



**AGENDA**  
**Southeast Florida Transportation Council**  
**Coastal Link Workshop**  
Friday, April 30, 2021 9:30 a.m.  
[https://us02web.zoom.us/webinar/register/WN\\_Q3eLULHMS3CLBiFdxes6Ow](https://us02web.zoom.us/webinar/register/WN_Q3eLULHMS3CLBiFdxes6Ow)

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**REGULAR ITEMS**  
**(All Items Open for Public Comment)**

- 9:30 **Opening Remarks** - SEFTC Chair Gilbert
- 9:40 **Broward Workshop** - Randall Vitale
- 9:45 **Broward Metropolitan Planning Organization** - Bill Cross
- 9:55 **Brightline** - Patrick Goddard
- 10:05 **Tri-Rail/SFRTA** – Steve Abrams
- 10:15 **BREAK**
- 10:30 **Miami-Dade Dept. of Transportation & Public Works (DTPW)** – Jimmy Morales
- 10:50 **Broward Commuter Rail** - Commissioner Beam Furr (Broward County), Chris Walton (Broward County), Vince Ruddy (Broward County) & Steve Braun (FDOT)
- 11:10 **BREAK**
- 11:30 **Fort Lauderdale New River Crossing** - Mayor Trantalis
- 11:40 **Palm Beach Transportation Planning Agency** – Nick Uhren
- 11:55 **Closing Remarks - Miami-Dade Transportation Planning Organization** - Aileen Bouclé

**NEXT SEFTC MEETING: July 30, 2021**

**\*MOTION TO ADJOURN**

\* Motion Requested

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Erica Lychak, Title VI Coordinator at (954) 876-0033/0058 or [lychake@browardmpo.org](mailto:lychake@browardmpo.org) (or via Florida Relay at 711) at least seven days prior to the meeting.

For complaints, questions or concerns about civil rights or non-discrimination please contact: Erica Lychak, Title VI Coordinator at the numbers or e-mail above.



**Southeast Florida Transportation Council  
(SEFTC)**

**Meeting Date:** 04/30/2021

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**SUMMARY:**

**Broward Metropolitan Planning Organization - Bill Cross**

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**Attachments**

Broward MPO - History

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# Coastal Link Commuter Rail

William Cross  
Broward MPO





Move People & Goods | Create Jobs | Strengthen Communities

# Coastal Link Commuter Rail

William Cross, P.E.

