



NOV. 18, 2011

TRACK 2

# *Tri-Rail Coastal Link and Downtown Miami Link*

Neat Streets Miami  
May 27, 2015





# 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
- 76+ million passengers carried to date
- Modernization efforts and upgrades ongoing



# Current Tri-Rail Service

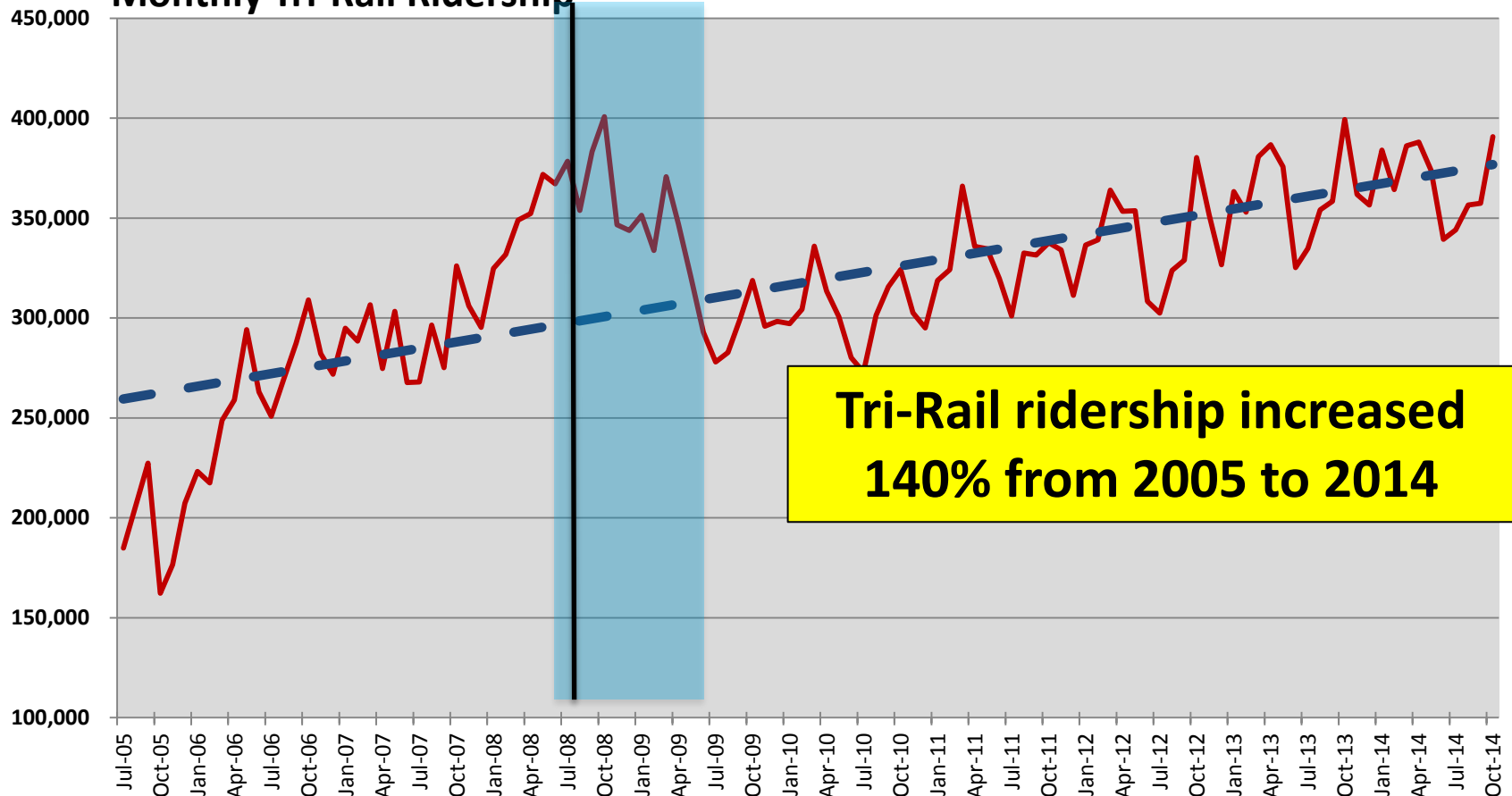


- 72 mile system
- Now 18 stations
- 50 trains per weekday
  - Peak- 20 & 30 minutes
  - Off Peak- 60 minutes
- Hourly weekend service since March 2013
- Growing and changing ridership patterns



