original Message-----

From: Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov>  
To: redison52@aol.com  
Sent: Thu, Jan 20, 2022 11:32 am  
Subject: Mayor's newsletter: City backs New River tunnel for commuter rail



x

**January 2022**

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## City backs New River tunnel for commuter rail service

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## Scott Wyman

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**From:** BRIAN DONALDSON <briandonaldson@comcast.net>  
**Sent:** Friday, January 21, 2022 8:36 AM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Mayor's newsletter: City backs New River tunnel for commuter rail

Scott as an FYI... Blind CC'd email went to over 200 email addresses...

Hello Everyone,

Thank you for your renewal...

I was in City Commission Chambers Tuesday to witness the debate and presentation regarding the new proposed Commuter Rail line.

This would be a new service running an additional 20-30 trains daily between Palm Beach and Miami... so, 3 Counties. My major concern is that since these will be running on the same tracks and same route as Brightline, is it really needed? But this new service will have additional Cities building train stations. For example, this new service Oakland Park is looking to build a station... In Fort Lauderdale the station will be at the Brightline station: Elevated if a bridge, and sub ground if in a tunnel... Rider estimates show that taxpayers could be subsidizing each trip by \$18 to \$45 for many years. But that is not the debate. Looks like the state and counties are on board for additional trains to help eliminate traffic...

I believe that our City Officials are correct in fighting against a massive new bridge to cross the New River for passenger trains. The idea of these trains up 6 to 8 stories in the air will allow the noise to go many more miles, what about a derailment?

Not an easy subject, lots of complex parts... County Commissioners will vote in February as to what direction to submit to State and Federal officials... Please also contact County Commissioners to vote for a tunnel. Not an elevated, miles long bridge! Please read and get informed!



## Scott Wyman

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**From:** Diana Gagne <diana.gagne@gmail.com>  
**Sent:** Thursday, January 20, 2022 4:12 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: City backs New River tunnel for commuter rail

My thanks to the Mayor for his advocacy to preserve our city.  
I've sent emails to the county commissioners.  
Fingers crossed!

Diana Gagne

On Jan 20, 2022, at 11:32 AM, Fort Lauderdale Mayor Dean Trantalis <[swyman@fortlauderdale.gov](mailto:swyman@fortlauderdale.gov)> wrote:

**January 2022**

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For those who have not been following this discussion closely, the commuter rail service was proposed initially as a transformative project that would address South Florida rapid growth and help relieve increasing traffic congestion. It would supplement Brightline with

## Scott Wyman

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**From:** Justin Greenbaum <jtgreenbaum@gmail.com>  
**Sent:** Thursday, January 20, 2022 2:47 PM  
**To:** mudine@broward.org; lfisher@broward.org; sgeller@broward.org; nrich@broward.org; tryan@broward.org; mbogen@broward.org; bfurr@broward.org; jemoskowitz@broward.org; talston@broward.org  
**Subject:** [-EXTERNAL-] New River Rail Alternatives

Dear County Commission:

Both my wife and I are lifelong Fort Lauderdale residents, now with 2 young children of our own growing up in the city we love. Our family asks that you support building a tunnel under the New River for us and for the future generations who will call Fort Lauderdale and Broward County home.

With South Florida as the starting point for Brightlines cross country network of high speed rail, Broward County and Fort Lauderdale have an opportunity to showcase to the world that it's an innovative, forward thinking community. A massive bridge will divide our city at its core and depress property values for those within an eyeshot of the massive bridge and towering support beams.

Please put your support behind the tunnel alternative.

Respectfully,

Justin Greenbaum

## Scott Wyman

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**From:** Robert Hadley <rjrhadley@gmail.com>  
**Sent:** Tuesday, January 18, 2022 1:35 PM  
**To:** Dean Trantalis  
**Subject:** [-EXTERNAL-] A bridge over troubled waters

Mr. Mayor,

I'm watching with great interest the presentation on the "bridge or tunnel" today.

