

South Florida East Coast Corridor (SFECC) Study



Project Update to SFRPC

December 3, 2012

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Agenda

1. Overview of SFECC & All Aboard Florida
2. South Florida East Coast Corridor Overview
3. Project Process
4. Build Alternative & Segments
5. Stations
6. Next Steps



Overview of SFEC & All Aboard Florida

SFEC – Commuter Passenger Rail Service

- **Commuter Passenger Rail**
 - 30+ Round-trip Trains Per Day
- **Commuters and Local Travelers**
- **Phased Implementation**
 - Miami to Pompano Beach
 - Tri-Rail Extension to Jupiter
 - Miami to Jupiter via FEC Corridor
- **85 miles (Phased Implementation)**
- **Station Spacing Every 3-5 Miles**
- **Integrated with Tri-Rail**
- **No construction funding programmed**



All Aboard Florida – Intercity Passenger Rail Service

- **Intercity Passenger Rail Service**
 - 14 Round-trip Trains per Day
- **Tourists and Regional Travelers**
- **Miami to Orlando**
- **240 miles (One Phase)**
- **3 Stations in Tri-County area**
- **Privately funded**



Ongoing Coordination with FEC on both projects



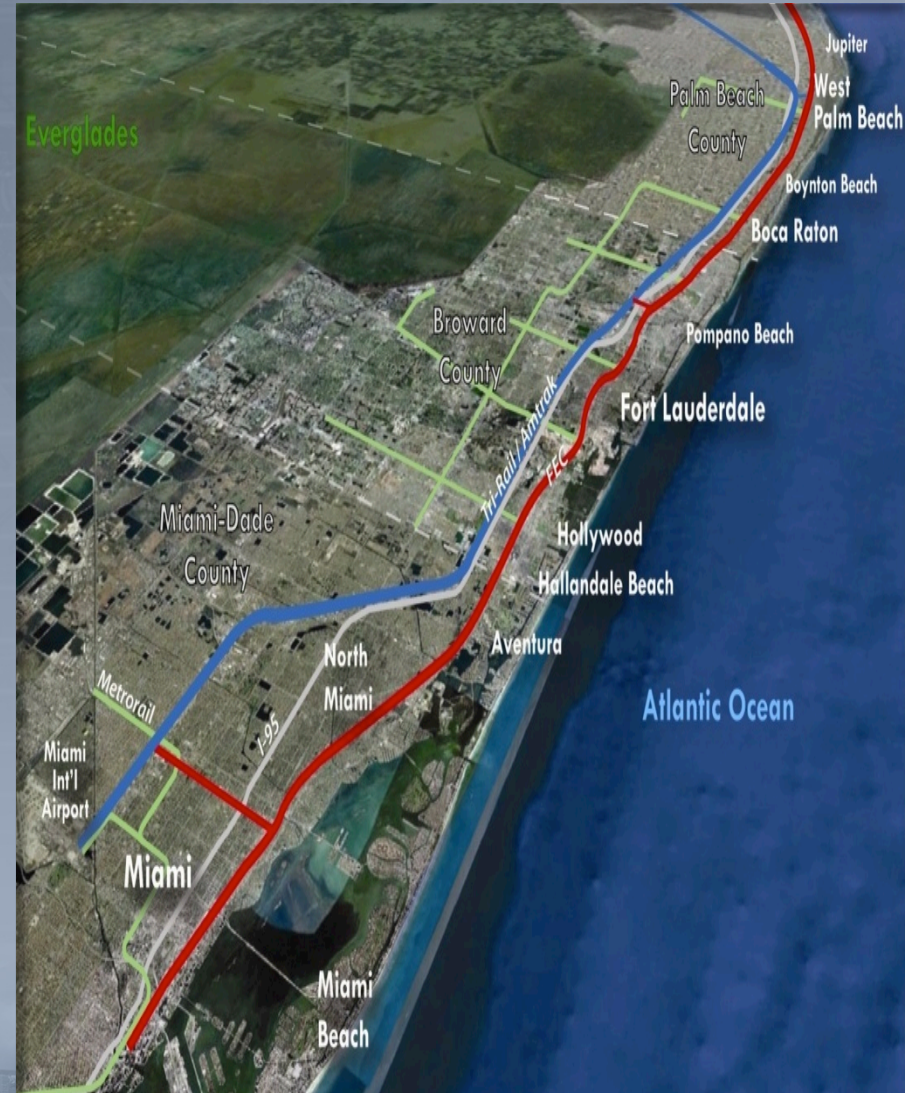
Overview of SFEECC & All Aboard Florida

- **Benefits of both projects**
 - *Additional Transportation Options*
 - *Private-Public Synergy*
 - *Complementary Transit Services*
 - *Grows Public Interest in Passenger Rail*
- **Continued considerations**
 - *Station Locations and Configurations*
 - *Infrastructure and Cost Implications*
 - *Accommodation of Service for Intercity, Commuter and Freight*
 - *Targeted Time Frames for Service*
 - *All Aboard Florida → End of 2014 (private funding)*
 - *FECC → No construction or operating funds identified yet*
 - *FDOT Request for Proposal (RFP) for Leasing of Right-of-Way*



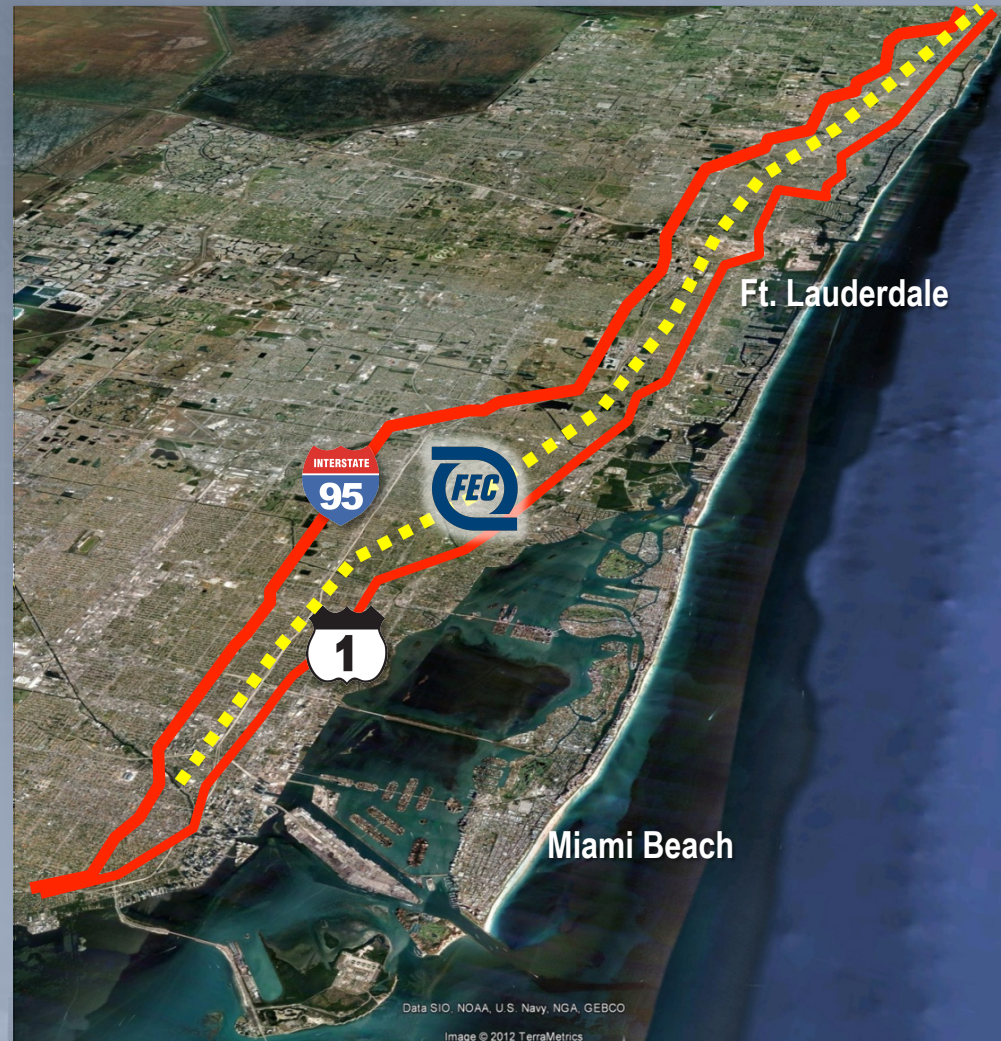
The SFEC: The Region's Core

- The region's economic core
 - 1 million jobs, 1.5 million people, and multiple downtowns within the corridor
 - 3 international airports & 3 seaports
 - Extensive rail, truck and marine freight
- The region's transportation core
 - 3 million trips per day → 17% of regional trips
 - Strong transit service & ridership today
 - Improvement projects already underway