# 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
    - Prompted investment in improved bicycle infrastructure



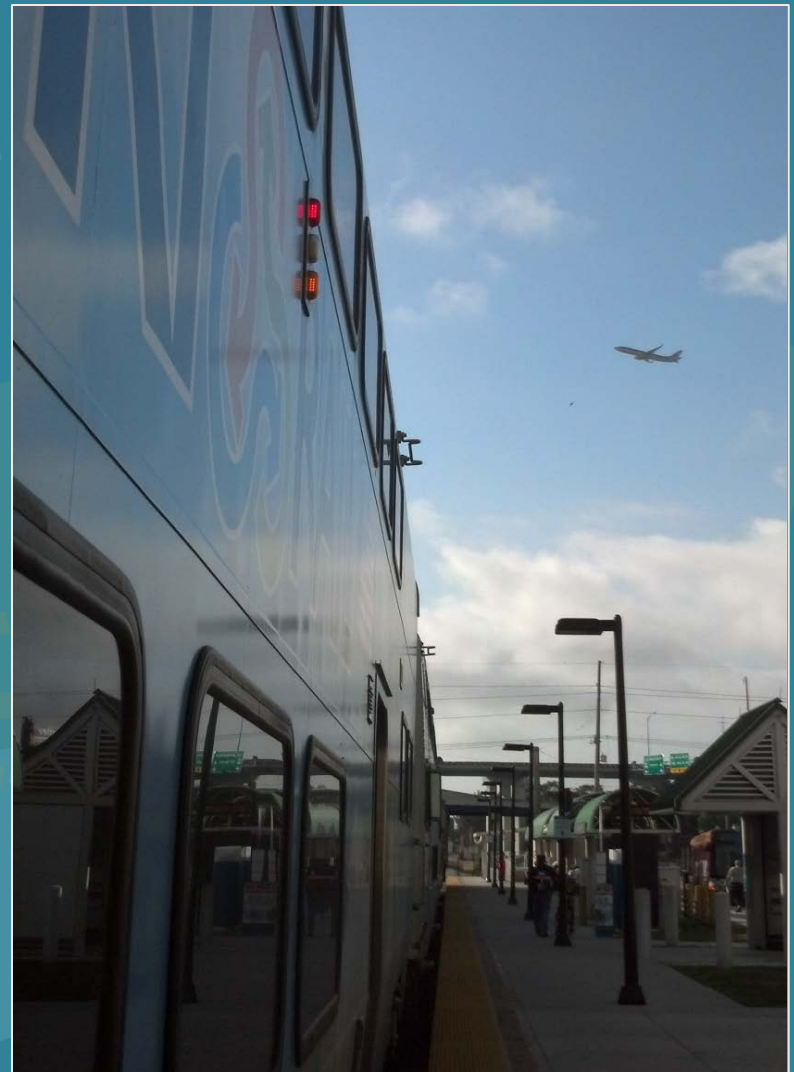
Boca Raton station during PM rush hour





# Current Tri-Rail Markets

- Inter-county travel
- Airports
- Suburban employment centers and office parks
- Colleges & universities
- Magnet schools
- Major downtowns
  - Via connecting transit
- Primarily choice riders
  - 1/3 transit dependent





# SFRC to FEC: The Region's 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



# Rail Corridors Overview

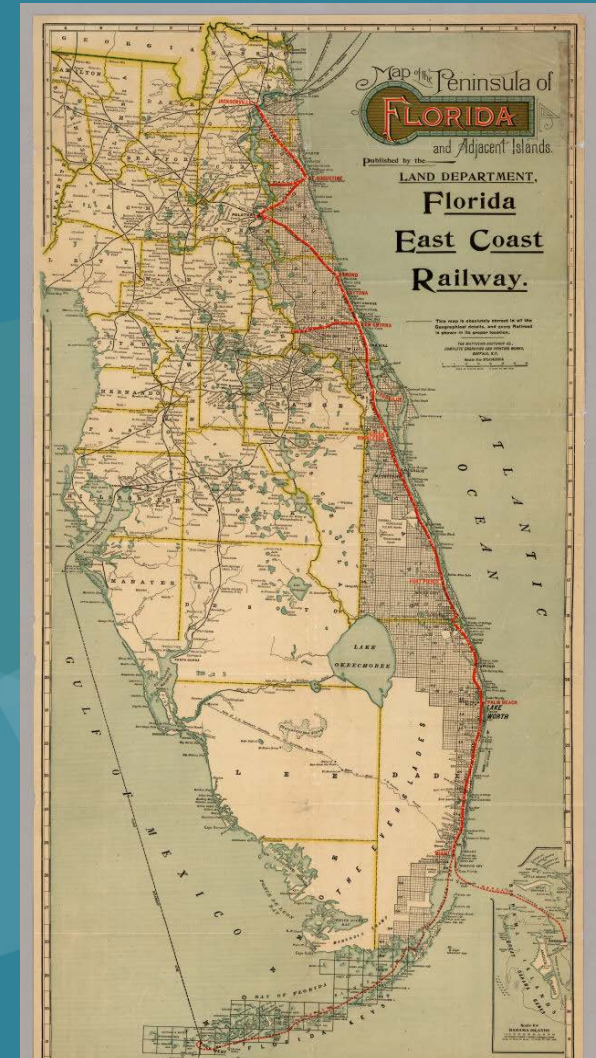
- **SFRC/CSX:**
  - Tri-Rail commuter service
  - CSX freight
  - Amtrak
  - Parallel to I-95
  - “Park & Ride” environment
- **FEC:**
  - Generally 100’ right of way
  - Mix of one or two main line tracks
  - Currently ~14 FEC freight trains per day
    - Projected increase to 20 per day
  - Parallel to U.S. 1
  - Links major downtowns & redevelopment areas