Your points are so accurate on the divisions a bridge will create if not acerbate what already exists. Having grown up in Chicago I know how the Eisenhower expressway cut through Chicago's west side neighborhoods. These are the working class parts that were already in the mid 1960s experiencing urban blight.

A bridge will destroy what Sistrunk has been working on. In my eleven years as a southern Florida resident I've seen how that area has blossomed and I fear that disappearing with this proposed bridge.

I'm with you 100% on this tunnel

--

*Robert Hadley*  
<He, Him, His>

"To ease another's heartache is to forget one's own." - Abraham Lincoln

## Scott Wyman

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**From:** Brian Hill <bjpersha@gmail.com>  
**Sent:** Friday, January 21, 2022 12:55 PM  
**To:** mudine@broward.org  
**Cc:** lfisher@broward.org  
**Subject:** [-EXTERNAL-] Ft. Lauderdale New River Tunnel

Dear Mayor Michael Udine & Vice Mayor Lamar Fisher (County Commission)  
re: New River Tunnel vs a bridge

I am seeking your support to build a tunnel as the benefits far outweigh that of a bridge. A bridge would divide the city neighborhoods vs a tunnel which will support commuter rail service and connect divided communities. In addition with new technology building a tunnel is certainly financially feasible and forward thinking. Building a tunnel will only help contribute to Ft.Lauderdale being a world class city with an innovative transportation system.

Regards,

Brian Hill  
1420 NE 18th st, villa 1  
Ft. Lauderdale

## Scott Wyman

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**From:** Caterina McCormick <newcha@aol.com>  
**Sent:** Thursday, January 20, 2022 3:10 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: City backs New River tunnel for commuter rail

Dear Mayor Dean Trantalis,

I highly agreed with you and all the Commissioners to the New River tunnel construction for our City. It should have be done long time ago to support the future of downtown!  
Thank you all so much for all the accomplishments done and continue to do for our beautiful City.

Very Sincerely,  
Caterina Nuccia McCormick  
11 Harborage Isle Drive  
Fort Lauderdale, Fla 33316  
Cell: 95415364466

-----Original Message-----

From: Fort Lauderdale Mayor Dean Trantalis <swyman@fortlauderdale.gov>  
To: newcha@aol.com  
Sent: Thu, Jan 20, 2022 11:32 am  
Subject: Mayor's newsletter: City backs New River tunnel for commuter rail



x

**January 2022**

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## Scott Wyman

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**From:** Jeff Odgis <jeff.odgis@gmail.com>  
**Sent:** Thursday, January 20, 2022 3:43 AM  
**To:** Dean Trantalis  
**Subject:** [-EXTERNAL-] Upcoming decisions on HQ, trains

Dear Mayor,

I have taken note of the current considerations of tunnel vs bridge concerning the FEC lines traversing downtown. You couldn't be more correct in that the long, Sunrise-thru-Davie Blvds under-spanning tunnel is the way to go. How much congestion can be relieved and add potential green space, public walks at once by making this move? So much! Not to mention the obvious and necessary public safety benefits. Our drivers are what they are and we need to offer ourselves every advantage to ensure no one is tempted to improperly cross a track in a busy community such as ours.

Your public statements show you to be a forward-looking leader and I appreciate your point of view on these issues. Not to mention I like this timely consideration of consolidating the operations of city|county under a modern, sleek roof. The facilities at present have well passed their maturity date and there is every reason to ensure the next building is aesthetically pleasing in addition to being competent for conducting the business of government.

Thank you for your time and position on these matters.

Fond regards,  
Jeff Odgis  
Greater Fort Lauderdale resident (formerly of Sailboat Bend)

## Scott Wyman

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**From:** Zachary Durand  
**Sent:** Friday, January 28, 2022 11:37 AM  
**To:** Dean Trantalis; Dean Trantalis; Scott Wyman  
**Subject:** New River solutions [Re: Alternatives Public Workshop]

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**From:** Jeff Odgis <jeff.odgis@gmail.com>  
**Sent:** Thursday, January 27, 2022 22:38  
**To:** Phil.Schwab@dot.state.fl.us  
**Cc:** LtGovernorJeanette.Nunez@eog.myflorida.com  
**Subject:** [-EXTERNAL-] New River solutions [Re: Alternatives Public Workshop]

Hi Phil,

It was a pleasure speaking with you today. You offered the most concrete, and fact-based answers of the various commentators and I appreciate that. I have some further thoughts I wish to offer on the proposal.

