STATUS REPORT TO PARTNER AGENCIES

Treasure Coast Regional Planning Council
December 9, 2011

Presented by:
William L. Cross, P.E.,
Manager of Planning and Capital Development
1. SFRTA/Tri-Rail
2. Legislative Update
3. SFRTA’s Fast Start Plan for Tri-Rail Coastal Service
1. SFRTA/TRI-RAIL

South Florida Regional Transportation Authority

12/09/2011
SFRTA – A TRANSPORTATION MANAGEMENT ORGANIZATION

- "Privatized" Business Model
- Efficient Board Driven and Results Oriented Organization
- Scalable Transportation Management Organization
- Core competencies
  - Transit Project Development
  - Federal Grants
  - Transportation Services Management & Operations
SFRTA
"PRIVATIZED" SERVICE DELIVERY

SFRTA is the most privatized Commuter Rail provider in the US

Operations
- Contractor: 19% *
- SFRTA: 81%

Capital
- Contractor: 3%
- SFRTA: 97%

Fiscal Year 2010

* 19% SFRTA includes 10% direct service delivery and 9% administrative costs (corrected 10/31/11)
SFRTA
HIGHLY EFFICIENT SERVICE DELIVERY

91 Cents of Every Dollar Spent on Service Delivery

91%

- Service Delivery
- Administration

Independent Analysis by AECOM Fall 2011

12/09/2011
SFRTA COST STRUCTURE COMPARES FAVORABLY TO INDUSTRY PEERS

National Transit Database Categories *

- Vehicle Operations
- Vehicle Maintenance
- Non-Vehicle Maintenance
- Administration

* Based upon latest available NTD Report: 2009
Founded in 1989, Tri Rail is the nation’s first New Start commuter railroad.

Twelve other cities in the U.S. have followed Tri Rail’s lead with their own New Start commuter railroads.

Today, Tri Rail
- Averages 14,000 daily boardings
- Operates 50 weekday and 16 weekend trains
- Serves 18 stations over a 71 mile route
- Provides 85+% on-time performance

Among the New Starts, only Los Angeles serves more passengers
2. LEGISLATIVE UPDATE
## FDOT'S PROPOSED LEGISLATION

Removes Citizen Representatives

### Existing

<table>
<thead>
<tr>
<th>Three County Commissioners</th>
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<tbody>
<tr>
<td>- Broward</td>
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<tr>
<td>- Miami-Dade</td>
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<td>- Palm Beach</td>
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<table>
<thead>
<tr>
<th>3 County Citizen Representatives</th>
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<tbody>
<tr>
<td>- Broward</td>
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<td>- Miami-Dade</td>
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<table>
<thead>
<tr>
<th>Three Governor Appointees</th>
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<tbody>
<tr>
<td>- FDOT District Secretary</td>
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<tr>
<td>- Two County Representatives</td>
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### Proposed

<table>
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<table>
<thead>
<tr>
<th>Four Governor Appointed Representatives</th>
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</thead>
<tbody>
<tr>
<td>- Three Appointees</td>
</tr>
<tr>
<td>- FDOT District Secretary</td>
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</tbody>
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12/09/2011
- Eliminates SFRTA ability to expand SFRTA service area, which impacts ability to support regional service to the Treasure Coast region.
COUNTY COMMISSION SUPPORT OF SFRTA

- County Commission Resolutions Opposing FDOT Legislation:
  - Miami-Dade – November 3, 2011
  - Broward – October 11, 2011
  - Palm Beach – November 1, 2011
MPO SUPPORT OF SFRTA

Miami-Dade MPO

Issue on December 2011 Agenda

Broward MPO

Approved SFRTA support as part of MPO’s official Legislative Policy Positions – October 13, 2011

Palm Beach MPO

Board directed transmittal of strongly worded letters of support for SFRTA to governor, legislature, and FDOT Secretary – October 20, 2011
SEFTC SUPPORT OF SFRTA

- SEFTC passed a resolution at their November 21, 2011 meeting:

  - Opposing FDOT Legislation and recommending FDOT Secretary position be modified to “advisory” and non-voting and the voting position be filled by a third Governor Appointment, but otherwise preserving the Governing Board make-up.
Resolution opposing FDOT’s proposed legislation to alter the composition of the SFRTA Board and limit geographic area of SFRTA operation
3. SFRTA'S FAST START PLAN

A Proposed Public Private Partnership of the FDOT, FEC Railway and SFRTA

Tri-Rail Coastal Service
Getting Southeast Florida To Work

12/09/2011
BACKGROUND
Phase 1 (2005-2007)
- Freight assessment, mapped constraints and market opportunities, conceptual alternatives

Phase 2 (2008-2010)
- Detailed definition of alternatives
- Recommended a complex and intense network of four interconnected services
- KEY PRODUCT: DRAFT Locally Preferred Alternative (LPA)

Phase 3 (2011-??)
- Revising master plan, forecasts and implementation plans
- Federal environmental permits
- Finance Alternatives
Positives:
- Strong public support
- Good Municipal support
- High level of service
- Excellent Economic Development Opportunities
- Local and Express Service
- “Integrates” and ties existing Tri-Rail and New FEC Service together

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Challenges:
- 300 trains per day
  - Six times current Tri-Rail service
- Very high Capital costs
- High Operating costs
- Long approval process
  - Federal Process
- Slow service implementation
  - 8 years and $25M to date
- Miami-Dade MPO has NOT approved LPA
- Funding
**Integrated Service**
- Unifies existing Tri-Rail and new FEC services by connecting them in Pompano Beach

**Financially Feasible Plan**
- Low start up costs and an affordable operating plan the leverages existing public investment in SFRTA/Tri-Rail

**Fast Implementation**
- Service can begin quickly
SFRTA’S FAST START PLAN SERVICE PLAN

Step One
- Split Existing Tri-Rail Service
  - Orange Line (26 trains/day)
    - Blue Line (24 trains/day)

- Orange Line
  - Current Tri-Rail Route

- Blue Line
  - New Downtown Miami Service

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SFRTA'S *FAST START PLAN* SERVICE PLAN

**Step Two**

- Add service to highest ridership section of route to match existing Tri-Rail service level of 50 trains per day
  - Green Line (26 trains/day)
SFRTA'S FAST START PLAN
SERVICE PLAN

Step Three
- Provide a regional service on the FEC between Jupiter and Downtown Miami
  - Red Line (6 trains/day)
- Sets stage for regional service extending north

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SFRTA'S FAST START PLAN SERVICE PLAN

Result
- Integrated Service
- Regional service on the FEC between Jupiter and Miami
- A “one-seat” ride to downtown Fort Lauderdale or Miami
- Modest Capital Costs
- Low Operating Costs
- SFRTA's plan assumes no incremental administrative costs

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OPERATION PLAN

12/09/2011
SFRTA'S FAST START PLAN

OPERATIONS PLAN

"Modified" Tri-Rail Service

Mangonia Park – Miami Airport
26 weekday trains
18 stations

Mangonia Park – Downtown Miami
24 weekday trains
20 stations

New FEC Service

Jupiter – Downtown Miami
6 weekday trains
18 stations

Downtown Fort Lauderdale – Downtown Miami
26 weekday trains
10 stations
ANNUAL OPERATING COST
SFRTA’S FAST START PLAN
ANNUAL OPERATING COSTS

- **Administration**
  - Plan assumes no incremental administrative costs

- **Operations and Vehicle Maintenance**
  - Estimates are based upon actual contracts with Veolia and Bombardier, which provide very attractive rates for additional service

- **Maintenance of Way**
  - Includes CSXT and FEC maintenance charges
  - Corridor access fee must be negotiated with FEC

12/09/2011
Annual Operating Costs = $15 Million

- Administrative: $0
- Operations: $5.2M
- Maintenance of Way: $7.9M
- Vehicle Maintenance: $1.9M
CAPITAL COSTS
<table>
<thead>
<tr>
<th>Description</th>
<th>SFRTA Fast Start Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track and Structures</td>
<td>$53.1</td>
</tr>
<tr>
<td>Stations and Facilities</td>
<td>$30.2</td>
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<tr>
<td>Communications and Signals</td>
<td>$48.6</td>
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<tr>
<td>Crossings</td>
<td>$23.2</td>
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<tr>
<td>Infrastructure Subtotal</td>
<td>$155.1</td>
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<tr>
<td>Engineering &amp; Other Costs</td>
<td>$100.6</td>
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<td>Subtotal</td>
<td>$255.7</td>
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<tr>
<td>Rolling Stock</td>
<td>$0</td>
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<tr>
<td>New Layover Facility</td>
<td>$16.2</td>
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<tr>
<td><strong>Grand Total</strong></td>
<td><strong>$271.9</strong></td>
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</table>
FINANCIAL PLAN
SFRTA’S FAST START PLAN
FINANCIAL PLAN

- SFRTA “Fast Start” Financial Plan based upon four assumptions:
  1. FDOT will fund capital costs
  2. SFRTA contributes to new operating costs
  3. Increase fares system-wide upon introduction on Tri-Rail Coastal service
  4. Municipalities will pay a new annual station fee based upon level of service on the FEC corridor to help defray operating costs
All 18 municipalities identified in SFRTA’s Fast Start Plan will directly benefit from the FEC service.

All will be required to contribute an annual station fee based upon level of service.

Each City will be required to sign a long-term agreement with SFRTA BEFORE a station is approved for construction.
SFRTA'S FAST START PLAN
FINANCIAL PLAN: MUNICIPAL STATION FEE

- SFRTA staff, working with each affected municipality, will develop a comprehensive assessment for each municipality of:
  - Economic development potential as a result of new *Tri-Rail Coastal Service*
  - Economic development based revenue opportunities to offset station fees
    - Tax incremental financing
    - CRA
    - Fees may be People's Transportation Plan Eligible
### SFRTA'S FAST START PLAN
#### FINANCIAL PLAN

<table>
<thead>
<tr>
<th>Tri-Rail Coastal Service</th>
<th>Low Revenue Scenario</th>
<th>High Revenue Scenario</th>
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<tbody>
<tr>
<td>Annual Operating Cost *</td>
<td>$15.030 million</td>
<td>$15.030 million</td>
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<tr>
<td>SFRTA Savings</td>
<td>$1.500</td>
<td>$2.350</td>
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<tr>
<td>New Service Fare Box</td>
<td>$4.29</td>
<td>$5.36</td>
</tr>
<tr>
<td>System-wide Fare Increase **</td>
<td>$0</td>
<td>$1.287</td>
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<tr>
<td><strong>Potential Short-fall</strong></td>
<td><strong>$9.240</strong></td>
<td><strong>6.033</strong></td>
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<tr>
<td>City Stations</td>
<td>18</td>
<td>18</td>
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<tr>
<td>Annual City Station Assessment***</td>
<td>~$550K</td>
<td>~$350K</td>
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**Notes:**
- * Does not include FEC corridor fee
- ** Only incremental increase included
- *** Subject to negotiations on corridor cost
SFRTA'S FAST START PLAN SCHEDULE

- SFRTA is confident it can begin Tri-Rail *Coastal Service* in the corridor within the next three to five years.

- For perspective, the SFECC study is in its eighth year facing years of additional study to satisfy Federal requirements for funding.
# COMPARISON OF DRAFT LPA & SFRTA FAST START PLAN

<table>
<thead>
<tr>
<th>Service Description</th>
<th>Draft LPA</th>
<th>SFRTA's Fast Start Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Integrated with Tri-Rail?</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Jupiter to Miami Service?</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Lauderdale to Miami Only?</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Competes with Tri-Rail?</td>
<td>No</td>
<td>No</td>
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<tr>
<td>Leverages Existing Public Investment in SFRTA and Tri-Rail?</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Stations</td>
<td>47</td>
<td>17</td>
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<tr>
<td>Economic Development Potential</td>
<td>Excellent</td>
<td>Very Good</td>
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<tr>
<td>Trains per day (weekday)</td>
<td>300</td>
<td>82</td>
</tr>
<tr>
<td>Distance</td>
<td>85 + SFRC</td>
<td>85 + SFRC</td>
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<tr>
<td>Other Issues Description</td>
<td>Draft LPA</td>
<td>SFRTA’s Fast Start Plan</td>
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<tr>
<td>-------------------------------</td>
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<tr>
<td>Ridership Potential</td>
<td>Excellent</td>
<td>Very Good</td>
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<td>Federal Environmental Review</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Time to Implementation</td>
<td>&gt;10 Years</td>
<td>&lt;5 Years</td>
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<tr>
<td>Grade Crossing Impacts</td>
<td>High</td>
<td>Low</td>
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<tr>
<td>Rolling Stock</td>
<td>105-166 DMUs + 35 Railcars</td>
<td>0</td>
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<tr>
<td>Locomotives</td>
<td>18</td>
<td>0</td>
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<tr>
<td>Addition County Funding Required?</td>
<td>Likely</td>
<td>No</td>
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## COMPARISON OF DRAFT LPA & SFRTA FAST START PLAN

<table>
<thead>
<tr>
<th>Funding &amp; Oversight Description</th>
<th>Draft LPA</th>
<th>SFRTA's Fast Start Plan</th>
<th>% of LPA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Operating Cost</td>
<td>$177-203 million</td>
<td>$15.0 million</td>
<td>7.4%</td>
</tr>
<tr>
<td>Capital Cost</td>
<td>$2.5 billion</td>
<td>$271.9 million</td>
<td>10.9%</td>
</tr>
</tbody>
</table>
Initiate discussions on the SFRTA FEC Proposal with each of the MPOs, each county administrator, local municipalities, FDOT, and the FEC to:

- (1) determine their receptiveness to the Tri-Rail Coastal Service Proposal; and
- (2) to address major assumptions and refine the proposal;

To present the Proposal to regional business leaders and the public to also determine their receptiveness to it; and

Enter into discussions with FDOT about the assignment of the FEC Study to SFRTA
What We’re Asking From The Treasure Coast Regional Planning Council

1. Resolution directing FDOT and SFRTA to work together with the Miami-Dade, Broward and Palm Beach MPOs to pursue SFRTA’s Fast Start Plan to introduce Tri-Rail Coastal Service within three to five years.
Florida East Coast Corridor
Tri-Rail Coastal Service
Fast Start Plan

A Proposed Public/Private Partnership
of the FDOT, FEC Railway and SFRTA

Tri-Rail Coastal Service
Getting Southeast Florida To Work

Miami-Dade
Broward
Palm Beach