

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



Project Steering Committee

September 10, 2013



Getting Southeast Florida to Work



- AAF Coordination
- Build Alternative Refinement
- Quiet Zones Update
- TIGER Categorical Exclusions at IRIS and Northwood Connections
- Project Steering Committee - Subcommittee Reports
- Schedules
- Next Steps



- AAF EIS in progress
 - Record of Decision (ROD) expected from FRA in April 2014
- Updated AAF intercity and FECR freight schedule received on July 19th
- RTC model updated
 - Infrastructure requirements have decreased due to proposed AAF trains and track construction



- Primary objective:
 - Optimize level of service while minimizing capital and O&M costs and maintaining competitiveness for funding
- Have improved understanding of proposed AAF/FECR operations and infrastructure



- Need to address operational issues identified through AAF / TRCL coordination:
 - Operational difficulties at Miami Gov't Center station between AAF and TRCL
 - Lessen number of water crossings south of Ft. Lauderdale on existing or future structures
 - Timetable complexity at Northwood Connection
 - Minimize AAF and TRCL train 'conflicts'



- FDOT and SFRTA jointly working on refinement concepts
- All concepts have significant benefits:
 - Simplifies operations at Miami Gov't Center
 - Fewer trains making water crossings south of Ft. Lauderdale
 - Offers one-seat ride between Jupiter and Ft. Lauderdale
 - Timed transfers wherever possible
 - Reduces 3rd track requirement
 - Reduced O&M costs compared to Full Build
 - Expected lower infrastructure costs



- ✓ Collecting crossing information along corridor from FDOT database
- ✓ Identifying land use and special receptors that have the potential to meet noise abatement criteria
- ✓ Identifying potential AAF crossings selected for safety improvements
- ✓ Identifying candidate crossings for consideration of “quiet zone” designation



- ✓ Determine additional physical changes to crossings to enable qualification as quiet zone
- Utilize the FRA Quiet Zone calculation model to determine individual Quiet Zone Risk Factor
- Determine identity, preliminary cost and potential priority of each resultant quiet zone
- Provide findings and recommendation report



Sample Quiet Zone Grouping

Palm Beach County – Woolbright Rd. Area



Crossing	Local Street	Municipality	Highway	Latitude	Longitude	RR Mile	Track	Highway	# School
272480N	SR-804 / BOYNTON BEACH	Boynton Beach	State	26.528907	-80.059538	312.02	Main	16500	10
272481V	E OCEAN AVE	Boynton Beach	City	26.527098	-80.059827	312.29	Main	2700	3
272482C	SE 5TH AVE	Boynton Beach	City	26.522853	-80.060512	312.59	Main	2427	6
272483J	SE 12TH AVE	Boynton Beach	City	26.517245	-80.061409	312.97	Main	7761	8
272484R	E WOOLBRIGHT RD	Boynton Beach	City	26.514547	-80.061843	313.16	Main	38000	15
272485X	SE 23RD AVE	Boynton Beach	County	26.507298	-80.063005	313.67	Main	7800	17
272486E	GULFSTREAM BLVD	Boynton Beach	City	26.491475	-80.065539	314.77	Main	3100	16

Crossing	Local Street	# Tracks	Highway	Train	TT Speed	AAF TTS	Advance	Accident	Warning	Safety
272480N	SR-804 / BOYNTON BEACH	1	4	16	50	79	Y	1	CFLBG	153
272481V	E OCEAN AVE	1	2	16	50	79	Y	0	FLBG	1645
272482C	SE 5TH AVE	1	2	16	50	79	N	0	FLBG	1440
272483J	SE 12TH AVE	1	2	16	50	79	N	0	FLBG	944
272484R	E WOOLBRIGHT RD	1	4	16	50	79	Y	0	CFLBG	241
272485X	SE 23RD AVE	1	2	16	50	79	Y	0	FLBG	776
272486E	GULFSTREAM BLVD	1	2	16	60	79	Y	0	FLBG	872

AAF Recommended Signal Upgrade. These potential locations were identified from preliminary analysis. Actual location of crossing for improvements will not be determined until the diagnostic analysis has been completed.

- FEC Mile Post 312.59 to 313.67 (1.08 miles)
- Crossings for Grouping – 4
- Crossing Type
 - 3 2-lane roadways
 - 1 4-lane roadway
- QZ upgrades beyond safety improvements would consist of 4 quadrant gates, presence detectors, and “power out” indicators



Draft of Tiered Quiet Zone Analysis Map

Legend

\$ Potential Crossing Improvement Location (All Aboard Florida)