I was remiss in not mentioning that I am a former Sailboat Bend resident in addition to a resident of Greater Fort Lauderdale at this point. I have been in South Florida all but a handful of years of my life, spent mostly in auto-dominated Palm Beach County. Of course, that's a larkful remark considering Davie for example, Sunrise, etc. We're all auto-heavy at this time!

I know that public officials work within the realm of the possible. Maybe our state is not yet inclined to look too specifically at the local situation here in the area of this crossing. So they may be prepared to put a bridge in (another one) where the existing just one challenges surface locomotion of all types and boat egress a bit too much as it stands. Phil, between us, I believe we know we can do better.

While arguments may be made for cost-savings we shouldn't overlook the principle points - effectiveness, efficiency and quality of life. It would put the caboose before the engine to try it the other way. The bridge solutions all threaten to bring increased noise and ground-level disruption with no real special benefit given the FEC's implacable at-grade lines. (I'm fond of FEC; I know the history. Alas, this is a quarter into the 21st Century and we find a noisy freight-train upon next barrelling through the downtown, holding up traffic all the while.)

I know it's a big state. I know that residents line the tracks up and down our state. This is a new situation however. We're fixing to have dense mid- and high-rise buildings full of residents nestled up against this thing. Scenes like that emptied avenues (actual avenues) of residents from the Hell's Kitchen, East Side neighborhoods etc of Manhattan. (Only Harlem and The Bronx still have them.) E-Trains (and highways) blighted Boston for generations. We don't have to spend too much time personally or in books on this as the popular culture understands from film and otherwise the noxious noise and grit this dynamic introduces.

Accompanying lower-grade crossings come blind alleys and shady overpasses. A high-level bridge introduces shadows and peculiar nighttime vibes ill-suited to this mid-way intersection with the Riverfront. Now I am sure your obligations bring you many places but standing where the existing bridge is now, can you affirm that the addition of another bridge alongside, especially of towering proportions is the best answer we can come up with at this time?

I think we're looking in the wrong directions here with the proposals given. If the public input is limited to selecting from a set of 4 options all of which are relatively poor, it may be worthwhile to take a step back in the process. I note from the Handout that this is not a process limited to choosing a rail link - I refer to slides 6 & 7 of the objectives contained in this process.

The cost and fuss associated with burying FEC's lines in these neighborhoods may not be the first choice for anyone, but it certainly is the best option. If we can't do that, the next best one is to bury the commuter lines alone. Failing all that, and forgetting for a moment the canard about sea level rises (and you strike me as a man of engineering background) which would make our whole state a Venice no special mind to the trackage, we ought to encapsulate the trains at whatever height crossing the river in a sound-dampening or proofing-tube.

There are many areas where you can cut corners on this from a design standpoint. You may be willing to leave be the FEC track that continues to host longer and longer trains (real industry trend-do note) across nearby major boulevards. Maybe most of the commuter line have to use the same track; there is an advantage there. I'm sensitive to the facts.

What we would be misguided to do in my opinion is saddle the Riverfront and downtown area with an elevated sonic sore in the form of an unmitigated elevated train of any type. The tunnel, of course, completely resolves this singular factor. Ground-level crossings are our state's necessary burden much of the time. We have the chance to choose a better alternative here or at least reduce the harms associated with them.

It bears mention that if any kind of bridge is selected, along with acoustic baffling should be no-nonsense (eco-conscious in terms of spectrum utilized) bright nighttime lights on the groundward faces of the structure. This may seem superficial and strictly speaking it is from a design standpoint. I get it. The public response will be much better keeping such things in mind however.

