



NOV. 18, 2011

TRACK 2

Tri-Rail Coastal Link

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Miami-Dade Transportation Summit
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Tri-Rail Milestones

- Service began Jan 9, 1989
- Double-tracking completed in 2006
 - Allowed for reliable and more frequent service
- 4 million annual boardings for first time in 2008
- 70+ million passengers carried to date
- Modernization efforts and upgrades ongoing



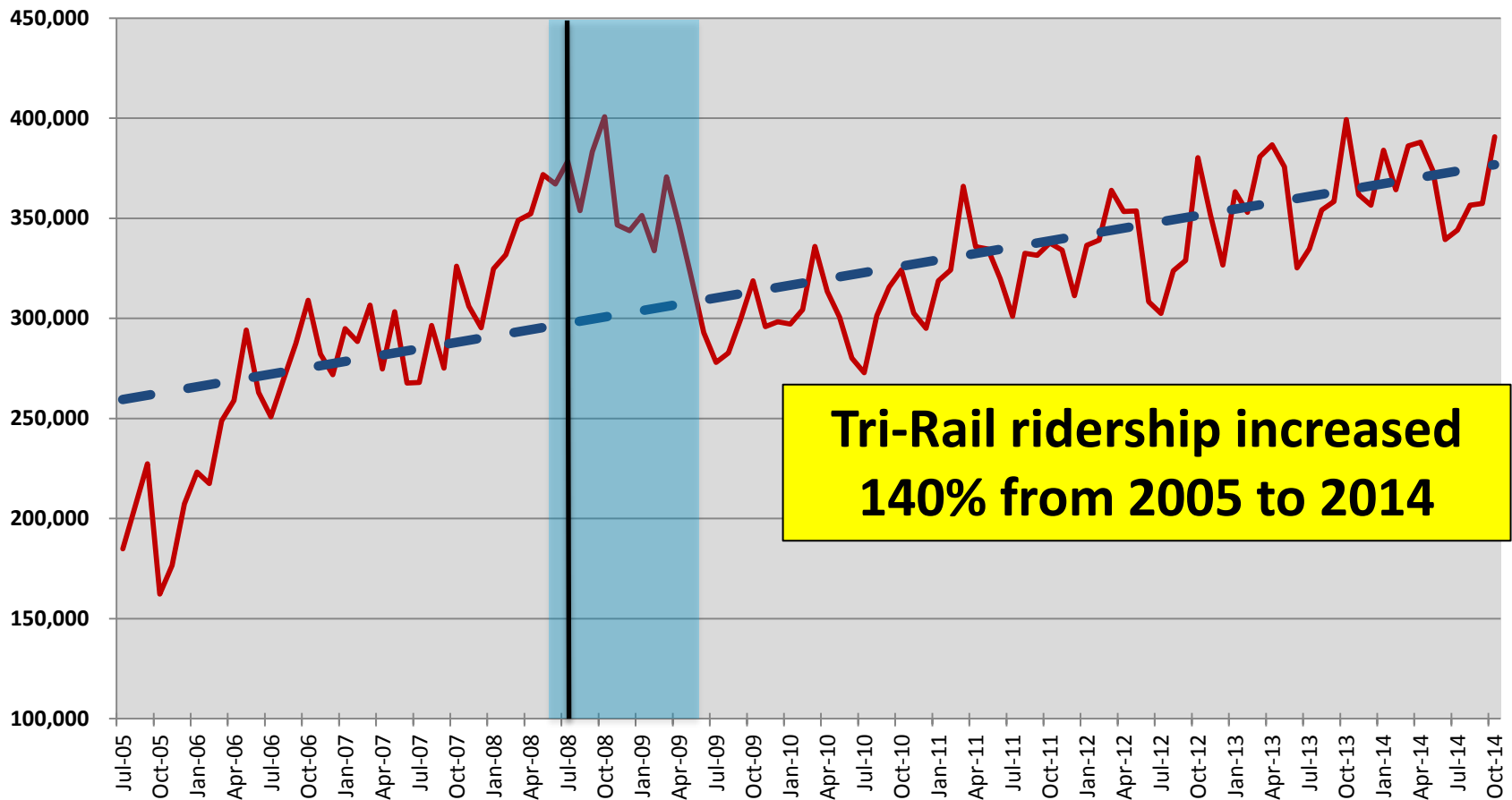
Current Tri-Rail Service



- 72 mile system
- 17 (soon to be 18) stations
- 50 trains per weekday
 - Peak- 20 & 30 minutes
 - Off Peak- 60 minutes
- Hourly weekend service since March 2013
- Growing and changing ridership patterns

Tri-Rail Ridership Growth

Monthly Tri-Rail Ridership



Ridership Trends

- Significant changes identified in recent onboard survey:
 - Slightly more northbound riders in AM than southbound
 - Boca Raton & Metrorail Transfer are busiest weekday stations
 - Increase in passengers age 16-24
 - Greater use of bicycles and shuttle buses to/from stations

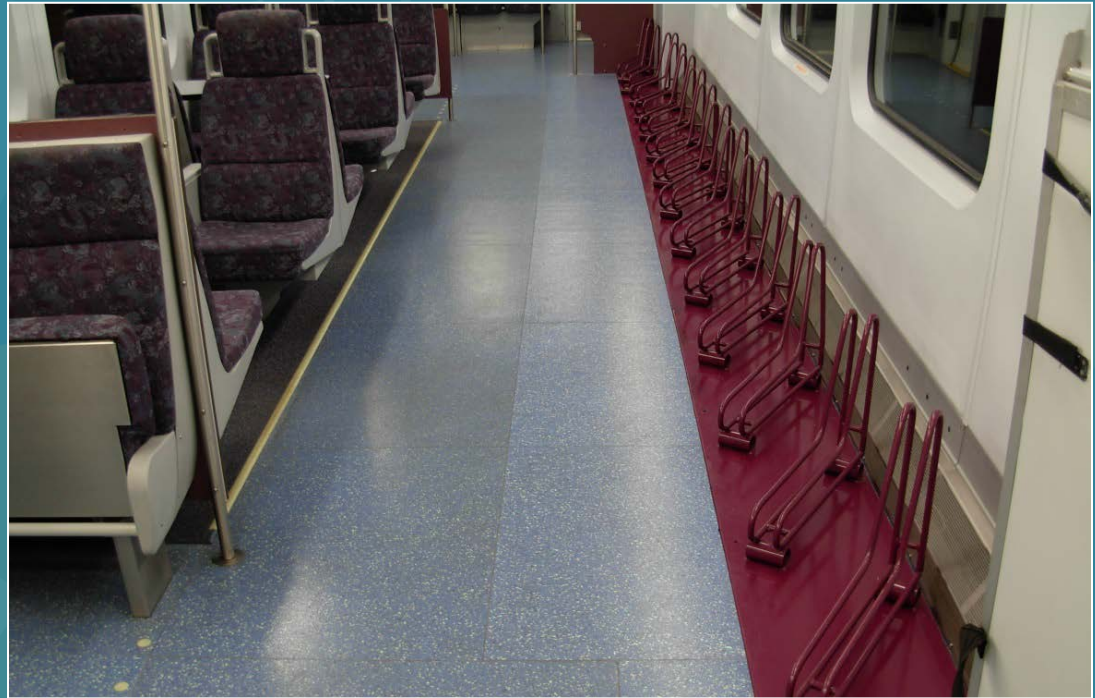


Boca Raton station during PM rush hour



Bicycles Onboard

- Expanded bike capacity being pursued
 - 4th car added to busiest trains
 - Dedicated bike car concept now under design
 - Target first dedicated bike car in service 2015



Bike car now in use on
Altamonte Commuter Express (ACE)
system in California

New Railcars & Locomotives

- 24 railcars received
- 12 locomotives in progress
- Add needed capacity
 - Existing system growth & expansion plans
- Environmental & economic benefits
 - Lower emissions
 - Energy efficient
 - Reduced noise & idling
- Various safety features



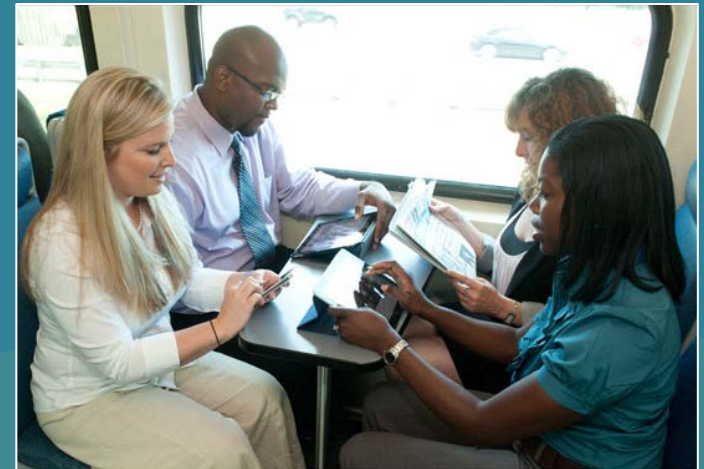
Rail Corridor Dispatch & MOW

- Long sought SFRTA control of rail corridor dispatch and maintenance in coming months
 - Result of agreements and coordination with CSX & FDOT
 - Expected to further improve system performance
 - Supports opening of new Miami Intermodal Center



Additional New Technology

- Onboard Wi-Fi
 - Currently being tested
- New Passenger Information System in Progress
 - Real-time information
 - At station
 - On smartphone & computer
 - Tri-Rail app and website



Miami Intermodal Center

- **Transportation hub adjacent to Miami International Airport**
 - MIA Mover (to/from terminals)
 - Metrorail Orange Line
 - Tri-Rail
 - Amtrak
 - Greyhound
 - Local Bus
 - Rental Car Center
- **Miami Central Station**
 - Tri-Rail connectivity to all modes
 - Scheduled opening in coming months



Tri-Rail Coastal Link

Getting Southeast Florida to Work



A Regional Partnership



Joint FDOT/SFRTA Letter sent to
Federal Transit Administration (FTA) for
entry into Project Development phase

Tri-Rail Coastal Link

Getting Southeast Florida to Work



- 80+ miles of new commuter rail service on FEC Railway corridor
 - Downtown Miami to Jupiter
 - Fully integrated expansion of Tri-Rail
- 20 to 25 new stations linking dozens of municipalities and major destinations
- Will share existing and new tracks with FEC freight and the planned All Aboard Florida (AAF) inter-city service
 - Three co-located stations with AAF
- Strong ridership potential
- Extensive economic development projected
 - Station locations consistent with city redevelopment and comprehensive plans



Tri-Rail Coastal Link

Getting Southeast Florida to Work



Market & Economic Analysis Results

- **\$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

Tri-Rail Coastal Link

Getting Southeast Florida to Work



Mobility Benefits within Miami-Dade

- Improved travel times for Miami-Dade residents, employees & visitors
 - Downtown Miami to/from:
 - Midtown/Design Dist - 7 min
 - 79th Street – 13 min
 - North Miami – 19 min
 - North Miami Beach – 25 min
 - Aventura – 29 min



Station area concept for North Miami Beach



Project Cost Elements





Cost Estimates

Capital Cost

➤ \$720-\$796 million (2013\$)

- Assumes AAF service in place prior to TRCL
- Includes use of current SFRTA fleet
- Anticipated capital cost split: 50% federal, 25% state, 25% local

Operations and Maintenance (O&M) Cost

➤ Annual cost of \$33-\$38 million (2013\$)

- Cost is incremental to existing Tri-Rail service
- Gross Costs before reductions for fare box revenue, advertising, federal formula funds, etc.

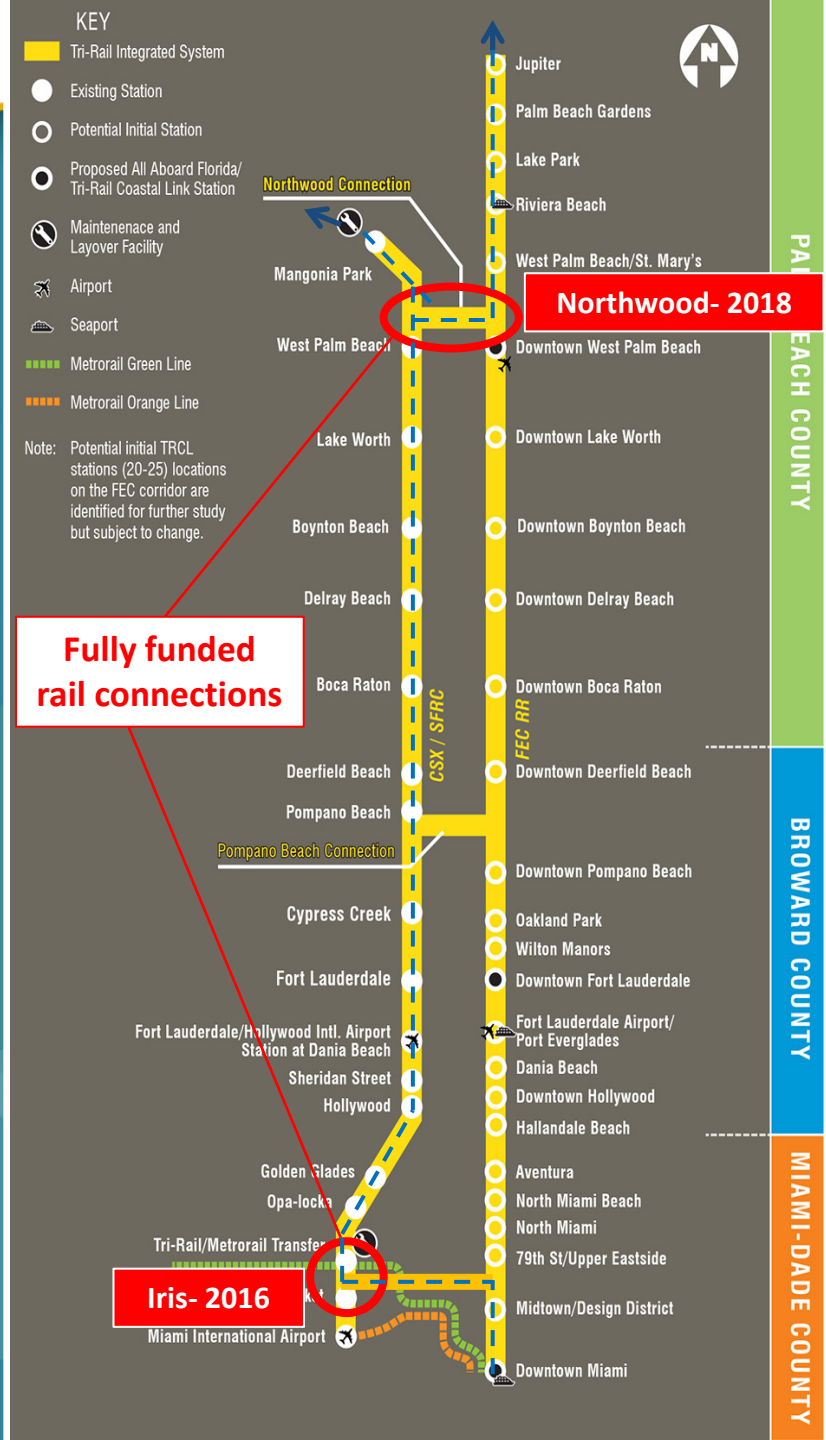
Rail Corridor Access Cost

➤ Not currently known, to be determined

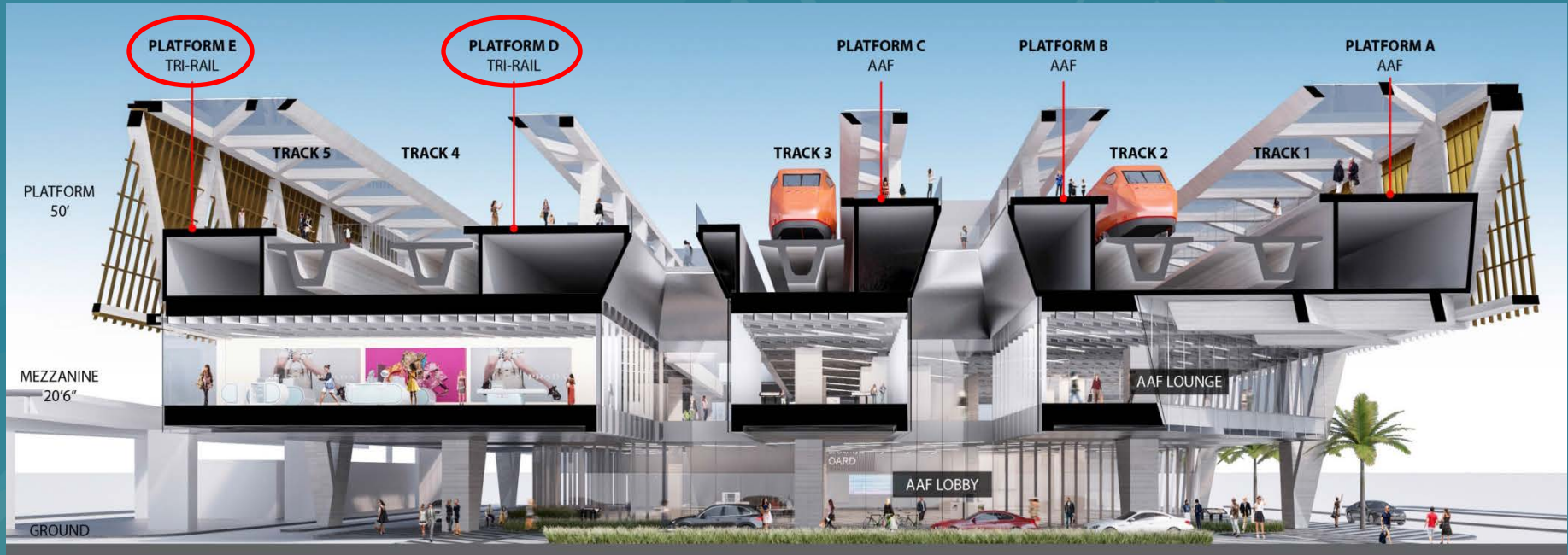


CSX-FEC Rail Connections

- Key east-west rail connections between Tri-Rail/CSX & FEC
 - Allow for an integrated freight & passenger rail network
- USDOT TIGER V grant award
 - Multi-agency public-private partnership
 - \$47.2 M total cost
 - TIGER- \$13.7 M
 - FDOT- \$29 M
 - CSX- \$1 M
 - FEC- \$1 M
 - SFRTA- \$2.5 M



All Aboard Florida & Tri-Rail Downtown Miami Coordination



Cross section of the proposed All Aboard Florida Station in Downtown Miami

Tri-Rail

Downtown Miami Link

- Unique public-private partnership opportunity
- New service with 26 direct trains per weekday between Downtown Miami and all points north on the existing Tri-Rail system
- Fast implementation with service as early as Dec 2016
 - Same as All Aboard Florida
- Discussions now taking place with elected officials and various agencies





RTA

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