Regional Passenger Rail Update

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South Florida Regional Transportation Authority
Treasure Coast and South Florida RPCs Joint Meeting
10/12/18
Service began January 9, 1989
72.6 mile system / 145.2 track miles
18 stations
Weekday (50 trains/day)
Weekend (30 trains/day)
Mainline speed ranging from 20-79 mph
89+ million passengers carried to date
4.2 million boardings in 2017
Other Regional Rail Services

Freight

Florida East Coast Railroad

South Florida Rail Corridor
Other Regional Rail Services
**Tri-Rail Coastal Link – Commuter Rail**

- Commuter Passenger Rail
  - 25+ round-trip trains per day
- Commuters and Local Travelers
- 85 miles from Miami to Jupiter
- Phased Implementation
- 20 to 25 stations
- Integrated with Tri-Rail
- Funding programmed for Project Development phase

**Brightline – Intercity Passenger Rail**

- Intercity Passenger Rail
  - 16 round-trip trains per day
- Tourists and regional travelers
- 240 miles from Miami to Orlando
- Phase 1: Miami to WPB
- 3 Stations in Tri-County area
- Privately funded

**Ongoing Coordination with FECI / AAF on both projects**
ALL ABOARD FLORIDA's roots trace back to Florida trailblazer Henry Flagler, founder of the Florida East Coast Railway and the descendant companies that have provided rail service for over a century.

100% PRIVATE

This privately owned, operated and maintained passenger rail service will be running in 2014, at no risk to Florida taxpayers.

6,000 CONSTRUCTION JOBS FOR FLORIDIANS

An additional 1,000 jobs will be needed to operate the rail service.

50 MILLION TRAVELERS

The number of annual passengers who can benefit from rail service to travel between South Florida and Orlando in approximately three hours.

$6+ BILLION

The amount of money traffic congestion costs Florida travelers each year due to 274 million hours in travel delays and 216 million excess gallons of fuel consumed.*

3 MILLION CARS OFF THE ROAD

Less highway use means taxpayer savings on reduced highway maintenance and repair.

Frequent, regularly scheduled round trips daily

Gourmet meals and beverage service

Reserved business- and coach-service seating

Wi-Fi availability

Access to major international airports, seaports and existing commuter rail systems like Metrorail and SunRail.
Existing Services

Future Services

Existing Services
All Aboard Florida announced intent to reintroduce passenger service on the FEC

Presented an unique public-private partnership opportunity

Anchors Tri-Rail on the FEC Corridor
MiamiCentral: Miami’s Transportation Hub - *Now Open!*

Spans over six downtown city blocks

Connects Tri-Rail, Brightline, Metrorail, Metromover and Metrobus Service

Retail / Restaurants / Residential
Improve rail mobility in the South Florida region
Enhanced connectivity to existing Tri-Rail service and Downtown Miami
A one seat ride into Downtown Miami
Will provide a cost effective and strategic transit solution for Miami-Dade County
Public funds leverage private investment
Positive Train Control (PTC)

• Safety is a primary driver of the day to day activity at SFRTA
• SFRTA is completely committed to working in a safe manner and delivering a safe train control system
• The PTC system we are deploying on the SFRC will improve the level of safety in line with the PTC regulations.
• When fully implemented and active PTC will prevent:
  1. Train-to-train collisions
  2. Over speed derailments
  3. Incursions into roadway work zones
  4. Movement of a train through a switch left in the wrong position
In October 2015, Congress extended the Rail Safety Improvement Act of 2008 (RSIA) deadline to ensure development and installation of PTC would work as it should.

SFRTA is on track to meet all statutory deadlines for the SFRC.

Priority is meeting all statutory requirements of 2018.
Start of service into Downtown Miami Station is tied to the Florida East Coast and All Aboard Florida PTC Project.

FRA has recommended the FEC/AAF to not add Tri-Rail as a tenant until after 2018 to ensure compliance with Statutory requirements.

SFRTA is in the process of installing cab signaling equipment and compatible PTC hardware and software on the Fleet to allow for service along the FEC and into the MiamiCentral station.
SMART Demonstration Projects

Funding requests are for a 3 year demonstration period

Requires a 50% local match

Extensive coordination with municipalities, Miami-Dade County, FDOT, SFRTA, MDX, and Florida Turnpike Enterprise

Funding Sources (FDOT):
- Service Development Grants
- Transit Corridor Program
- Transportation Regional Incentive Program (TRIP)
I. Total Capital Cost Estimate: $3,944,611
   o Funding: $2,749,587 TRIP (FDOT State funding)
   o $493,024 Intermodal State funding (FDOT)
   o $702,000 City of Miami funding

II. Operations and Maintenance: $700,000/year
   o $350,000 FDOT Service Development Grant
   o $350,000 Miami-Dade County
City of Miami SMART Plan demonstration project for temporary Midtown Station in May 2018

Next Steps include:

• Identification of Funding Framework
• Environmental Clearance  **SFRTA**
• Finalization of Cost Estimates
• Design/Procurement/Construction
• Operation of Service  **SFRTA**
Northeast Corridor Link
Midtown/Design District Demonstration Project
NORTHEAST CORRIDOR LINK
Represents first phase of Tri-Rail expansion on FEC corridor to Aventura

1 of 6 Miami-Dade County SMART Plan corridors

Miami-Dade County is the project lead

6 proposed stations / 13 miles
Challenges to Implementation

- Confirmation of Project Lead
- Access Fee Negotiations/Agreements
- Funding - Capital and O&M
- Environmental Clearance
- Site Location Finalization

Current Status

TPO Governing Board held Sunshine Meetings in April & June 2018

TPO Governing Board is working to identify project lead, steps to reactivate station siting and environmental process.
Northwood crossover construction
Allows for possible intermediate service to
Jupiter prior to full Coastal Link implementation
Coastal Link
85 miles of service from Downtown Miami to Jupiter
Fully integrated with Tri-Rail
Approximately 25 stations
Up to 50 trains/day
30 minute headways
Challenges to Implementation

- Access Fee Negotiations/Agreements which will require input from local municipalities
- Local Finance Plan for Operations and Maintenance
- Funding- Capital and O&M
- Station Site Locations Finalization
- Environmental Clearance

Current Status

- FDOT performed preliminary environmental work
- FDOT has fully funded Project Development phase with state funds
- Project Development phase is on hold
- Can be completed in 18-24 months
Thank You