

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 Council
South Florida Regional Transportation Authority
Treasure Coast Regional Planning Council



Tri-Rail Coastal Link (TRCL) Project Update

South Florida Regional Planning Council
December 16, 2016

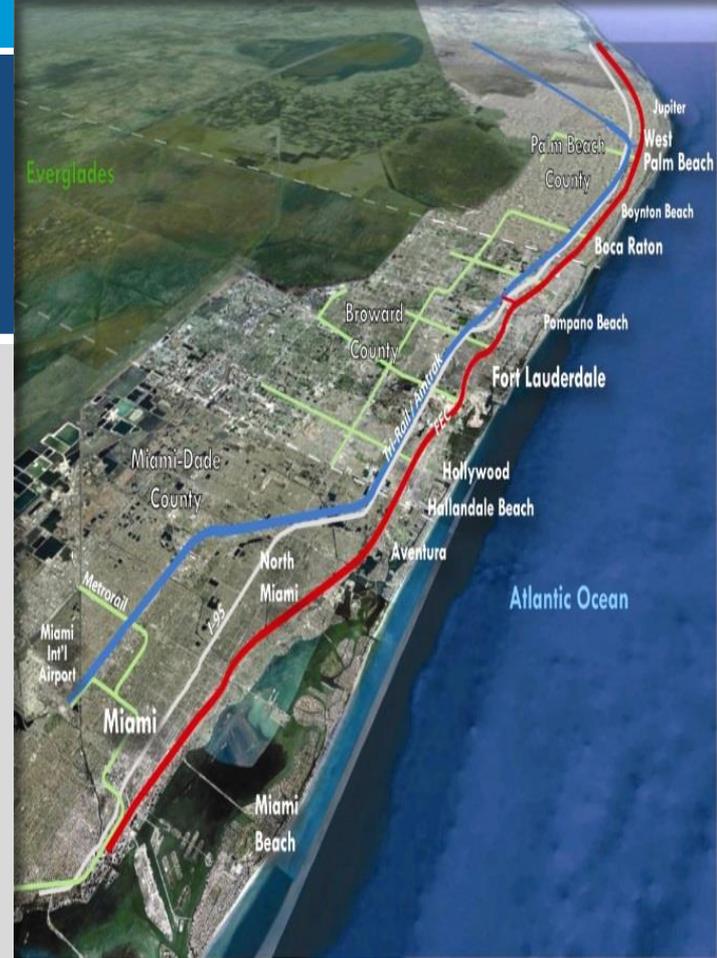
Getting Southeast Florida to Work



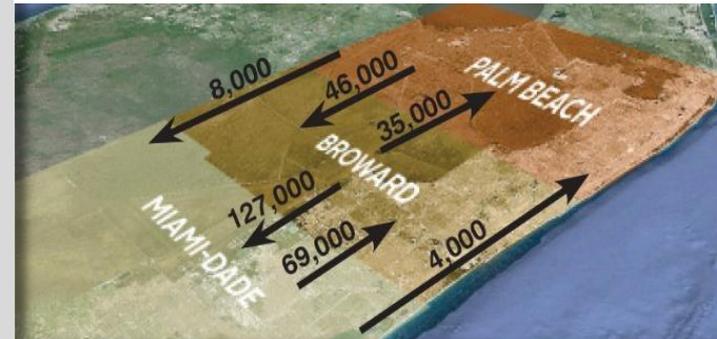


Southeast Florida's Regional Core

- Densest **urban corridor** in Florida
 - Exceeds 13,000 people per square mile by 2040
 - Sustainability, regional connectivity, economic development are highest priorities
- The region's **economic** core
 - 1 million jobs, 1.6 million people
 - 3 CBDs, 3 international airports, 3 seaports
 - Extensive rail, truck, and marine freight
- The region's **transportation** core
 - 3 million daily trips, 17% of region's travel
 - Trips growing steadily
 - Highways are at capacity



