

Tri-Rail Coastal Link Project Briefing

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



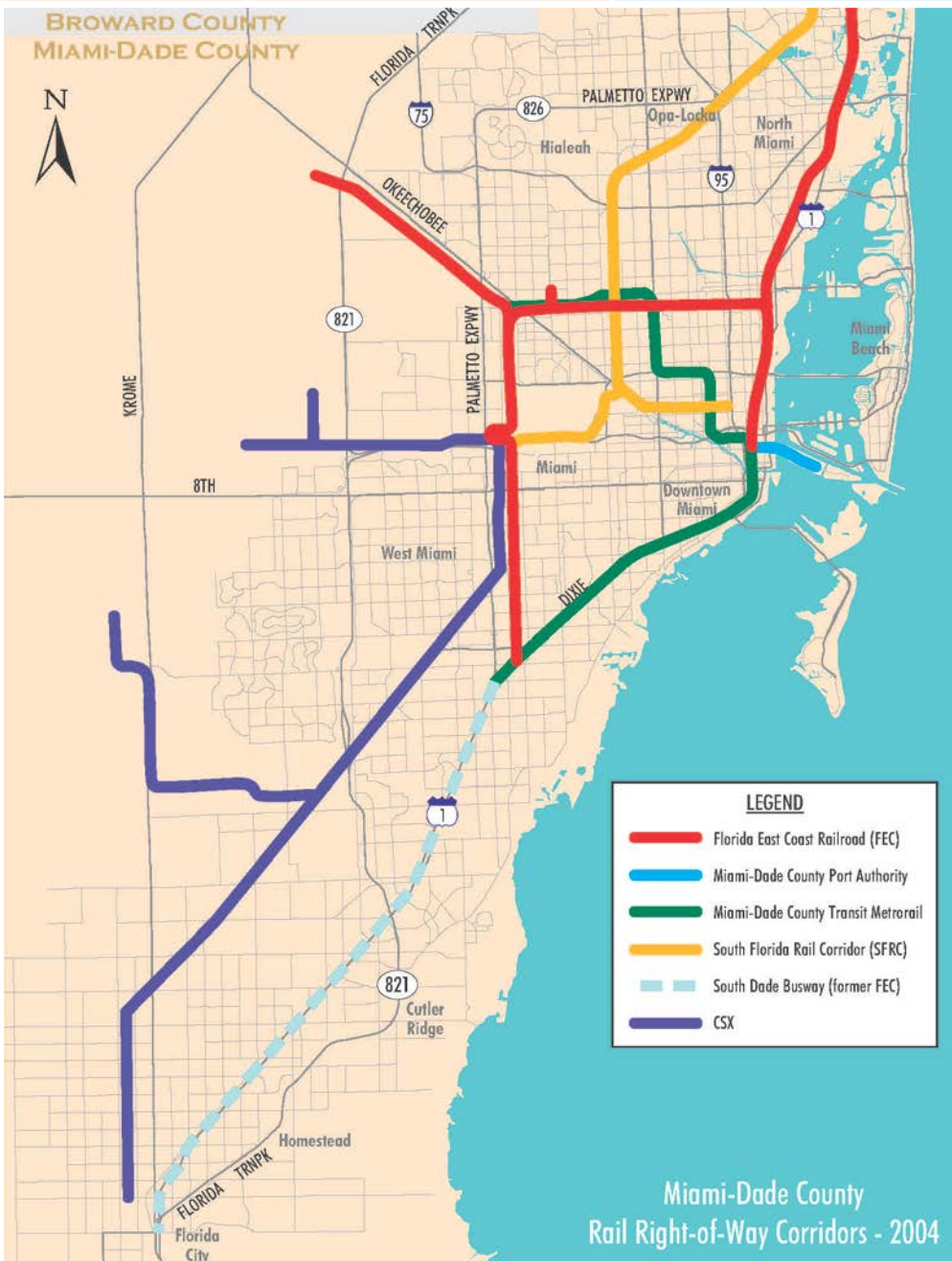
Presented to:

Commissioner Xavier Suarez

September 3, 2013

Getting Southeast Florida to Work





Miami-Dade Rail Corridors

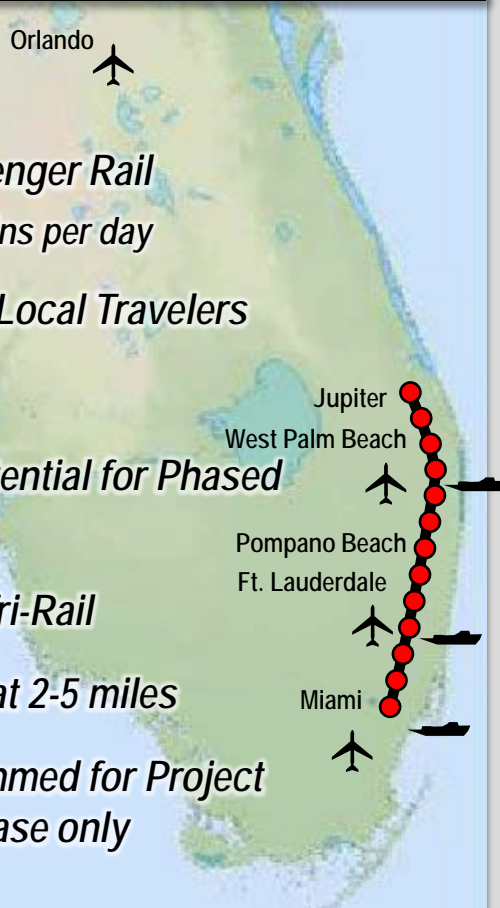
- Florida East Coast
 - Port of Miami Lead
- South Florida Rail Corridor
 - Tri-Rail
 - CSX
 - Amtrak
- CSX
- Miami-Dade Transit Metrorail
- Miami-Dade Transit South Dade Busway
 - Former FEC



Tri-Rail Coastal Link (TRCL) and All Aboard Florida(AAF) Rail Services

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 FECL on both projects



Tri-Rail Coastal Link (TRCL) Overview



- Project characteristics
 - 85-mile commuter rail service from Miami to Jupiter
 - 20 to 24 stations linking 28 municipalities
 - 25,000 daily boardings on integrated Tri-Rail system (year 2016)
 - Shared track with FEC Freight and planned AAF
 - Project Development (PD) phase funded (2014-2016)
 - Utilizes Hialeah Yard (existing CSX, Tri-Rail and Amtrak)
- Subsequent phases beyond Project Development remain unfunded
 - Engineering, right-of-way acquisition, construction, operations & maintenance



