FEC Amtrak
&
South Florida East Coast Corridor (SFECC) Projects

Treasure Coast Regional Planning Council

January 20, 2012
**Project Scope**

**FEC - Amtrak**
- Intercity Passenger Rail Service
- JAX to Miami thru WPB;
- Switches to SFRC at Northwood;
- Terminates at Miami Int'l Airport
- 280 miles
- 8 New Stations

**SFECC**
- Regional Rail Service
- Jupiter to Miami
- Connects to SFRC at Northwood, Pompano and IRIS
- 85 miles
- Up to 52 stations in LPA (under refinement)

15 miles of track between Jupiter and Northwood Connection are common to both projects (inset)
Existing FEC Railway

- Freight service only – up to 14 trains/day
- Single track with passing/industry sidings
- Maximum operating speed – 60 mph generally
- Existing right-of-way is generally 100 feet, constrained to south
## Planned Passenger Service

<table>
<thead>
<tr>
<th>Service Plan Assumption</th>
<th>FEC Amtrak</th>
<th>SFECC Study</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor Length</td>
<td>280 miles</td>
<td>85 miles</td>
</tr>
<tr>
<td>Service Type</td>
<td>Intercity passenger rail</td>
<td>Regional Rail</td>
</tr>
<tr>
<td>Vehicle Type</td>
<td>Push-Pull</td>
<td>Push-Pull or DMU</td>
</tr>
<tr>
<td>Proposed Service</td>
<td>One intercity Amtrak train</td>
<td>Similar to SunRail (Under evaluation)</td>
</tr>
<tr>
<td>Passenger Service Operator</td>
<td>Amtrak</td>
<td>To be determined</td>
</tr>
<tr>
<td>Maintains Freight Service</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Shared FDOT/FEC Right-of-Way (ROW)</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Integration with SFRC/Tri-Rail</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Number of Stations</td>
<td>8</td>
<td>52 in LPA (to be refined)</td>
</tr>
<tr>
<td>Average Station Spacing</td>
<td>15-35 miles</td>
<td>2-4 miles</td>
</tr>
</tbody>
</table>
Northwood Crossover

- Existing FEC is 2,100 feet east of the SFRC
- Provides full connectivity
- Supports both FEC-Amtrak and SFECC
- Low operating speed
- Approximate cost – $56 million
  (includes right-of-way, fees and contingency)
<table>
<thead>
<tr>
<th>Potential Funding Sources</th>
<th>FEC Amtrak</th>
<th>SFECC Study</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>Identified Local/State Matching Funds (50% match) *</td>
<td>Y</td>
<td>N</td>
</tr>
<tr>
<td><strong>FDOT Work Program</strong></td>
<td>$118 Million (FY 2014) **</td>
<td>None</td>
</tr>
<tr>
<td>Interlocal Government Agreements</td>
<td>To be developed</td>
<td>To be developed</td>
</tr>
<tr>
<td>MPO prioritized funds (Palm Beach County)</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>

*Matching funds identification based on constructed projects (subject to change based on federal funding eligibility requirements)

**local match for federal funds
FEC Amtrak – Purpose and Need

- **Restore** intercity passenger rail service along nearly 280 miles of Florida’s east coast
- **Augment** ongoing redevelopment of historic town centers
- **Interface** with airports, seaport, mass transit and Florida’s highways
- **Lighten** capacity constraints on existing transportation system by enhancing rail mobility and connectivity to Florida’s east coast
- **Stimulate** economy through construction and Transit-Oriented Development (TOD)

Potential Project Benefits:
- Economic stimulus
- Improved Transportation
- Environmental Benefits
- Redevelopment to Livable Communities
FEC Amtrak – Project Status