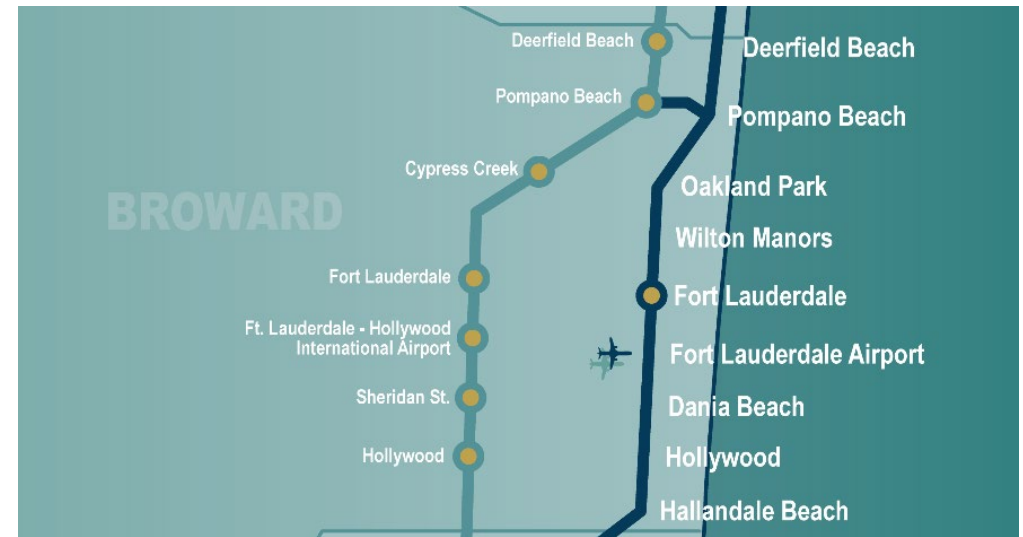
Deputy Executive Director

Planning & Programming

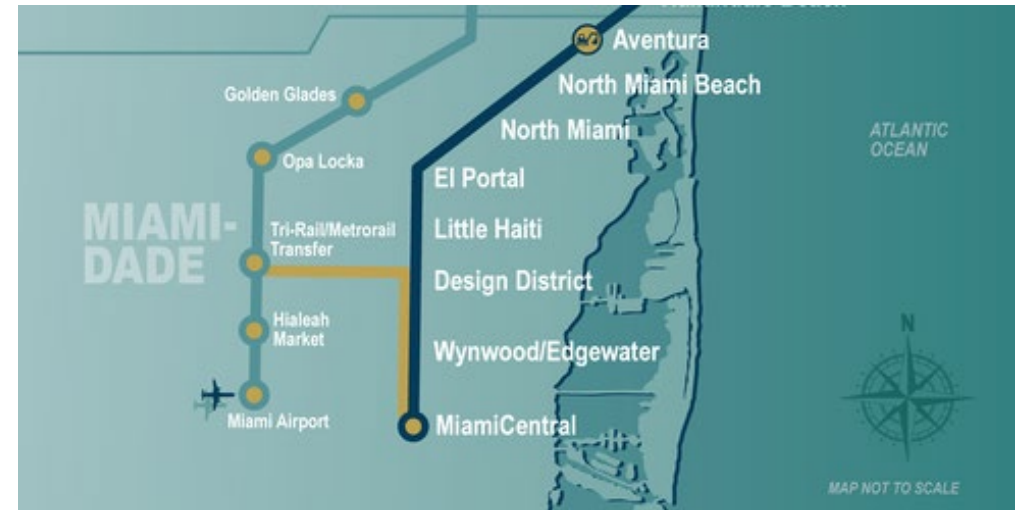
# Coastal Link Commuter Rail



Palm Beach County



Broward County



Miami-Dade County

# Project History

2004-2010

- MPOs and FEC request regional Transit Study by FDOT
- FDOT held over 400 public meetings to develop System Master Plan
- Bus service in US 1 corridor ineffective alternative due to slow average travel speeds
- Recommendation to keep US 1 local and make FEC corridor Regional
- Resolutions of support from Broward MPO, Palm Beach MPO and cities

2012

- Refined Master Plan for 85-mile commuter rail from Miami to Jupiter
- Integrated extension of Tri-Rail on shared tracks with FEC Freight
- All Aboard Florida (AAF) announced from Miami to Orlando



# Project History

2013

- Memorandum of Understanding (MOU):
  - Southeast Florida Transportation Council (SEFTC)
  - Miami-Dade Transportation Planning Organization (MDTPO)
  - Palm Beach Metropolitan Planning Organization (PBMPO)
  - Broward Metropolitan Planning Organization (BMPO)
  - Treasure Coast Regional Planning Council (TCRPC)
  - South Florida Regional Planning Council (SFRPC)
  - South Florida Regional Transportation Authority (SFRTA)
  - Florida Department of Transportation (FDOT)
- MOU divides project responsibilities:
  - FDOT - Project Development, Financing
  - SFRTA - Design, Construction & Operations
  - Regional Planning Councils - Public Outreach

Tri-Rail Coastal Link



# Project History

Need parties to agreement. \$\$ gov't. ASK SFRTA.

