

## *Tri-Rail Coastal Link*

Broward Metropolitan Planning Organization  
Florida Department of Transportation  
Miami-Dade Metropolitan Planning Organization  
Palm Beach Metropolitan Planning Organization  
Southeast Florida Transportation Council  
South Florida Regional Planning Council  
South Florida Regional Transportation Authority  
Treasure Coast Regional Planning Council



# Monthly Project Status Report

SFRTA Board  
August 23, 2013

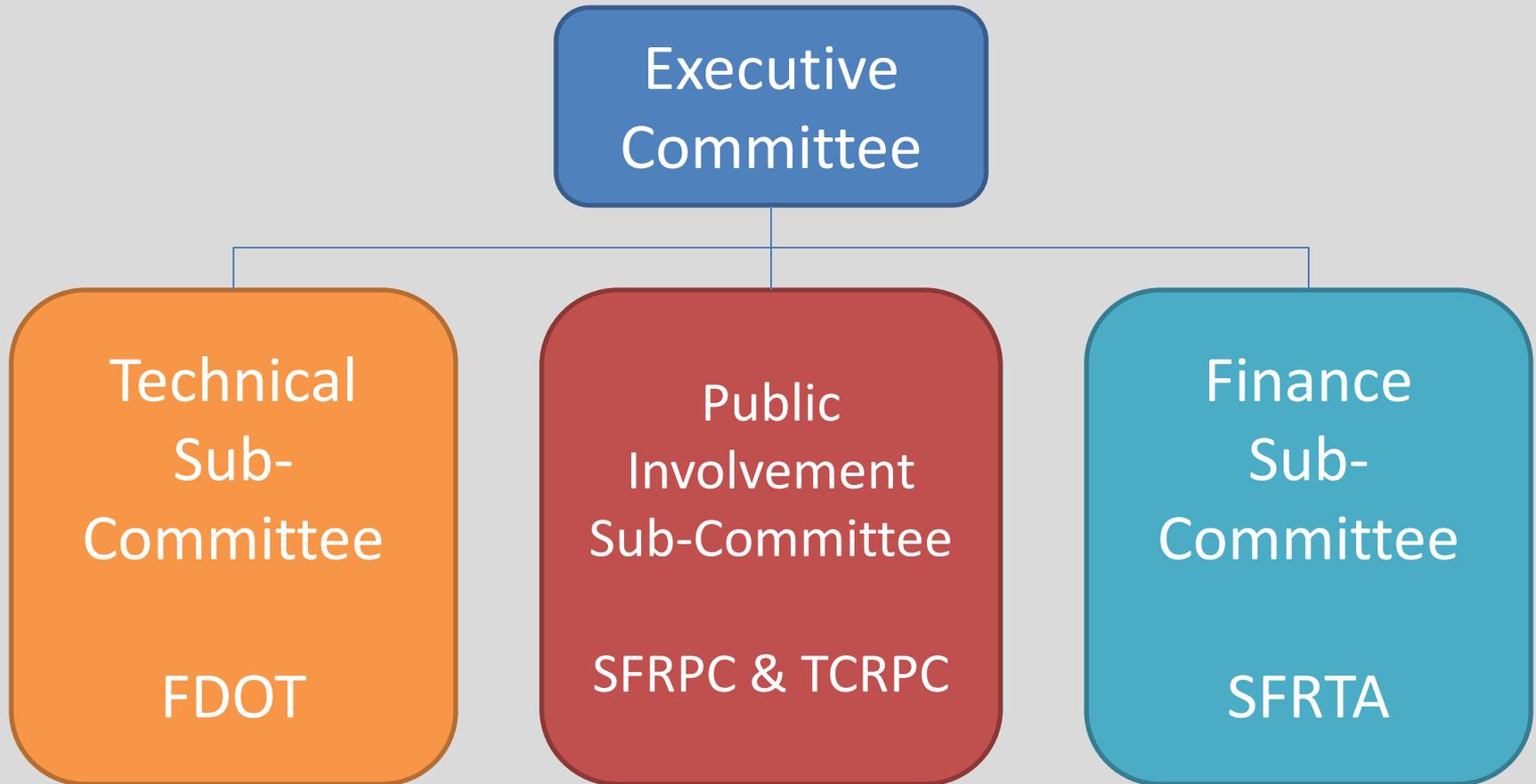
Presented by: William L. Cross, P.E.

*Getting Southeast Florida to Work*





# Study Committee Structure





RTC / Operations Workgroup

Stations Workgroup

Structures Workgroup

Vehicle Maintenance /  
Layover WG



Infrastructure  
Workgroup

# Tri-Rail Coastal Link



## Base Operating Scenario

Utilized to generate study ridership, infrastructure needs, capital cost and operating cost to date

# FDOT Full Build (A1-B1-C1)

- KEY**
- █ Tri-Rail
  - █ Tri-Rail Coastal Link Red Line
  - █ Tri-Rail Coastal Link Green Line
  - █ Tri-Rail Jupiter Extension
  - Existing Station
  - Proposed Station
  - ⊙ Proposed All Aboard Florida Station
  - ✈ Airport
  - ▬▬▬▬ Metrorail Green Line
  - ▬▬▬▬ Metrorail Orange Line



# Tri-Rail Coastal Link

## New A5C3

# Alternative #1

### Peak

- KEY**
- █ Tri-Rail
  - █ Tri-Rail Coastal Link Red Line
  - █ Tri-Rail Coastal Link Green Line
  - Station Location
  - ★ New Station
  - ✈ Airport
  - - - - - Metrorail Green Line
  - - - - - Metrorail Orange Line



### Off-Peak





New A2C3

Alternative #2

A2C3

- KEY
- Tri-Rail
- Tri-Rail Coastal Link Red Line
- Tri-Rail Coastal Link Green Line
- Station Location
- New Station
- Airport
- Metrarail Green Line
- Metrarail Orange Line





New A6C3

Alternative #3

A6C3

- KEY
- Tri-Rail
- Tri-Rail Coastal Link Red Line
- Tri-Rail Coastal Link Green Line
- Station Location
- New Station
- Airport
- Metrail Green Line
- Metrail Orange Line





# Evaluation Assumptions



1. \$30 million per year to replace State funding
2. \$35 - \$45 million per year to fund Tri-Rail Coastal Link
3. \$200 - \$400 million capital “bond” for 25 years @ 5%
4. \$20 - \$40 million annual bond payment
5. \$10 million per year “other” capital and operating funds

**REQUIRED “NEW” ANNUAL SFRTA DEDICATED  
REVENUE STREAM: \$95 - \$125 million per year**



# Tri-Rail Coastal Link Capital Finance Options



	\$200 SFRTA	\$200 State New Starts	\$400 FTA New Starts
★	\$200 SFRTA	\$200 State Rail or SIS	\$400 MPO
L ★	\$400 State Rail or SIS		\$400 MPO
	\$400 SFRTA	\$400 MPO \$400 State Rail or SIS	
L	\$800 State Rail or SIS		
	\$800 MPO		
	\$800 SFRTA		



# Funding Objectives



1. Generate \$125 million per year
2. Regional vote & implementation
3. No new State Legislation Required (bypass Tallahassee)
4. No county by county approval required to avoid “partial approval”
5. Nexus to new Tri-Rail Coastal Link
6. Nexus to existing Tri-Rail services
7. Bondable source
8. Applicable to other regions, if new Legislation required



# Funding Options



	Revenue Type	Program Name/Legislative Reference
1	Property Tax Assessment	Special District (Dependent). FS: 189
2	Property Tax Assessment	Special District (Independent – non-RTA). FS: 189
3	Property Tax Assessment	Special District (Independent - RTA). FS: 189 / FS:163 (1)
4	Property Tax Increment	Community Redevelopment Districts. FS:166
5	Sales Tax	Charter County Regional Transportation System. FS:212
6	Sales Tax	Local Government Infrastructure Surtax. FS:212
7	Transient Sales Tax	Tourist Development Tax. FS:125
8	Gas Tax	Local Option Gas Tax. FS:336
9	Rental Car Surcharge	FS:212.0606
10	Registration Fee (Auto)	FS:320.08