



ELLER DRIVE OVERPASS AT PORT EVERGLADES, FLORIDA
Application for American Recovery and Reinvestment Act of 2009:
Transportation Investment Generating Economic Recovery (TIGER) Grant

1. Introduction

The Florida Department of Transportation (FDOT) in coordination with the Broward County, Florida Port Everglades Department (Port Everglades) is pleased to submit this application for Transportation Investment Generating Economic Recovery (TIGER) Grant funding under the American Recovery and Reinvestment Act of 2009. The funding request is to construct a roadway overpass to allow for on-port rail access to Port Everglades. The proposal will greatly enhance intermodal connectivity at Port Everglades, Florida, the 3rd largest cruise port in the world and the 11th largest container port in America. The summary below directly addresses the primary and secondary selection criteria to be used by the United States Department of Transportation (USDOT) to evaluate applications and clearly indicates that this project meets and exceeds award requirements. The applicant is requesting **\$55,422,354** for the Eller Drive Overpass Grade Separation.

Primary Criteria:

-  **32,595 LONG TERM NEW JOBS**
-  **1,076 IMMEDIATE JOBS**
-  **1.6 BENEFIT/COST RATIO**
-  **CATEGORICAL EXCLUSION TYPE II APPROVED BY FEDERAL HIGHWAY ADMINISTRATION MAY 14, 2004. RE-EVALUATION WILL BE SIGNED UPON CONFIRMATION OF FUNDS**
-  **DESIGN PLANS 100% COMPLETE**
-  **CONSTRUCTION WILL BE COMPLETED BY JULY, 2012**
-  **INCLUDED IN METROPOLITAN PLANNING ORGANIZATION'S (MPO) LONG RANGE PLAN AND COUNTY COMPREHENSIVE PLAN. WILL BE AMENDED INTO TRANSPORTATION IMPROVEMENT PLAN (TIP) AND STATE TIP UPON AWARD.**



Secondary Criteria:

★ **INNOVATIVE APPROACH THROUGH USE OF RIGID PAVEMENT FOR LONG TERM MAINTENANCE SAVINGS. AN EXTENSIVE VALUE ENGINEERING EFFORT WAS USED TO REDUCE PROJECT COSTS BY \$5,462,460**



FULL SUPPORT OF UNITED STATES HOUSE CONGRESSIONAL DELEGATION FOR BROWARD COUNTY, FLORIDA EAST COAST RAILROAD, BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS AND THE BROWARD MPO.

All supporting documentation referenced in this application is provided on www.dot.state.fl.us/planning/economicstimulus/ellerdrive

2. Contact Information

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Lead Agency:

The lead agency on this project is the Florida Department of Transportation (FDOT) District 4. FDOT District 4 will implement the project with Broward County Port Everglades Department (Port Everglades) who will be implementing the complementary rail spur and an initial intermodal containerized transfer facility (ICTF) infrastructure projects at the same time as the construction of the grade separation. The project has the full support and cooperation of the Florida Department of Transportation, Broward County Board of County Commissioners, the Florida East Coast Railroad, the Broward Metropolitan Planning Organization and the



United States House Congressional Delegation for Broward County. Letters of support are found at www.dot.state.fl.us/planning/economicstimulus/ellerdrive/lettersofsupport

Agency Roles:

The lead agency for this project is FDOT with the support and cooperation of Broward County and local partners. FDOT will be fully responsible for the construction and construction inspection of the proposed roadway and grade separation under this grant. Maintenance of the improvement will be shared between FDOT and Broward County. FDOT will be responsible for maintenance to 7th Avenue and Port Everglades will be responsible for maintaining the segment east of 7th Avenue and associated frontage roads.

3. Project Description

Reconstruction of a seaport connector roadway and construction of a new grade separation to allow for on-port rail access to waterside freight activity. The project will greatly enhance intermodal mobility/connectivity between the Port and the regional and national roadway and rail network.

The grade separation is a linchpin project where it is the necessary component to allow the Port to develop on-port rail and intermodal transfer facility projects. Once the grade separation project is underway the Port will begin implementation of rail spur and initial container transfer facility infrastructure. The rail spur and initial transfer infrastructure are fully funded (\$10.5 million, 50/50 State/Local) by Port Everglades and FDOT. Figure 1 depicts the project limits for the Eller Drive Overpass.

Eller Drive is the main connection roadway between the Interstate 595 terminus east of US 1 and Port Everglades, which places it on Florida's Strategic Intermodal System (SIS). One goal of the SIS is to provide direct connections of interstate highways to the state's major deepwater seaports and its airports. The Eller Drive Overpass project accomplishes this goal by having direct connections from the interstate system and the airport into Port Everglades, thus reducing traffic on the local roadway system. To complement the SIS connection, the Eller Drive Overpass project also provides service roads flanking the overpass and new rail access into the Port, which makes the surrounding commercial areas more desirable for further development and economic opportunities, translating into more jobs.



Application for an **American Recovery and Reinvestment Act of 2009**
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Figure 1. Project Limits





Port Everglades anticipates robust expansion according to its 2006 Master Plan, which has a planning horizon to 2026. The master plan identifies the Eller Drive Overpass as an essential component for the Port's expansion as this roadway is the main entrance to the Port. In addition, the Eller Drive entrance to Port Everglades is proposed to become the 24-hour access roadway to the port. The existing at-grade roadway provides 4 lanes of 2-way traffic, which currently has capacity and functionality to serve the Port; however, the current roadway configuration does not accommodate the Port's proposed expansion.