I welcome a reply to my thoughts and hope you will keep them in mind. Typically these types of things attract relatively little public attention and perhaps given the long-term impacts they pose they ought to be given a better look.

Your friend and neighbor,  
Jeff Odgis

CC: Lieutenant Governor Nuñez,  
BCC: Fort Lauderdale Public Relations Zachary Durand

REF: <https://www.fdot.gov/projects/broward-commuter-rail/home>

## Scott Wyman

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**From:** Avi Pemper <avi.pemper@gmail.com>  
**Sent:** Thursday, January 20, 2022 12:47 PM  
**To:** mudine@broward.org; lfisher@broward.org; sgeller@broward.org; nrich@broward.org; tryan@broward.org; mbogen@broward.org; bfurr@broward.org; jemoskowitz@broward.org; talston@broward.org  
**Cc:** Mark Rabiner  
**Subject:** [-EXTERNAL-] New River Crossing

For the expanded commuter rail service crossing the New River through downtown FTL we are strongly opposed to a new high-rise bridge replacing the current drawbridge and urge County Mayor, Vice Mayor and Commissioners to support a tunnel instead. Thank you for your consideration.

Avi Pemper and Dr. Mark Rabiner  
FTL residents  
+19176032479

## Scott Wyman

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**From:** Alix Ritchie <agitator01@mac.com>  
**Sent:** Thursday, January 20, 2022 3:31 PM  
**To:** Scott Wyman  
**Subject:** [-EXTERNAL-] Re: Mayor's newsletter: City backs New River tunnel for commuter rail

As I said to the Mayor somewhat recently, I would be happy to do whatever I can to help move to a positive decision on the tunnel.

I have some planning and regulatory background (14 years as chair of a Planning Board on Cape Cod and more than 10 years in a leadership position as a member of a county-wide planning and regulatory commission (Cape Cod Commission). I am a public relations professional and a former newspaper owner and publisher.

I have been a resident of Fort Lauderdale for more than 12 years, but am generally not here in the summer months.

Again, if there is anything I can do to move the needle from bridge to tunnel, I'm happy to pitch in.

Alix Ritchie

424 Royal Plaza Drive

917-282-5777

On Jan 20, 2022, at 11:32 AM, Fort Lauderdale Mayor Dean Trantalis <[swyman@fortlauderdale.gov](mailto:swyman@fortlauderdale.gov)> wrote:

**January 2022**

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## City backs New River tunnel for commuter rail service

The Fort Lauderdale City Commission took a major step forward this week to protect the future of downtown while at the same time supporting the regional expansion of commuter rail service.

At my urging, the commission unanimously went on record as supporting a tunnel through downtown as the preferred option for how the increasing number of passenger trains should cross the New River. What has had us so concerned is that the Florida Department of Transportation has been more focused on the idea of building an elongated, high-rise bridge – a prospect that many see as having serious, long-term detrimental consequences on quality of life and the downtown renaissance.

The city's resolution sends a strong message to the pair of agencies in charge of making the final decision on the New River crossing. FDOT wants the Broward County

## Scott Wyman

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**From:** Schagrin, Ronald A. <Ronald.Schagrin@colliers.com>  
**Sent:** Thursday, January 20, 2022 12:44 PM  
**To:** mudine@broward.org; lfisher@broward.org; sgeller@broward.org; nrich@broward.org; tryan@broward.org; mbogen@broward.org; bfurr@broward.org; jemoskowitz@broward.org; talston@broward.org  
**Cc:** Scott Wyman  
**Subject:** [-EXTERNAL-] County Commission issue on the tunnel in Fort Lauderdale

