

Tri-Rail Coastal Link



Project Steering Committee

November 5, 2013

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



Getting Southeast Florida to Work



- AAF Coordination
- Quiet Zones
- Categorical Exclusions for TIGER Connectors: Northwood & IRIS
- Early Project Development Activities & Pre-PD Schedule
- Build Alternative Refinement & Cost Updates
- Outline of Board Presentation to SFRTA, MPOs and RPCs
- Subcommittee Reports
 - Technical, PI/Outreach, Financial
- Milestone Schedule – Federal New Starts
- Next Steps



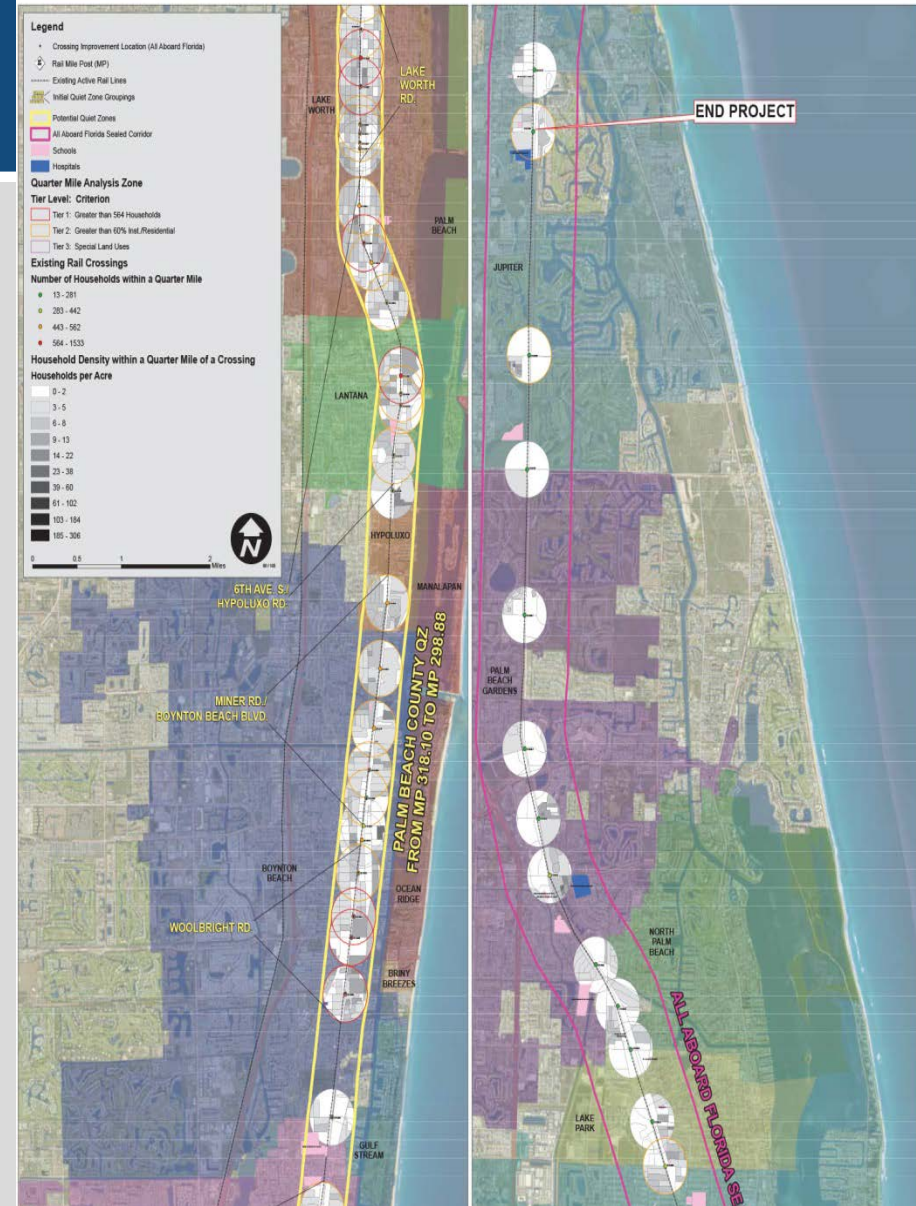
AAF Coordination



- TRCL Access to FEC Corridor
 - Held meetings; working on proposed agreement and potential cost
- Operations
 - AAF provided model with proposed track and train configuration
 - TRCL provided AAF with full build RTC model; coordination continues
- Capital Infrastructure, Facilities and Stations
 - Refining station concepts and track configurations for three co-located stations
 - Working on station configuration and bridge options in Ft. Lauderdale
- Vehicle Maintenance Facility
 - Refining potential Hialeah Yard concepts for AAF layover facility

Completed tasks:

- Collected crossing data from FDOT Statewide database
- Identified potential AAF crossings for safety improvements consistent with FEI documentation
- Identified candidate crossings for potential “quiet zone” designation
- Assigned quiet zone cost differential by crossing and jurisdiction
- Prepared **Quiet Zone Preliminary Assessment Report**
- Developed jurisdictional summary templates, tables and maps





Quiet Zones



- Remaining tasks:
 - AAF and FDOT Central Office to conduct diagnostic reviews at each crossing under consideration
 - Update crossing inventory with field data
 - Determine scope of Supplemental Safety Measures for each crossing
 - Utilize FRA Quiet Zone calculation model to determine individual Quiet Zone Risk Factor
 - Compute refined Quiet Zone implementation cost estimate

Categorical Exclusions (CEs) for TIGER Connectors - Northwood and IRIS



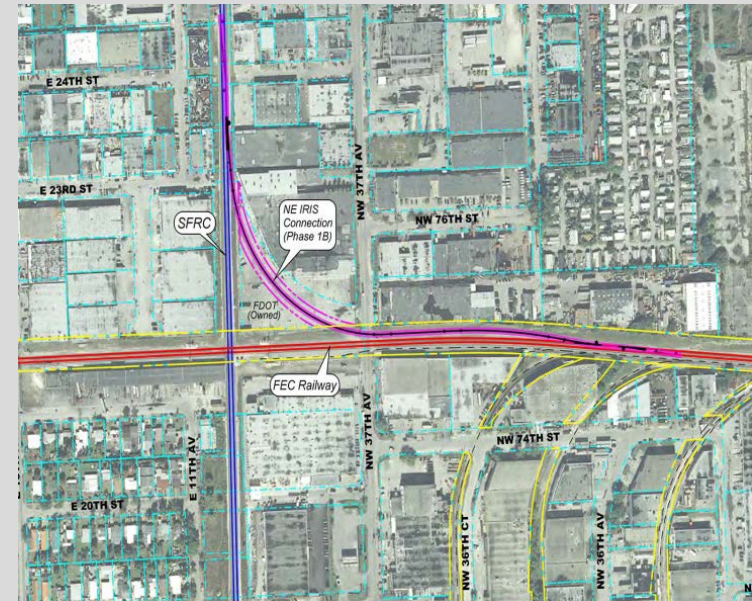
- South Florida Freight and Passenger Rail Enhancement Project
 - Three independent projects
 - Rehab Existing Northwood Connection (Phase 1A)
 - IRIS Northeast Connection (Phase 1B)
 - New Northwood Alignment (Phase 2)
 - FRA Coordination
 - Kick-off discussion August 26, 2013
 - CE Class of Action pending documentation and formal FRA review



Categorical Exclusions (CEs) for TIGER Connectors - Northwood and IRIS



- NEPA underway – FRA submittal in mid-November
 - Coordination with West Palm Beach, Hialeah, and MPOs ongoing
 - Agency notification via FDOT ETDM and Advance Notification on 10/11/2013
 - Public information
<http://www.trirailcoastallinkstudy.com/tiger.php>
 - FRA approval of CEs anticipated in January 2014

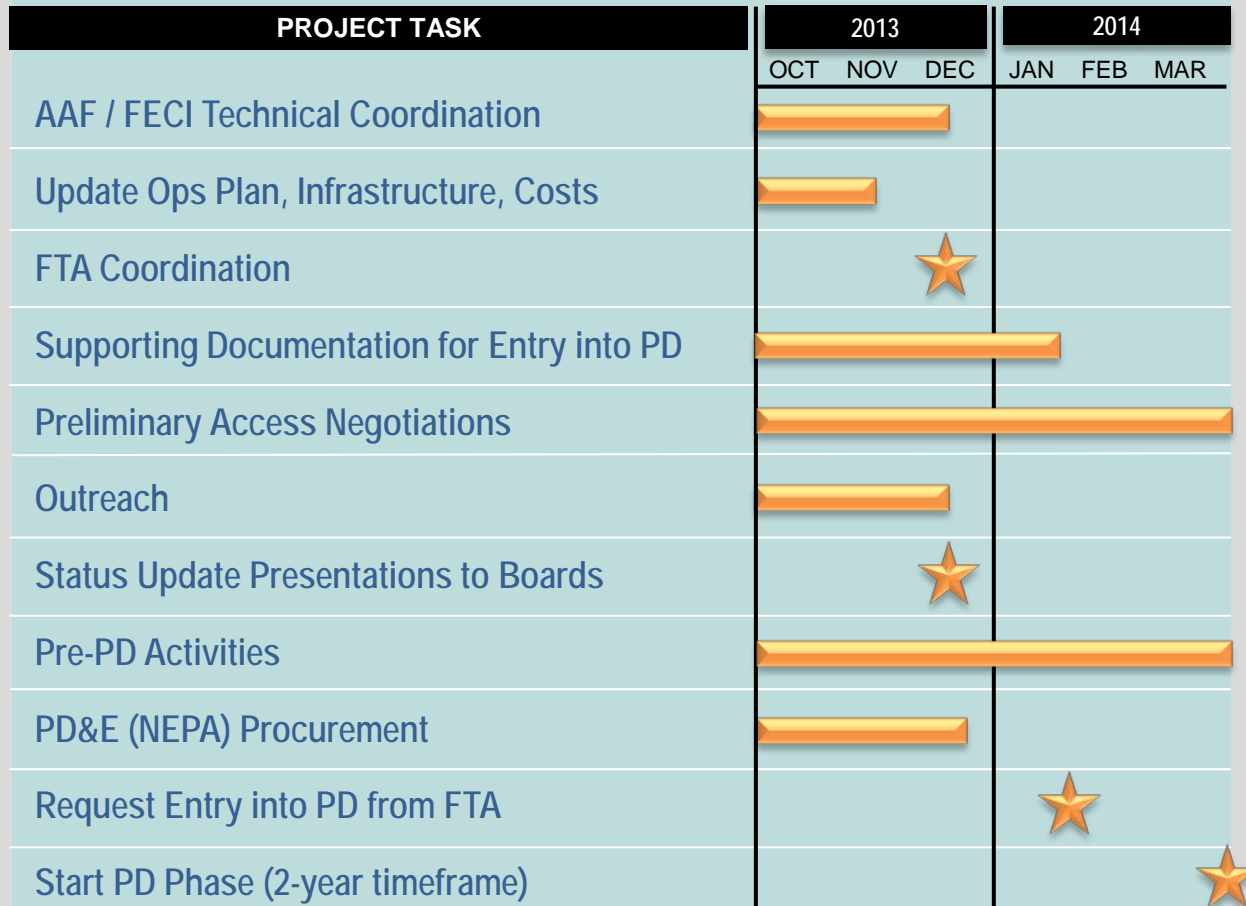




- Early Project Development activities
 - NEPA Class of Action to be reviewed by FTA Region 4 for concurrence
 - Tasks being advanced under Districtwide contracts ahead of NEPA contract
 - Survey, Geotechnical and Aerial Photography
 - Transition workshops with NEPA consultant team in January 2014
 - Consolidating NEPA public meetings in spring 2014
 - Streamline process
 - Leverage previous work (Public Kickoff will include initial alternatives and stations)



Pre-Project Development Schedule





Build Alternative Refinement



- *Updated details to be provided at PSC meeting*



Outline of Board Presentation



- TRCL corridor graphic
- Context and need for project
 - regional importance due to projected growth and congestion
- TRCL and AAF comparison graphic
- Regional Partnership slide – MOU executed in May 2013
- Build Alternative
 - Recent key activities
 - Emphasis on strong local support
 - Ridership, travel times, benefits



Outline of Board Presentation



- Cost updates – capital and O&M costs, exclusions and risk factors
 - Capital cost split: 50% federal, 25% state, 25% local
 - O&M cost to be funded locally
- Access negotiation status
 - Discussions ongoing; term sheet developed; AAF is driving factor
- FFGA process, roles and schedule graphic from MOU
- “THE ASK” – concurrence to request Entry into PD with FTA
 - Will seek further input during 2-year PD phase
 - Project scope and financial plan will be developed during PD



2013 Governing Board Meeting Calendar



NOVEMBER							DECEMBER							JANUARY						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
					1	2	1	SFRPC	3	PB TAC/CAC 9a/1:30p	5	6	7				1	2	3	4
	*BC 4	5	6	7	8	9	8	PB MPO	10	11	B MPO MD	TCRPC	14	5	6	7	8	9	10	11
10	*SFRPC 11	MD TPC 2PM	MD TPTAC 2PM	14	15	16	15	16	17	18	19	20	21	12	13	14	15	16	17	18
17	18	19	TCC/CIR CTAC/FTAC PTAC	21	SFRTA	23	22	23	24	25	26	27	28	19	SEFTC	21	22	23	24	25
24	*MDC 25	26	27	28	29	30	29	30	31					26	27	28	29	30	31	



MD MPO Board Meeting (2:00 pm)



B MPO Board Meeting (9:30 am)



PB MPO Board Meeting (9:00 am)



SEFTC Meeting (10:00 am)



SFRPC Board Meeting (10:00 am)



TCRPC Board Meeting (9:30 am)



SFRTA Board Meeting (9:30 am)



Committee Meeting

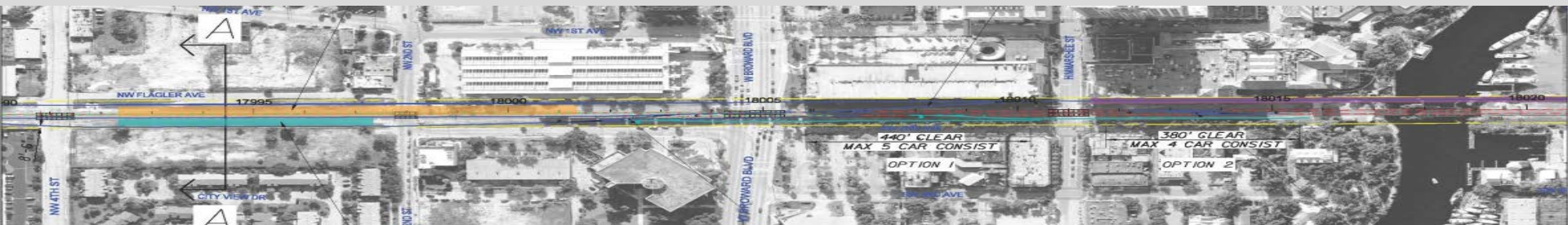
*meeting materials to agenda coordinators

PBC (11/20)

TCRPC (11/22)



- Subcommittee meetings held September 25th and October 9th
 - Focus on technical coordination with SFRTA and AAF
 - Fort Lauderdale Station constraints
 - Miami Government Center Station constraints
 - 30 minute peak hour service (ultimate AAF projection)
 - West Palm Beach station coordination with city staff
 - Operations coordination
 - Capital and O&M Cost updates
 - Next meeting November 20th





- Confirmation of Websites
 - www.Tri-RailCoastalLink.com (broad project information & advocacy)
 - www.Tri-RailCoastalLinkStudy.com (narrow, NEPA-compliant only)
- Common e-mail Protocol & Tracking
- Distribution of Project Documents
 - TRCL Station Area Opportunities (for information only)
 - Station Area Market & Economic Analysis (for information only)
 - DRAFT Station Area Refinement Report (for feedback from locals)
- Development of Core “Message” for MPO, SFRTA, RPC Board Updates
- Identification of Key Stakeholders for Advance Briefings



Financial Sub-Committee



- Monthly meetings with mid-month teleconferences
 - Meetings held September 17th and October 8th
 - Teleconference held October 22nd since last Steering Committee Meeting
- Next Finance Subcommittee Committee:
 - November 19, 2013 @ SFRTA, Room TBD



- Key Focus Areas
 - Identify Funding Options, Including Dedicated Local Funding Options
 - Allocation of Cost among geographical areas for 25% local share of capital and annual operation and maintenance costs
 - Match Funding Options to Cost Requirements via Multi-Year Finance Plan



Funding Objectives



1. Generate funding to cover capital (bonds) and operating
2. Regional approval/vote & implementation
3. No new State Legislation Required, if possible
4. No county by county and/or city by city approval required to avoid “partial approval”
5. Nexus to new Tri-Rail Coastal Link
6. Nexus to existing Tri-Rail services
7. Bondable source
8. Applicable to other regions, if new Legislation required



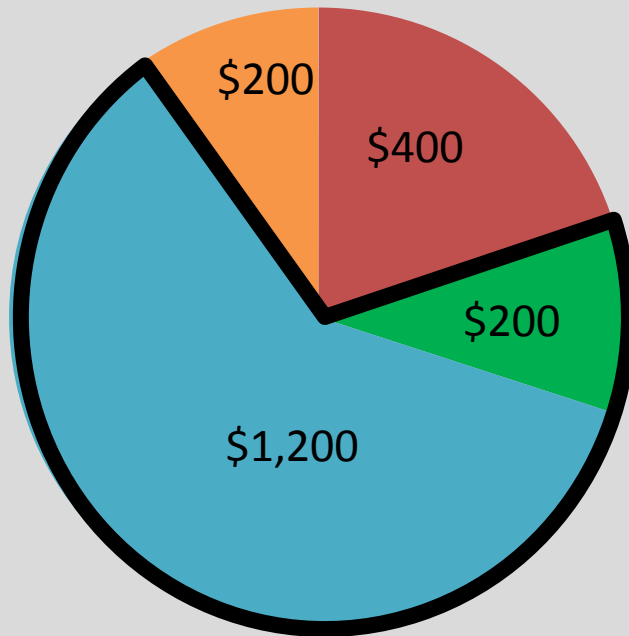
FDOT Transit Funding Policies



- Capital for up to 50% of Non-Federal share (FL Statutes)
- No operating funds for Rail Transit (FDOT policy)
- MPO funds are Federal, not Local
- **Cumulative Policy Implications:**
 - 25% capital funding must be “Local/SFRTA”
 - 100% of operating & maintenance funding must be “Local/SFRTA”



Federal, State and Local Funding



- FTA New Starts Capital
- SFRTA Capital
- SFRTA O&M
- FDOT Capital

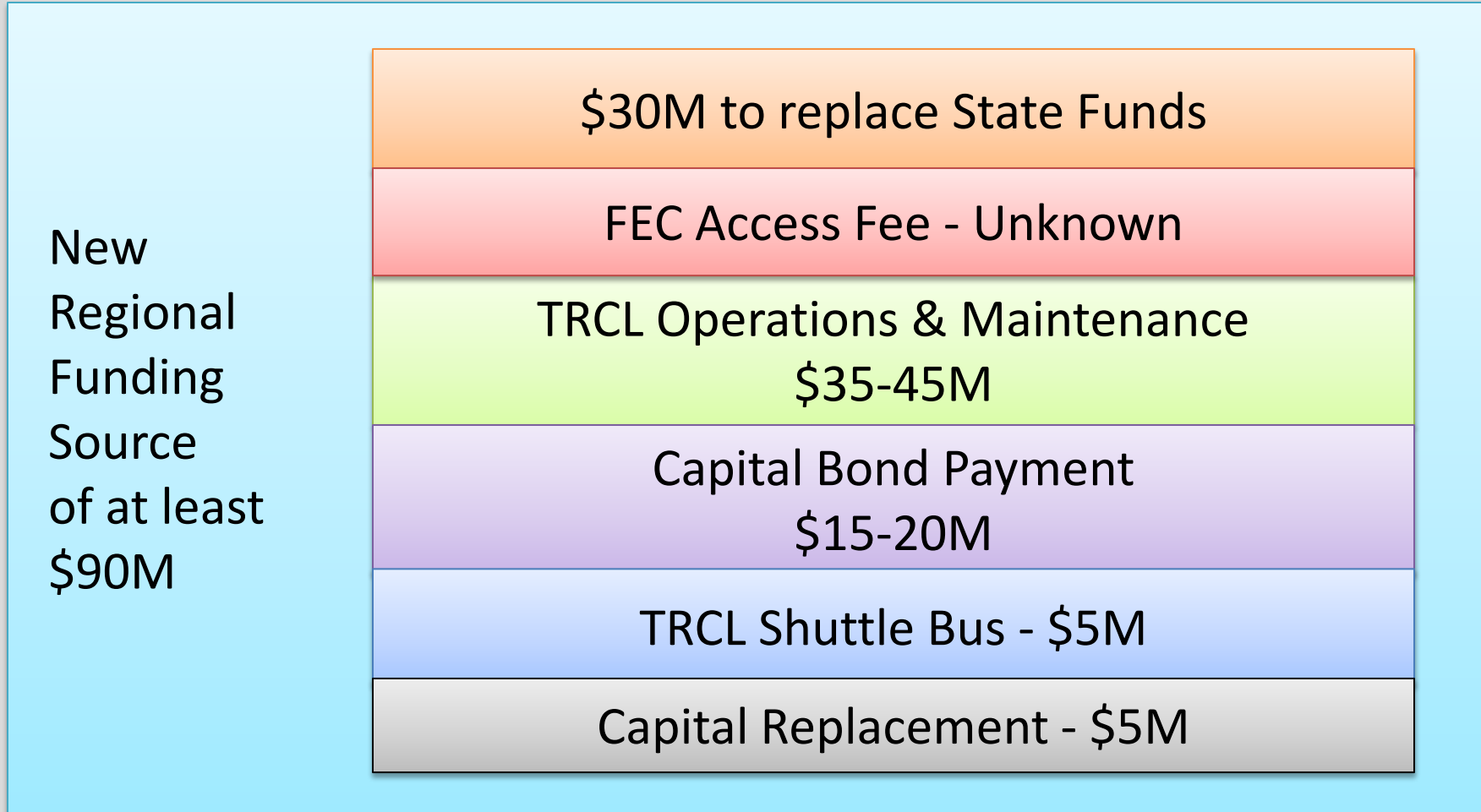
Note: All values in millions of dollars

Example Assumptions:

Annual Operating & Maintenance (O&M) of \$40 for 30 years = \$1,200
Capital = \$800



Breakdown of Requirements for New Regional Funding Source





Funding Options for Further Analysis



	Option Name	Source with Florida Statute Reference
1	Special Assessment	Special District (Dependent). Chap. 189, F.S.
2	Special Assessment	Special District (Independent – non-RTA). Chap. 189, F.S.
3	Special Region Tax	Independent RTA. Chap. 163, F.S.
4	Property Tax Increment	Community Redevelopment Districts. Chap. 166, F.S.
5	Sales Tax	Charter County Regional Transportation System. Chap 212, F.S.
6	Sales Tax	Local Government Infrastructure Surtax. Chap. 212, F.S.
7	Transient Sales Tax	Tourist Development Tax. Chap. 125, F.S.
8	Gas Tax	Local Option Gas Tax. Chap. 336, F.S.
9	Rental Car Surcharge	Rental Car Surcharge. Chap. 212, F.S.
10	Registration Fee (Auto)	Registration Fee. Chap. 320, F.S.
11	Annual Station Fee	Municipal Agreement with SFRTA



Rental Car Surcharge Plus Station Assessment Fee



- Rental Car Surcharge of \$2 to \$3 per day for rental cars in three county region
 - The industry will likely ask that the fee be consistent in the region to eliminate competitive issues among the region
 - Does not lend itself to an allocation of cost by geographical area
 - Requires State legislation for a regional Rental Car Surcharge
- Station Assessment Fee
 - Assessed to both existing Tri-Rail and TRCL stations
 - Fee can vary with existing stations being lower rates and new stations being higher rates
 - Rate will be assessed to the Cities with stations and the County where the Station is not in a City boundary



Special Region Tax



- Geographic Options examined:
 - County-wide
 - Cities with Stations
 - One mile/Two mile linear corridors for Tri-Rail/TRCL
 - One mile/Two mile station radius for Tri-Rail/TRCL
- Geographic Options eliminated
 - County-wide too broad
 - One mile linear does not generate adequate funds
 - One mile radius does not generate adequate funds
- Geographic Options to Review – Maps under separate cover



Special Region Tax Options

Option 1 - Cities with Stations

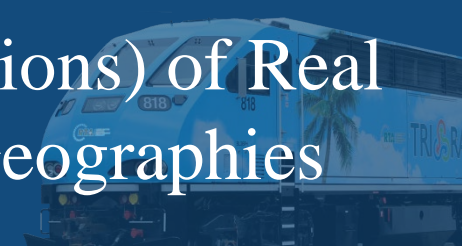
Option 2 - Two Mile Linear Corridor

Option 3 - Two Mile Station Radius

Option 4 - Hybrid Two Mile Linear Corridor with One
Mile Station Radius



2012 Taxable Values (millions) of Real Property within Various Geographies



Taxable property values include all non-exempt properties

- Taxable property values range from \$135 to \$160 billion in 2012, depending on the geography

Scenario / Geography	Palm Beach County	Broward County	Miami-Dade County	Total
Cities with Stations	\$45,500.70	\$50,648.20	\$51,913.20	\$148,062.10
2-Mile Corridor	\$55,684.90	\$50,172.40	\$54,629.10	\$160,486.40
2-Mile Station Radius	\$43,409.10	\$41,488.80	\$50,490.90	\$135,388.80

Cities with Stations – Total taxable value of applicable parcels in cities with a proposed TRCL station or an existing Tri-Rail station.

2-Mile Corridor – Parcels within two-miles of the proposed TRCL or existing Tri-Rail line.

2-Mile Station Radius – Parcels within a two-mile radius of the proposed TRCL or existing Tri-Rail station.

Source: Palm Beach County Property Appraiser's Office, Broward County Property Appraiser's Office, Miami-Dade Information Technology Department, PB Analysis



2012 Taxable Values (millions) of Real Property within Various Geographies, net of owner-occupied (homestead)



Taxable property values include all non-exempt properties except owner-occupied (homestead) properties

- Taxable property values range from \$88 to \$100 billion in 2012, depending on the geography

Scenario / Geography	Palm Beach County	Broward County	Miami-Dade County	Total
Cities with Stations	\$24,616.40	\$30,727.90	\$37,655.60	\$92,999.90
2-Mile Corridor	\$30,104.00	\$29,834.90	\$40,280.00	\$100,219.00
2-Mile Station Radius	\$24,374.30	\$25,653.10	\$37,474.50	\$87,502.00

Cities with Stations – Total taxable value of applicable parcels in cities with a proposed TRCL station or an existing Tri-Rail station.

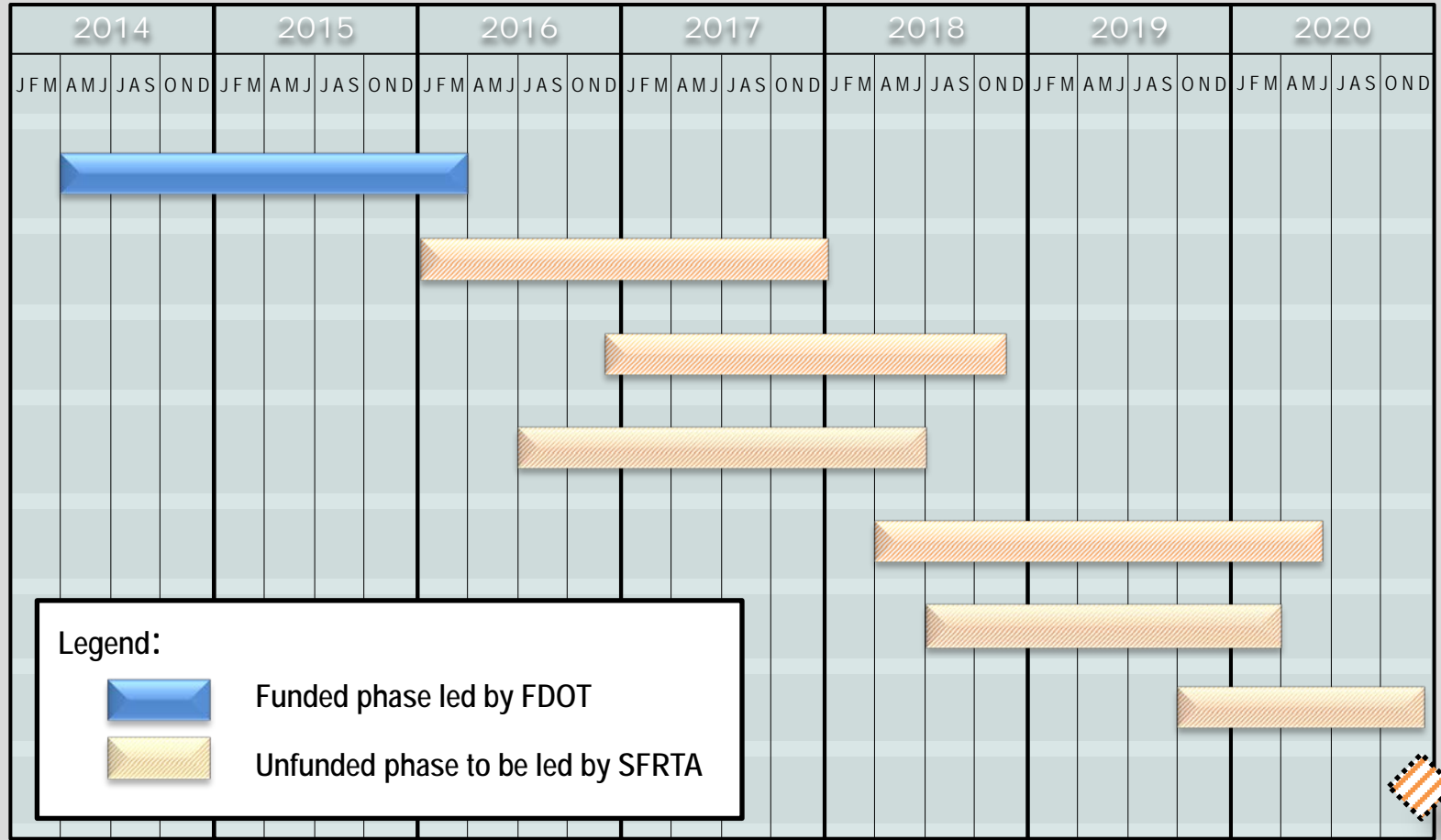
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Source: Palm Beach County Property Appraiser's Office, Broward County Property Appraiser's Office, Miami-Dade Information Technology Department, PB Analysis



Project Milestone Schedule with Federal New Starts Grant Award



*** Note: Revenue service date assumes timely funding of unfunded phases.**



Next Steps



- MPO, SFRTA and RPC Board Updates
 - Request concurrence to enter Project Development phase with FTA
 - Provide updated Capital and O&M Costs
 - SFRTA Board: November 22nd
 - SFRPC: December 2nd
 - Palm Beach MPO: December 9th
 - Miami-Dade MPO and Broward MPO: December 12th
 - TCRPC: December 13th
- FDOT and SFRTA to continue talks with AAF
 - Corridor Access, Shared Capital and Operating components
- Continue refinement of Build Alternatives, Operating Plan and costs
- FRA approval of CEs for TIGER Freight Connectors
- Financial Plan development

Tri-Rail Coastal Link

Getting Southeast Florida To Work



Thank You!

For additional information, please contact us at...

info@tri-railcoastallinkstudy.com

or

info@tri-railcoastallink.com