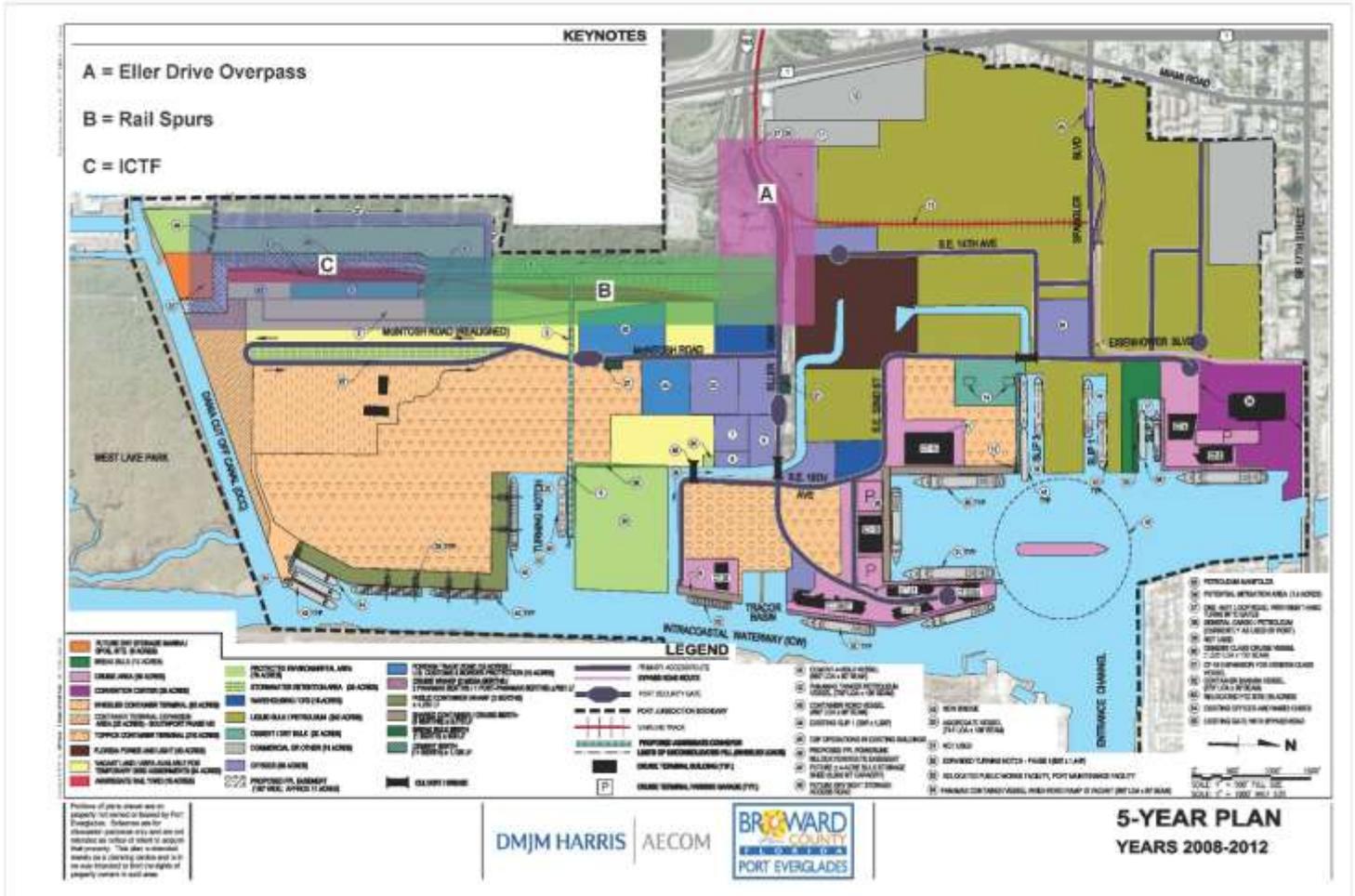
The Port Everglades Vision Plan includes 3 stand alone inter-related projects to improve mobility and connectivity to the port. The projects are detailed below.

- **Eller Drive Overpass** – The Eller Drive Overpass would provide a grade separation for freight rail at the main access roadway to Port Everglades and eliminate a potential crossing blockage. At full build-out of the Port's planned aggregate facility (AF) and Intermodal Container Transfer Facility (ICTF), there would be an average of 3.3 unit trains per day crossing Eller Drive, the main access roadway to Port Everglades. This project would eliminate a potential at-grade rail crossing and the associated delay of truck/bus/taxi and passenger cars in and out of the Port.
- **Intermodal Rail Spur & Storage Tracks from Eller Drive to Southport** – This project is projected to transport from the Port, at full build-out, 4 million tons/year of aggregate by rail. The use of rail will eliminate an estimated 200,000/year trucks entering and 200,000/year trucks leaving the Port, or 400,000 truck trips from the Port roads and regional highway system. This project is fully funded by the State and Port Everglades.
- **Rail Storage Tracks for ICTF Facility** -The Intermodal Container Transfer Facility (ICTF) is projected to handle 200,000 Twenty Equivalent Units (TEUs) or approximately 120,000 marine lifts a year. The use of rail associated with this project will eliminate an estimated 120,000 trucks entering and 120,000 trucks leaving the Port, or 240,000 truck trips on the Port roads and regional highway system.

Figure 2 shows the 3 separate projects as depicted as part of the Port's 5 Year Plan. Note that the ICTF is planned as part of the Port's 10 year plan.