I am a proud Fort Lauderdale resident for the past 61 years. My grandparents came to Fort Lauderdale in 1945 along with my newlywed parents and purchased a boarding house on the 10<sup>th</sup> Street Causeway (now known as Sunrise Boulevard.) In 1946 my parents were forced to returned to New York to get a job because there were few job opportunities in the Fort Lauderdale area. My grandparents remained and in 1947 opened a liquor store in the garage facing the road and called it Causeway Liquors. After the passing of my grandfather my parents returned and joined the family business. Then, as a result of “progress” the DOT removed the parking from the front of the store making it nearly impossible for customers to shop. My father and Uncle were then forced to find an alternative location to insure that they could make a living for their respective families. A suitable site was found at the corner of NE 55<sup>th</sup> Street and Federal Highway. The family moved the liquor store there and it was confronted with confusion over the name “Causeway Liquors.” Northeast Fort Lauderdale was growing and it was the ideal location. For the next 40+ years my family operated it as Schagrin’s Wine & Spirits.

The reason for this background story is that even I, who was a 13 year old at the time, saw the incredible opportunities that Fort Lauderdale held. I have witnessed the rise and fall and rise again of the Central Business District (CBD) as well as the expansion of the submarkets for commercial and retail space. The once sketchy neighborhoods north of Broward Boulevard become a beacon of opportunity for the Greater Fort Lauderdale marketplace with its new apartments. I could not be more proud of the direction that Fort Lauderdale has taken and the direction that it intends to keep going and growing.

To that end I am opposed to any consideration that is presented to the Commission that includes a bridge in our beautiful CBD. Promises by the DOT that they will make it architecturally attractive is salesmanship on their part. They are the “new kids on the block” with no knowledge or interest in where Fort Lauderdale was back in the 1940’s nor do they understand what it has taken to build Fort Lauderdale that as residents we are so very proud

Therefore, I implore you to vote NO to any consideration to the building of a bridge in our beautiful downtown, regardless of its size or design.

### **Ronald A. Schagrin, SIOR**

Senior Director | South Florida

Office & Industrial Specialist

Direct: +1 954 652 4605 | Mobile: +1 954 214 2279

200 East Broward Boulevard, Suite 120 |Fort Lauderdale, 33301



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## Scott Wyman

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**From:** Home <mspatzcpa@comcast.net>  
**Sent:** Thursday, January 20, 2022 7:45 AM  
**To:** Dean Trantalis; Ben Sorensen  
**Subject:** [-EXTERNAL-] New River Train Tunnel

Dear Mayor Trantalis and Commissioner Sorensen,

This issue is a no brainer. Please vote to build a tunnel! This is a much better option for now and the future! Construction of a bridge would be the worst decision. If cost is the issue, then its better left as is!

Thank you for your time.

Michael Spatz  
700 SW 14th Street

Sent from my iPad

## Scott Wyman

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**From:** steinkampm@comcast.net  
**Sent:** Thursday, January 20, 2022 12:30 PM  
**To:** Dean Trantalis  
**Cc:** mudine@broward.org; lfisher@broward.org; sgeller@broward.org; 'Tim Ryan'; mbogen@broward.org; bfurr@broward.org; jemoskowitz@broward.org; talston@broward.org; Heather Moraitis; Steven Glassman; Robert McKinzie; Ben Sorensen  
**Subject:** [-EXTERNAL-] TUNNEL THANK YOU!!!!  
**Importance:** High

**Dear Mayor Trantalis,**

**Commission vote to support a tunnel through downtown as the preferred option for how the increasing number of passenger trains should cross the New River is the BEST New Year's gift to Fort Lauderdale taxpayers who look to the future –**

**A longtime resident who suffers numerous locations daily bridge “operations” resulting in forever blocked intersections and near miss accidents, I cannot imagine one more bridge to cross –**

**Possibly the folks at FDOT have never shared this experience, have difficulty visualizing the overall concept and naively advocate for a bridge –**

**We hope when voting on this issue the Broward County Commission will join the City Commission and choose to support the Administration's key goal to reconnect communities through its infrastructure program –**

**Those concerned with cost should keep in mind Secretary Buttigieg's support \$\$\$ for the tunnel –**

**Thanks again for inspiring a look to the future – m.**

*Martha Gutiérrez-Steinkamp,  
Smithsonian Fellow & Fulbright Specialist  
Vice Chair Public Art Board – City of Fort Lauderdale*

key goal of President Biden is to reconnect communities through the administration's infrastructure program.