- 2014
- FDOT & SFRTA formally request Entry into PD from FTA
  - FTA and FRA agree to put PD on hold to avoid confusion with AAF
- 

- 2018
- Brightline starts revenue service from Miami to West Palm Beach
  - Miami-Dade begins negotiating track access
  - Broward passes Transportation Surtax
  - Phased project implementation based on local funding share by county

# Project History

Need parties to agreement. \$\$ gov't. ASK SFRTA.

2019-2020

- FDOT conducts New River Crossing Feasibility Study
- Miami-Dade County Resolutions for ongoing track access negotiations
- Broward continues dialogue with Brightline and FDOT
- Broward and FDOT draft MOU to advance commuter rail project

2021

- PD&E Consultants selected
- Miami-Dade Northeast Corridor LPA Selected
- Tri-Rail extends service into Downtown Miami



**Southeast Florida Transportation Council  
(SEFTC)**

**Meeting Date:** 04/30/2021

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**SUMMARY:**

**Brightline** - Patrick Goddard

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**Attachments**

Brightline

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# *brightline*<sup>®</sup>

## **SEFTC Meeting**

Patrick Goddard, President  
April 30, 2021



## Connecting two of the largest and most congested markets in the nation

- Brightline is the owner of the passenger rail easement on the FECR/BL corridor
- Plan to reopen S. Florida operations in late 2021
- Two additional In-Line stations underway: **Aventura and Boca Raton (2022)**
- Extension to **Orlando International Airport** and station under construction
- Engineering underway for expansion to **Disney Springs and Tampa**

**\$4.2B**

investment

**53%**

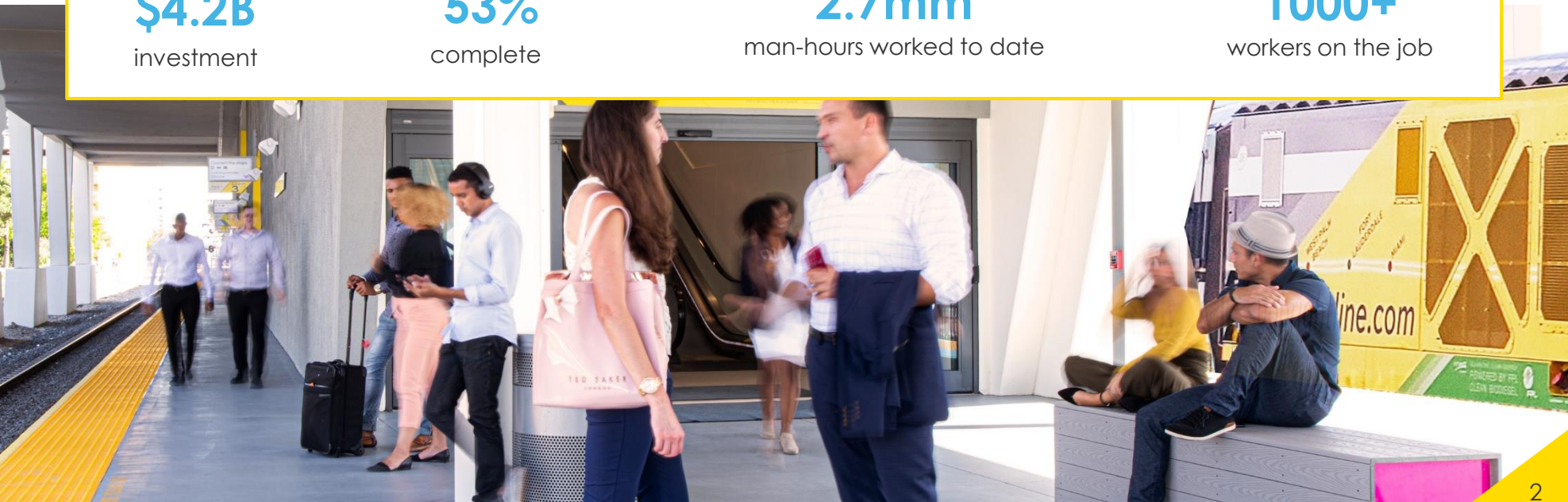
complete

**2.7mm**

man-hours worked to date

**1000+**

workers on the job



Timeline

2005

Three counties jointly start studying commuter rail on the FECR/BL corridor

2013

TIGER Grant awarded to connect South Florida Rail Corridor and FECR/BL corridor

2016

Miami-Dade County TPO approved the SMART Plan

May 2020

Brightline entered into a Memorandum of Understanding with Broward County to negotiate Commuter Rail