Figure 2 – Port Plan including Eller Drive Overpass, Rail Spurs with Aggregate Facility and ICTF



NOTE: the ICTF is part of the Port’s 10 Year Plan

Connections to Existing Infrastructure

This project consists of the improvement of a 0.65 mile segment of Eller Drive in Broward County. The project limits are from Interstate 595 (I-595) to just east of McIntosh Road. Eller Drive serves as the immediate link between Interstate I-595 and the main entrance to Port Everglades. It is also an integral connector for cruise traffic between the Airport and the Port.



I-595 is an east-west limited access facility with four directional through lanes that are barrier separated. Eastbound I-595 terminates at US 1 with off ramps to northbound and southbound US 1 and an eastbound connection to Port Everglades via Eller Drive. Traffic from US 1 and Eller Drive access I-595 in the westbound direction via complementary ramps as shown previously on Figure 1, page 4.

Eller Drive is essentially an at grade continuation of I-595, which forms the east leg of the signalized intersection of Eller Drive, I-595 and NE 7th Avenue. The typical section for Eller Drive consists of a four-lane section with a two-way left turn lane acting as a flush median. Two 12 ft. wide lanes are provided in both the eastbound and westbound directions. Traffic is separated by a painted median that varies in width from a minimum of 12 ft. to a maximum of 22 ft. Shoulders are non-existent, however adjacent to outside lanes, a type "F" curb and gutter is provided.

The existing typical section for the I-595 ramps consists of a six-lane section with three 12 ft. lanes in both the westbound and eastbound separated by a wide grassy median. Ten foot shoulders are provided on both sides of the roadway. Existing typical sections are shown on Figure 3 with proposed improvements overlaid.

Proposed Improvements

This project proposes the construction of an overpass on Eller Drive and the realignment of frontage roads as necessary to improve or maintain the local circulation of traffic between I-595 and Eller Drive. The project focuses on providing an efficient movement to and from the Port facility, while retaining and integrating the local access and traffic movements and improving the movement of vehicles between the Port, I-595 and the Ft. Lauderdale Hollywood International Airport. The proposed alternatives are shown in Figure 4.

The preferred alternative, 2C, Figure 4, provides express service between I-595 and Port Everglades, but also facilitates the Airport to Port traffic movement. The provision of an "express" Airport to Port movement is accomplished through a new elevated US 1 to Eller Drive ramp connection.

It should be noted that the alternatives within this category are similar to the ones within the first category except for the provision of the new US 1 to Eller Drive elevated ramp.



Figure 3 –Existing Typical Sections





Addressing the Needs of the Urban Area

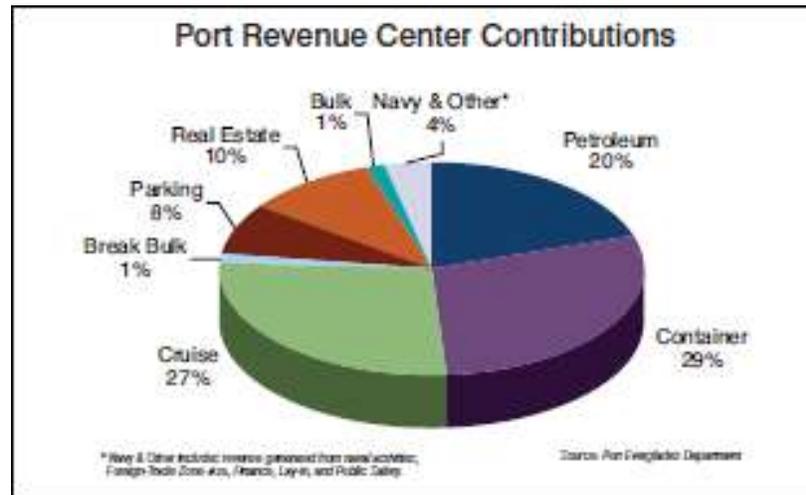
Waterborne cargo activity at commercial seaports contributes to the local and regional economy by generating revenue to local and national firms that provide vessel and cargo-handling services at the seaport terminals. These firms in turn, provide employment and income to individuals, and generate economic impacts throughout the local, state and national economies. As such, activities at public seaports generate business revenue for firms which provide services. This revenue is further dispersed throughout in several ways, thereby stimulating on-going economic impacts.

Port Everglades is an “Enterprise Fund” Department of the Broward County Board of County Commissioners; meaning it is not funded by local tax dollars but rather through revenues generated by business activity. Port Everglades has diverse lines of business which provide varying sources of revenue, as shown in Exhibit A, totaling over \$117 million in FY 2008. The Port is a major employer for Broward County and one of the major economic engines for the South Florida region and the State of Florida. In FY 2008, Port Everglades supported over 185,000 jobs in the state of Florida. Of these, 11,118 were direct jobs; while another 10,295 were induced jobs generated in the local area as a result of local purchases made by those directly employed by Port Everglades activity.

With the impact of the recession on local employment opportunities and the overall economy in the State and the region, sustaining employment in Broward County and the South Florida region is one of the most urgent and critical urban needs that the implementation of the Eller Drive Overpass project will serve to address. As documented in the Economic Impact report accompanying this application [retrievable at: www.dot.state.fl.us/planning/economicstimulus/ellerdrive], the Eller Driver Overpass project also facilitates the completion of a complementary project to provide a direct rail connection to the Southport area of Port Everglades. This will further help to stimulate related new business creation at Port Everglades and within the local area.