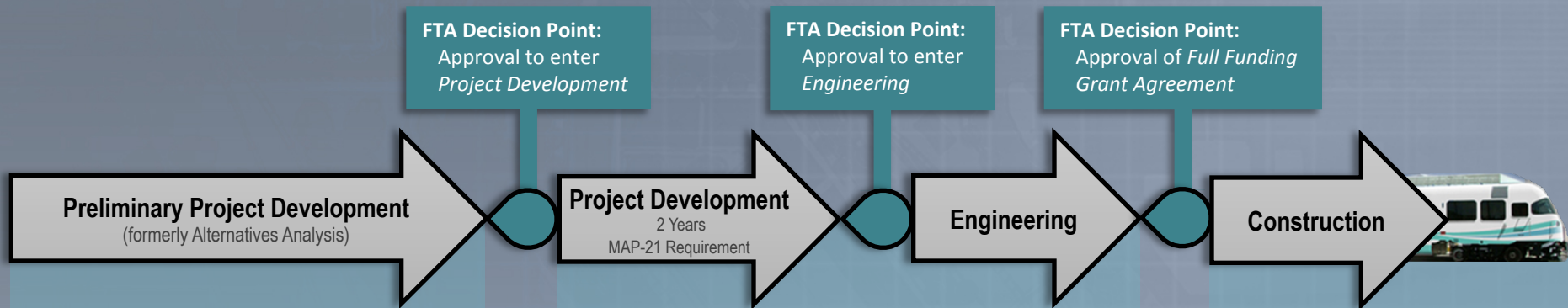


The SFEC: Project Setting

- Existing transportation options already in heavy use
 - *300,000 vehicles per day on I-95*
 - *Major auto congestion*
 - *Over 55,000 trips per day on bus and rail transit*
- Strong population and employment growth forecast
- Limited opportunities and desire for roadway expansion