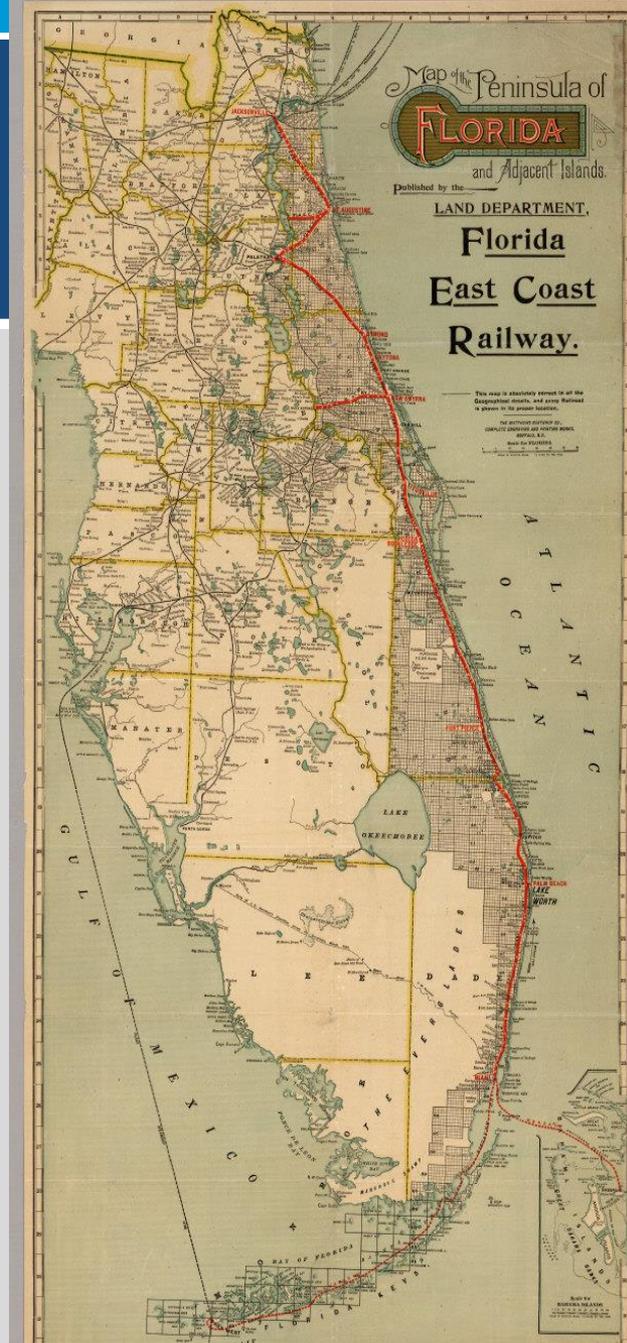
Commuting Trends in Southeast Florida





Project History

- 2004: MPOs and FEC requested regional FDOT SFEC Study
- 2005 - 2009: System Master Plan & Alternatives Analysis finalized by FDOT with over 400 public meetings
- 2010: Resolutions of support from Broward and Palm Beach MPOs and Cities along the corridor
- 2010 - 2012: Refinement of the Master Plan to address operational and implementation issues
- 2012: *FECI announces AAF service from Miami to Orlando - becomes a game changer for the Study*
- 2013: Partners execute Memorandum of Understanding (MOU) for TRCL
- 2013: MPOs approve Entry into Project Development (PD) with FTA
- 2014: FDOT requests Entry into PD
 - Due to potential public confusion with AAF service, the Project partners and FTA agree to put the request to enter PD on hold





TRCL and Brightline (All Aboard Florida)



Tri-Rail Coastal Link – Commuter Rail

- **Commuter Passenger Rail**
- 25+ round-trip trains per day
- **Commuters and Local Travelers**
- **85 miles from Miami to Jupiter**
- **Phased Implementation**
- **20 to 25 stations**
- **Integrated with Tri-Rail**
- **Funding programmed for Project Development phase**



Brightline – Intercity Passenger Rail

- **Intercity Passenger Rail**
- up to 16 round-trip trains per day
- **Tourists and Regional Travelers**
- **240 miles from Miami to Orlando**
- **Phase 1: Miami to WPB**
- **3 Stations in Tri-County area**
- **Privately funded**



Ongoing Coordination with FECL on both projects

Tri-Rail Coastal Link



Project Description

- New 85-mile commuter rail service from Miami to Jupiter as an integrated extension of Tri-Rail
- Up to 25 stations identified for further evaluation during Project Development phase
- Shared tracks with FEC freight and Brightline Intercity Passenger Service
- Co-located stations with Brightline in Miami, Ft. Lauderdale and West Palm Beach (under construction)
- Phased project implementation likely based on availability of local matching funds
- Project governed by partnership *Memorandum of Understanding* executed in 2013