November 2020

Miami Dade County Commission unanimously approved a framework for Commuter Rail

2021

Broward County voted to move forward with the PD&E study

Miami Dade County TPO approved LPA and Miami-Dade County applied for an INFRA Grant

2021

Expected federal investment on transportation and infrastructure





- Key component of Miami-Dade County's "SMART" Plan to improve mobility in county
- 13-mile corridor between MiamiCentral and Aventura serving up to 5 stations
- Estimated annual weekday ridership of 3.6 million growing to 5.5 million
- Worked with County to develop framework for access fee and infrastructure budget

WHAT IT MEANS FOR BRIGHTLINE

<p><b>1</b></p> <p>Feeder system <b>connecting</b> Brightline to all major communities</p>	<p><b>2</b></p> <p>Framework of deal approved by MDC county on 11/5/20</p> <ul style="list-style-type: none"><li>• \$50 million up-front payment</li><li>• Access fees of \$12 million/year</li></ul>	<p><b>3</b></p> <p>Leads to future system connections in:</p> <p><b>Broward County</b> and <b>Palm Beach County</b></p>
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## Checklist of Completed Items with Miami-Dade County

- ✓ Two County Commission meetings in 2020 to discuss project and deal terms
  - Approval from Commission to proceed with advancing discussions
- ✓ Held public workshop to discuss station locations
- ✓ Completed ridership forecast
- ✓ Hired environmental consultant for NEPA
- ✓ Completed draft NEPA environmental documents for submittal to FTA
- ✓ Developed track chart
- ✓ Developed station program elements
- ✓ 15% Rail Infra design underway
- ✓ Completed RTC modeling
- ✓ Miami Dade completed two independent appraisals of the FEC Corridor
- ✓ Miami Dade received multiple proposals for operating system

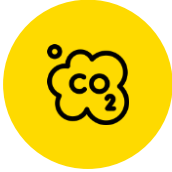
### NEXT STEPS

- Confirmation of funding sources
- Access agreement
- Development agreement
- Operating agreement

## Road Map for Moving Broward Commuter Rail Forward

- ✓ Entered into a Memorandum of Understanding with Brightline to negotiate Commuter Rail
  - ✓ Hired Chief Negotiating Officer
  - ✓ FDOT initiated PD&E
  - ✓ Initiated procurement process to begin appraisal
- Station Locations: Identify and finalize station locations
  - Corridor Appraisal: Commence Broward corridor appraisal
  - Ridership: Post-station selection, conduct a formal ridership study
  - Design: Develop 15% rail infrastructure design and conceptual station design
  - Access agreement: Establish and agree to the framework of an access agreement
  - NEPA: Develop NEPA checklist and commence NEPA process
  - Cost sharing: Establish methodologies and cost sharing formulas with Miami Dade County and operator





## GREENER

Will remove **1.9 million** cars from local roadways each year

Will remove **nearly 5,500 metric tons** of CO2 each year



## CREATES NEW JOBS

**23,500+** non-recurring jobs created

**2,500** permanent jobs created

**\$282 million** in annual labor income



## GENERATES ECONOMIC BENEFITS

**\$5.5 million** annual revenue for Miami-Dade County

**\$7.2 million** annual revenue for Miami-Dade Public Schools

## BY THE NUMBERS

- Initial Ridership estimates for Miami-Dade Commuter Rail
  - 3.6 million** riders (base year)
  - 5.5 million** riders (2040)

With the implementation of the Preferred Land Use Scenario (PS):

- Projected population: 262,000 (2040) to 307,000 (PS) an increase of 44,500 in population or **16% higher** than in 2040
- Projected employment: 158,000 (2040) to 188,000 (PS) an increase of 30,000 in employment or **18% higher** than in 2040
- Will generate **\$5 billion** in economic impact over first 10 years

*brightline*<sup>®</sup>



[GoBrightline.com](http://GoBrightline.com)



**Southeast Florida Transportation Council  
(SEFTC)**

**Meeting Date:** 04/30/2021

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**SUMMARY:**

**Tri-Rail/SFRTA – Steve Abrams**

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**Attachments**

SFRTA/Tri-Rail

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## SEFTC Coastal Link Workshop

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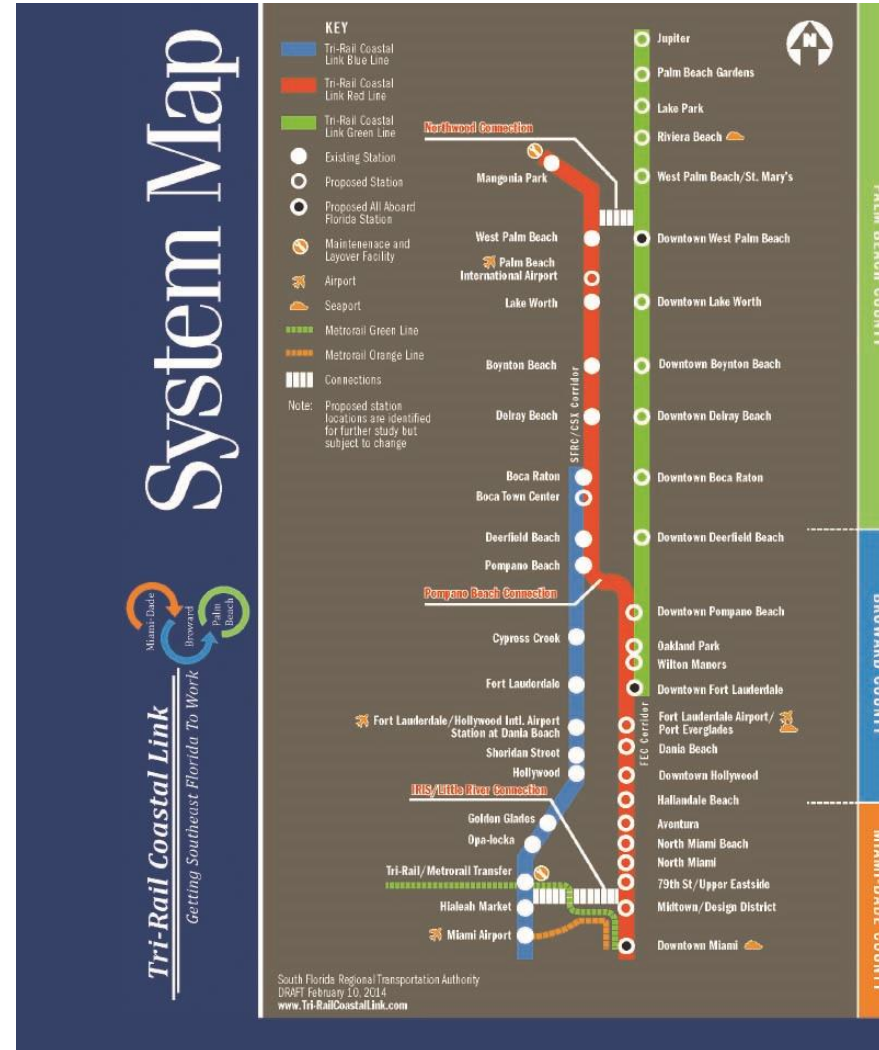
Steven L. Abrams

SFRTA Executive Director

April 30, 2021



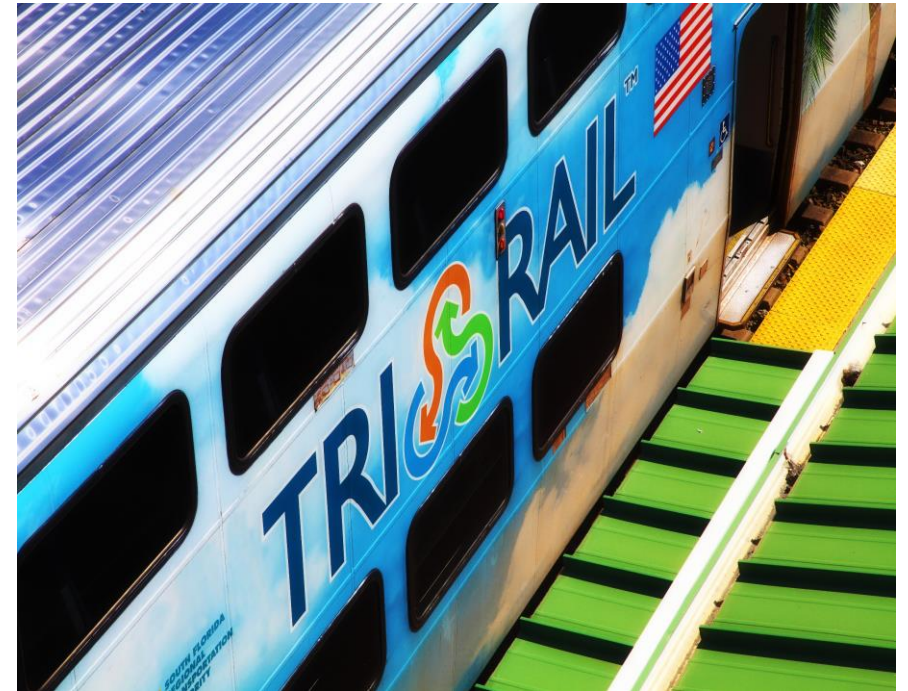
# Tri-Rail Coastal Link Vision: One Interconnected One-Seat Ride Commuter Rail Service



# One Operator and One Brand

Tri-Rail operates the **existing** commuter rail system.  
Tri-Rail should operate the **connecting** system under  
the Tri-Rail brand.

- ✓ Avoids rider confusion
- ✓ Preserves one-seat ride
- ✓ No need to create duplicate regional rail bureaucracy



# Costs Less

- ✓ Tri-Rail can leverage existing contracts and workforce
- ✓ SFRTA performs all ancillary services (e.g., patrol and maintain stations, address rider complaints, write and administer specialized grants)
- ✓ Uses Tri-Rail's Hialeah Yard for storage and maintenance



# One Interconnected One-Seat Commuter Rail Service with One Operator and One Brand

- Counties will decide the operator and branding of Coastal Link.
- SFRTA stands ready to assist the counties to complete an integrated coastal link system, seamlessly connected to Tri-Rail.
- True regional commuter rail!





Thank You

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Steven L. Abrams

SFRTA Executive Director

April 30, 2021





**Southeast Florida Transportation Council  
(SEFTC)**

**Meeting Date:** 04/30/2021

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**SUMMARY:**

**Miami-Dade Dept. of Transportation & Public Works (DTPW) – Jimmy Morales**

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**Attachments**

MDTPW

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# Northeast Corridor

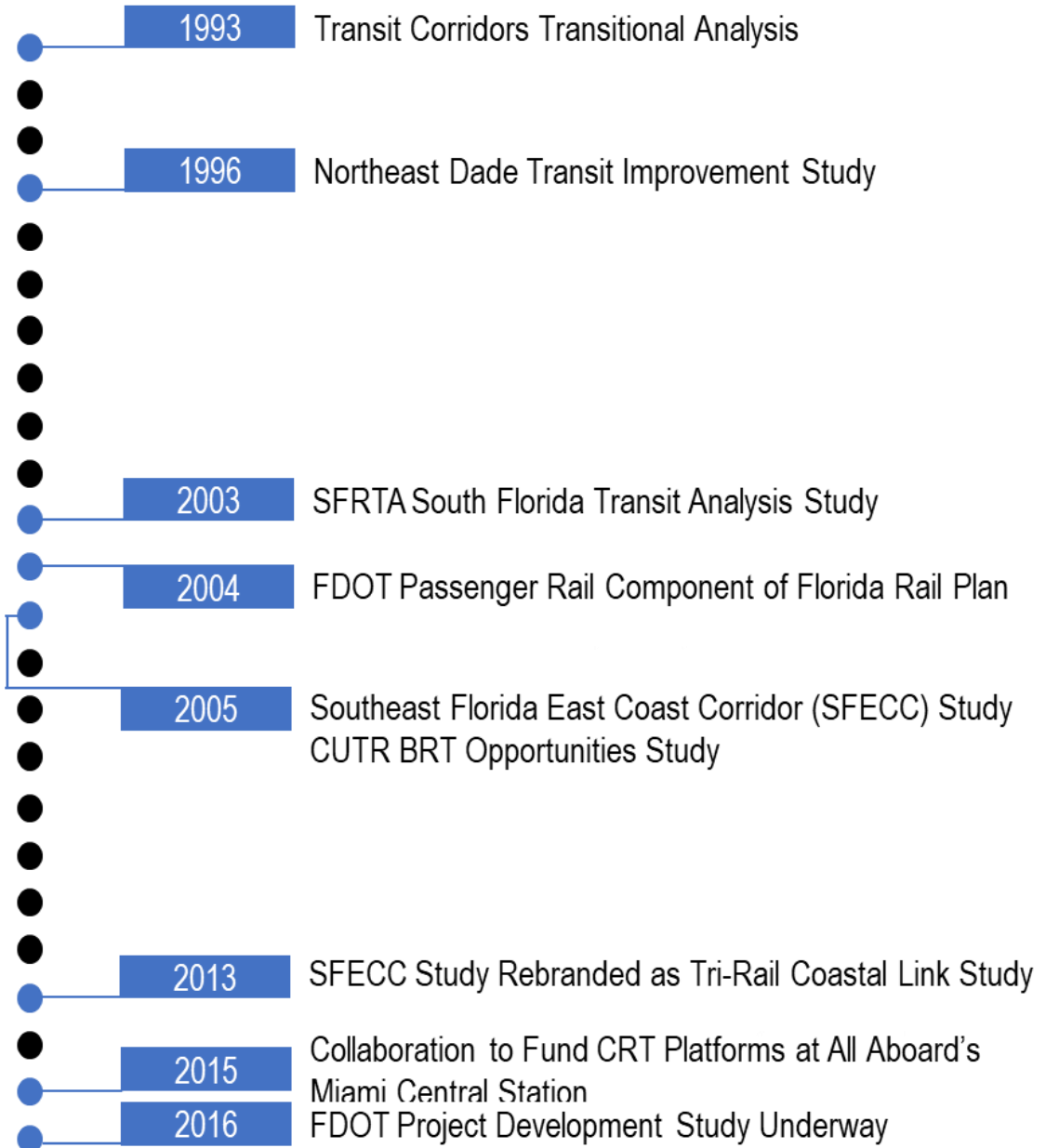
SEFTC Workshop  
April 30, 2021



# NORTHEAST CORRIDOR LOCALLY PREFERRED ALTERNATIVE (LPA)

- On March 18, 2021, the Miami-Dade TPO Board adopted passenger/commuter rail technology along the Florida East Coast Railway (FEC) tracks between MiamiCentral and the future Aventura Station as the LPA for the Northeast Corridor.