Exhibit A - Port Revenue Source



Source: Port Everglades Annual Commerce Report, FY 2008

Challenges and Opportunities

As previously noted, Eller Drive, which is at the easternmost terminus of Interstate 595, is the main entrance into Port Everglades. An existing bridge at US 1, which runs from north to south across this location, causes this portion of Eller Drive to narrow-down to a 2-lane roadway east of the terminus of Interstate 595. This reduction in lanes and ultimate ‘narrowing’, causes severe bottlenecks and traffic congestion from buses, freight trucks and private vehicles entering the Port, especially during peak cruise operations.

Port Everglades plays a major role in generating and attracting freight trips in Broward County and the South Florida region. Over 1.3 million loaded truck trips are generated by the Port annually. This corresponds to more than 4,000 truck trips in and out of the Port on a daily basis per the Broward County Urban Freight/Intermodal Mobility Study 2007/2008 [retrievable at: www.broward.org/mpo/urbanintermodal_exesummary.pdf]. Most of these trips use Eller Drive and I-595 as ingress and egress points to Port Everglades and to the regional Highway Network.

As such, the Eller Drive Overpass will greatly improve the landside access to Port Everglades. It will also improve vehicular traffic flow into and out of Port Everglades to and from the regional Highway Network. Most importantly, it will enable the separation of the planned at-grade railway crossing at the easternmost section of I-595 and it will enable the existing rail spurs to be extended from just north of Eller Drive to align with the



planned Intermodal Container Transfer Facility (ICTF) at Southport, the main container area at Port Everglades. The planned ICTF for Southport requires rail access from the existing rail line located north of Eller Drive. To serve the ICTF, the rail line must be extended to the south, crossing Eller Drive at grade. To avoid creating an at-grade crossing at Eller Drive, the overpass will carry Eller Drive traffic over the rail track, allowing for efficient movement to and from the Port facility and the Highway Network, while retaining and integrating local access and traffic movement.

4. Project Parties

FDOT is the primary agency that will be the recipient of the funds. The Broward County Port Everglades Department is a supporting agency that will directly benefit from the access improvements. Port Everglades will also provided significant added benefit through the concurrent construction of related mobility projects previously discussed.

5. Grant Funds and Sources and Uses of Project

Fund Sources	Uses of Fund	Cost
TIGER Grant - UNFUNDED	Construction, Construction Engineering & Inspection	\$55,422,354
Federal Funds - FUNDED	Planning, Design, Administrative Support	\$10,074,950
State Funds - FUNDED	Utility Relocations, Administrative Support	\$5,571,392
State Funds - FUNDED (work by highway contractor)	Utility Relocation	\$46,100.00
Total Project Costs:		\$71,115,336.00

The percentage of project costs that would be paid for with TIGER Discretionary Grant funds is **77.93%**. Proposed percentage shares of all parties providing funds for the project (including Federal funds provided under other programs) are as follows:

TIGER Grant	77.93%
Federal Funds	14.17%
State Funds	7.84%
Local Funds	0.06%



Note that the Intermodal Rail Spur & Storage Tracks from Eller Drive to Southport is fully funded for design and construction by the State and Port Everglades as follows:

FY 2011 Design	State Funds	\$675,000
	Local Funds	\$675,000
FY 2012 Construct	State Funds	\$5,250,000
	Local Funds	\$5,250,000

6. Federal Wage Rate Requirement – retrievable at

www.dot.state.fl.us/planning/economicstimulus/ellerdrive

7. National Environmental Policy Act Approvals

The Type 2 Categorical Exclusion (CatEx II) document for this project was approved by FHWA on May 14, 2004. More recently, a Design Change reevaluation was signed by FHWA on February 7, 2008. FDOT has submitted a Construction Advertisement Re-evaluation to FHWA and anticipate concurrence with this document September 2009. Commitments made by the FDOT in the original Categorical Exclusion Type II approved for the project on May 14, 2004 have been adhered to and will continue to be adhered to during project implementation.

As per the commitments in the PD&E study, USFWS and NMFS have reviewed the project and determined that there will be no impacts to protected plant and wildlife species. Manatees have been identified within the project area; however there is no work over open tidally influenced waters and therefore no impacts to manatees are anticipated. In September 2003, the FDOT committed to provide wetlands mitigation for the project that complies with the USFWS's SLOPES requirement for the wood stork. Based on this commitment, the USFWS concurred with the FDOT's determination that there will be no adverse impacts to woodstorks.

Best Management Practices will be incorporated during construction to minimize wetland impacts. Wetland impacts which will result from the construction of this project will be mitigated within Broward County,



pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part N. Chapter 373, F.S. and 33 U.S.C.S. 1344.

The CSER was updated with an addendum in March 2007 to include potential contamination risks associated with shifting the alignment to the north. Testing for contaminated soil and ground water has been performed at all high and medium risk locations for subterranean work or dewatering activities. Based on the testing results, General Notes will be applied to the plans to indicate avoidance and minimization and/or remediation prior to or during construction activities.

Permit status

A Section 404 Dredge and Fill permit has been submitted to U.S. Army Corps of Engineers (USACE). National Marine Fisheries Service (NMFS) provided Essential Fish Habitat (EFH) Conservation Recommendations to USACE's Public Notice for the project in October 2008. With regards to NMFS's EFH concerns, USACE will have to provide NMFS a detailed written response to NMFS addressing measures proposed for avoiding, mitigating, or offsetting the impact of the project on EFH.

FDOT has applied to the South Florida Water Management District for an Individual Environmental Resource Permit (#080403-4) and submitted Request for Additional Information (RAI) responses on May 1, 2009. In addition, the Department submitted RAI responses for Water Use General Permit #090303-1 on April 28, 2009. This permit may need to be modified based on recent contamination information.