Project Process



Develop Build Alternative

- Initial Engineering
- Initial Environmental
- Funding Framework

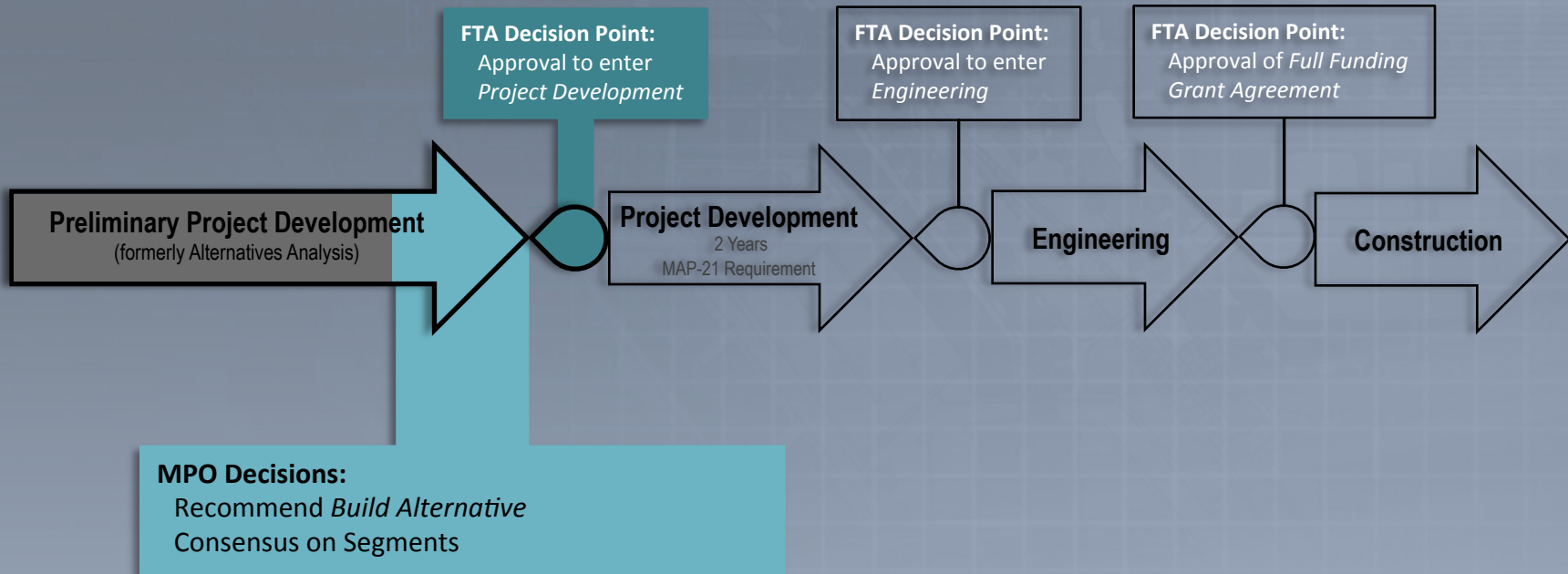
Refine Build Alternative

- Complete Engineering
- Complete NEPA (Environmental)
- Funding Plan(s) → Commit Funding

Construct Project(s)

- Fund Project(s)
- Begin Construction

Project Process



Recent Work Effort

- **Technical analysis**
 - *FEC on train operations*
 - *FTA on travel demand model*
 - *SFRTA on operations, economic benefits, and financing*
- **Project coordination**
 - *Steering Committee*
- **Station coordination**
 - *22 municipalities in 3 counties*
- **Refinement of Build Alternative**
 - *Developed Segments*
- **Ongoing coordination with All Aboard Florida**



Steering Committee & SFRTA Coordination

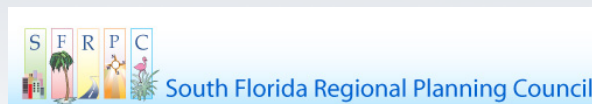
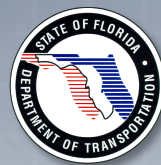
Steering Committee meetings

- February 14th
- March 1st
- April 11th
- May 3rd
- June 28th
- August 30th
- October 2nd, 16th

FDOT / SFRTA technical coordination meetings

- April 2nd
- May 2nd, 16th
- June 12th, 27th
- July 26th
- August 9th, 12th
- September 13th, 19th, 25th
- October 4th

SFECC Partners



Build Alternative and Segments

- **Build Alternative refinement**
 - *Double-track infrastructure with sidings*
 - *20 stations*
- **Steering Committee evaluating 3 segments**
 - *Segment A: Miami to Pompano Beach*
 - *Segment B: Tri-Rail Extension to Jupiter*
 - *Segment C: Miami to Jupiter via FEC Corridor*
- **Next steps**
 - *Recommend Build Alternative*
 - *Consensus on Segments to move into Project Development*



Build Alternative



Segment A – One-Seat Ride



- Offers one-seat ride to both Downtown Miami and Miami Int'l Airport
- High service level from Pompano Beach north to Mangonia Park
- Maintains existing Tri-Rail service levels
- Higher operating & maintenance cost

LEGEND

○ Typical station

Segment A – Transfer Options



- Transfer to either Downtown Miami (left) or Miami Int'l Airport (right)
- Existing Tri-Rail service patterns may be impacted
- Lower operating & maintenance cost
- May be difficult to operate timed transfer at Pompano Beach Station