# FEC Corridor and TRCL Project History

- 1894-96 – Henry Flagler extends FEC Railway to West Palm Beach & Miami
- 1968 – Passenger rail service on FEC discontinued
- 1980's – FEC considered as alignment for new Tri-Rail service, but railroad ownership not interested at the time
- 1989 – New Tri-Rail commuter rail service begins on CSX corridor
- 1990's & Early 2000's – Studies conducted by various agencies for new rail transit service on FEC Railway corridor



## FEC Corridor and TRCL Project History (cont'd)

- 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 request entry into the Federal Transit Administration (FTA) *Project Development* phase

# TRCL and 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*
- *Fully integrated extension of Tri-Rail system*
- *Station spacing at 2-5 miles*
- *Mix of public funding sources to be pursued*



## All Aboard Florida – Intercity Passenger Rail Service

- *Inter-city 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 between the two projects*



# 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 opening in FY 2020-21





## Market and Economic Analysis

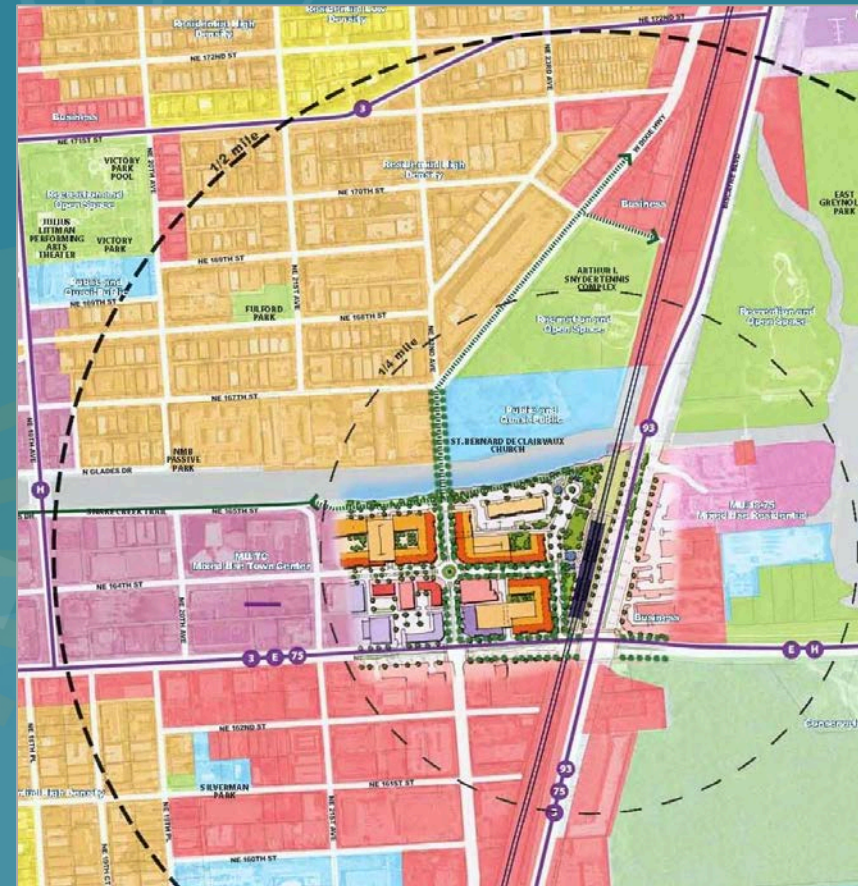
- **\$1.4 Billion of Projected New Development Due to Tri-Rail Coastal Link**
  - \$580 Million of new residential development
    - 5,500 new residential units
  - \$850 Million of new commercial development
    - 8.3 Million square feet
  - \$18 Million of new tax revenue
- **Other Projected Economic Benefits**
  - \$630 Million of overall economic output
  - \$250 Million of labor income
  - 28,000 new permanent jobs





## Local Benefits – Mobility & Economic Development

- Extensive station area planning and municipal outreach efforts
  - Favorable land use and zoning in place
  - Most stations within CRA or DDA areas
  - Connectivity to street network
    - Park-and-ride
    - Bicycles
    - Pedestrians
    - Bus/shuttle/trolley routes
  - Station sites to be finalized during upcoming project development phase



Station area concept for North Miami Beach



# Tri-Rail Coastal Link

*Getting Southeast Florida to Work*



## Local & Regional Benefits - Mobility



- Improved travel times for the region's residents, employees and visitors
- Tri-Rail Coastal Link travel times:
  - Palm Beach Gardens-WPB – 15 min
  - WPB-Downtown Delray Bch – 22 min
  - Boca Raton-Fort Lauderdale – 34 min
  - Fort Lauderdale-Hollywood – 14 min
  - FLL Airport-Downtown Miami – 45 min
  - Aventura-Downtown Miami – 29 min
  - Midtown-Downtown Miami – 7 min



## Tri-Rail + TRCL = Stronger Rail Connections

### • Existing Tri-Rail Strengths

- *Reliable rail service with minimal freight impacts*
- *Key market: long, inter-county work trips*
- *Good access to airports*
- *Plentiful park & ride access*

### • Existing Tri-Rail Constraints

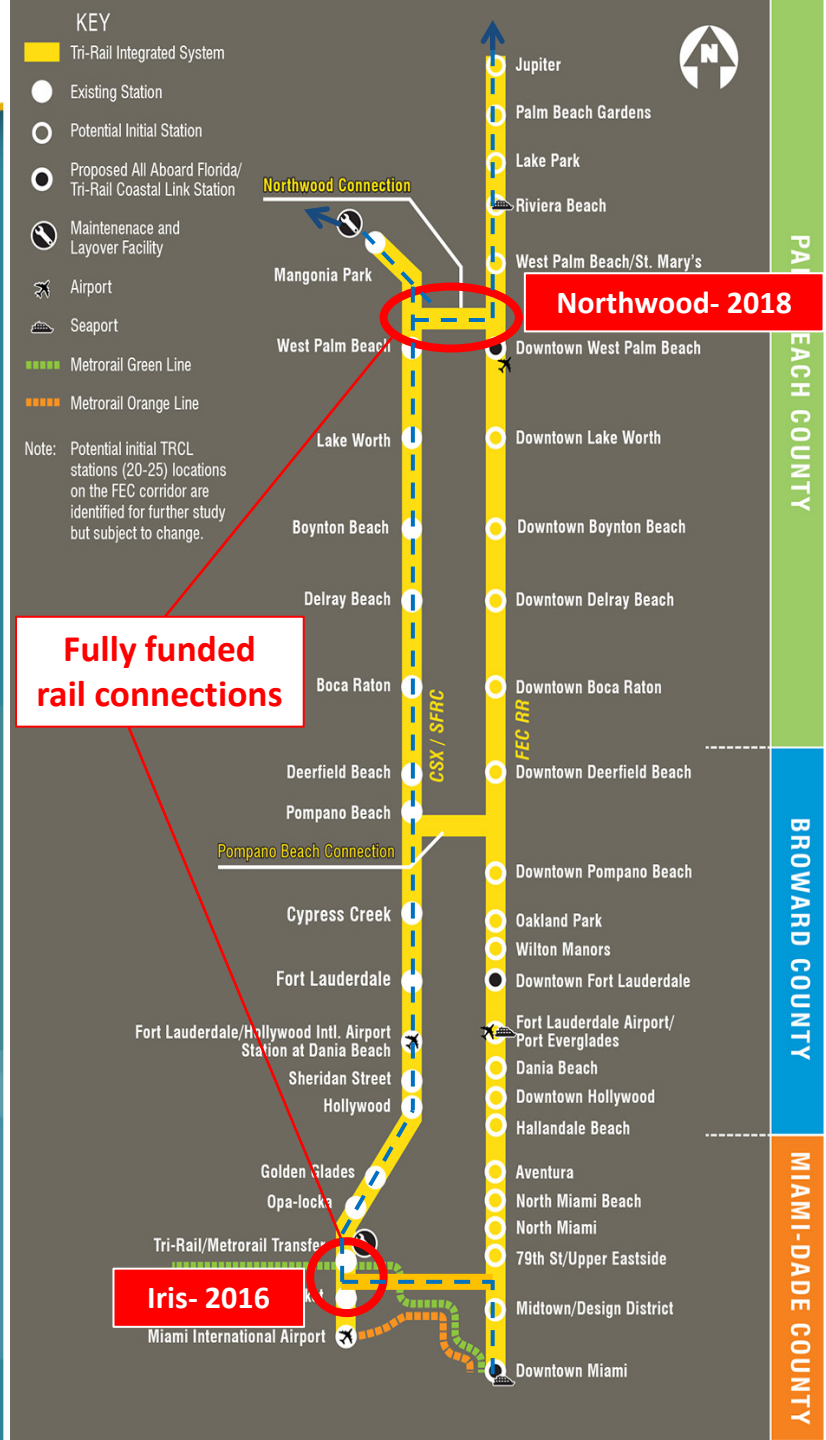
- *No direct access to CBDs, denser residential areas and activity centers in eastern communities*
- *Heavy reliance on connecting transit services*
- *Economic development challenges due to industrial land uses and proximity to I-95*

### • Tri-Rail + TRCL = Stronger Connections

- *Directly connects Tri-Rail to CBDs and major activity centers*
- *Connects Tri-Rail park-and-rides to walk-accessible FEC attractions*
- *Connects to AAF, Metrorail, Metromover, WAVE Streetcar, and virtually every major bus route in the region*
- *Connects established areas with economic development opportunities*

# 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
  - Opens opportunities for near-term Tri-Rail expansion





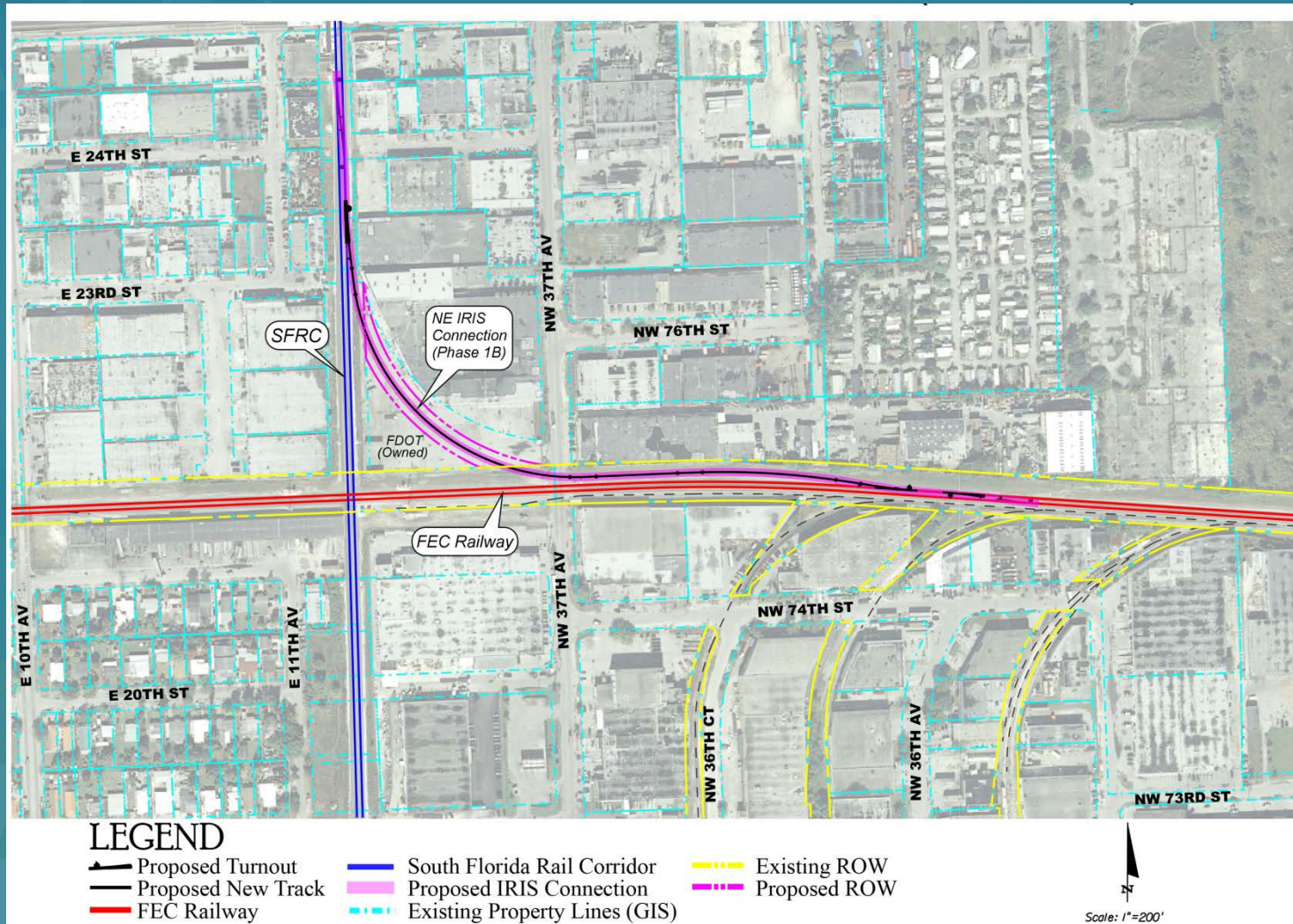


## FEC and new Tri-Rail locomotive at USDOT TIGER Grant Award Ceremony – Sep 13, 2013





# Iris Rail Connection

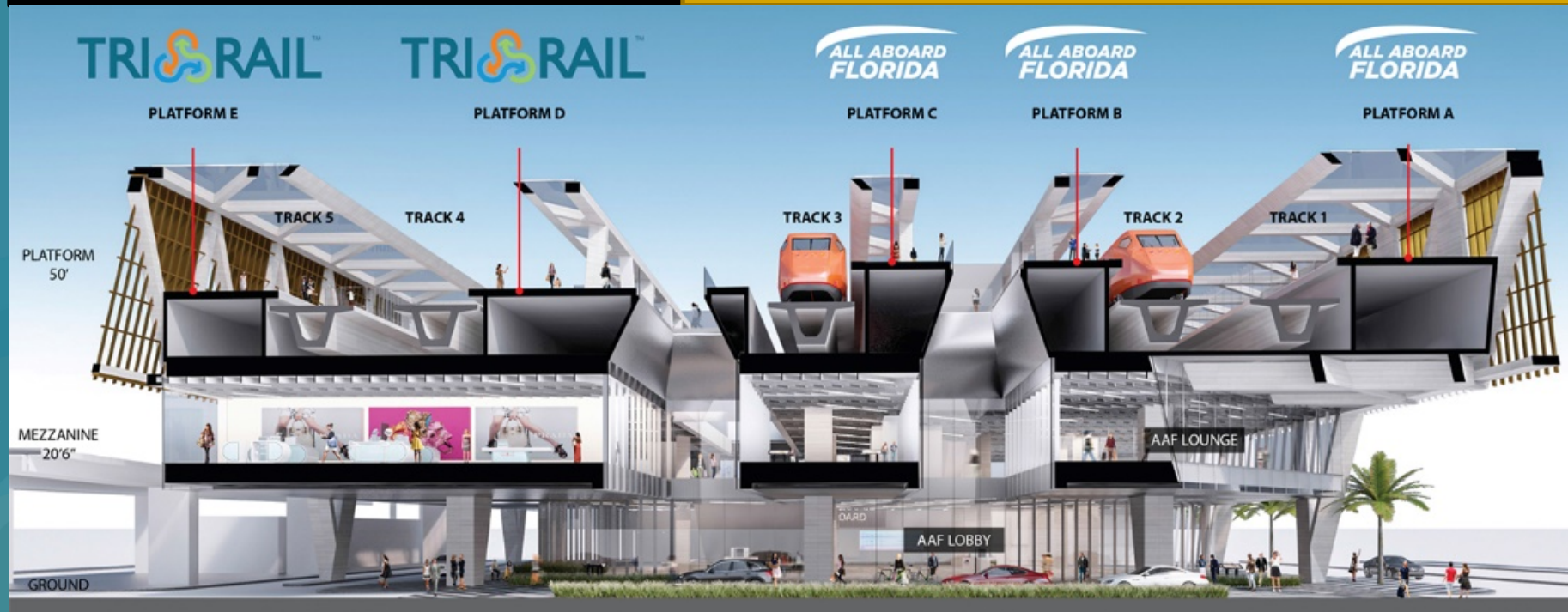


Currently under design, construction to be completed by early 2016

# All Aboard Florida & Tri-Rail Downtown Miami Coordination

Tri-Rail

All Aboard Florida



Cross section of the proposed "MiamiCentral" Station in Downtown Miami





# MiamiCentral Station & Transit Oriented Development



# 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
- Funding and agreements now being pursued
  - Involving multiple agencies



# ***Tri-Rail***

## ***Downtown Miami Link***

### **Project Elements & Costs**

- Rail infrastructure
  - Track & Signals
  - Grade crossing upgrades
    - Allowing for new Quiet Zones (on E-W segment)
  - Positive Train Control (PTC)
- Corridor access fee
  - Permanent perpetual easement
  - Iris Connection to Downtown Miami
- MiamiCentral Station
  - Tri-Rail section of the elevated station
  - Tri-Rail portion of shared station elements and supports

**\$19.3  
Million**

**\$1  
Million**

**\$48.6  
Million**



# ***Tri-Rail Downtown Miami Link***

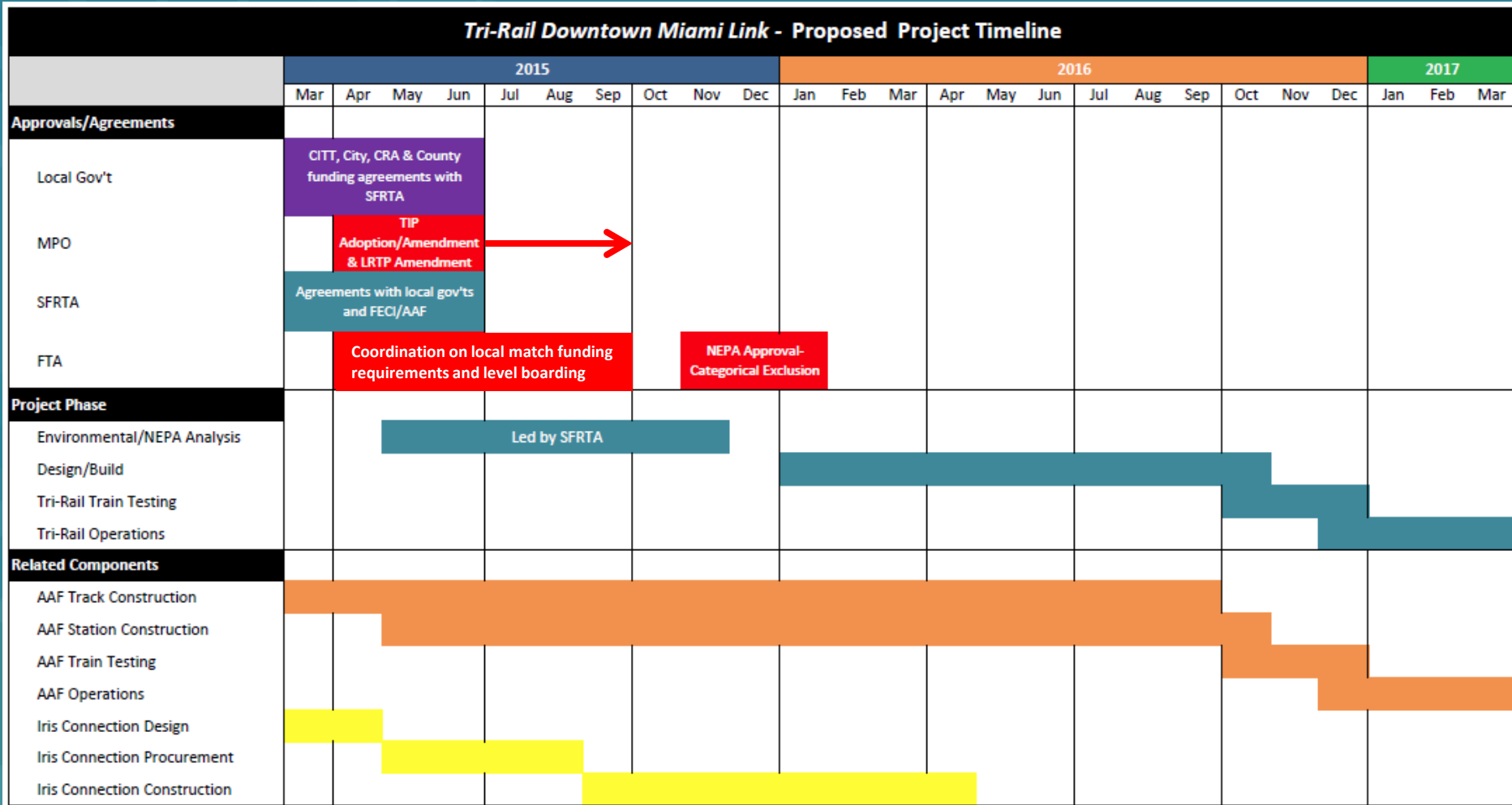
## **Funding Partners**

- Citizens Independent Transportation Trust
- City of Miami
- Florida Department of Transportation
- Miami-Dade County
- Miami Downtown Development Authority
- Omni Comm. Redevelopment Agency (CRA)
- SE Overtown/Park West CRA
- South Florida Regional Transp. Authority

**Participants in Draft Funding Framework**

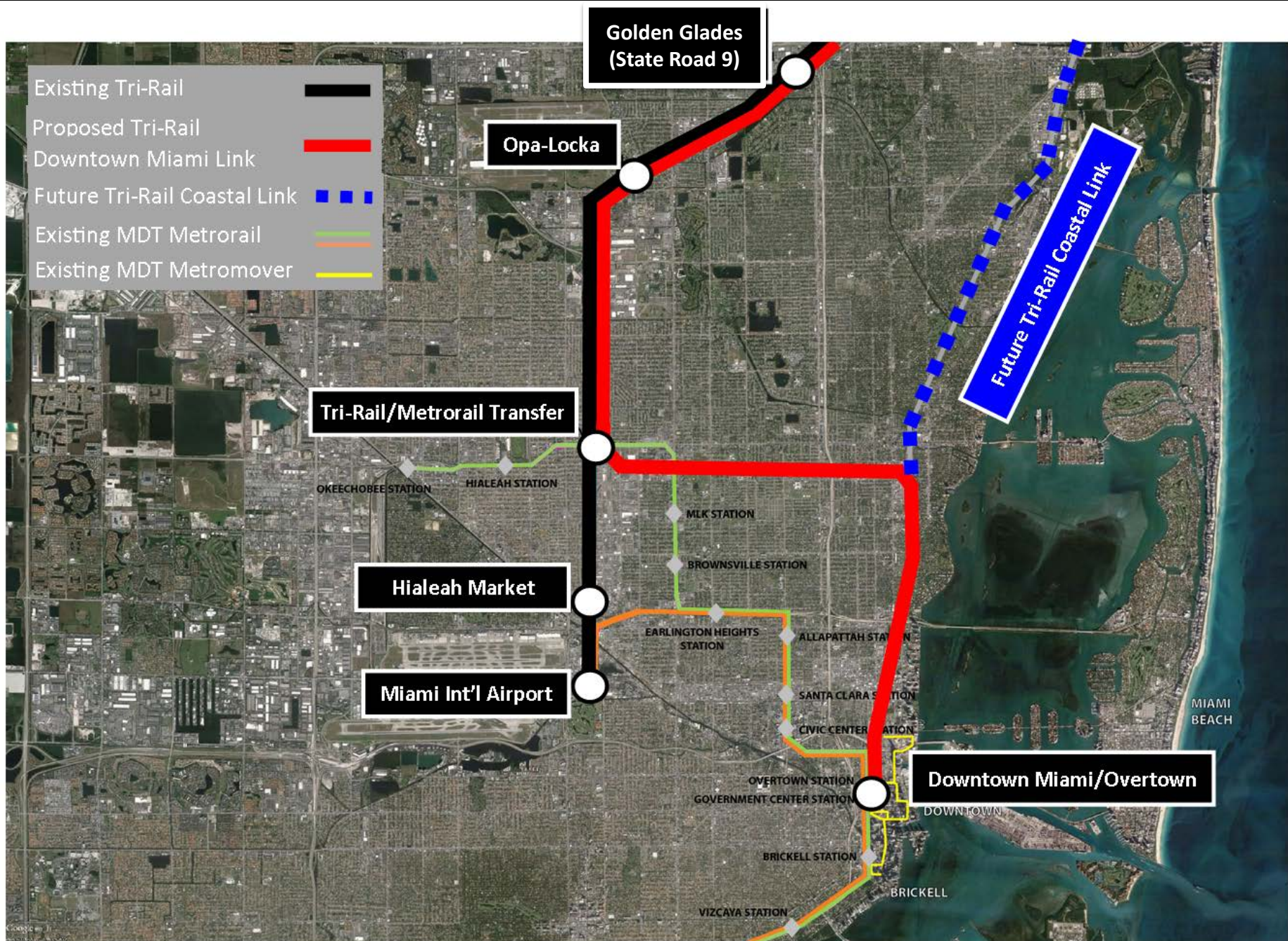
# Tri-Rail Downtown Miami Link

## Proposed Project Timeline





# Tri-Rail Downtown Miami Link Route





# Tri-Rail Downtown Miami Link and Other Rail Expansion Opportunities

