

### Project Partnership

A regional project of this magnitude requires a partnership dedicated to reintroducing passenger rail service to the historic downtowns of South Florida along the Florida East Coast Railway. The “partnership” was formalized in May of 2013 by adoption of Memorandum of Understanding that details each agency’s roles and responsibilities and created a Tri-Rail Coastal Link Executive Steering Committee and three sub-committees: Technical, Public Involvement and Finance. The partner agencies include:



### All Aboard Florida

All Aboard Florida is a complementary inter-city rail service proposed by Florida East Coast Industries, with stops planned in Orlando, West Palm Beach, Fort Lauderdale, and Miami. There is extensive coordination happening between All Aboard Florida and the Tri-Rail Coastal Link projects.

### Contact Us

Do you have a question about this study, want more information or want to be added to our mailing list? You can also contact us about scheduling a presentation for your organization.

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# Tri-Rail Coastal Link

## Commuter Rail Service on the Florida East Coast Railway Corridor



**Tri-Rail Coastal Link**  
*Getting Southeast Florida To Work*



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# Project Goal:

Introduce New Commuter Rail Service in 85 miles of the FEC Corridor, between downtown Miami and Jupiter, integrated with existing Tri-Rail service to provide enhanced **Mobility, Economic Development and Transportation Choice** for Southeast Florida businesses and residents

## Project Overview

The planned **Tri-Rail Coastal Link** service on the Florida East Coast (FEC) railway corridor is a strategic investment in South Florida's transportation, quality of life and economic future. The project makes some exciting changes to existing Tri-Rail service and adds new service in the FEC corridor to provide a convenient "one-seat" ride between major markets, notably West Palm Beach, Boca Raton, Fort Lauderdale and downtown Miami (**Red Line**). Tri-Rail Coastal Link adds entirely new service between Jupiter and downtown Fort Lauderdale (**Green Line**) to tie together the coastal downtowns.

The existing Tri-Rail service between Boca Raton and the Miami Intermodal Center (**Blue Line**) will continue to provide the same convenient service to the Fort Lauderdale and Miami International Airports. Service levels for both weekdays and weekends are expected to be similar to Tri-Rail on both the Red and Blue lines and hourly during the peak on the Green Line. Trains will be similar to Tri-Rail but stations, to the extent feasible, will consider the urban or often downtown context and east/west feeder connections.

## Project Benefits

- 28,000** new permanent jobs
  - \$580 million** in new residential development
  - \$850 million** in new commercial development
  - \$18 million** in new municipal tax revenue
  - 2,300 less tons** of CO<sub>2</sub> annually from vehicle emissions
- An alternative to I-95...  
**PRICELESS!**

Source: SFRTA Tri-Rail Coastal Link Economic and Market Analysis, May 2013

## Project Schedule

Project Development, a two-year long Federally required process being led by the Florida Department of Transportation, begins in early 2014.

According to the Federal Transit Administration, Project Development is a complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into the fiscally constrained long range transportation plan.

Revenue service could begin as early as 2018 but is largely dependent upon a new regional funding source being secured and Federal funding commitments.

## Project Funding

The **Tri-Rail Coastal Link** will require both capital funds to build the required infrastructure (i.e., stations, track and trains) and operating funds

to run the trains, provide security and maintain the track and stations.

The South Florida Regional Transportation Authority is preparing a **Tri-Rail Coastal Link** financial plan and working closely with the technical team to keep start-up costs low and operating costs affordable.

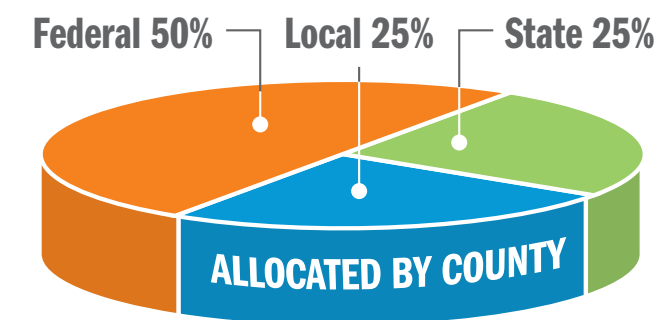
**Capital:** The **Tri-Rail Coastal Link** Executive Steering Committee has recommended that the region pursue a Federal funding process: 50% federal; 25% state; and 25% local funds. While time consuming, the benefit of pursuing Federal funding is that it makes the project more affordable and lessens the burden on state and local funds.

**Operating:** A new regional funding source is required to cover annual operating costs. A portion of the new operating funds will cover the existing Tri-Rail operating and maintenance costs. Florida Statutes adopted in 2012 require Tri-Rail to be locally funded within seven years.



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## Recommended Capital Funding Approach



Tri-Rail Coastal Link Estimated Capital Costs  
**\$600-\$800M**

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