HISTORICAL TIMELINE



# NORTHEAST CORRIDOR PROJECT

Project Limits: MiamiCentral to Aventura, approximately 13 miles

Proposed Operating Plan:

- Bi-directional service with the following frequency:
  - Weekday:
    - 30-min peak-period headway
    - 60-min off-peak period headway
  - Weekend:
    - 60-min consistent headway
- Service hours: 5 am to midnight
- Fare: consistent fare as Miami-Dade County transit system (same fare structure as Metrorail, same transfer fee between this service and Metrorail/Metromover/Bus)
- Park-and-Ride: at each station



# NORTHEAST CORRIDOR FRAMEWORK FOR NEGOTIATIONS

- Miami-Dade County and Brightline started discussions on the framework for negotiations since Summer 2020. The following framework has been established:
- Infrastructure and Vehicles
  - Sitework
  - Track Work
  - Stations
  - Maintenance Facility
  - Systems
  - Rolling Stock
- Land and Track Access: Framework for access fee: not to exceed \$50M upfront payment and \$12M per year for an agreed upon term (R-1154-20)
- Operations and Maintenance (O&M)
  - Received O&M cost estimates from SFRTA and Brightline



# NORTHEAST CORRIDOR PROJECT STATUS

- Aventura Station will open by 2022
- Submitted an INFRA grant application in March for \$125M USDOT funding
- Station locations:
  - Deadline for RFLI - March 31, 2021
  - Station location verification analysis – March 31 (draft study)
- NEPA: submit NEPA checklist to the FTA in April

# NORTHEAST CORRIDOR FUNDING/ FEDERAL GRANTS

## Funding structure:

- Federal – 50%
- State – 25% (50% of non-federal share)
- Local – 25%, PTP

## Federal Grant Programs

- INFRA grant – pending result
- FTA Capital Investment Grant (CIG) program

# NORTHEAST CORRIDOR NEXT STEPS/TIMEFRAME

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- FTA New Starts Process:
  - NEPA and Project Development (2021-2022). During the Project Development Phase, the County proposes to:
    - Enter into a Pre-Development Agreement with Brightline to further refine the cost estimates for the infrastructure needed along the corridor
    - Negotiate access fee, assess affordability, and develop an Access and Operations Agreement
    - Develop a Project Agreement to design and build the infrastructure
  - Engineering Phase 2022 – 2024
  - Full Funding Grant Agreement 2024-2025
- FTA Small Starts Process
  - NEPA and Project Development (2021-2022)
  - Construction Grant Agreement (2022-2023)

# NORTHEAST CORRIDOR NEXT STEPS / TIMEFRAME

- Immediate Next Steps (April – July)
  - Mid-year budget amendment – to program local funding to cover activities required during Project Development
  - Request to Enter Project Development
  - Prepare NEPA document for the Class of Action determined for the corridor

# Questions?



**Southeast Florida Transportation Council  
(SEFTC)**

**Meeting Date:** 04/30/2021

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**SUMMARY:**

**Broward Commuter Rail** - Commissioner Beam Furr (Broward County), Chris Walton (Broward County), Vince Ruddy (Broward County) & Steve Braun (FDOT)

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**Attachments**

Broward County & FDOT

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# Coastal Link: Broward Commuter Rail Approach

April 30, 2021

# Overview

- Role of SEFTC
- Broward County System-Wide Transit Study
- Broward Commuter Rail PD&E Study
- FDOT Partnership
- Projected Schedule
- Financial Plan & Agreements
- Decision Points

# Introduction



- Surtax kickstart – exciting time in Broward.
- Would form a North-South “spine” of transit network.
- Project would spur economic development, create more workforce housing, and lower emissions.
- Broward is catching up quickly to Miami-Dade.
- Phased development approach to avoid delays.
- Joint planning & coordination between FDOT, