

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

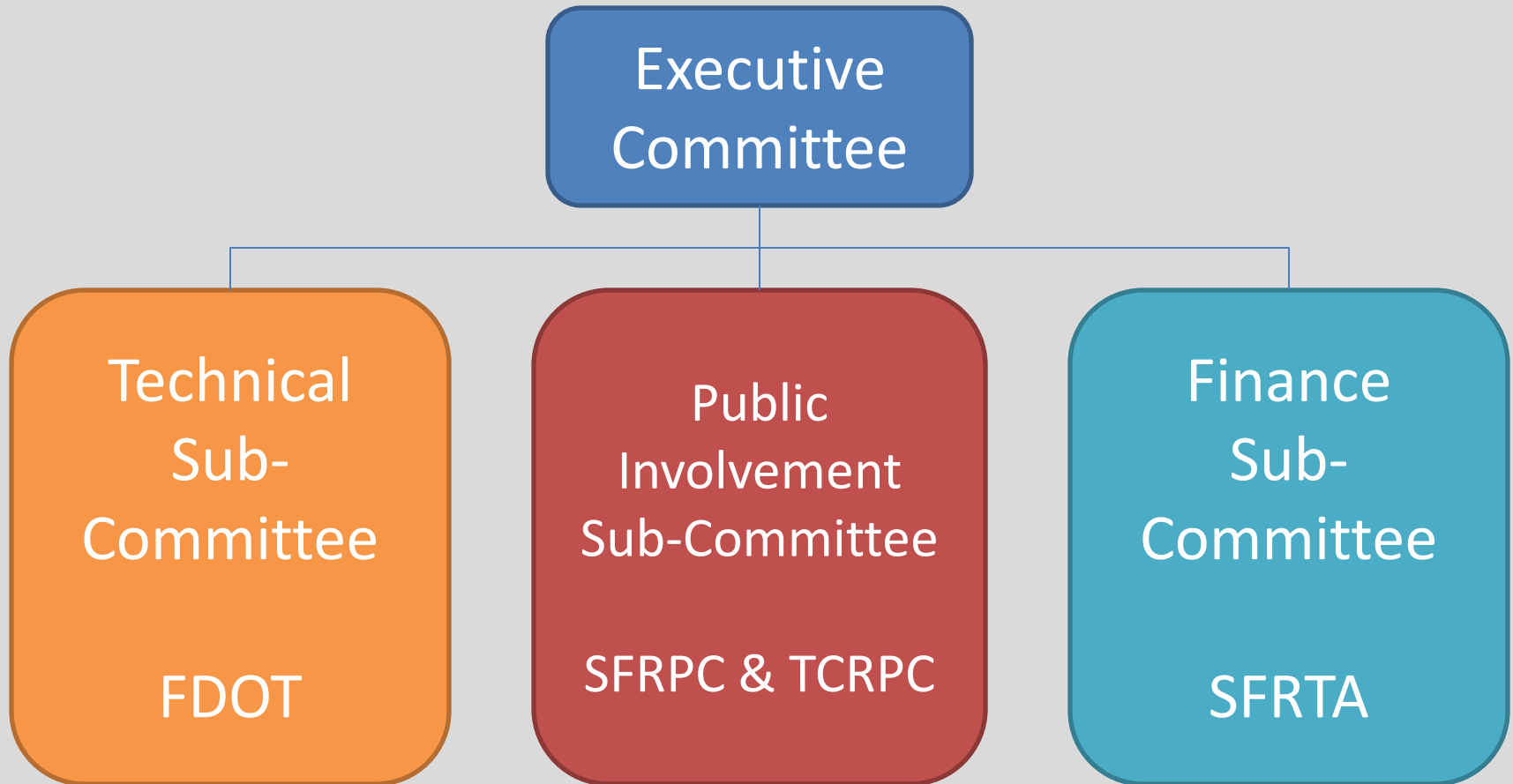
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Getting Southeast Florida to Work





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
 - - - - - Metrorail Green Line
 - - - - - Metrorail 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