TIGER Grant Selection Criteria - Primary Criteria

State of Good Repair

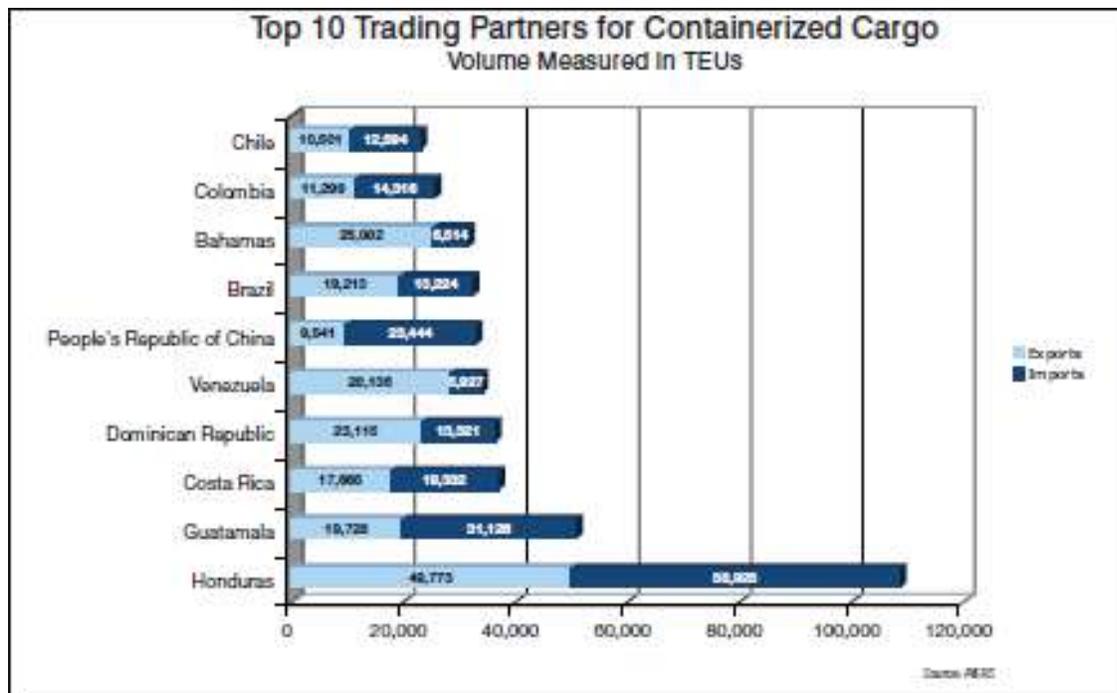
As previously discussed, access to Port Everglades has severe bottlenecks and traffic congestion from buses, freight trucks and private vehicles entering the Port, especially during peak cruise operation. Since timely and ease of access to the Port is a critical factor considered by potential shippers and freight carriers that seek to conduct business at Port Everglades, this situation threatens the regional, national and international competitiveness of Port Everglades. The Overpass will *eliminate* this congestion and bottleneck at the Port. Completion of the Overpass will help the Port retain existing business as well as attract new business from domestic and international trading partners. For example, Exhibit B demonstrates the Port's Top 10 international trading partners for containerized cargo.



Maximizing Life Cycle Costs

The project is designed to meet criteria of the American Association of State Highway Transportation Officials (AASHTO) and State of Florida Department of Transportation. Meeting these criteria provides for a long-term sustainable roadway system. In addition, due to the intense truck traffic anticipated from the Port, all bridge decks and a major portion of the surface roadways are designed with rigid (concrete) pavement for longevity and reduced maintenance. 38% of the surface roadways in the project are concrete pavement, and the overall

Exhibit B – Port Everglades Top 10 Trading Partners



Source: PIERS, retrieved from Port Everglades Annual Commerce Report, 2008

project, including bridges, is 53% concrete pavement. The flexible and rigid pavements have a 20-year design life; however, rigid pavements should require less maintenance than the flexible pavement, which will be long-term savings for the project.

This project included a week-long value engineering process. The value engineering exercise resulted in implementing design modifications with a potential savings of \$5,462,460 in construction costs.



Sustainable Income

Port Everglades is an “Enterprise Fund” department of Broward County government. From its diversified lines of business, the Port generated annual operating income revenue of \$117,441,067 in FY 2008. As such, Port Everglades is poised to provide a sustainable source of revenue for long term maintenance of the Eller Drive projects. Broward County will provide annual maintenance for the portion of the Eller Drive Overpass located on County-owned right-of-way, and the FDOT will maintain the portion in the State-owned right-of-way. To that end, a Maintenance Agreement has already been executed between the County and the FDOT.

In addition, projected new revenue from the planned ICTF and AF will serve as a funding source for operation and maintenance of these facilities.

Economic Competitiveness

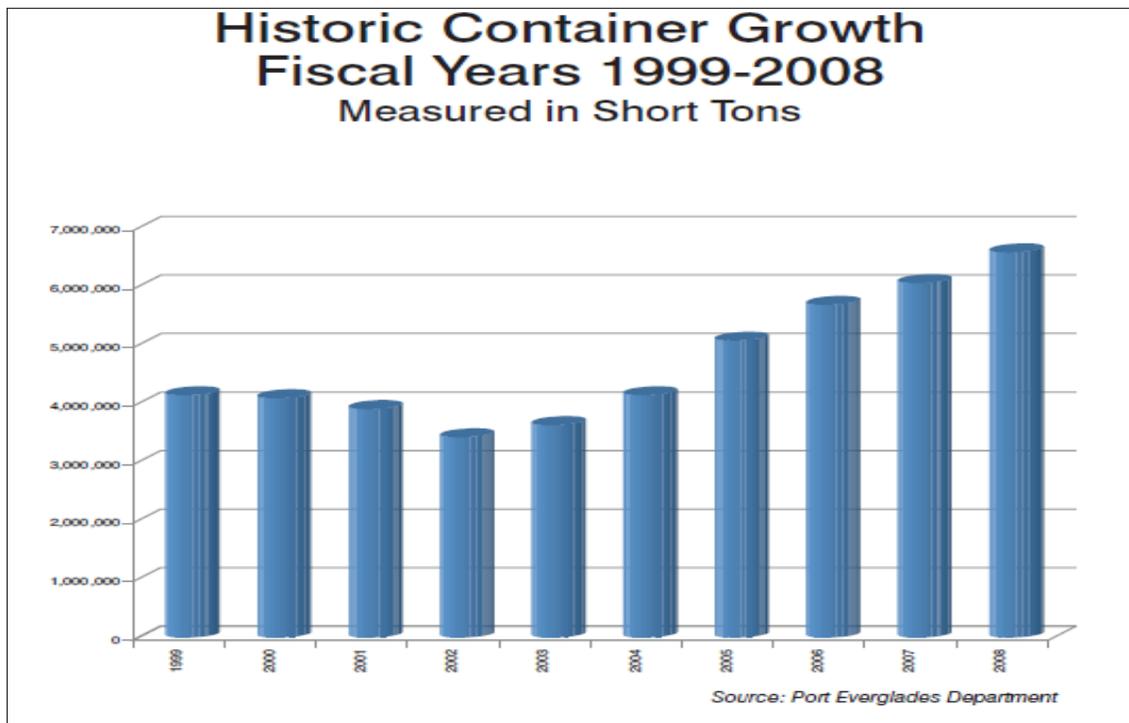
Port Everglades handled 948,680 twenty-foot equivalent units (TEUs) of container cargo in FY 2007. In FY 2008, this figure increased to 985,095. TEUs cargo growth projections included in the adopted Port Everglades Master/Vision Plan indicate 2.7 million TEUs by 2026. EXHIBIT C below shows this trend from 1999 through 2008. The proposed project will allow Port Everglades to continue to serve existing and anticipated demand for waterborne commerce.

The completion of the Eller Drive Overpass is directly linked to the completion of the planned near-dock Intermodal Container Transfer Facility (ICTF) at Port Everglades that is needed to meet anticipated growth in cargo at the Port. It is expected to have a significant impact on future containerized cargo-handling in this region. Completion of the Overpass and the at-grade rail crossing will spur new related business, and ultimately increase growth of the local and regional economy in terms of tax revenues and job creation. The Overpass is also essential for the completion of the planned Aggregate Facility (AF) at the Port. Market research has shown that the source of crushed rock aggregate in Florida will decline in the coming years due to supply and environmental issues. The importation of crushed rock will be needed to compensate for the projected depletion of this commodity. The development of the AF to handle this commodity is essential to transport it to market.



Both the ICTF and Aggregate Facility will have significant long term impact on local job creation, new business development, increased tax revenues; and will provide an overall stimulation to the local and regional economy.

Exhibit C – Port Everglades Historic Container Growth



Job Creation

At the outset, the \$118.9 million worth of construction activity for the three projects will generate economic activity in the near-term. It is to be noted that these impacts occur one-time only, during the period of construction. The immediate, near-term economic impacts of the construction activity for each of the three projects are presented separately in the following tables from the Economic Impact Report for this project retrievable at www.dot.state.fl.us/planning/economicstimulus/ellerdrive.

Table 1 - Economic Impacts of Proposed Construction Activity of Eller Drive Overpass

CATEGORY	
2009 COST ESTIMATE (1,000)	\$ 58,290
TOTAL JOBS	1,076
PERSONAL INCOME (1,000)	\$ 43,677
STATE & LOCAL TAXES (1,000)	\$ 4,018
FEDERAL TAXES (1,000)	\$ 12,317



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Source: 2009 Economic Impact Analysis of Eller Drive Overpass,
 Intermodal Rail Spur to serve Crushed Rock Facility and ICTF

As illustrated above the anticipated \$58.3 million cost of the Eller Drive Overpass is expected to generate 1,076 direct, induced and indirect total jobs. The estimated personal income generated by these jobs due to the construction of the overpass is approximately \$43.7 million. State and local taxes generated by the construction activity are expected to reach \$4 million, while Federal taxes supported by the construction are projected at \$12.3 million.

Table 2 - Economic Impacts of Proposed Construction Activity of Rail Spur and Storage Tracks to Aggregate Facility

CATEGORY	
2009 COST ESTIMATE (1,000)	\$ 10,500
TOTAL JOBS	194
PERSONAL INCOME (1,000)	\$ 7,868
STATE & LOCAL TAXES (1,000)	\$ 724
FEDERAL TAXES (1,000)	\$ 2,219

Source: 2009 Economic Impact Analysis of Eller Drive Overpass,
 Intermodal Rail Spur to serve Crushed Rock Facility and ICTF

Table 2 demonstrates that the anticipated \$10.5 million cost of the rail spur and storage tracks will support 194 total construction-related jobs. The personal income generated by these jobs is estimated at \$7.9 million. State and local taxes generated by the construction activity are expected to reach \$724, 000. Federal taxes supported by the project is estimated at \$2.2 million

