

Project Update to City of Ft. Lauderdale

Central Broward East-West Transit & South Florida East Coast Corridor (SFECC) Projects

February 7, 2012



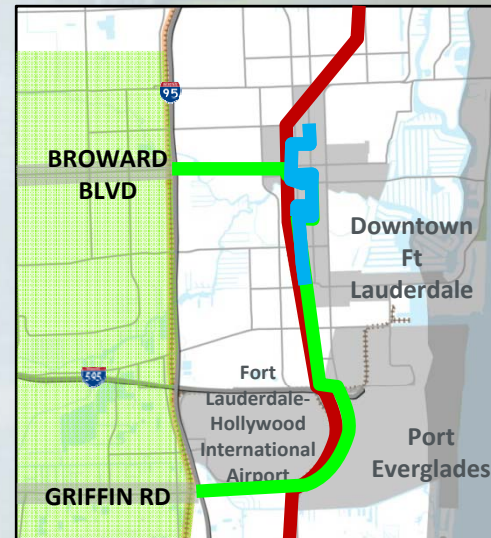


Transit Studies



Building a network of premium transit.

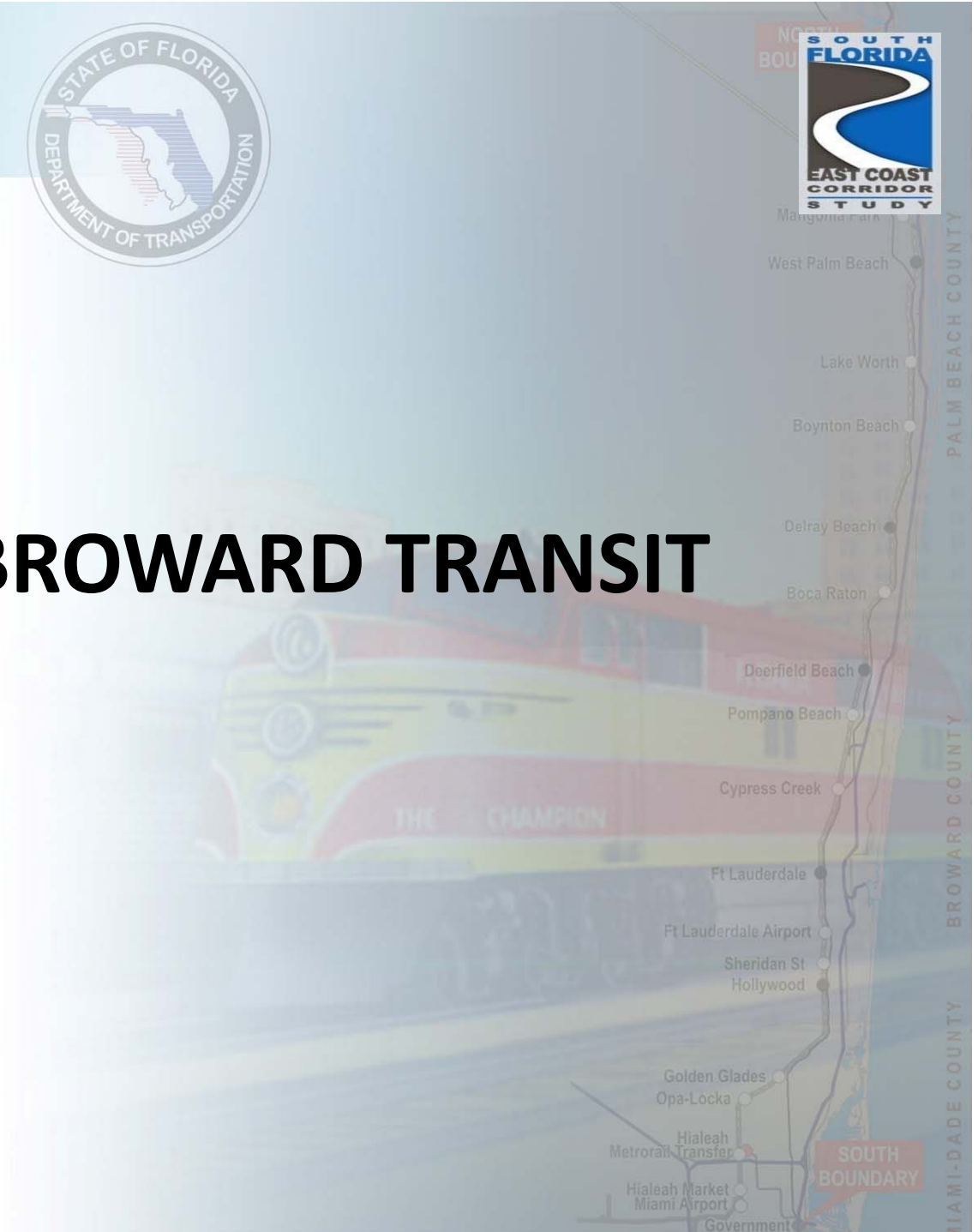
- The Wave Streetcar
- FEC
- CBT - Griffin Rd Alternative
- CBT - SR 7/Broward Blvd Alternative



CENTRAL BROWARD

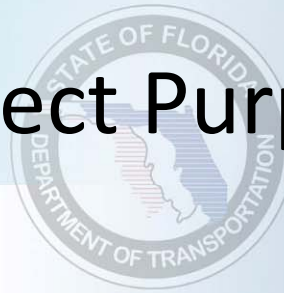


CENTRAL BROWARD TRANSIT





Project Purpose

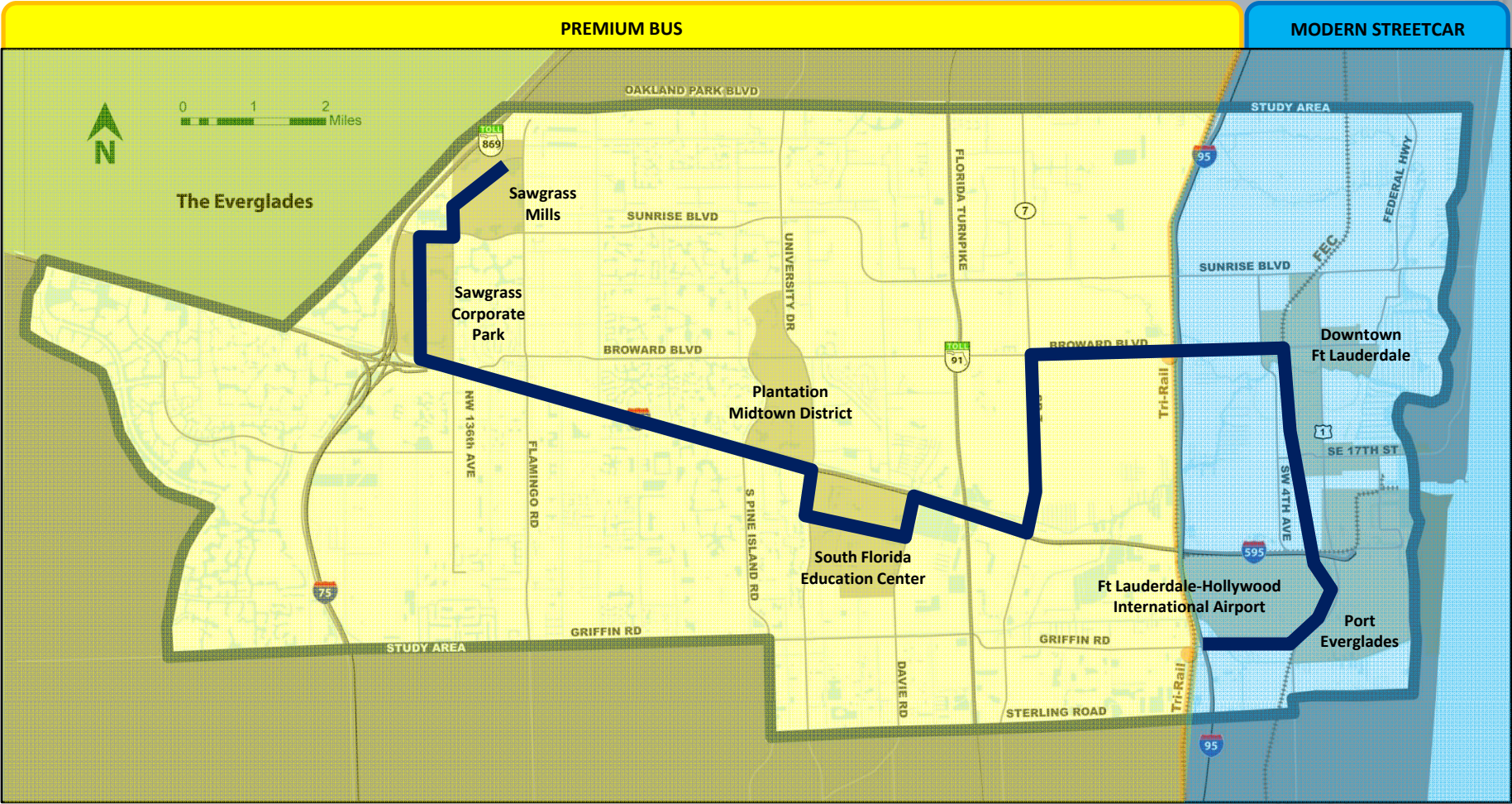


- Provide high-quality, high-capacity transit service to:
 - Serve east-west travel in Central Broward
 - Foster economic growth & development
 - Improve mobility to/from activity centers
 - Reduce VMT and vehicle emissions





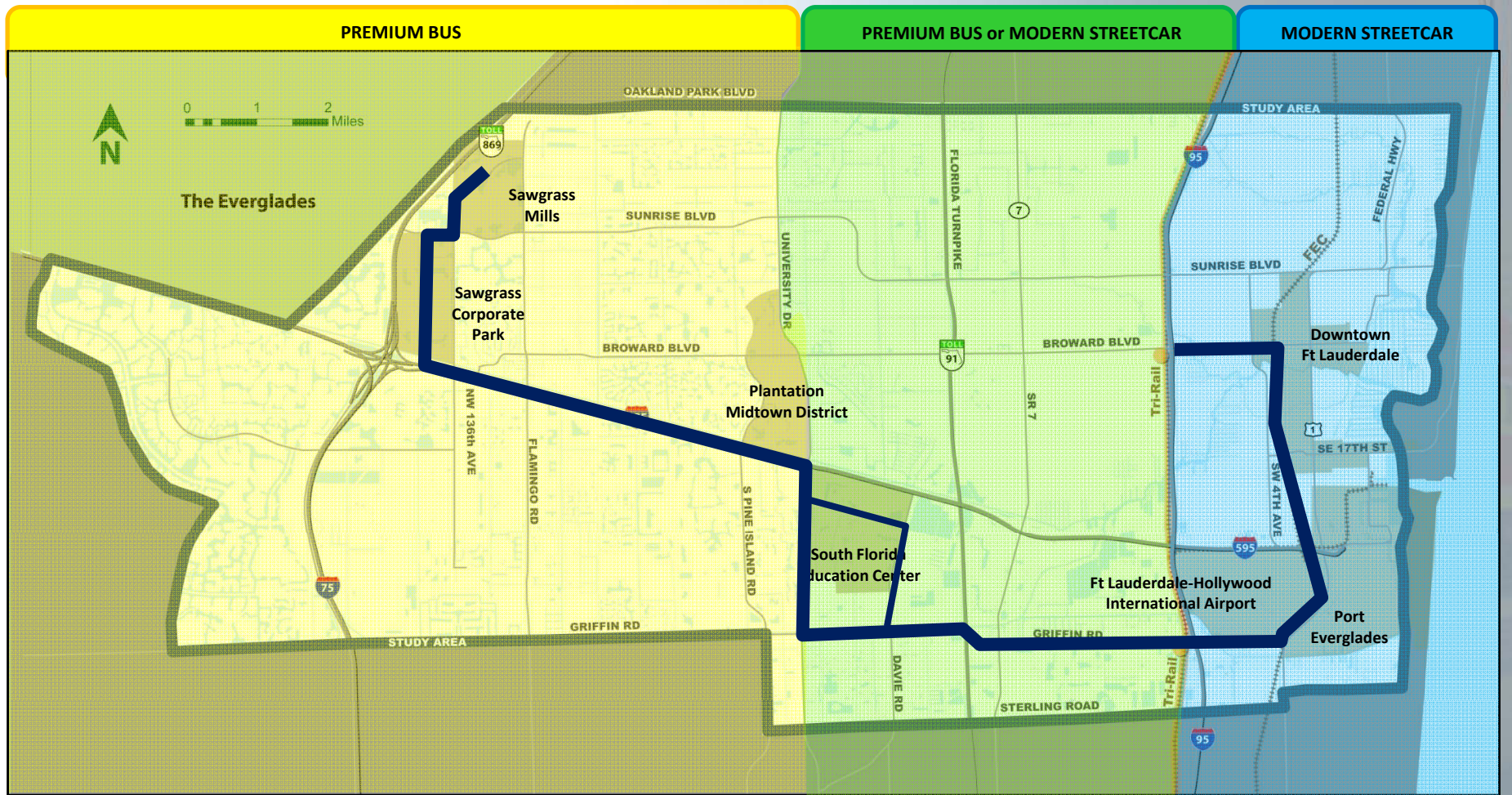
CBT - SR 7/Broward Boulevard



MIAMI-DADE COUNTY BROWARD COUNTY PALM BEACH COUNTY



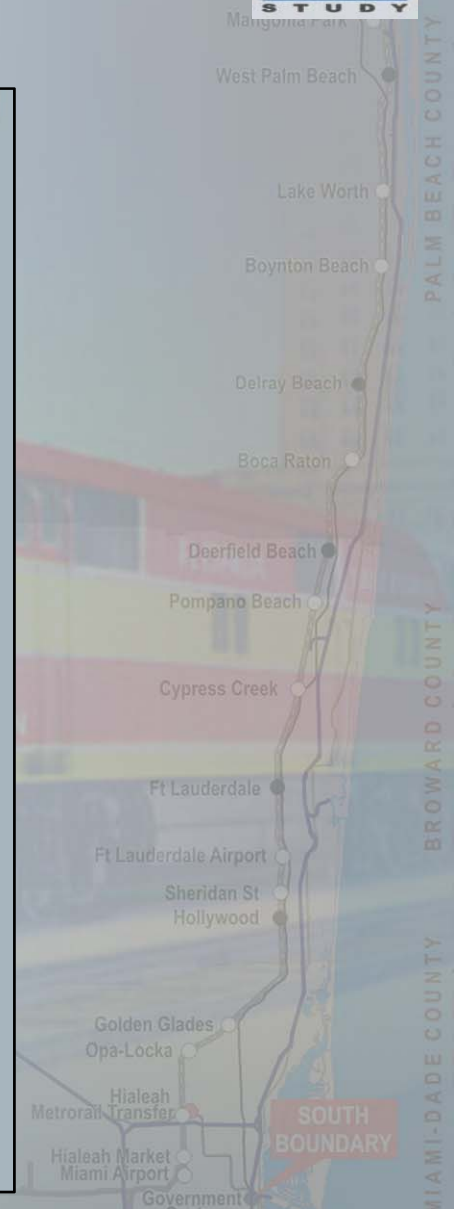
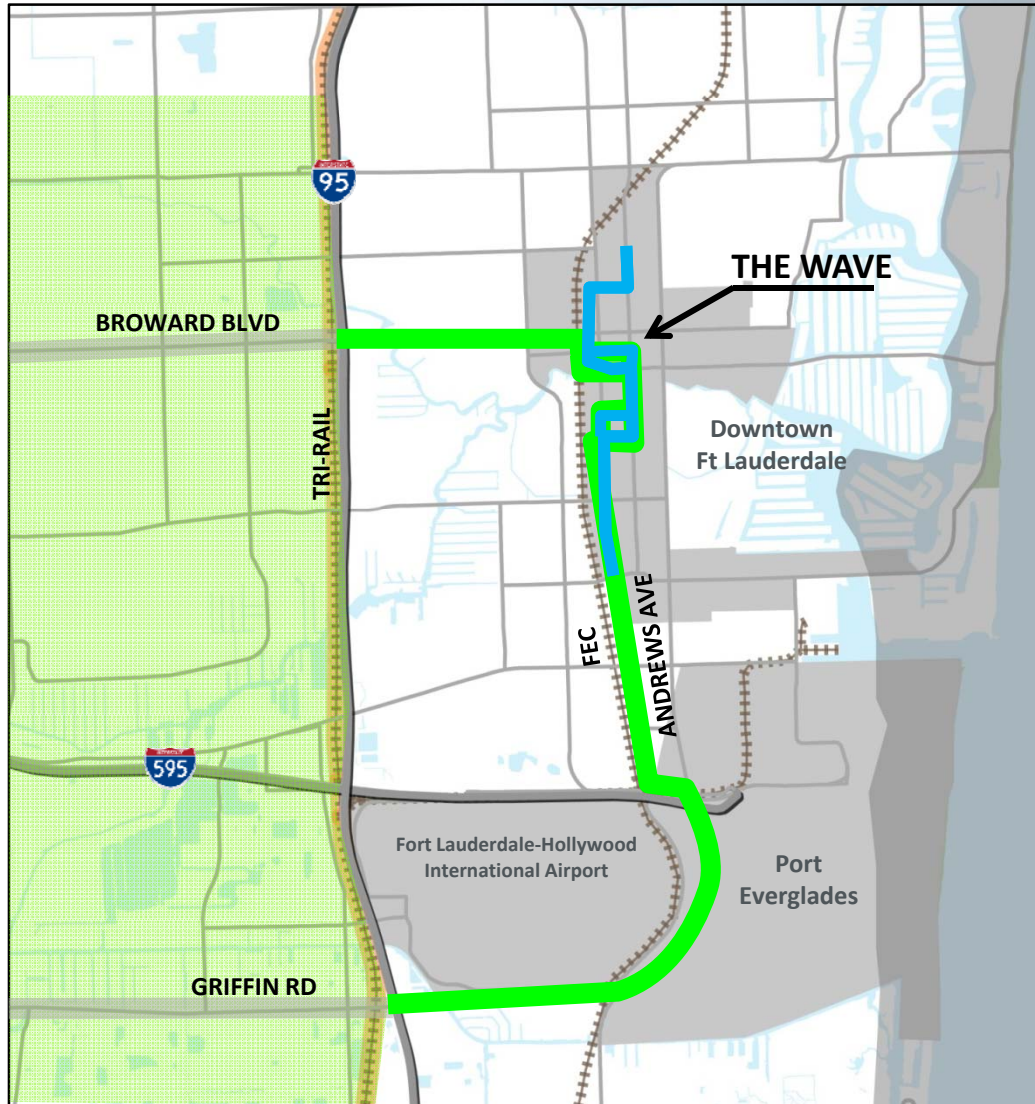
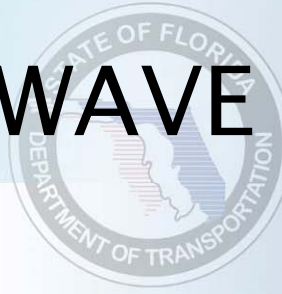
CBT - Griffin Road Alternative



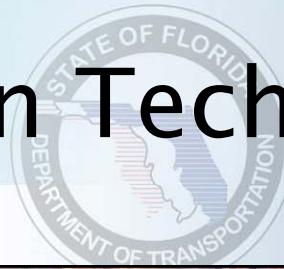
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CBT - The WAVE Connection



Modern Technology



Premium Bus:

- Larger seating capacity
- Comfortable interior
- Fewer stops
- Pre-board ticketing

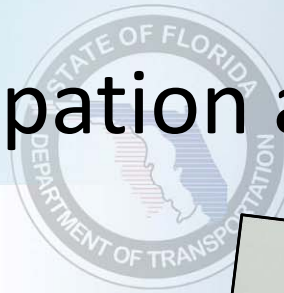


Modern Streetcar:

- Integrates into the community
- Attractive interiors
- Fewer stops
- Pre-board ticketing



Public Participation and Outreach

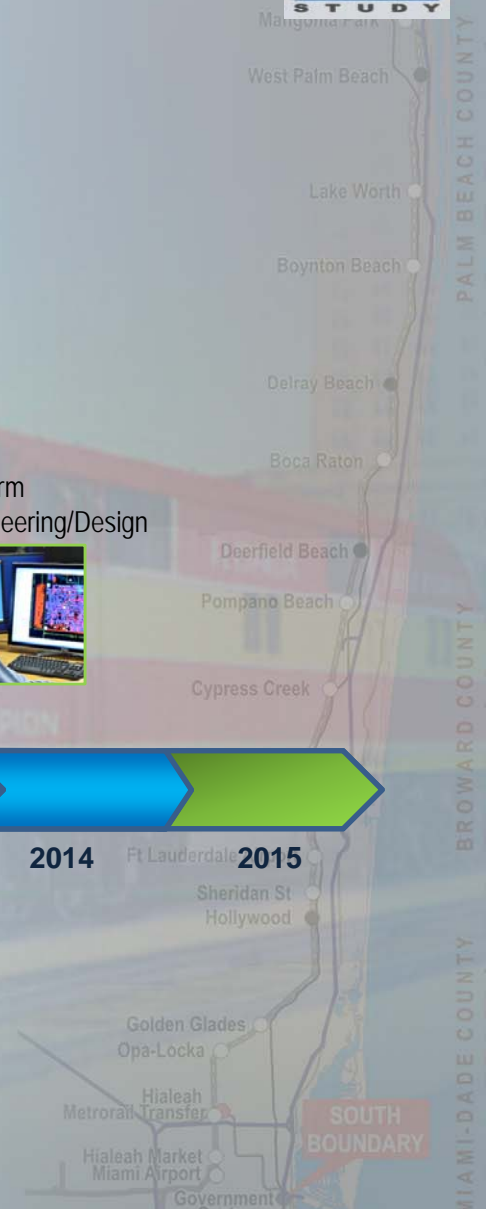
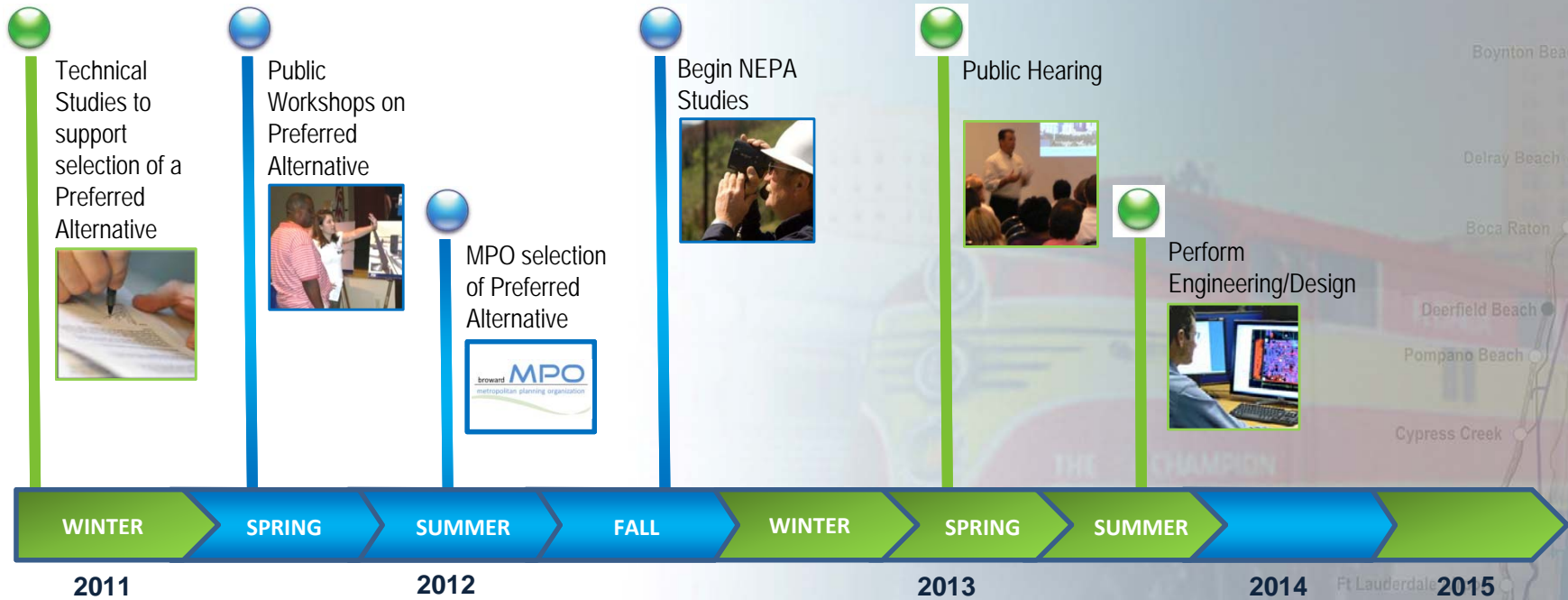


- Stakeholder Presentations:
 - Broward MPO
 - Cities
- Working Groups:
 - Fort Lauderdale
 - Davie and Dania Beach
 - Sunrise and Plantation
 - SR 7/Broward Boulevard
- Technical Advisory Group (TAG)
- HOA Outreach
- Public Meetings
- Newsletters and Postcards
- Website
- E-mail Blasts





CBT - Next Steps





SOUTH FLORIDA EAST COAST CORRIDOR (SFECC)



SFECC Goals - An Ultimate Integrated "Vision"

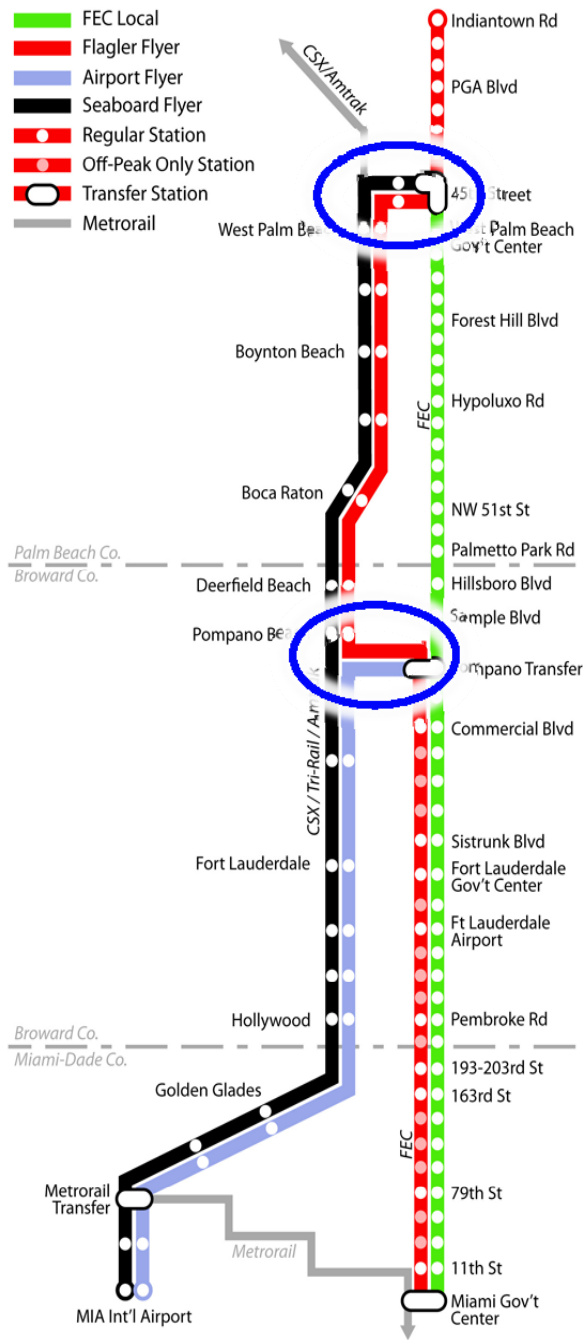
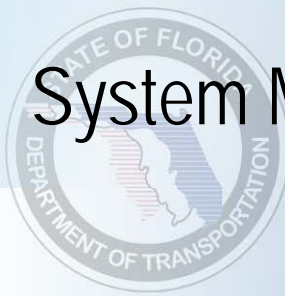


- Re-introduce passenger rail service on FEC Corridor (85 miles)
- Enhance mobility options in eastern core areas of 3 counties
- Create conditions for economic growth and redevelopment
- Leverage existing rail system infrastructure – balance passenger and freight
- Strengthen east-west connections



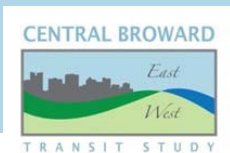
South Florida East Coast Corridor vision is a regionally integrated, cost-effective transit alternative connecting the dense eastern communities and providing economic growth opportunities in south Florida.

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

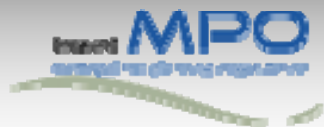




Local Support for System Master Plan

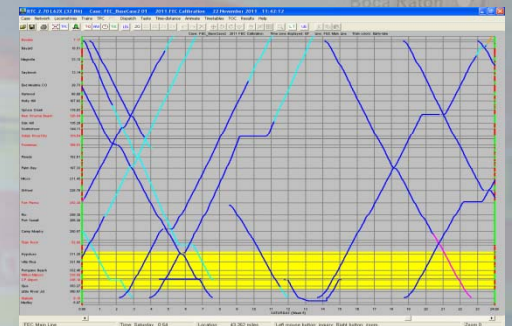
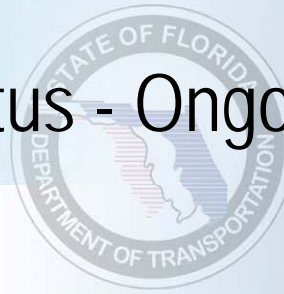


- Over 30 Resolutions of Support to date
- Broward MPO and Palm Beach MPO
 - Adopted supporting resolutions
 - Included as Illustrative Project in 2035 LRTP
- Miami-Dade MPO
 - Resolution deferred for future decision
 - Included SFECC Planning in 2035 LRTP as Priority 1 – highest level
- SFRTA/Tri-Rail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





SFECC Status - Ongoing Activities



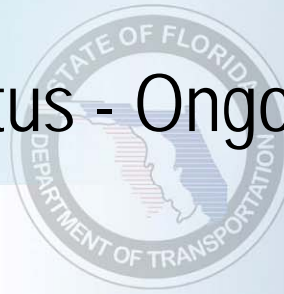
Hialeah Market
Miami Airport
Government

BOUNDARY

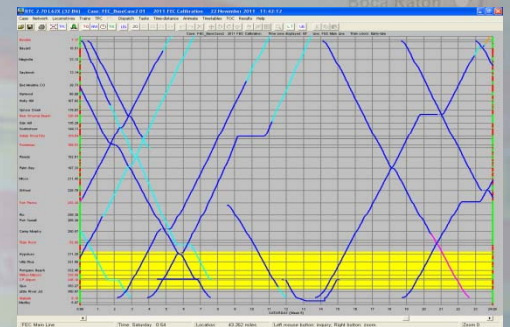
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SFECC Status - Ongoing Activities



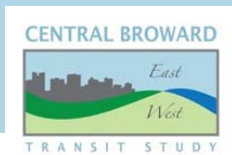
- Coordinate with FEC
 - Understand major infrastructure needs
 - Ongoing Port Work
- Concept Engineering
 - Track Plans & Cost Estimating
- Station Planning
- Prepare for Environmental work
- Public Outreach



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Development of SFEECC 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

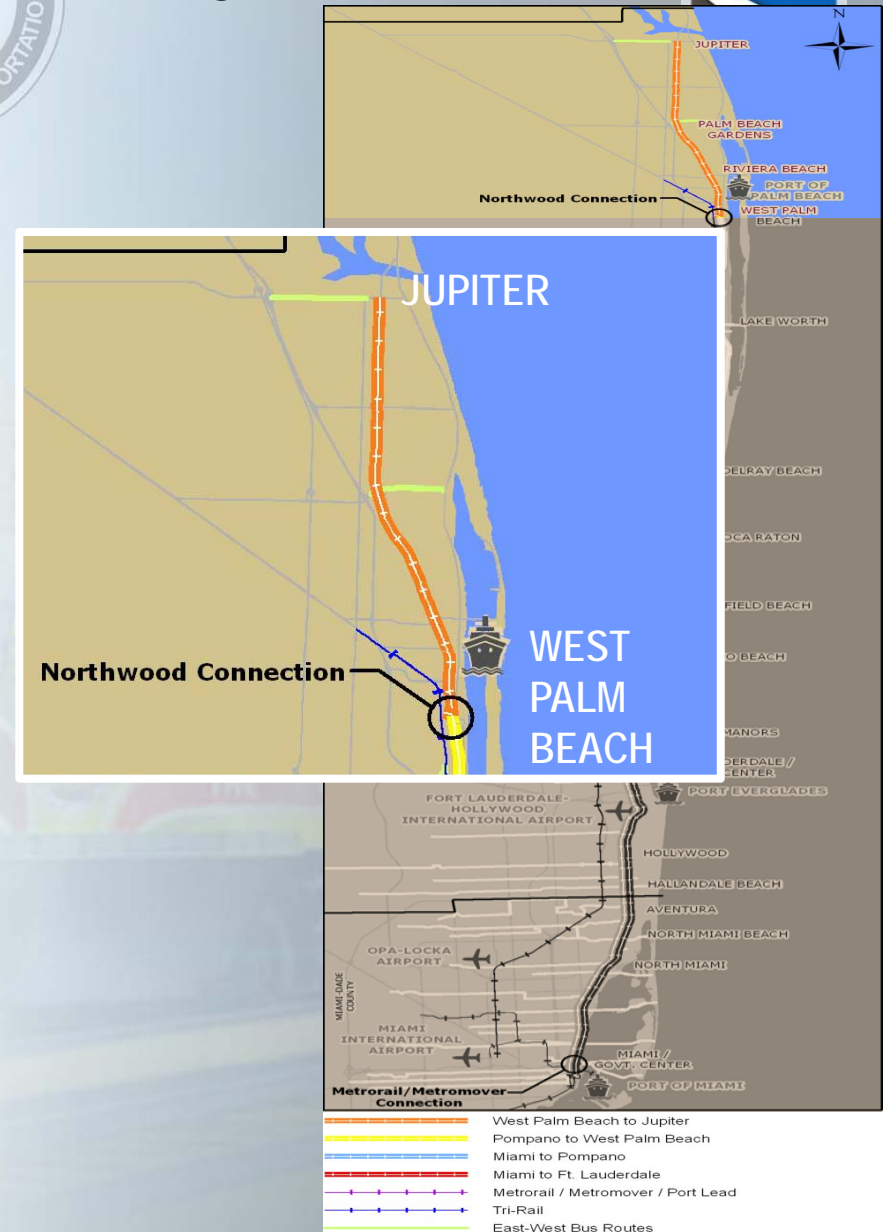


Potential Scenarios for Passenger Service



- **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.*



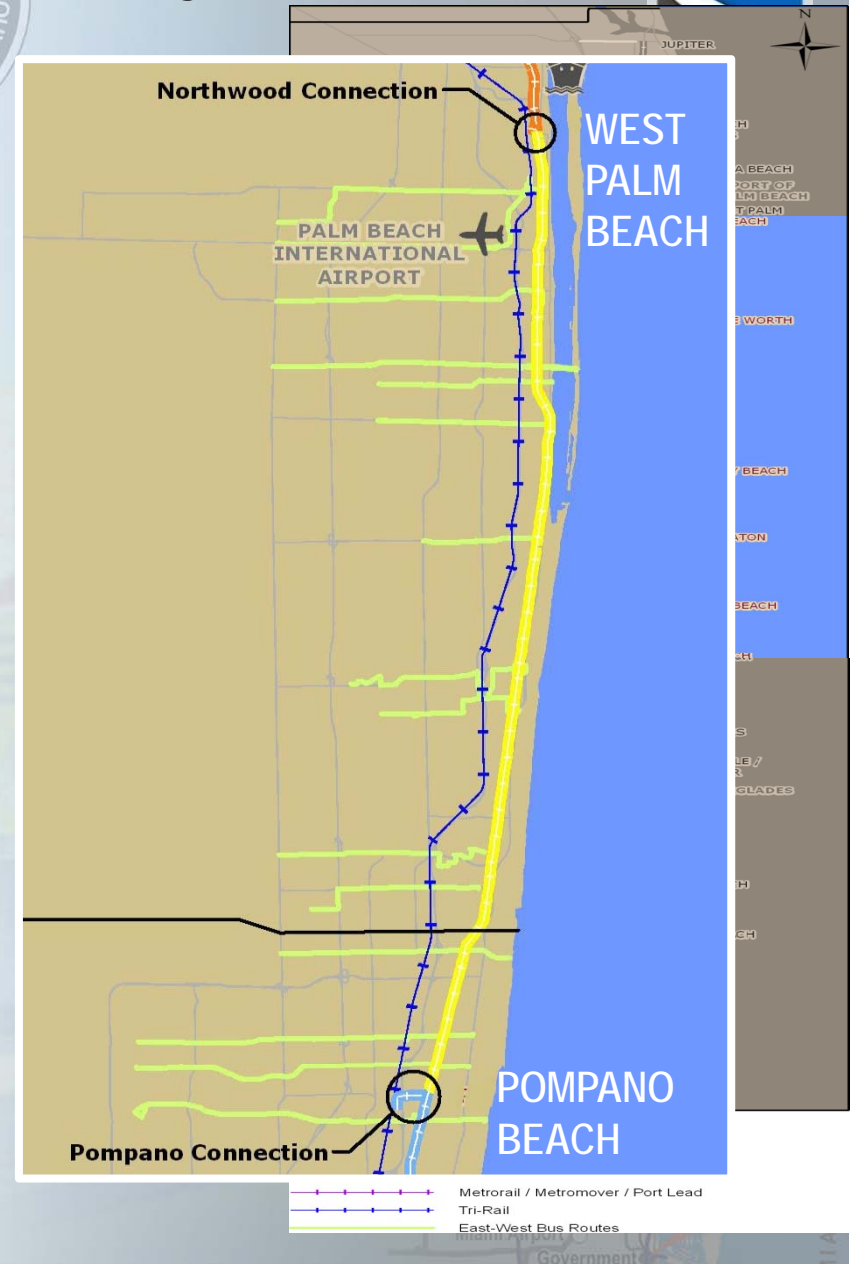
Potential Scenarios for Passenger Service



- **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.*

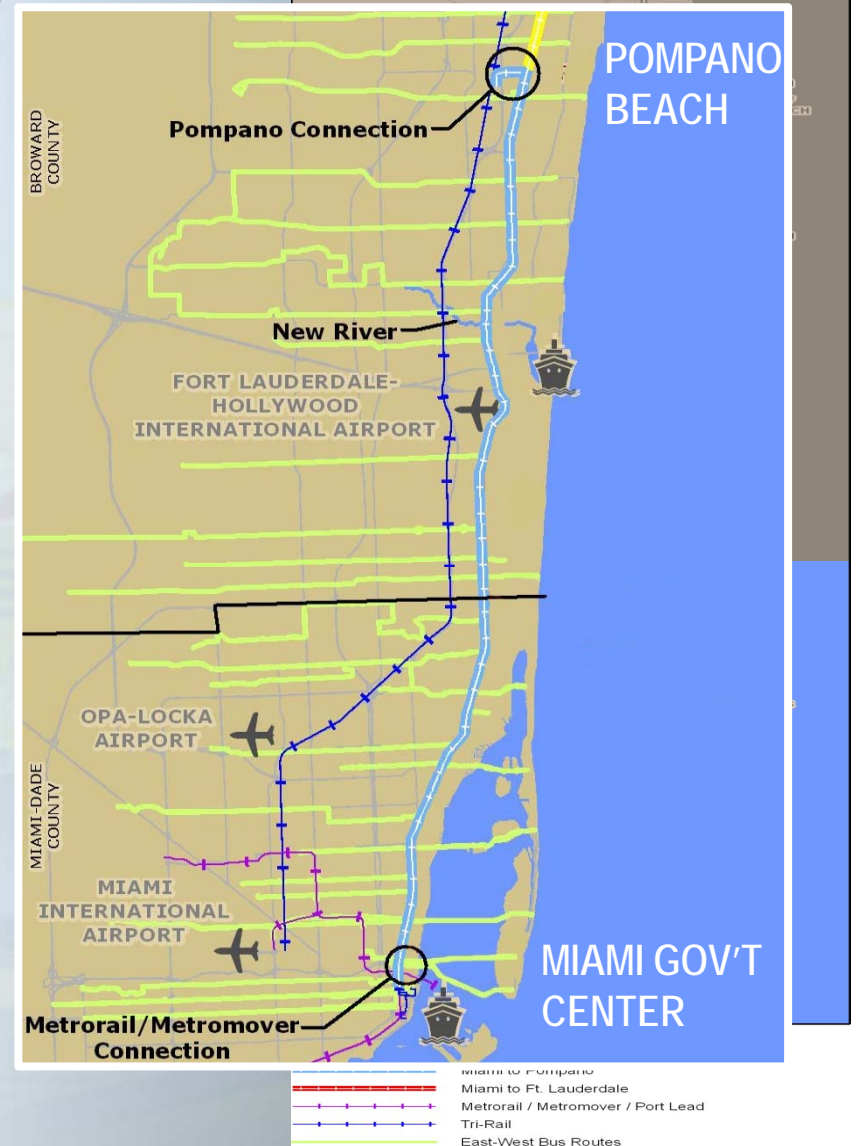


Potential Scenarios for Passenger Service



- **Miami to Pompano**
 - 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

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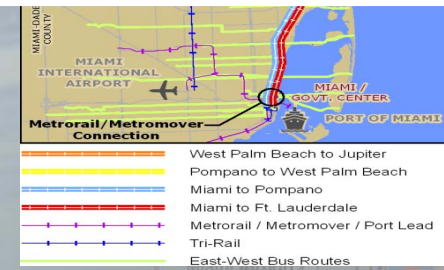
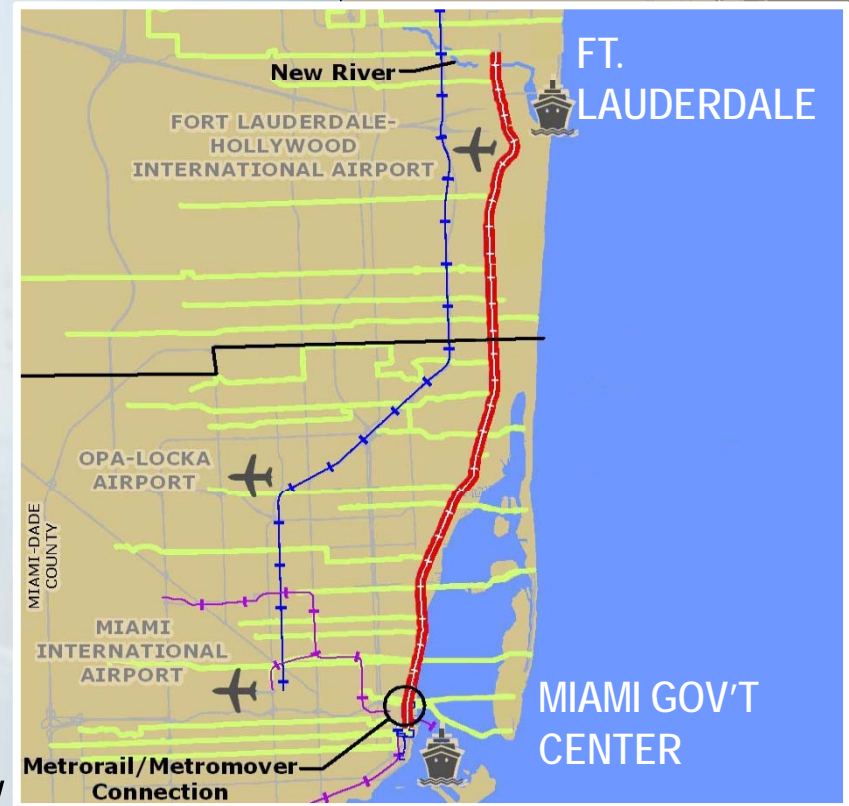


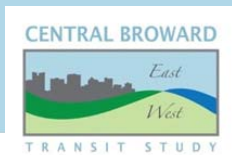
Potential Scenarios for Passenger Service



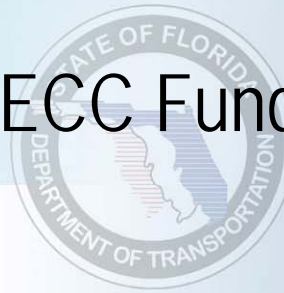
- **Miami to Ft. Lauderdale**
 - 24 miles; 6-8 stations under evaluation
 - Connects downtown Miami to downtown Ft. Lauderdale;
 - Connects to Metrorail, Metromover, Express Bus; planned BRT and "The Wave" streetcar
 - Includes **IRIS Connection**
 - Highest ridership based on preliminary estimates
 - 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.





SFECC Funding



- 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 experts with locals
 - Develop innovative strategies/approach



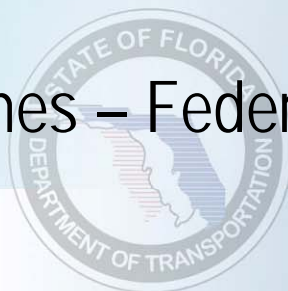
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SFECC Timeframes – Federal v. State Process



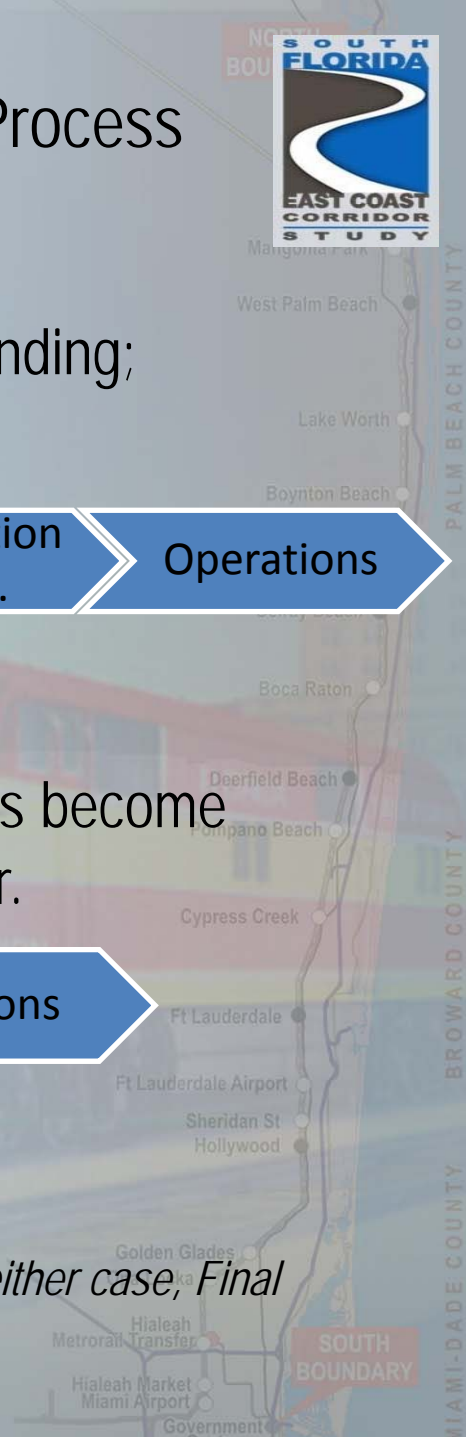
Federal process (EIS) – preserves eligibility for federal funding; 7 years best case; can revert to state process.



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 case, Final Design and Construction can be combined in a Design-Build scenario.





Project Websites



www.sfecctestudy.com

www.centralbrowardtransit.com

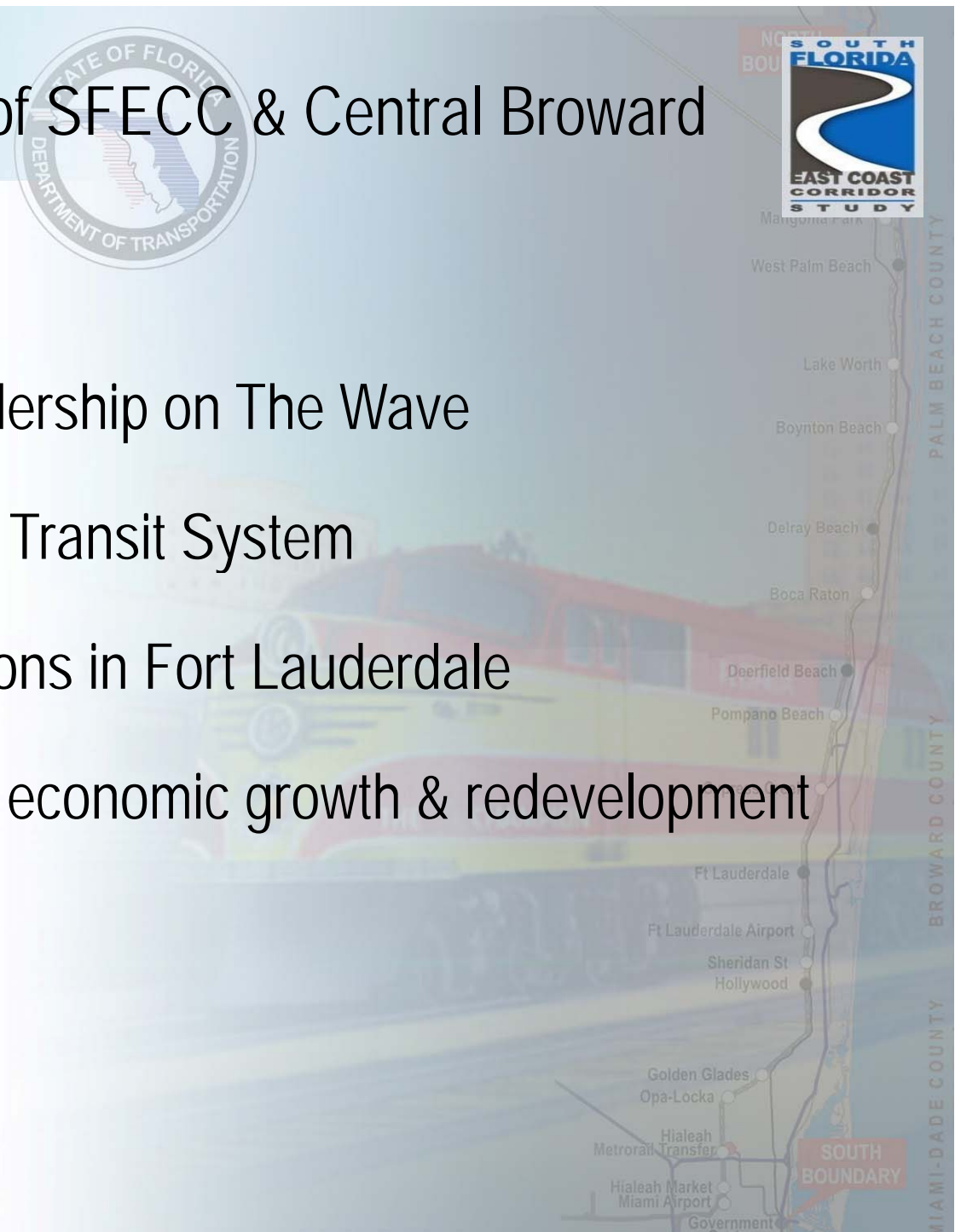




Mutual Benefits of SFECC & Central Broward



- Supports increased ridership on The Wave
- Integrates a seamless Transit System
- Improves mobility options in Fort Lauderdale
- Creates conditions for economic growth & redevelopment

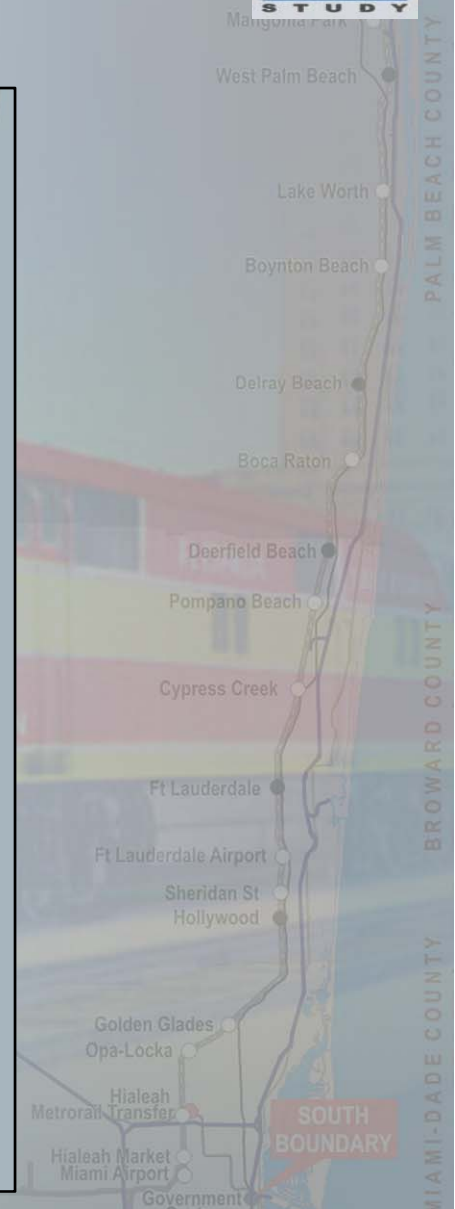
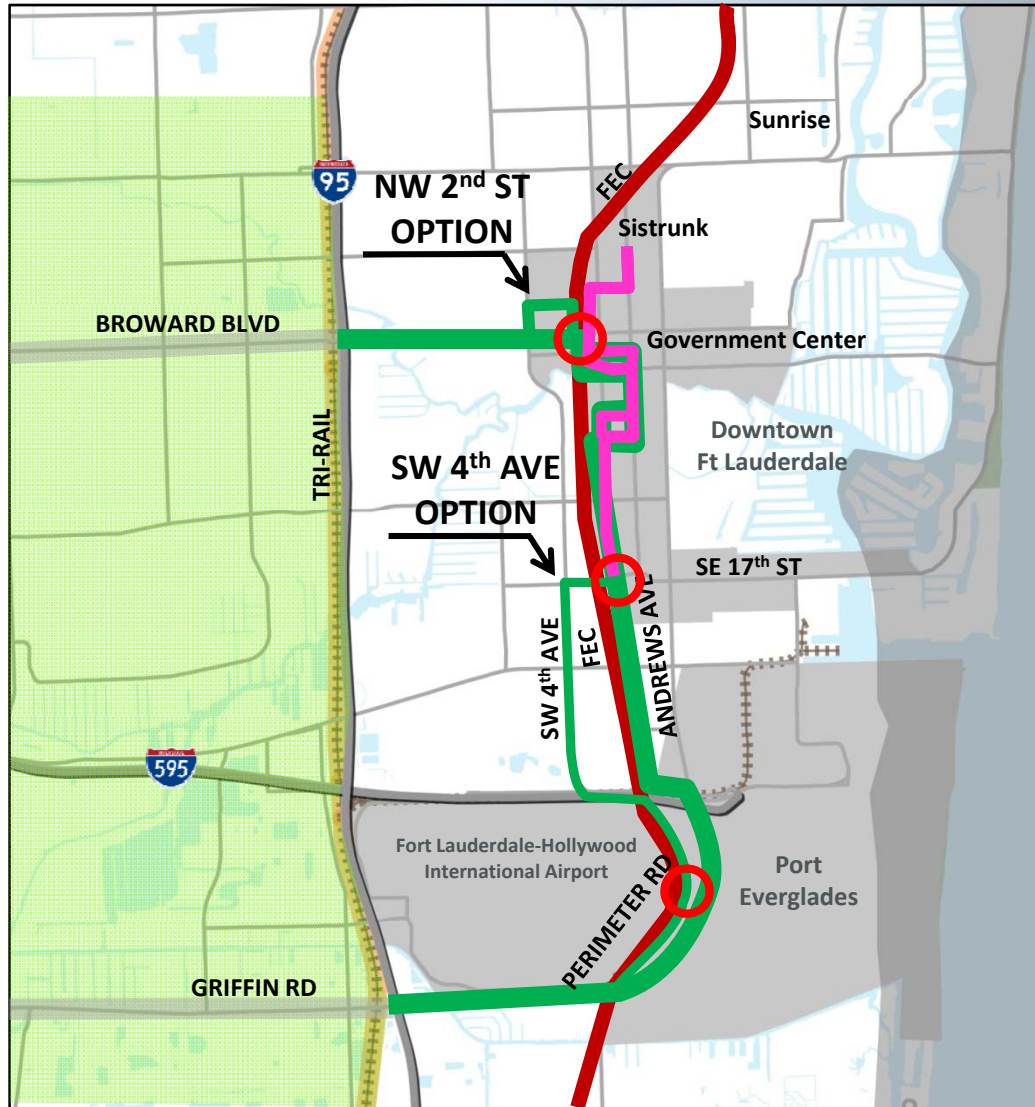


Central Broward, SFECC, and The Wave Station Coordination in Fort Lauderdale



Legend:

- █ CBWET
- █ The Wave
- █ SFECC
- SFECC Potential Stations





Next Steps



- Station planning efforts
- Finance discussions/workshops
- Community and Stakeholder outreach
- Ongoing coordination for projects & studies
 - Broward Blvd Gateway & Mobility Hub



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Questions



Thank You!