## Scott Wyman

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**From:** Zachary Durand  
**Sent:** Friday, January 21, 2022 2:03 PM  
**To:** Scott Wyman; Dean Trantalis  
**Subject:** From Martha Steinkamp: URGENT RE-SENDING TUNNEL vs BRIDGE

**Importance:** High

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**From:** steinkampm@comcast.net <steinkampm@comcast.net>  
**Sent:** Friday, January 21, 2022 14:01  
**To:** gerry.oreilly@dot.state.fl.us  
**Subject:** [-EXTERNAL-] URGENT RE-SENDING TUNNEL vs BRIDGE  
**Importance:** High

**Dear Secretary O'Reilly,**

**A conversation re important transportation solution as to how the increasing number of passenger trains should cross the New River brought last night welcomed news for taxpayers, at the City Commission meeting: A vote to support construction of a tunnel as the best solution.**

**A longtime resident who suffers numerous locations daily bridge "operations" resulting in forever blocked intersections and near miss accidents, I cannot imagine one more bridge to cross –**

**Also an advocate of historic preservation, I cannot imagine a bridge, regardless of "décor" in front of the New River Inn.**

**Understanding there is more historical familiarity with bridges than tunnels it is a fact that at times there is some difficulty in visualizing the concept of a tunnel or understand its advantage over a bridge -**

**In this case it is necessary to be educated through better research and factual information as to the construction and transportation benefits a tunnel will bring to our community.**

**Our Commission is dedicated to protect the future of downtown and simultaneously support the regional expansion of much needed commuter rail service.**

**The moment is now to look to the future - there is an Administration with the key goal to reconnect communities through its infrastructure program –**

**Those preoccupied with cost should keep in mind Secretary Buttigieg's support \$\$\$ for the tunnel in meeting with Mayor Trantalis -**

**There is a concern among many in our City – we have memory of then Governor Scott refusing to accept funding for rail and other transportation improvements – his only reason for this action - because assistance would come from the Obama Administration -**

**It is our hope that history does not repeat itself –**

**We look forward to learn the Florida Department of Transportation will join our Commission and take a step towards the future with the construction of the New River tunnel-**

**Thank you for your consideration .**

*Martha Gutiérrez-Steinkamp,  
Smithsonian Fellow & Fulbright Specialist  
Vice Chair Public Art Board – City of Fort Lauderdale*

**NOTE: Due to earlier difficulty in transmission of this important email a hard copy is sent to: Secretary Kevin J. Thibault, and Assistant Secretary April Blackburn (Interim) at FDOT 605 Suwannee Street Tallahassee, FL 32399**

**CITY OF WESTON, FLORIDA  
RESOLUTION NO. 2022-27**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WESTON, FLORIDA, SUPPORTING THE TOWN OF SOUTHWEST RANCHES REQUEST TO THE BROWARD METROPOLITAN PLANNING ORGANIZATION TO ACCELERATE PROJECT FUNDING FOR THE WIDENING OF GRIFFIN ROAD, COUNTY ROAD 818, FROM BONAVENTURE BOULEVARD TO US 27, REFERENCED ID NO. 71 ON THE COMMITMENT 2045 ROADWAY PLAN.

WHEREAS, First, under the authority provided in 23 USC 134, the Broward Metropolitan Planning Organization (the "MPO") is a federally mandated agency responsible for setting policy on local transportation issues and deciding how to spend Federal and State funding on transportation projects in the Broward region and seeks to address overall mobility needs based on the needs and aspirations of residents, businesses, and visitors; and

WHEREAS, Second, the MPO's Commitment 2045 Metropolitan Transportation Plan (MTP) is the 25-year transportation plan that identifies and prioritizes transportation improvements that can be funded with resources projected to be available from 2020 through 2045; and