Station Area Market & Economic Analysis Results



\$1.4 Billion of 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

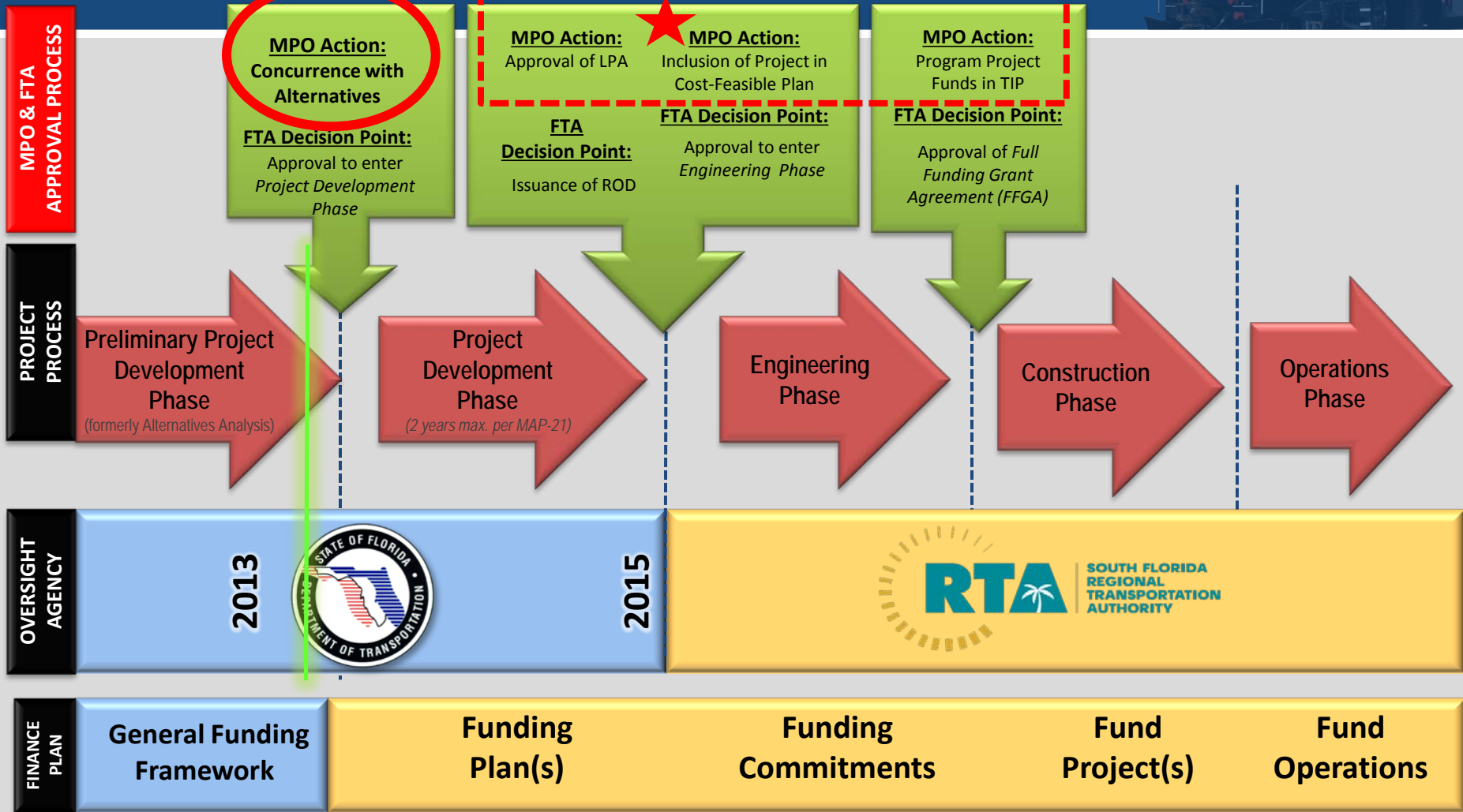
Other Projected Economic Benefits

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





Project Process, Roles, and Schedule





Costs and Financial Plan Development



- Costs are preliminary and subject to change
 - Refined Capital & Operating alternatives being evaluated
- Factors that may impact costs:
 - Federal environmental compliance (NEPA)
 - All Aboard Florida (AAF)
 - TRCL operating plan
 - FEC corridor access fees
 - Quiet Zones
 - Time to implementation
- SFRTA leading TRCL Financial Subcommittee
 - Developing financial plan



Preliminary Capital Cost Estimate



- Full Build Alternative (85 miles) is about \$800 million
- Project team working on lower cost alternatives
 - Rolling stock will be provided by SFRTA
- Coordinating with FECL's All Aboard Florida to maximize joint opportunities that reduce costs



Potential Tri-Rail Coastal Link Capital Finance Plans



Alt. #1: Anticipated Revenue Service 2020 at earliest



Alt. #2: Anticipated Revenue Service 2018





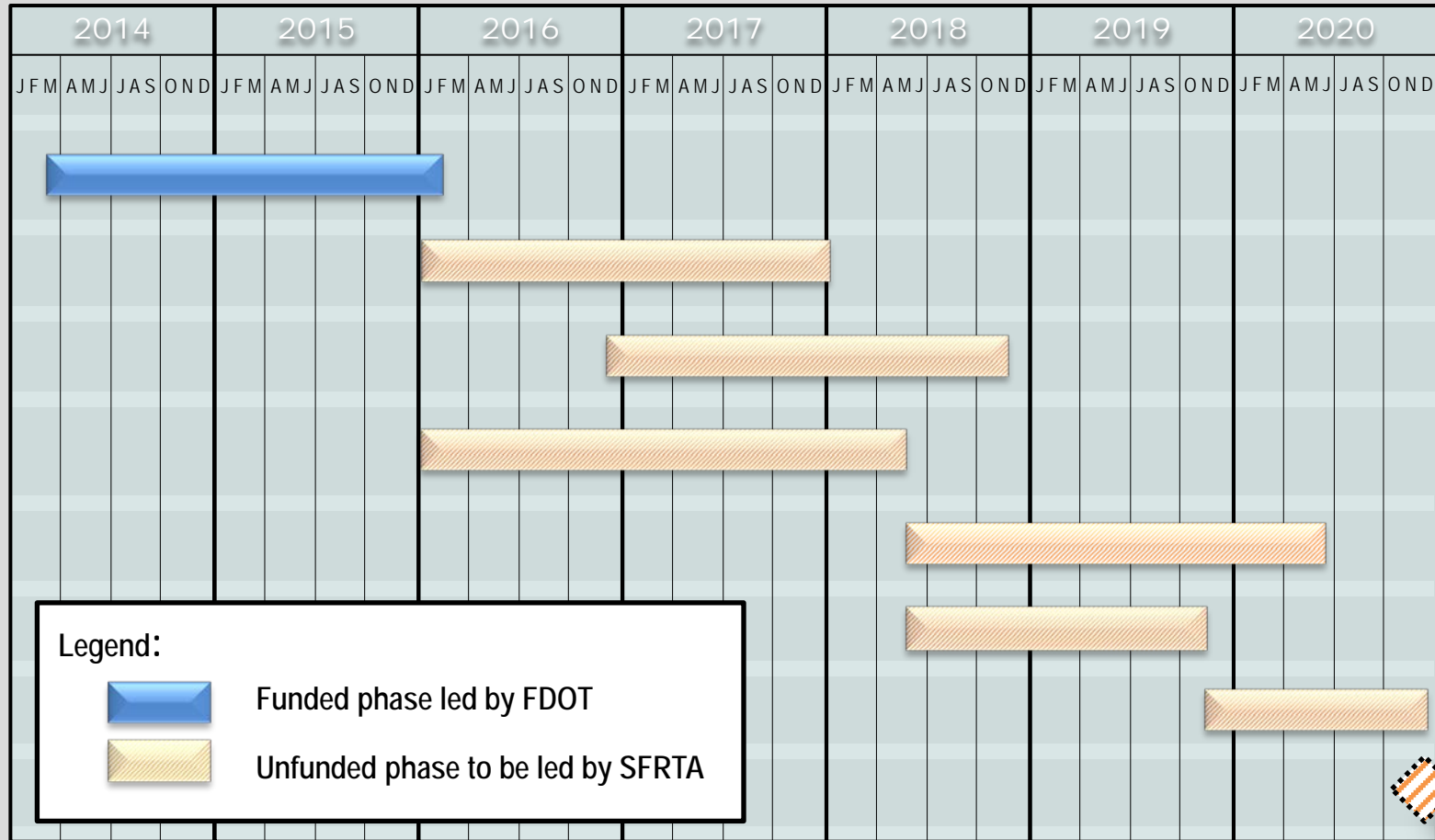
Preliminary Operations and Maintenance Costs



- Annual Operating and Maintenance (O&M) Costs estimated in \$40M range
 - Assumes Full Build Alternative
 - Offsets include new Federal funds and ticket revenues
- Excludes potential annual FEC access fees
- Alternatives and operating plans continue to be refined to reduce costs
- FDOT cannot participate in future O&M funding
- SFRTA developing Financial Plan to cover “local” Capital and annual O&M costs



Anticipated Project Schedule w/ Federal New Starts Grant Award



* Note: Revenue service date shown assumes timely funding of unfunded (dashed) phases.



Next Steps



- FDOT and SFRTA to continue talks with FECI
 - Corridor Access, Shared Capital and Operating Issues
- Continue refinement of Full Build Alternative and costs
- Finance Plan development
- MPO Board updates in December for concurrence to enter Project Development phase with FTA
 - Suggestions for further outreach
 - Guidance on MPO requests for information and status updates

2013 Governing Boards Meeting Calendar

rev. 28Aug2013

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	4 <i>*BC</i>	PSC	PB TAC/CAC 9A/1:30P	7	8	9	8	PB MPO	10	11	B MPO MD	TCRPC	14
13	14	15	16	17	18 <i>*TCC/CIR</i>	19	10	11 <i>*SFRPC</i>	MD TPC 2PM	MD TPTAC 2PM	14	15	16	15	16	17	18	19	20	21
20	21	22	23 <i>*TAC/CAC</i>	24	25	26	17	18 <i>*PBC</i>	19	TCC/CIR CTAC PTAC RTTAC	21	22 <i>*TCRPC</i>	23	22	23	24	25	26	27	28
27	28	29 <i>*TPC</i>	30 <i>*RTTAC *PTAC *CTAC/ TPTAC</i>	31			24	25 <i>*MDC</i>	26	27	28	29	30	29	30	31				

- PSC** Steering Committee (1:30 pm)
 - 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)
 - SFRTA** SFRTA Board Meeting (date TBD 10/25)
 - SFRPC** SFRPC Board Meeting (10:00 am)
 - TCRPC** TCRPC Board Meeting (9:30 am)
 - TPC** Committee Meeting
- *meeting materials due*

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