Table 3 - Economic Impacts of Proposed Construction Activity of Rail Storage Tracks for ICTF Facility

CATEGORY	
2009 COST ESTIMATE (1,000)	\$ 50,000
TOTAL JOBS	923
PERSONAL INCOME (1,000)	\$ 37,465
STATE & LOCAL TAXES (1,000)	\$ 3,446
FEDERAL TAXES (1,000)	\$ 10,565

Source: 2009 Economic Impact Analysis of Eller Drive Overpass,
 Intermodal Rail Spur to serve Crushed Rock Facility and ICTF



Long-Term Benefits of Related Mobility Projects

Table 3 presents the economic impacts of the estimated \$50 million cost to construct the ICTF facility. The construction activity will generate 923 total jobs and support \$37.5 million in total income. State and local taxes generated by the construction activity are estimated at \$3.4 million and Federal tax dollars generated will reach \$10.6 million.

In addition to the construction impacts described above, the impacts of future cargo activity related to the ICTF will generate long-term economic benefits and should also to be considered. Based on the full build-out of the 20-Year Vision Plan, it is estimated that the proposed ICTF would to handle 200,000 TEUs or approximately 120,000 marine lifts annually.

The economic impact of the ICTF facility for the full build-out scenario in year 20 is presented in Table 4. The table indicates, the future intermodal cargo activity supported by the Port Everglades ICTF at full build-out is estimated to create 867 direct, induced and indirect jobs, of which are 390 direct jobs for Broward County area residents. As a result of the purchases of these 390 direct jobs holders, 222 induced jobs are supported in the Broward County area, while another 255 indirect jobs are created in local industries that supply services and goods while vessels are in Port. In addition, another 30,513 related jobs are supported, which are jobs with shippers and consignees (exporters and importers) including retail and wholesale and distribution industries and the industries supporting the movement and distribution of cargo imports and exports using the seaport terminals for shipment and receipt of cargo. The complete report can be viewed at www.dot.state.fl.us/planning/economicstimulus/ellerdrive.



Table 4 - Economic Impact of Full Build-Out of ICTF – Year 20 (200,000 TEU)

CATEGORY	200,000 TEU
	ICTF
JOB	
DIRECT	390
INDUCED	222
INDIRECT	255
TOTAL DIRECT, INDUCED & INDIRECT	867
RELATED USER JOBS	30,513
TOTAL JOBS	31,380
PERSONAL INCOME (1,000)	
DIRECT	\$ 16,934
INDUCED	\$ 49,349
INDIRECT	\$ 11,356
TOTAL DIRECT, INDUCED & INDIRECT	\$ 77,639
RELATED USER INCOME	\$ 962,371
TOTAL PERSONAL INCOME	\$ 1,040,010
VALUE OF ECONOMIC ACTIVITY (1,000)	
BUSINESS SERVICES REVENUE	\$ 56,300
RELATED USER OUTPUT	\$ 3,027,977
TOTAL VALUE OF ECONOMIC ACTIVITY	\$ 3,084,277
LOCAL PURCHASES (1,000)	\$ 21,318
STATE & LOCAL TAXES (1,000)	
DIRECT, INDUCED AND INDIRECT	\$ 7,143
RELATED USER TAXES	\$ 88,538
TOTAL STATE AND LOCAL TAXES	\$ 95,681

**Totals may be rounded*

Source: 2009 Economic Impact Analysis of Eller Drive Overpass,
 Intermodal Rail Spur to serve Crushed Rock Facility and ICTF



The 390 direct job holders receive \$16.9 million of direct wages and salaries. As the result of the purchases made locally with this income, (which support the 222 induced jobs in the Broward County area) an additional \$49.3 million of local income and consumption expenditures are created in the Broward County area. The 255 indirectly employed workers are paid approximately \$11.4 million for a total direct, induced and indirect income impact of \$77.6 million. In addition, related jobholders would receive \$962.4 million in income.

Local businesses will receive \$56.3 million of sales revenue from providing services to the vessels and handling the containers. This does not include the value of the cargo moving via the Port. The cargo activity at the Port creates an additional \$3.0 billion of total economic output, the majority of which is created in the retail, wholesale, and distribution industries and the industries supporting the movement and distribution of containerized cargo imports and exports. It is to be emphasized that only the economic activity associated with the raw materials and finished products that move via the Port is included. A total of \$7.1 million of state and local taxes would be generated by the direct, induced and indirect jobholders. Also, \$88.5 million of state/local taxes would be supported by the related shippers and consignees at year 20 of the ICTF operation.

Port Everglades' 20-Year Vision Plan projects that the proposed AF utilizing the rail spur is estimated to handle 4 million tons of aggregate annually at full build-out. The Martin Associates' sensitivity model is used to isolate the economic impacts of this development. The economic impact of 4 million tons of aggregate is presented in Table 5. The impacts are presented for the full build-out scenario in year 20 of operation.

The anticipated future cargo activity handled at crushed rock terminal is estimated to generate 901 direct, induced and indirect jobs, of which 301 are direct jobs for Broward County area residents. As a result of the purchases of the 301 direct jobs holders, 364 induced jobs are supported in the Broward County area. Also, 236 indirect jobs are created in local industries that supply services and goods while vessels are in Port. In addition, another 314 related jobs are supported throughout the State of Florida, which are jobs with consignees (importers) including the state's concrete and ready mix production plants.