LEGEND

- Typical station
- ◉ Transfer station

Segment A – Hybrid



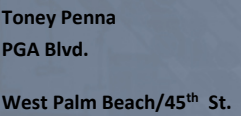
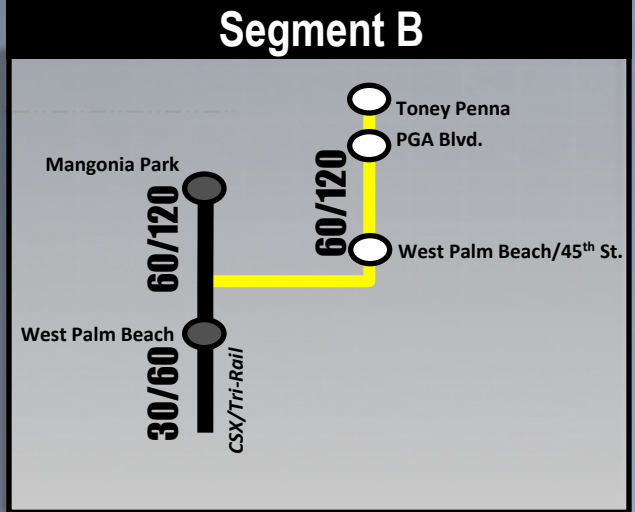
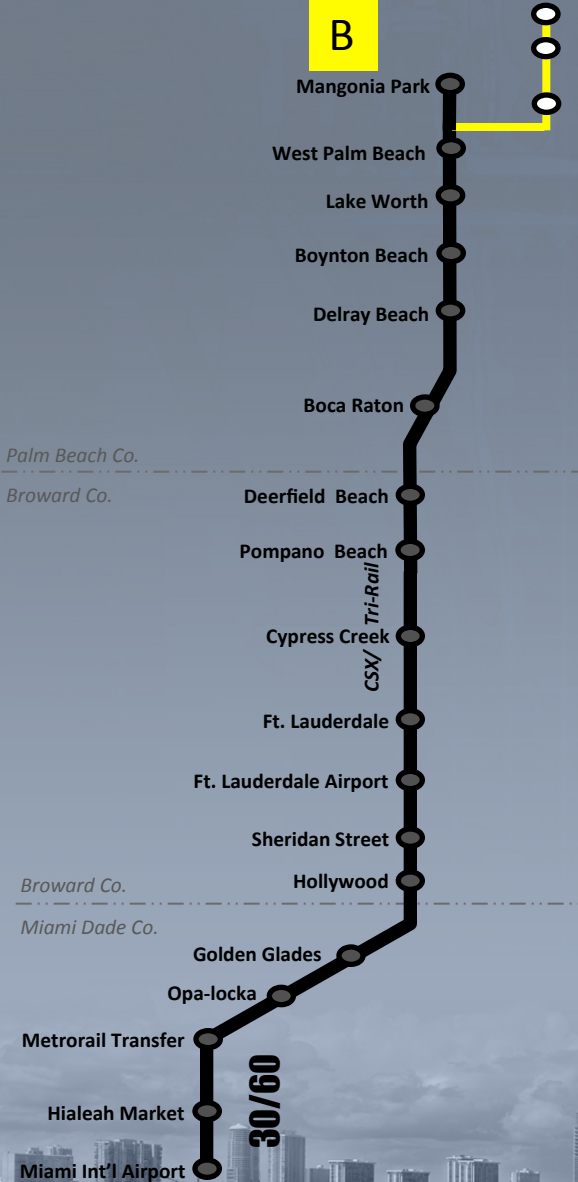
- Offers high service levels in the AM/PM peak periods
- Requires transfer to Miami Int'l Airport in off-peak
- Existing Tri-Rail service patterns are impacted in off-peak
- Medium operating & maintenance costs

LEGEND

- Typical station
- Transfer station

Segment B

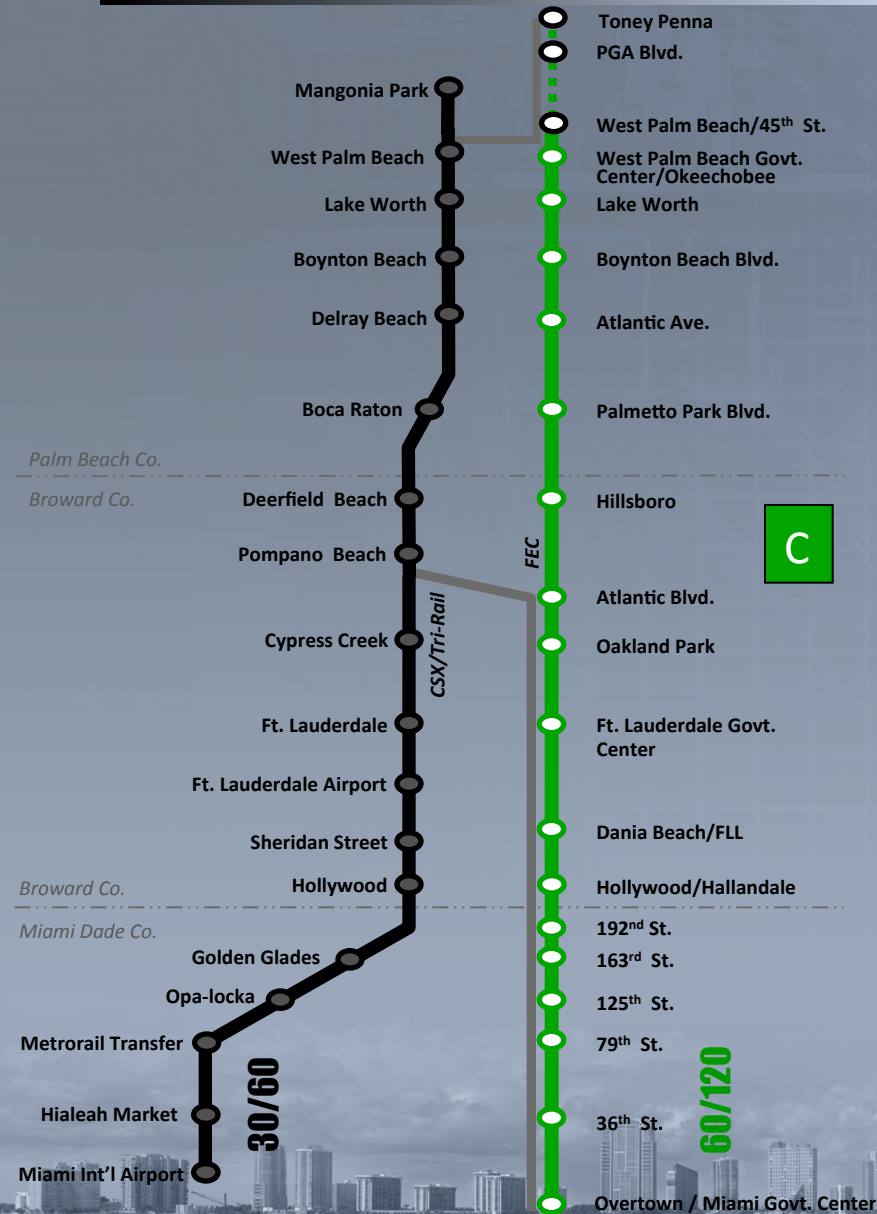
B



- Extends service to Jupiter



Segment C



Option 2

- Provides service in all 3 counties along FEC
- Option 2 extends service to Jupiter

Option 1

- Designed to overlay on Segment A and Segment B to complete the Build Alternative
- If implemented after or concurrent with Segment A or Segment B, then a rail connection is made with Tri-rail

Preliminary Comparison

	Tri-Rail	Segment A			Segment B	Segment C	
		One-seat ride	Transfer	Hybrid	Mangonia / Jupiter	Miami to WPB	Miami to Jupiter
Route Miles	71	107	107	107	91	140	152
No. of Stations	18	29	29	29	21	36	38
2016 Incremental Estimated Daily Boardings	—	+ 9,000	+ 8,000	+ 8,000	+ < 1,000	+ 3,000	+ 4,000
2016 Estimated Daily Rail Transfers	—	—	400-700	100	—	—	—
Weekday Train Miles	3,560	6,811	5,355	6,058	3,859	5,364	5,682



Station Refinement

- **Municipal review and coordination**
 - *Station Planning Meetings and Coordination*
 - *Held December 2011 thru April 2012*
- **Key refinement factors:**
 - *Station Spacing*
 - *Preliminary Ridership*
 - *Complement Tri-Rail Stations*
 - *Transportation Network Access*
 - *Surrounding and Future Land Use*
- **20 Stations in *Build Alternative***
 - *Average station spacing of 4.4 miles*
 - *4 additional stations under consideration*
- **Remaining stations tiered for future infill**

