Tri-Rail Coastal Link
Project Update

Presented to:
Citizen’s Independent Transportation Trust (CITT)
March 20, 2014

Getting Southeast Florida to Work
FEC Corridor and Project History

- **1896** – Henry Flagler extends FEC Railway to Miami
- **1968** – Passenger rail service on FEC discontinued
- **1980’s** – FEC considered as alignment for Tri-Rail service, but railroad ownership not interested at the time
- **1989** – New Tri-Rail commuter rail service begins on CSX RR corridor
- **1990’s & Early 2000’s** – Studies conducted by various agencies for new rail transit service on FEC RR corridor
• 2004 – Request to fold various studies into a regional, tri-county study of the 85 mile FEC corridor, South Florida East Coast Corridor (SFECC) Study, to be led by FDOT

• 2012 – FEC Industries announces plans for “All Aboard Florida”, a private inter-city passenger service between Miami & Orlando

• May 2013 – Multi-agency Memorandum of Understanding approved; project name changed to “Tri-Rail Coastal Link”

• December 2013 – Miami-Dade, Broward and Palm Beach MPOs all approve Tri-Rail Coastal Link project to move into the Federal Transit Administration (FTA) Project Development phase
Tri-Rail Coastal Link (TRCL) and All Aboard Florida (AAF) Rail Projects

**Tri-Rail Coastal Link – Commuter Rail Service**
- Commuter Passenger Rail
  - 25+ round-trip trains per day
- Commuters and local travelers
- Miami to Jupiter
- 85 miles with potential for Phased Implementation
- Integrated with Tri-Rail
- Station spacing at 2-5 miles
- Funding programmed for Project Development phase only

**All Aboard Florida – Intercity Passenger Rail Service**
- Intercity Passenger Rail
  - 16 round-trip trains per day
- Tourists and regional travelers
- 240 miles from Miami to Orlando
- 3 Stations in Tri-County area
- Privately funded

Ongoing Coordination with FECI / AAF on both projects
Southeast Florida’s Regional Core

- The region’s **economic** core
  - 1 million jobs
  - 1.5 million people
  - Multiple downtowns
  - 3 international airports, 3 seaports
  - Extensive rail, truck, and marine freight

- The region’s **transportation** core
  - 3 million trips per day comprise 17% of the region’s travel
  - Ridership growing on existing transit services
  - Roadways at capacity; limited opportunities for expansion
Project Description

- New 85-mile commuter rail corridor from Downtown Miami to Jupiter
  - Integrated extension of the Tri-Rail system
- 20 to 25 new stations linking 28 municipalities
- Coastal Link extension projected to increase Tri-Rail ridership to 25,000 per day
- Will share existing and new tracks with FEC freight and planned AAF inter-city passenger service
- Three co-located stations with AAF
- Economic development benefits accrue in dense urban corridor
- Project Development (PD) phase is funded by FDOT (2014-2016)
$1.4 Billion of Projected New Development Due to Tri-Rail Coastal Link

- $580 Million of new residential development
  - 5,500 new residential units
- $850 Million of new commercial development
  - 8.3 Million square feet
- $18 Million of new tax revenue

Other Projected Economic Benefits

- $630 Million of overall economic output
- $250 Million of labor income
- 28,000 new permanent jobs

Source: Station Area Market & Economic Analysis Report, June 2013; SFRTA
Local Benefits - Mobility

- Extensive station area planning and municipal outreach efforts
  - Favorable land use and zoning in place
  - Most stations within CRA or DDA areas
  - Connectivity to road network and bus routes
  - *Station Refinement Report* developed with extensive municipal input

- Improved travel times for residents, employees and visitors
  - Downtown Miami to/from:
    - Midtown/Design District - 7 minutes
    - 79th Street – 13 minutes
    - North Miami – 19 minutes
    - North Miami Beach – 25 minutes
    - Aventura – 29 minutes
Recent Activities

• Railroad Corridor access
  – FDOT and SFRTA continuing negotiations with FECI / AAF
  – Focused on access fees, shared capital and operating components
  – Coordinating to share costs of stations, track, and maintenance facility

• Federal TIGER Grant
  – $13.8 million to FDOT, SFRTA, FEC & CSXT for the Railroad Connectors between the FEC and the South Florida Rail Corridor (CSX)
  – Allows for freight movement and integration of future passenger service (TRCL and Amtrak) between both rail corridors
  – Grant award announced in September 2013; construction to start in 2014
**Capital cost**

- $720 to $800 million (2013$)
  - Assumes AAF service in place prior to TRCL
  - Includes use of current SFRTA fleet and an allowance for additional vehicles
  - Anticipated capital cost split: 50% federal, 25% state, 25% local

**Operations and Maintenance (O&M) cost**

- Annual incremental cost of $33 to $38 million (2013$)
  - Cost is incremental to existing Tri-Rail service
  - Excludes corridor access fees (under negotiation)
  - Excludes reductions due to farebox revenue, advertising, federal formula funds, etc.
**Recommended Capital Funding Approach**

**Tri-Rail Coastal Link**

**Estimated Capital Cost:** $720M-$800M (2013 dollars)

<table>
<thead>
<tr>
<th>Source</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal @ 50%</td>
<td>FTA New Starts Grant and/or MPO Funds</td>
</tr>
<tr>
<td>State @ 25%</td>
<td>FDOT SIS, Rail Enterprise, etc.</td>
</tr>
<tr>
<td>Local @ 25%</td>
<td>SFRTA New Regional Funding Source</td>
</tr>
</tbody>
</table>
O&M Funding Approach

Tri-Rail Coastal Link
Estimated Incremental O&M Costs: $33M-$38M

Local @ 100%

New Regional Funding Source

O&M costs would be partially offset by farebox revenue, advertising, federal formula funds, etc.
Project Process and Roles

**Preliminary Project Development Phase** (formerly Alternatives Analysis)

- **MPO Action:** Concurred with Request to Enter PD
- **FTA Decision Point:** Approval to enter Project Development Phase

**Project Development Phase** (2 years per MAP-21)

- **MPO Action:** Approve LPA
- **FTA Decision Point:** Issuance of FONSI

**Engineering Phase**

- **MPO Action:** Include Project in Cost-Feasible Plan
- **FTA Decision Point:** Approval to enter Engineering Phase

**Construction Phase**

- **MPO Action:** Program Project Funds in TIP
- **FTA Decision Point:** Approval of Full Funding Grant Agreement (FFGA)

**Operations Phase**

**MPO & FTA APPROVAL PROCESS**

**AGENCY**
- **State of Florida Department of Transportation**

**FINANCE PLAN**
- **General Funding Framework**

**Funding Plan(s)**

**Funding Commitments**

**Fund Project(s)**

**Fund Operations**

- **FDOT**
- **SFRTA**

**MPO Action:** Concur with Request to Enter PD

**FTA Decision Point:** Approval to enter Project Development Phase

**MPO Action:** Approve LPA

**FTA Decision Point:** Issuance of FONSI

**MPO Action:** Include Project in Cost-Feasible Plan

**FTA Decision Point:** Approval to enter Engineering Phase

**MPO Action:** Program Project Funds in TIP

**FTA Decision Point:** Approval of Full Funding Grant Agreement (FFGA)
Anticipated Project Schedule with Federal New Starts Funding

Phase

<table>
<thead>
<tr>
<th>Project Development</th>
<th>Engineering</th>
<th>Right-of-Way Acquisition</th>
<th>Federal New Starts Grant Award</th>
<th>Construction (D/B)</th>
<th>Vehicle Procurement</th>
<th>Testing</th>
<th>Revenue Service*</th>
</tr>
</thead>
</table>
| *Revenue service date shown assumes timely funding of unfunded phases.*

*Funded by FDOT (No MPO Funds) Unfunded Phases Key MPO Approvals*
Next Steps

• Request to Enter FTA *Project Development* Phase
  – Complete environmental analysis and preliminary engineering
    • Follow NEPA requirements and analyze environmental data
    • Hold public workshops and public hearings
    • Select Locally Preferred Alternative (LPA)
    • Develop preliminary engineering plans and costs

• Develop Financial Plan
  – Investigate new regional / local dedicated funding sources

*Project Development and Financial Plan activities will involve extensive coordination with cities & towns in 2014 and 2015*
MPO Board Updates

• Updates to MPOs throughout the Project Development Phase
  – Engage elected officials in developing the financial plan
  – Progress of financial planning, cost updates, funding sources

• Miami-Dade MPO especially interested in financial planning details and whether the cities support the TRCL project

• Resolutions of Support from cities & various other bodies
For additional information, please visit us at...

www.Tri-RailCoastalLink.com