The 301 direct job holders receive \$14 million of direct wages and salaries. As the result of the purchases made locally with this income, (which support the 364 induced jobs in the Broward County area) an additional \$41.2 million of local income and consumption expenditures are created in the Broward County area. The 236 indirectly employed workers are paid approximately \$10.5 million, for a total direct, induced and indirect income impact of \$65.7 million. Also, related jobholders would receive \$10.3 million in income.



Table 5 - Economic Impact of Full Build-Out Aggregate Facility – Year 20 (4 Million Tons)

CATEGORY	4,000,000 TON AGGREGATE
JOBS	
DIRECT	301
INDUCED	364
INDIRECT	236
TOTAL DIRECT, INDUCED & INDIRECT	901
RELATED USER JOBS	314
TOTAL JOBS	1,215
PERSONAL INCOME (1,000)	
DIRECT	\$ 14,015
INDUCED	\$ 41,202
INDIRECT	\$ 10,524
TOTAL DIRECT, INDUCED & INDIRECT	\$ 65,741
RELATED USER INCOME	\$ 10,294
TOTAL PERSONAL INCOME	\$ 76,035
VALUE OF ECONOMIC ACTIVITY (1,000)	
BUSINESS SERVICES REVENUE	\$ 52,020
RELATED USER OUTPUT	\$ 42,974
TOTAL VALUE OF ECONOMIC ACTIVITY	\$ 94,994
LOCAL PURCHASES (1,000)	\$ 19,758
STATE & LOCAL TAXES (1,000)	
DIRECT, INDUCED AND INDIRECT	\$ 6,048
RELATED USER TAXES	\$ 947
TOTAL STATE AND LOCAL TAXES	\$ 6,995

Source: 2009 Economic Impact Analysis of Eller Drive Overpass,
 Intermodal Rail Spur to serve Crushed Rock Facility and ICTF

Local businesses received \$52 million of sales revenue from providing services related to the ocean cargo and vessel activity. This does not include the value of the cargo moving via the Port. The cargo activity at the Port



creates an additional \$43 million of total economic output in the state, the majority of which is created in the state's concrete and ready mix manufacturing and distribution industries and the in-state industries supporting the movement and distribution of aggregate imports.

Finally, as a result of the additional cargo activity, a total of \$6 million of state and local tax revenue is estimated to be generated annually. Additionally, related users throughout the state will create \$947,000 in state and local tax payments.

Economic Stimulus

The information in the web-links below, obtained from the U.S. Bureau of Labor Statistics, shows the unemployment rate for the Southeast Florida area including Miami-Fort Lauderdale-Pompano Beach and that of the national average. Link #1 shows an unemployment rate of 10.8% as of June 2009 for the region. Link #2 provides information showing a persistently upward trend in the monthly unemployment rate for this region over the past year doubling from 5.2% in May 2008 to 10.8% in June 2009. Link #3 provides information on the national average unemployment rate, which stands at 9.4 percent as of July 2009. Thus, the unemployment rate for the South Florida tri-county area of Miami-Fort Lauderdale-Pompano Beach stands higher than that of the national average unemployment rate, as of July, 2009. Implementation of the Eller Drive Overpass project will enable Port Everglades to move forward with the construction of the planned at-grade rail spur to the Port's Southport container yards, the near-dock Intermodal Container Transfer Facility (ICTF) and Aggregate Facility (AF) at the Port. This, along with the construction of the Overpass will stimulate both short term and long term quality employment opportunities, as detailed in the Economic Impact Analysis for these projects. This Analysis also provides information about other economic stimulus activities anticipated from the implementation of these projects.

1	http://74.125.47.132/search?q=cache:CxNVWYyJKvoJ:www.bls.gov/eag/eag.fl_miami_msa.htm+Miami-Ft.+LauderdalePompano+Beach,+unemployment+rate,+Bureau+of+Labor+Statistics&cd=1&hl=en&ct=clnk&gl=us
2	http://data.bls.gov/PDO/servlet/SurveyOutputServlet?series_id=LAUMT12331003&data_tool=XGtable
3	http://www.bls.gov/news.release/empsit.nr0.htm



Secondary Criteria

Innovation

The project was thoroughly vetted through a weeklong Value Engineering process. The results of the effort reduced project costs by \$5,462,460.

The project is also being constructed using rigid pavement for long term maintenance savings.

Partnership

Since its beginning, the development of the Eller Drive Overpass project at Port Everglades has had strong collaboration among various local parties, including the Broward County Board of County Commissioners and the Broward County Metropolitan Planning Organization (MPO). In this regard, the Overpass project is designed to enable above-grade, uninterrupted road and rail access to Port Everglades. It will also enable the Port to move forward with the implementation of the planned rail spur to the Southport area of Port Everglades. This rail spur will be aligned to pass under the Overpass to connect to the Port's main container yards in Southport. In addition, the spur will also integrate the development of the ICTF and Aggregate Facility at the Port to compensate for the projected depletion of aggregate in this region, as well as to meet projected growth in containerized cargo volumes over the next 20 years.

Cost Benefit Analysis

A Benefit/Cost Analysis was performed and results indicate a B/C ratio of 1.6. This is based on projected costs from a peak hour traffic delay of a 20-minute train crossing Eller Drive at grade if the project is not implemented. The proposed overpass eliminates the railroad crossing delay as well as provides improved safety by removing a major conflict point. The analysis is found on the project website.



Project Schedule

The project schedule below is based on anticipated receipt of the TIGER grant in January 2010. The schedule is as follows:

PROJECT SCHEDULE	
Plans Ready	Complete
Award Grant	January 2010
Contract Letting (advertisement)	March-April 2010
Construction Contract Execution	June 2010
Construction (24 months)	July 2012