 **All Aboard Station Stops**



Station Refinement

Palm Beach County

Length - 44 miles

Stations - 8

Average Spacing - 5.5 miles

Broward County

Length - 25 miles

Stations - 6

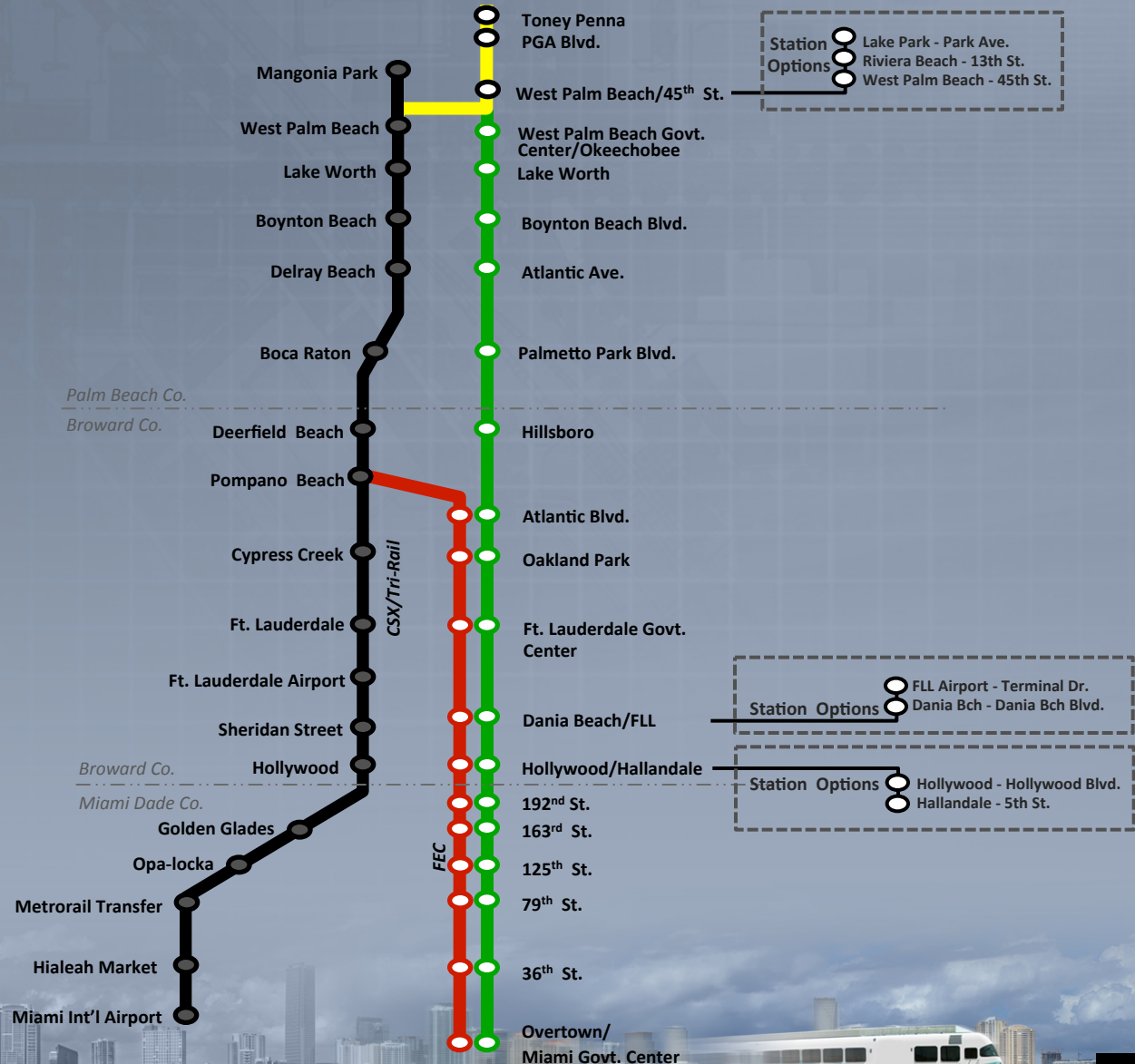
Average Spacing - 4.2 miles

Miami-Dade County

Length - 15 miles

Stations - 6

Average Spacing - 2.5 miles



Next Steps

- **Board updates – SEFTC, SFRTA, MPOs, RPCs:**
 - SEFTC – [October 22nd](#)
 - SFRTA – [November 8th](#)
 - Broward MPO – [November 8th](#)
 - SFRPC – [December 3rd](#)
 - Palm Beach MPO – [December 10th](#)
 - TCRPC – [December 14th](#)
 - Miami-Dade MPO – TBD pending All Aboard Florida input
- **Coordinate with All Aboard Florida**
 - Update train operations, infrastructure, and costs
- **Discussions on funding framework with Stakeholders**
 - Capital, O&M, Access costs
- **Build Alternative endorsement**
 - Consensus on Segments to move into Project Development



South Florida East Coast Corridor (SFECC) Study



Thank You!

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