- FEC Amtrak Environment Assessment submitted to FRA in August 2010
- Project development pending FRA coordination and identification of committed funding sources
- Agreement in principle between FEC and Amtrak completed
- Amtrak ran an “inspection train” on May 1, 2010 on FEC tracks
- Over 160 resolutions and letters of support
- Resolutions from all local governments with recommended station locations
- Capital cost estimate – $250 million
- Includes $100 million for rolling stock (vehicles)
- Initial vehicle procurement may be partially feasible through Amtrak existing/rehabilitated fleet or separated funding grants (Section 3030)
- FDOT Work Program includes $118 million for project development (FY 2014) – state match for federal funds
- No federal funds committed for design, right-of-way, or construction
- Environmental Assessment submitted to FRA – August 2010
- Complete NEPA (3-5 months) **once project is re-initiated**
- Design Phase (12-15 months)
- Construction Phase (34 months; overlaps with design)
- Opening Year (2015) – based on NEPA approval in early 2012
Amtrak PRIIA report indicates project is "most promising initiative for expansion..."

Liability concerns - Amtrak desires liability protection
SFECC Goals – An Ultimate Integrated “Vision”

- Re-introduce passenger rail service on FEC Corridor (85 miles)
- Enhance mobility options in dense eastern core areas of 3 counties
- Create conditions for economic growth and redevelopment
- Leverage existing rail infrastructure – balance passenger and freight needs
- Strengthen east-west connections
- Creates JOBS!

South Florida East Coast Corridor vision is a regionally integrated, cost-effective transit alternative connecting the dense eastern communities and providing economic growth opportunities in south Florida.
System Master Plan “Vision”

- MPOs requested FDOT to lead Regional Study in 2005 – consolidated various studies
- Regional Rail Alternative on 85-mile corridor
  - Operates on shared track with freight trains
  - Integrated with Tri-Rail
  - Providing both local and express service
  - Up to 52 potential stations
Local Support for System Master Plan

- Over 30 Resolutions of Support to date
- Broward MPO and Palm Beach MPO
  - Adopted supporting resolutions
  - Included as Illustrative Project in 2035 LRTP
- Miami-Dade MPO
  - Resolution deferred for future decision
  - Included SFECC Planning in 2035 LRTP as Priority 1 – highest level
- SFRTA/Tri-Rail and SEFTC (Tri-county Regional MPO body)
  - Adopted supporting resolutions
- Numerous Comp Plan Amendments adopted and pending to support land use changes around stations
Since early 2011, focus on:

- Developing Ridership and Simulation tools to:
  - Refine System Master Plan
  - Maintain eligibility for Federal funding
  - Develop strategy to phase-in passenger service

- Coordination with FEC
  - Freight growth, Shared Use, Infrastructure, R/W Access

- Conceptual Engineering – risk areas

- Station Location and Planning

- Stakeholder Outreach

- Prepare for National Environmental Policy Act (NEPA)
Development of SFECC Phasing Strategies

- Ultimate 85-mile project complex and costly – service must be staged
- Phase in service(s) based on forecast need, public input and support, available funding, independent utility and local priorities
- Assumptions:
  - Connects existing sidings to form second track
  - Cost ranges shown are planning level estimates
  - Capital costs include: trackwork, right-of-way, signals, sitework, platforms, canopies, signage, fare collection, professional services, contingency
  - Rolling stock not included in estimates:
    - Dependent upon ridership and service plan
    - FTA approved Sunrail initial start up vehicle bid – $61M
    - FEC initial start-up vehicle estimate – $100M
  - FEC corridor access costs not included in estimates
Potential Scenarios for Passenger Service

- West Palm Beach to Jupiter
  - 15 miles; 3 stations under evaluation
  - Extension of Tri-Rail to Jupiter via Northwood Connection
  - Connects Jupiter to WPB
  - Connects WPB to Miami and Ft. Lauderdale via Tri-Rail
  - Capital cost range: $170M to $190M
  - O&M cost range: $8M to 11M* annually
  - FDOT submitted an Environmental Assessment to FRA for **FEC-Amtrak** service in August 2010

* Based on service similar to proposed SunRail operating plan. Costs above do not include cost of accessing the FEC corridor or rolling stock.
Potential Scenarios for Passenger Service