WHEREAS, Third, on July 11, 2019, the Town of Southwest Ranches adopted their Resolution No. 2019-042 supporting the addition of the Griffin Road (County Road 818) Widening Project from Bonaventure Boulevard to US 27 (the "Project") into the final MTP; and

WHEREAS, Fourth, on December 12, 2019, the MPO adopted the Commitment 2045 MTP and further amended the MTP on January 28, 2021 which includes the Project, Reference ID No. 71, with an estimated cost of \$21,843,338 in 2019 dollars and in the 2036/45 implementation timeframe; and

WHEREAS, Fifth, on April 5, 2021, the City Commission adopted Resolution No. 2021-36, approving the vacation of a portion of the SW 36th street to SFWMD, closing SW 36 Street at 202 Avenue to facilitate the construction of the C-11 Impoundment Area Project, a Broward County Water Preserve Area Project which is in turn, part of the larger Comprehensive Everglades Restoration Plan (CERP); and

WHEREAS, Sixth, the widening within the Project boundaries will not only address the last remaining portion of unimproved Griffin Road, but it will provide for increased capacity on the east-west corridor in this southwestern segment of the County, and mitigate impacts due to the permanent closure of the City of Weston's SW 36 Street at 202 Avenue by the construction of the Broward County Reserve Area C-11 Impoundment Project; and

WHEREAS, Seventh, the City Commission believes it is in the best interest of the City to approve this Resolution.

NOW, THEREFORE BE IT RESOLVED by the City Commission of the City of Weston, Florida:

Section 1: The foregoing recitals contained in the preamble to this Resolution are incorporated by reference herein.

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WESTON, FLORIDA, SUPPORTING THE TOWN OF SOUTHWEST RANCHES REQUEST TO THE BROWARD METROPOLITAN PLANNING ORGANIZATION TO ACCELERATE PROJECT FUNDING FOR THE WIDENING OF GRIFFIN ROAD, COUNTY ROAD 818, FROM BONAVENTURE BOULEVARD TO US 27, REFERENCED ID NO. 71 ON THE COMMITMENT 2045 ROADWAY PLAN.

Section 2: The City Commission supports the Town of Southwest Ranches request to the Broward Metropolitan Planning Organization to accelerate the project funding for the widening of Griffin Road from Bonaventure Boulevard to US 27 Referenced ID No. 71 on the Commitment 2045 Roadway Plan.

Section 3: The City Clerk is directed to forward a copy of this Resolution to Congresswoman Debbie Wasserman Schultz, State Representative Robin Bartleman, Secretary of the Florida Department of Transportation, Florida Department of Transportation District Four, the Broward Metropolitan Planning Organization, Broward County Board of County Commissioners, and the governing body of the Town of Southwest Ranches.

Section 4: The appropriate City officials are authorized to execute all necessary documents and to take any necessary action to effectuate the intent of this Resolution.

Section 5: This Resolution shall take effect upon its adoption.

ADOPTED by the City Commission of the City of Weston, Florida, this 22<sup>nd</sup> day of February 2022.

  
Margaret Brown, Mayor

ATTEST:

  
Patricia A. Bates, MMC, City Clerk

Approved as to form and legality  
for the use of and reliance by the  
City of Weston only:

  
Jamie Alan Cole, City Attorney

Roll Call:

Commissioner Mead	<u>Yes</u>
Commissioner Eddy	<u>Yes</u>
Commissioner Molina-Macfie	<u>Yes</u>
Commissioner Jaffe	<u>Yes</u>
Mayor Brown	<u>Yes</u>

**CITY OF WESTON, FLORIDA  
RESOLUTION NO. 2022-28**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WESTON, FLORIDA, AND AS THE GOVERNING BOARD OF THE INDIAN TRACE DEVELOPMENT DISTRICT, SUPPORTING THE TOWN OF SOUTHWEST RANCHES REQUEST TO THE BROWARD METROPOLITAN PLANNING ORGANIZATION TO PROVIDE FUNDING FOR THE WESTON ROAD BRIDGE WIDENING PROJECT, REFERENCE ID NO. 134 ON THE COMMITMENT 2045 ROADWAY PLAN.

WHEREAS, First, the Indian Trace Development District is a dependent special district of the City of Weston (“the CITY”) for the purpose of exercising all those rights, powers and authority contained in Chapter 189 and 190, Florida Statutes; and

WHEREAS, Second, under the authority provided in 23 USC 134, the Broward Metropolitan Planning Organization (the “MPO”) is a federally mandated agency responsible for setting policy on local transportation issues and deciding how to spend Federal and State funding on transportation projects in the Broward region and seeks to address overall mobility needs based on the needs and aspirations of residents, businesses, and visitors; and

WHEREAS, Third, the MPO’s Commitment 2045 Metropolitan Transportation Plan (MTP) is the 25-year transportation plan that identifies and prioritizes transportation improvements that can be funded with resources projected to be available from 2020 through 2045; and

WHEREAS, Fourth, on July 11, 2019, the Town of Southwest Ranches adopted their Resolution No. 2019-043 supporting the addition of the Weston Road Bridge Widening Project (the “Project”) into the final MTP; and

WHEREAS, Fifth, on December 12, 2019, the MPO adopted the Commitment 2045 MTP and further amended the MTP on January 28, 2021 which includes the Project, Reference ID No. 134 and currently unfunded; and

WHEREAS, Sixth, the Weston Road Bridge, originally constructed by the Indian Trace Development District and located within the limits of the Town of Southwest Ranches, is an integral part of traffic flow between the municipalities and the Project will greatly improve the Level of Service at the intersection of Weston Road/Dykes Road and Griffin Road; and

WHEREAS, Seventh, the City Commission believes it is in the best interest of the City to approve this Resolution.

NOW, THEREFORE BE IT RESOLVED by the City Commission of the City of Weston, Florida, and as the governing board of the Indian Trace Development District:

Section 1: The foregoing recitals contained in the preamble to this Resolution are incorporated by reference herein.

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WESTON, FLORIDA, AND AS THE GOVERNING BOARD OF THE INDIAN TRACE DEVELOPMENT DISTRICT, SUPPORTING THE TOWN OF SOUTHWEST RANCHES REQUEST TO THE BROWARD METROPOLITAN PLANNING ORGANIZATION TO PROVIDE FUND THE WESTON ROAD BRIDGE WIDENING PROJECT, REFERENCE ID NO. 134 ON THE COMMITMENT 2045 ROADWAY PLAN.

Section 2: The City Commission supports the Town of Southwest Ranches request to the Broward Metropolitan Planning Organization to fund the widening of the Weston Road Bridge just north of Griffin Road, Reference ID No. 134 on the Commitment 2045 Roadway Plan.

Section 3: The City Clerk is directed to forward a copy of this Resolution to Congresswoman Debbie Wasserman Schultz, State Representative Robin Bartleman, Secretary of the Florida Department of Transportation, Florida Department of Transportation District Four, the Broward Metropolitan Planning Organization, Broward County Board of County Commissioners, and the governing body of the Town of Southwest Ranches.

Section 4: The appropriate City officials are authorized to execute all necessary documents and to take any necessary action to effectuate the intent of this Resolution.

Section 5: This Resolution shall take effect upon its adoption.

ADOPTED by the City Commission of the City of Weston, Florida, as the governing board of the Indian Trace Development District, this 22<sup>nd</sup> day of February 2022.



Margaret Brown, Mayor of the City of Weston  
Chair of the Indian Trace Development District

ATTEST:



Patricia A. Bates, MMC, City Clerk

Approved as to form and legality  
for the use of and reliance by the  
City of Weston only:



Jamie Alan Cole, City Attorney

Roll Call:

Commissioner Mead	<u>Yes</u>
Commissioner Eddy	<u>Yes</u>
Commissioner Molina-Macfie	<u>Yes</u>
Commissioner Jaffe	<u>Yes</u>
Mayor Brown	<u>Yes</u>