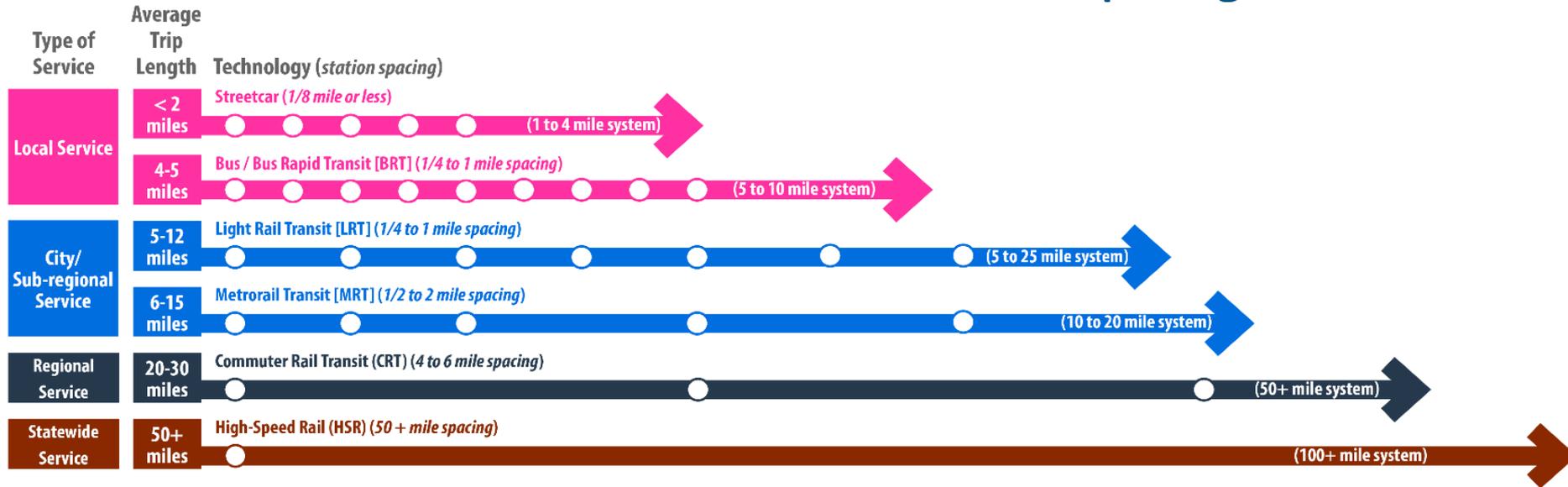




Station Spacing Criteria



20-25 Stations AND 2.5 to 5-Mile Spacing



Why?

This is the “sweet spot” for cost-effective
COMMUTER RAIL TRANSIT
 that maximizes the efficiency of the technology
 while capturing necessary ridership.



Station Evaluation Criteria



RIDERSHIP

- *Ridership (Opening Day)*
- Population Density in Station Area
- Employment Served by Station

CONNECTIVITY

- Walkshed & Driveshed
- Station Area Connectivity (Pedestrian & Transit)

LAND USE & ECONOMIC DEVELOPMENT

- *Land Use & Transit-Supportive Plans and Policies*
- *Affordability-Restricted Housing*
- Supportive Zoning
- *Cost-effectiveness*
- Impact on Regional Development
- TOD Market Readiness

FUNCTIONAL ELEMENTS

- Station Design
- Parking at Stations and in vicinity
- Station Spacing

Consistently and Fairly Applied to All Stations Throughout Evaluation



Palm Beach County Potential Stations



KEY

- Tri-Rail Coastal Link Blue Line
- Tri-Rail Coastal Link Red Line
- Tri-Rail Coastal Link Green Line
- Existing Station
- Proposed Station
- Proposed All Aboard Florida Station
- Maintenance and Layover Facility
- Airport
- Seaport



PALM BEACH COUNTY



Broward County Potential Stations



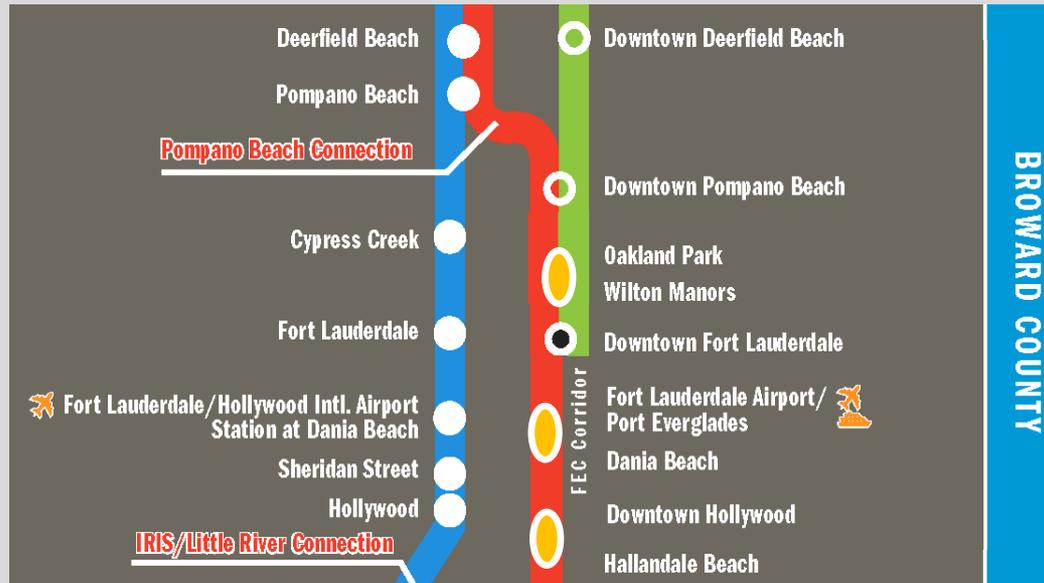
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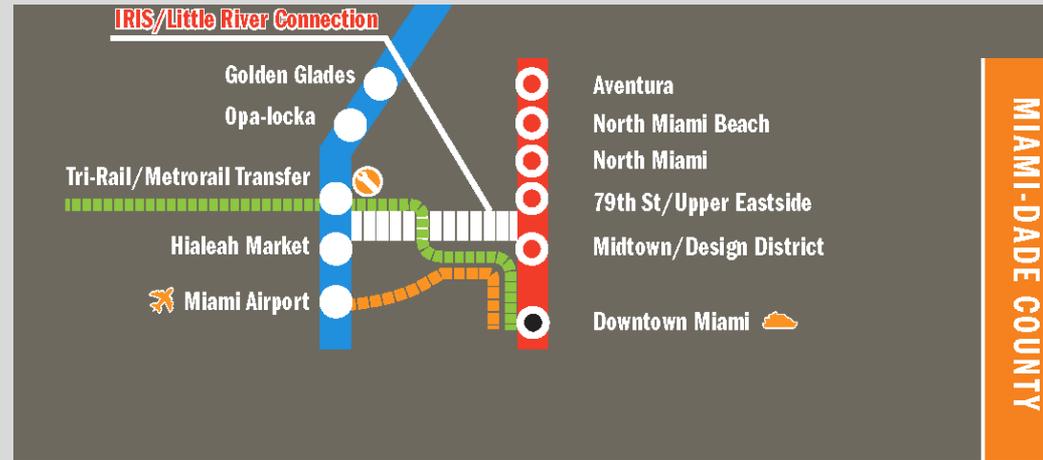


Miami-Dade County Potential Stations



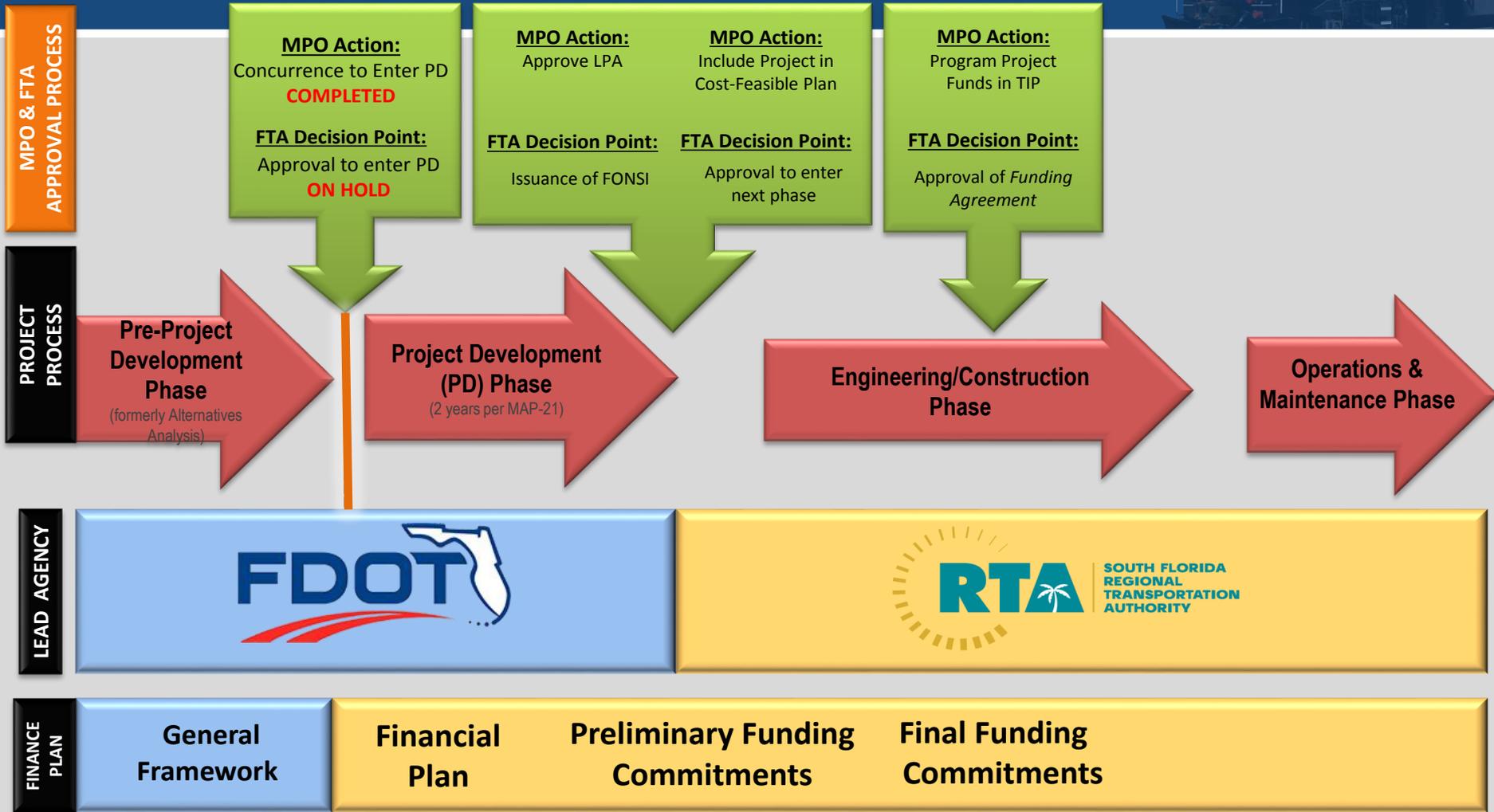
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- Existing Station
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- Airport
- Seaport
- Metrorail Green Line
- Metrorail Orange Line





Process & Agency Roles per Memorandum of Understanding

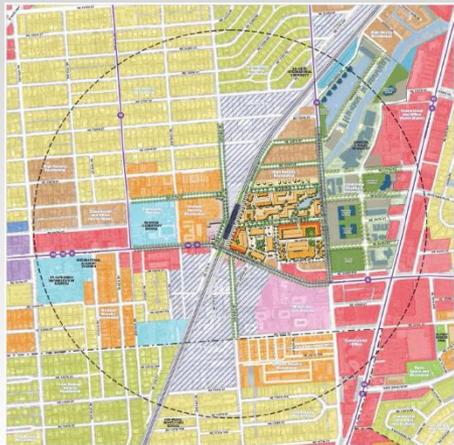




Project Status



- Project Development remains on hold
- FDOT has fully funded Project Development phase with state funds
- FDOT performed preliminary environmental work to ensure Project Development phase can be completed in 18 to 24 months per FTA
- SFRTA Financial Plan on hold





Key Activities in Project Development (PD) Phase with FTA



Project Development within FTA capital improvement process must be completed in 2 years

NEPA:

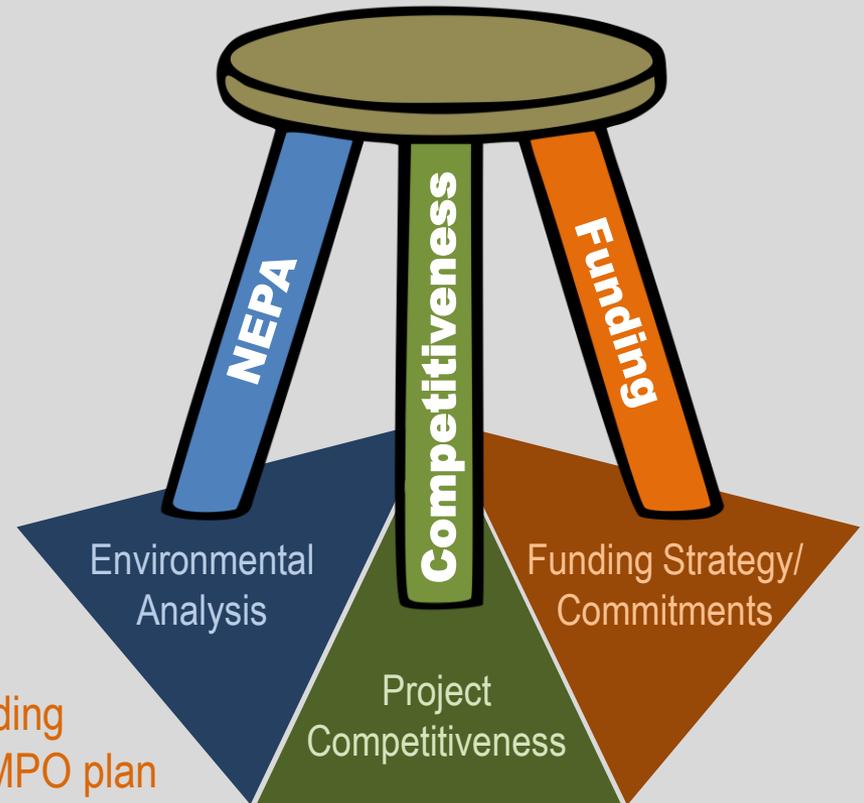
- Environmental and Engineering analysis
- Public Involvement
- Cost Estimating
- Selection of a Locally Preferred Alternative (LPA)

Project Competitiveness:

- Ridership
- Land use, Mobility, Economic development
- Total cost: Capital and O&M
- Project Rating

Funding:

- Commitment of at least 30% of the non-federal funding
- LPA must be adopted into the fiscally-constrained MPO plan





TRCL Project Costs



Total Project Costs for 85 miles:

- Capital (2013\$): \$800 million
 - Anticipated capital cost split: 50% federal, 25% state, and 25% local
- O&M (2013\$): \$38 - \$43 million annually
 - In 2013 dollars
 - O&M costs to be paid using only local funding
 - SFRTA accepting bids for new O&M contracts for train operations
- Track Access Fee to be determined

Palm Beach County

Segment Length:	45 miles
No. of Stations:	8-10
Average Spacing:	4.9 miles

Broward County

Segment Length:	25 miles
No. of Stations:	6-9
Average Spacing:	3.3 miles

Miami-Dade County

Segment Length:	15 miles
No. of Stations:	6
Average Spacing:	2.5 miles



Critical Project Issues to Advance Project Development (Next Steps)



- Development of Financial Plan
 - Identification and commitments of Local Funding
- Indemnification/ Release of Liability for TRCL trains
 - FEC will require this release prior to access
 - Legislative changes required
- Track Access Agreement and Determination of Cost with FECI
- Project Approach for the Region
 - Follow federal NEPA (FTA) process to preserve eligibility for federal funds
 - Full project versus segmented approach based on commitment of local funds





Thank you! Questions?