- **Pompano to West Palm Beach**
  - 35 miles; 8-10 stations under evaluation
  - Connects downtown West Palm Beach to Tri-Rail and MIA via Pompano Connection
  - Connects WPB to Miami and Ft. Lauderdale via Tri-Rail or SFECC
  - Capital cost range: $340M to $375M
  - O&M cost range: $17M-$25M* annually

*Based on service similar to proposed SunRail operating plan. Costs above do not include cost of accessing the FEC corridor or rolling stock.*
Potential Scenarios for Passenger Service

- Miami to Pompano Beach
  - 35 miles; 9-11 stations under evaluation
  - Connects downtown Miami to downtown Ft. Lauderdale
  - Connects to TriRail via Pompano Connection
  - Connects to Metrorail, Metromover, Express bus; planned BRT and "The Wave" streetcar
  - Capital cost range: $350M to $390M
  - O&M cost range: $17M-$25M* annually

* Based on service similar to proposed SunRail operating plan. Costs above do not include cost of accessing the FEC corridor or rolling stock.
Potential Scenarios for Passenger Service

- **Miami to Ft. Lauderdale**
  - 24 miles; 6-8 stations under evaluation
  - Connects downtown Miami to downtown Ft. Lauderdale;
  - Connects to Metrorail, Metromover, Express Bus; planned BRT and "The Wave" streetcar
  - Includes **IRIS Connection to SFRC**
  - Highest ridership based on preliminary estimates
  - Capital cost range: $225M to $250M
  - O&M cost range: $12M-$18M* annually

*Based on service similar to proposed SunRail operating plan. Costs above do not include cost of accessing the FEC corridor or rolling stock.
• Programmed funds:
  – Planning-project development/NEPA studies and conceptual engineering to support phased projects

• Funding needs:
  – Capital costs – federal (FTA, Grants, TIFIA, RRIF), state, local
    • FDOT led Sunrail – 50% FTA funded (New Starts)
    • Ft. Lauderdale "Wave" Streetcar – pursuing both FTA funding and federal TIGER Grants
  – Operations and Maintenance Costs (O&M) – local, federal
  – Cost of accessing FEC corridor

• Finance discussions/workshops:
  – Begin after phased costs determined
  – Facilitate financial discussion with locals
  – Develop innovative strategies/approach
1. Alternatives Screening
   Environmental Screening
   System Master Plan

2. Finalize Alternatives Analysis
   NEPA Process / PD&E Phase

3. Preliminary Engineering

4. Final Design

5. Full Funding Grant Agreement (FFGA) / Construction

Steps 4 and 5 can potentially be combined in a Design-Build Scenario
Federal process (EIS) – preserves eligibility for federal funding; 7 years best case; can revert to state process.

State process (SEIR) – streamlines schedule if state funds become available; 5 years best case; cannot federalize project later.

Notes: R/W Acquisition included in PE/FD/FFGA may control critical path. In either process, Final Design and Construction can be combined in a Design-Build scenario.
Challenges

- Funding
  - Regional Financial Plan
- Accessing FEC corridor
- Shared-use railroad issues
- Phased implementation
  - Keeping all the partners engaged
- FTA concerns
  - Modeling and process; local matching funds
- Community concerns
  - Noise, environmental impacts
- Future operator
Opportunities

- Demonstrated widespread local support
- Improved mobility options
  - Efficient movement of people and goods
- Economic development
  - Redevelopment in dense eastern areas along coast
- Integration of transportation and land use planning
- Seamless integration of a Regional Transportation Network
  - Build transit partnerships to facilitate east-west connections to north-south service on SFECC
- Achieve FTA credibility
Click here to download the Draft Alternatives Analysis Report!
August 2010

Fact Sheet Fall 2011

Project Purpose and Need

The South Florida East Coast Corridor (SFECC) Study proposes the reintroduction of passenger service on the Florida East Coast Railway between downtown Miami and Jupiter. Service will connect the hearts of 28 downtowns along the east coast and improve north-south mobility between Miami-Dade, Broward and Palm Beach Counties. It will encourage redevelopment and revitalization, and enhance freight movement.
Thank You!

Questions