— Existing Active Rail Lines

■ Schools

■ Hospitals

Existing Rail Crossings

Number of Households within a Quarter Mile

- 13 - 281
- 283 - 442
- 443 - 562
- 564 - 1533

Quarter Mile Analysis Zone

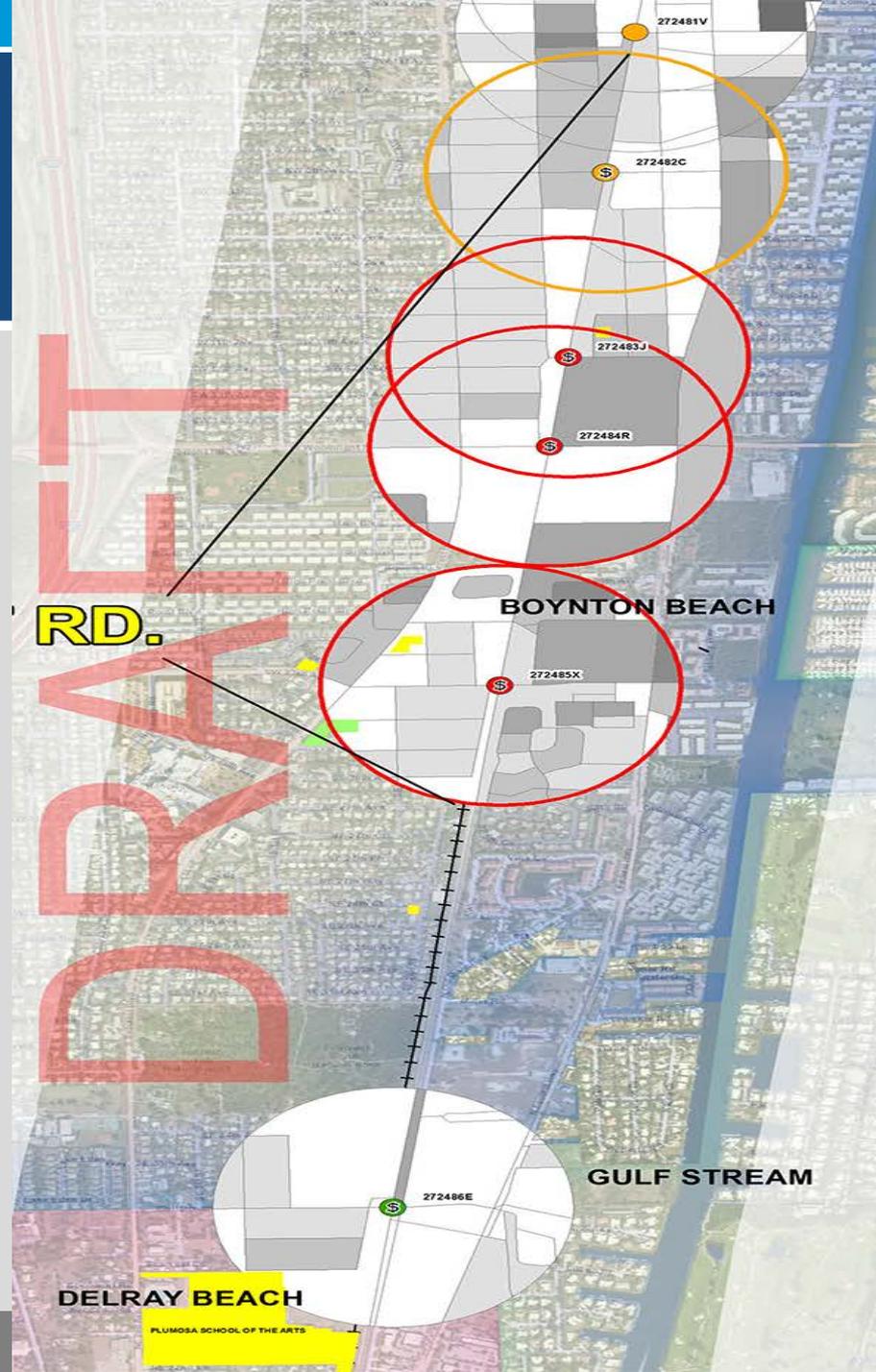
Tier Level: Criterion

- Tier 1: Greater than 564 Households
- Tier 2: Greater than 60% Inst./Residential
- Tier 3: Special Land Uses

Household Density within a Quarter Mile of a Crossing

Households per Acre

- 0 - 2
- 3 - 5
- 6 - 8
- 9 - 13
- 14 - 22
- 23 - 38
- 39 - 60
- 61 - 102
- 103 - 184
- 185 - 306





TIGER - Categorical Exclusions (CEs) at IRIS & Northwood



- Kick-off discussion for the CEs with FRA on August 26, 2013
 - Class of Action likely CE – pending documentation and FRA formal review
 - Resource agency, public and elected official notifications being developed
 - Project fact sheets for three CE projects to be posted on project website
 - Environmental and engineering analysis underway
- Coordination with West Palm Beach, Hialeah, Miami-Dade County and MPOs planned for October
- Submit CEs to FRA in mid-November
- FRA approval scheduled in January 2014



Project Steering Committee Structure & Subcommittee Reports



Steering
Committee

Technical
Subcommittee

Financial
Subcommittee

Outreach
Subcommittee

- Formal agency appointments to PSC have been made
- Next PSC Meeting on November 5th in Palm Beach County



2013 Project Steering Committee Calendar



JULY							AUGUST							SEPTEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
	1	2	3	4	5	6					1	2	3	1	2	3	4	5	6	7
7	8	SC	TAC	11	12	13	4	5	6	7	8	9	10	8	9	SC	11	12	13	14
14	15	Fin	Tech	18	19	20	11	12	13	Tech	15	16	17	15	16	Fin	TAC	PI	20	21
21	22	23	24	PI	26	27	18	19	Fin	TAC	22	23	24	22	23	24	Tech	26	27	28
28	29	30	31				25	26	27	28	PI	30	31	29	30					

OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
		1	2	3	4	5						1	2	1	2	PI	4	5	6	7
6	7	Fin	Tech	10	11	12	3	4	SC	6	PI	8	9	8	9	Fin	TAC	12	13	14
13	14	PI	TAC	17	18	19	10	11	12	TAC	14	15	16	15	16	17	Tech	19	20	21
20	21	22	23	24	25	26	17	18	Fin	Tech	21	22	23	21	22	23	24	25	26	27
27	SEFTC	29	30	31			24	25	26	27	28	29	30	28	29	30	31			

- SC Steering Committee (1:30 – 3 PM)
- Tech Technical Sub-Committee (10:30 AM – 12 PM)
- Fin Financial Sub-Committee (2 – 5 PM)
- PI PI / Outreach Sub-Committee (1:30 – 3 PM)
- Financial Conference Call (10:30 – 12 PM)
- TAC PTAC and RTTAC Meetings

Rev. 03sep2013



- Meetings July 17th & August 14th
- Next meeting on September 25th
- Engineering
 - Utility coordination meeting held with Parallel Infrastructure
- Financial/Cost Estimating
 - Capital cost workshop held with SFRTA on 7/19/13
 - Updated O&M cost model to make it “user friendly” for SFRTA to test scenarios



• Stations

- Station Refinement Report, TOD Report and Market Analysis Report
 - Under joint cover to municipalities for review
- Coordinated with St. Mary's Hospital
- Coordinated with FDOT District 6 regarding Overtown site

• Environmental

- NEPA Class of Action memo prepared for FTA
- Survey, aerial photos & geotechnical coordination to be performed early by FDOT to support NEPA consultant
- Coordinating with AAF for available environmental information to support NEPA



Operating Plan Alternatives



- FDOT senior management agreed to **quantitative** analysis of additional SFRTA “Full Build” operating plan alternatives using RTC simulation
- SFRTA submitted three variations to FDOT study team
 - Alternative Operating Plan Concepts, Schedules and String-lines
- Additional Operating Plan coordination is required
- Analysis underway – timing of results uncertain



Objectives of New Operating Plan Alternatives



1. Optimize Operating Plan (OP) to serve passenger needs
 - Best match of service to purpose & markets
 - Incorporate *2013 Tri-Rail Onboard Survey* results
2. Optimize OP to minimize capital costs
3. Optimize OP to minimize operating and maintenance costs
4. Ensure regional operating plan integration
5. Incorporate AAF's opportunities and constraints
 - AAF will add track throughout entire region
 - New River Bridge constraint
 - Potential choke points in Miami

Evaluation now allows us to
“Hit the ground running” in
Project Development phase



Objectives of New Operating Plan Alternatives



- Reconfiguration of the Full-Build scenario result in an improved network of complementary services
 - Looking more closely at purpose & markets of each proposed service
 - Factoring in new findings from 2013 Tri-Rail onboard survey
- Incorporate AAF's opportunities and constraints
 - AAF will add track throughout entire region
 - New River Bridge issues
 - Potential choke points in Miami
- Can cost savings be achieved?
 - Attempt to reduce infrastructure needs on FEC
 - Seek to reduce number of train sets required, while best meeting demand
 - Desire to reduce incremental O&M costs

Tri-Rail Coastal Link



Base Operating Scenario

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

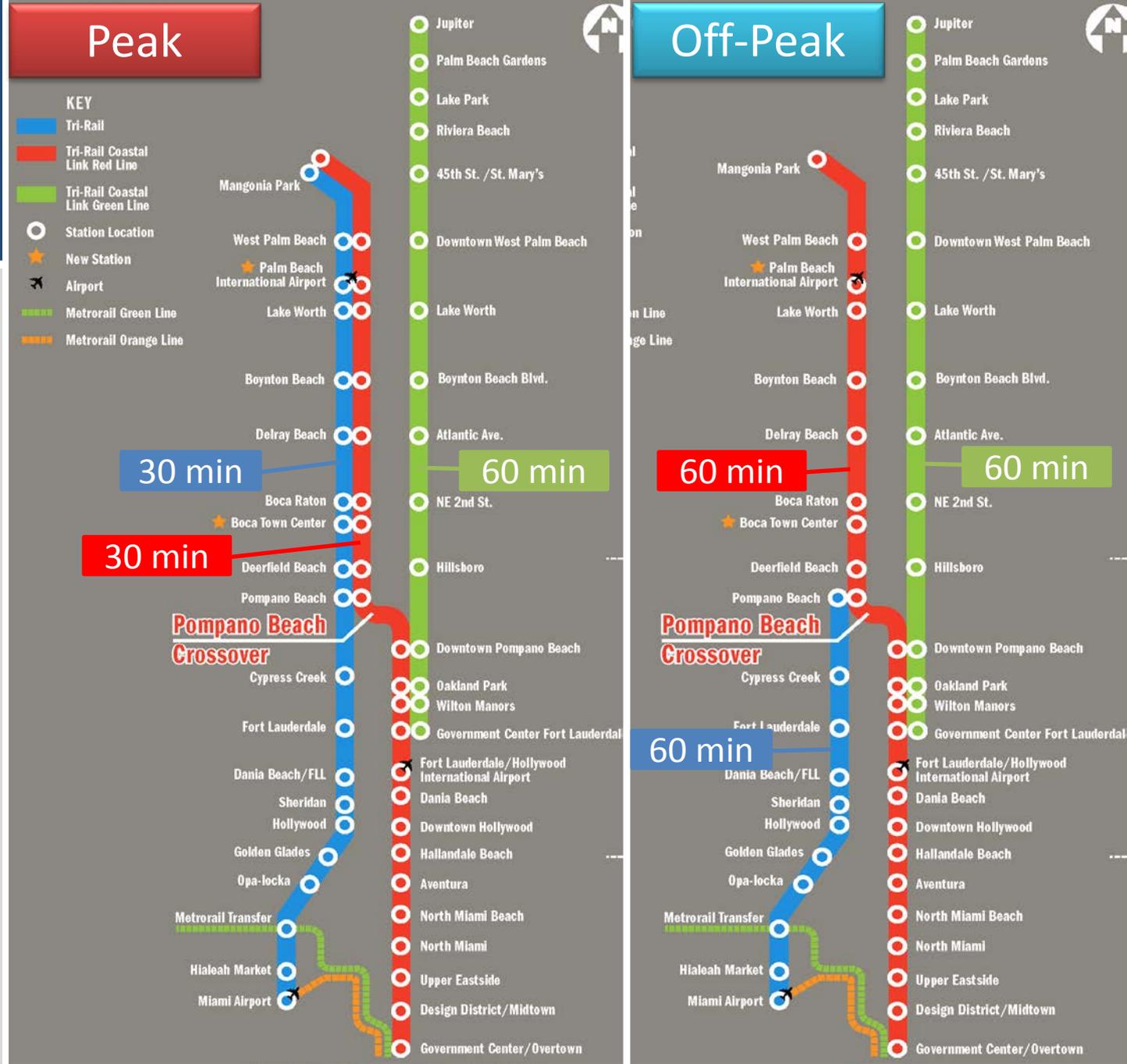
FDOT Full Build (A1-B1-C1)

- 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



SFRTA Alt. #1

Comparison of
Ridership,
Capital Cost,
and
O&M Costs
Pending FDOT
Analysis



SFRTA Alt. #2

Comparison of Ridership,
Capital Cost, and
O&M Costs Pending FDOT Analysis

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





SFRTA Alt. #3

Comparison of Ridership,
Capital Cost, and
O&M Costs Pending FDOT Analysis





FDOT/FECI/SFRTA Working Group Status



Operations Working Group

Stations Working Group

Structures Working Group

Vehicle Maintenance Facility
Working Group



Infrastructure
Working Group



Project Briefings



- Project Quarterly Briefing to Project Partner Agencies should be held consistent with agreements
- Significant positive progress should be shared with Partner agencies



- Monthly meetings with mid-month teleconferences
 - Meetings held July 16 and August 20 since last Steering Committee Meeting
- Next Finance Steering Committee
 - Sep 17, 2013 @ SFRTA, Room 103
- Key Focus Areas
 - Identify Funding Options, Including Dedicated Local Funding Options
 - Match Funding Options to Capital and Operating Cost Requirements via Multi-Year Finance Plan



Funding Objectives



1. Generate funding to cover capital (bonds) and operating
2. Regional approval/vote & implementation
3. No new State Legislation Required if possible
4. No county by county and/or city by city 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



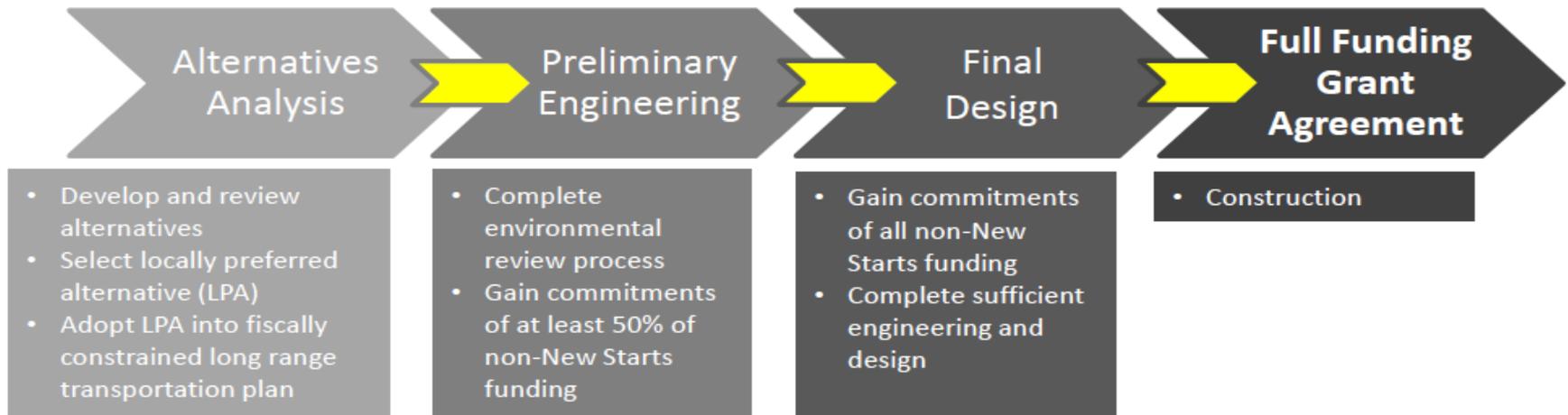
Federal Funding Policy



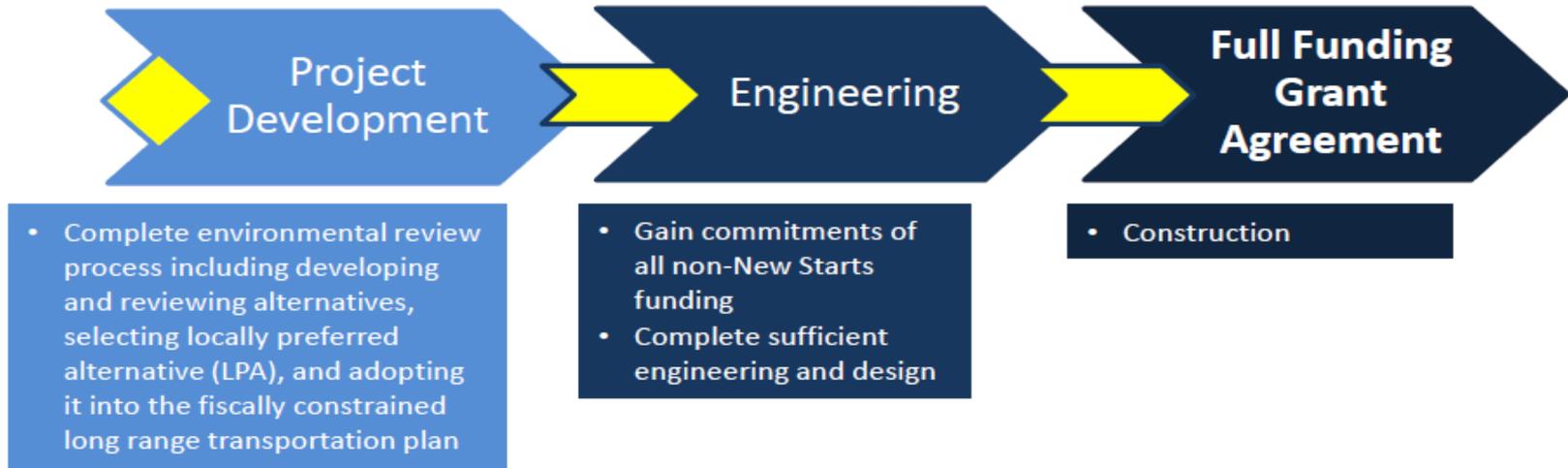
- Highways:
 - Most FHWA dollars are provided to states by formula.
 - MPO - part are fully programmed by MPOs (Urban funds)
- Transit:
 - Partial allocated by formula, however significant FTA dollars are available only by nationally competitive grants and lengthy approval processes with no guarantee of success.

New Starts Project Development Process

Under SAFETEA-LU



Under MAP-21



Legend



= FTA approval



= FTA evaluation, rating, and approval



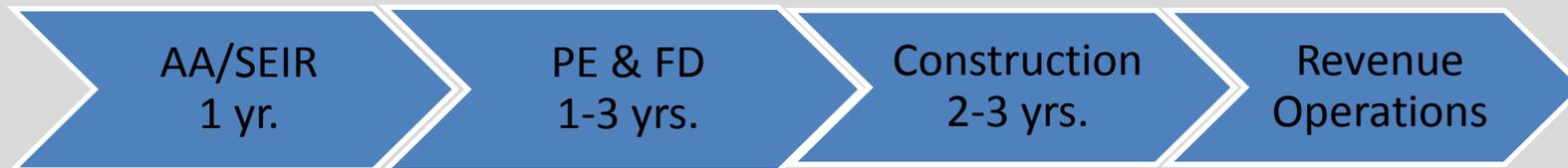
Timeframes – Federal versus State Process



Federal Process (EIS) – preserves eligibility for federal funding; **7 years best case**; can revert to state process.



State Process (SEIR) – streamlines schedule if state funds become available; **4 years best case**; cannot federalize project later.



Notes: R/W Acquisition included in PE/FD/FFGA may control critical path. In either process, Final Design and Construction can be combined in a Design-Build scenario.



Financial Decision #1 Pursue FTA Funds?



- Decision to use FTA New Starts Funds will add four to seven years to the process
- High degree of uncertainty due to current Washington DC climate
 - ALL “New Starts” FTA funds for an extended period consumed by projects with existing Full Funding Grant Agreements – first priority to fund projects with approved FFGA
 - Sequester impacts FTA New Starts as a discretionary program
 - Future funding uncertain
 - May require “bridge” financing
 - Addition 15% to 20% higher costs are typical



FDOT Transit Funding Policies



- Capital for up to 50% of Non-Federal share (FL Statues)
- No operating funds for Rail Transit (FDOT policy)
- MPO funds are Federal, not Local
- Cumulative Policy Implications:
 - 25% capital funding must be “Local/SFRTA”
 - 100% of operating & maintenance funding must be “Local/SFRTA”



Tri-Rail Coastal Link Capital Finance Options



1.

\$200M
LOCAL/SFRTA

\$200M State

\$400M FTA New Starts

2.

\$200M
LOCAL/SFRTA

\$200M State

\$400M MPO

L

3.

\$400M State

\$400M MPO

4.

\$800M MPO

L

\$400M LOCAL/SFRTA

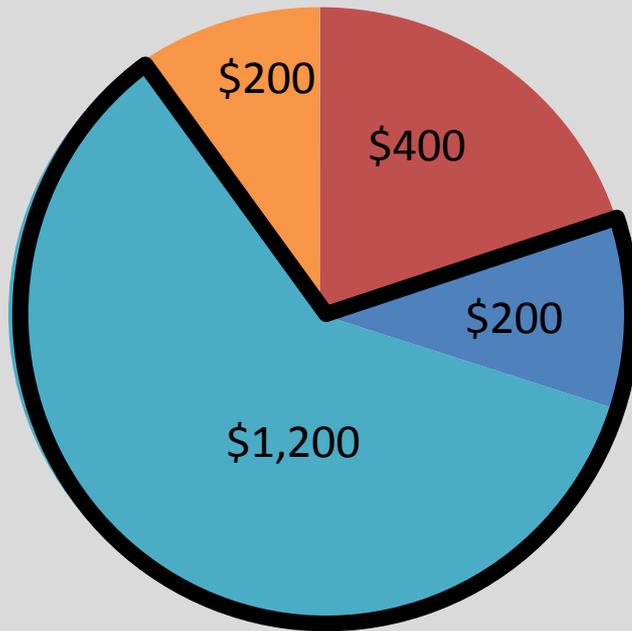
\$400M MPO
\$400M State

\$800M State

\$800M LOCAL/SFRTA



Federal, State and Local Funding



- FTA New Starts Capital
- SFRTA Capital
- SFRTA O&M
- FDOT Capital

1.

Note: All values in millions of dollars

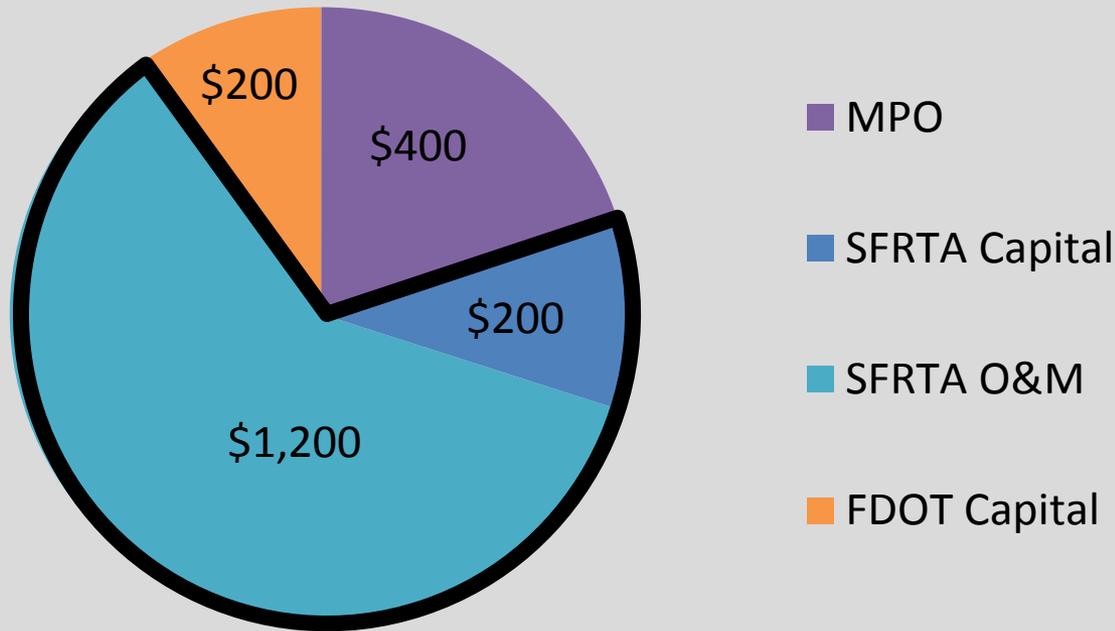
Example Assumptions:
Annual Operating & Maintenance (O&M) of \$40 for 30-years = \$1200
Capital = \$800



Federal, State and Local Funding



2.



Note: All values in millions of dollars

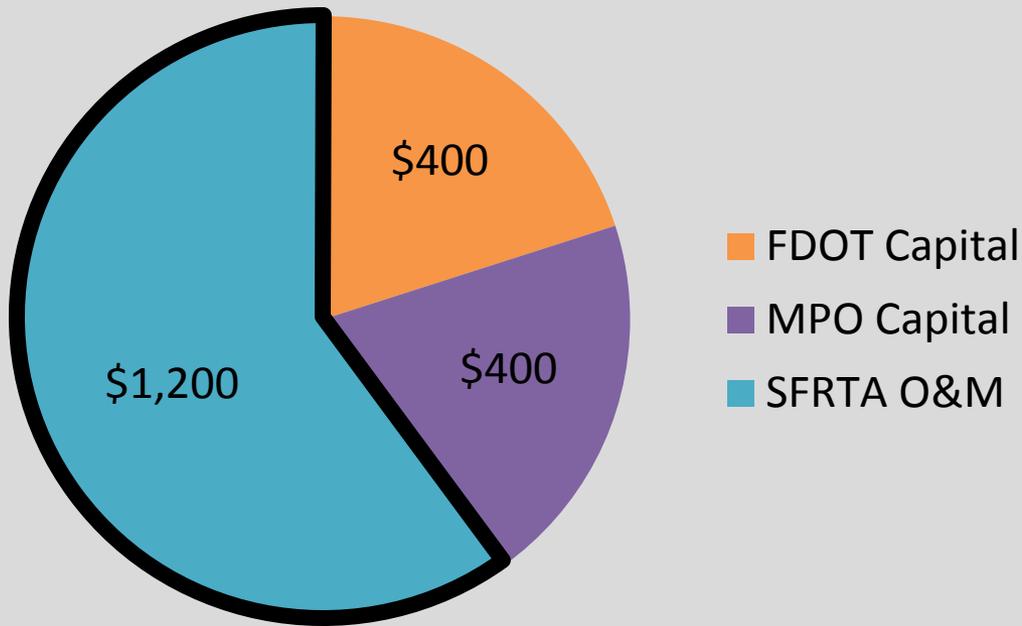
Example Assumptions:
Annual Operating & Maintenance (O&M) of \$40 for 30-years = \$1200
Capital = \$800



State & MPO Capital Local/SFRTA O&M



3.



Note: All values in millions of dollars

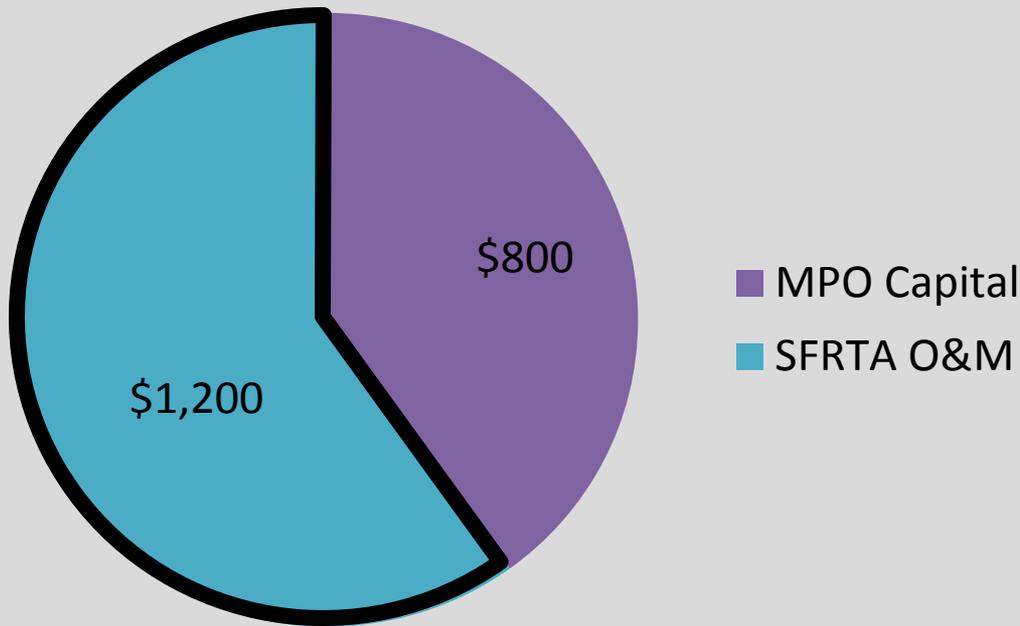
Example Assumptions:
Annual Operating & Maintenance
(O&M) of \$40 for 30-years = \$1200
Capital = \$800



MPO Capital & SFRTA O&M Funds



4.



Note: All values in millions of dollars

Example Assumptions:
Annual Operating & Maintenance (O&M) of \$40 for 30-years = \$1200
Capital = \$800



“Local Revenue” 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%
 - A. \$20 - \$40 million annual bond payment
4. \$10 million per year “other” capital and operating funds

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



**DRAFT FOR ESC
DISCUSSION ONLY**

	Revenue Type	Program Name/Legislative Reference
1	Special Assessment	Special District (Dependent). FS: 189
2	Special Assessment	Special District (Independent – non-RTA). FS: 189
3	Special 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
11	Annual Station Fee	Municipal Agreement with SFRTA



- Project Branding

- Letterhead with usage protocol
- Power point template
- Style Guide pending

- Project Website

- NEPA Website Recommendation:
www.Tri-RailCoastalLinkStudy.com
- SFRTA (marketing) Website:
www.Tri-RailCoastalLink.com
- Email Receipt & Response Protocol



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Asit amet, consetetur sadipscing elitr,
Ised diam nonumy eirmod tempor

2420 West Commercial Blvd.
Fort Lauderdale, FL 33309
954.777.4091
Toll Free 1.866.336.8435
www.tri-railcoastalink.com

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Getting Southeast Florida to Work



- SFRTA “System Map” (Build-Out)
 - Map Designed for Marketing (not NEPA)
 - Shows All Stations to be Studied in NEPA
 - Identifies Airports/Seaports
 - Service Segments Still Undetermined
 - Need to Clarify Map is “Illustrative”

System Map





- Fall 2013 Updates to Agencies
 - Meeting Calendar (MPOs, SEFTC, SFRTA, RPCs) (on following slide)
 - Advance Briefings for Elected Officials and Stakeholder Groups in Oct.
 - Work through Outreach Subcommittee to mobilize broad support
 - Additional PI/O Meeting (Sept. 19th) re: Updates
 - Requested Action from Governing Boards (per the MOU):
 - “Concurrence from the MPOs shall be secured for the Project prior to this request (entrance into Project Development) to FTA.”
- TIGER CE’s



2013 Governing Board Meeting Calendar



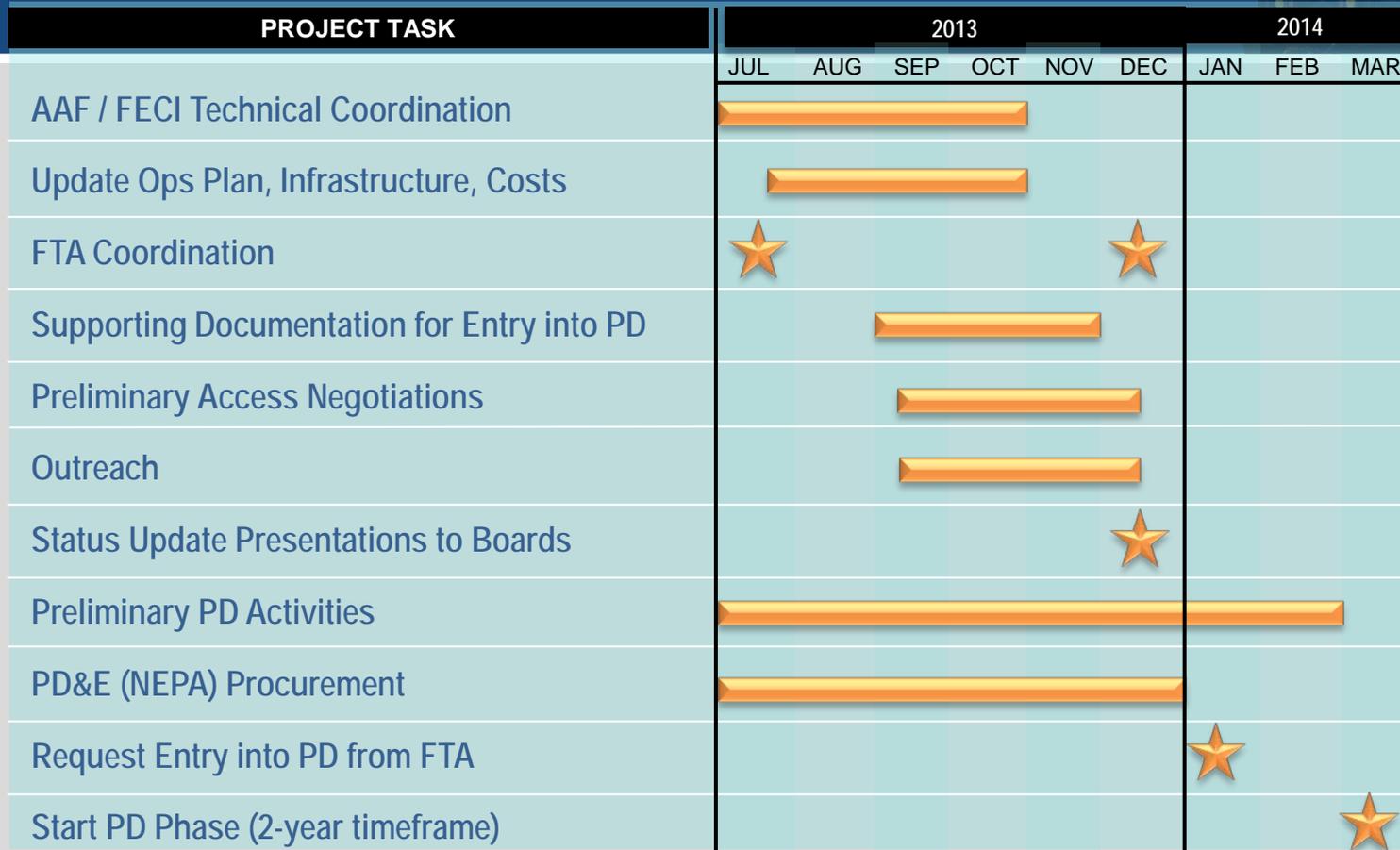
OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
		1	2	3	4	5						1	2	1	SFRPC	3	4	5	SFRTA	7
6	7	8	9	10	11	12	3	*BC 4	PSC	PB TAC/CAC 9A/1:30P	7	8	9	8	PB MPO	10	11	B MPO MD	TORPC	14
13	14	15	16	17	*TOO/CIR 18	19	10	*SFRPC 11	MD TPC 2PM	MD TPTAC 2PM	14	15	16	15	16	17	18	19	20	21
20	21	22	*TAC/CAC 23 *RTTAC *PTAC	24	25	26	17	*FBC 18	19	TCC/CIR CTAC PTAC RTTAC	21	*TORPC 22	23	22	23	24	25	26	27	28
27	28	*TPC 29	*CTAC/ TPTAC 30	31			24	*MDC 25	26	27	28	29	30	29	30	31				

- MD MPO** MD MPO Board Meeting (2:00 pm)
- B MPO** B MPO Board Meeting (9:30 am)
- PB MPO** PB MPO Board Meeting (9:00 am)
- SEFTC** SEFTC Meeting (10:00 am)
- PSC** Project Steering Committee (1:30 pm)
- SFRPC** SFRPC Board Meeting (10:00 am)
- TORPC** TORPC Board Meeting (9:30 am)
- SFRTA** SFRTA Board Meeting (date TBD 10/25)
- TPC** Committee Meeting

JANUARY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	*SEFTC 10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	SEFTC	28	29	30	31	



Preliminary Project Development Schedule



All tasks pending evaluation of AAF / FECR schedules received July 19th



- Continue coordination with AAF / FECR
- Refine Build Alternative
 - Update service plan, infrastructure needs and costs
- Outreach ahead of MPO Committee and Board updates
- Complete remaining Preliminary PD activities
- Access negotiations
 - Once Working Group recommendations are final; pending AAF coordination
- Make presentations to Governing Boards in December
 - Infrastructure coordination with AAF, Costs, Schedule, Entry into PD
- Request Entry into Project Development in Q1 2014



Project Development Schedule Key Activities





Questions & Answers

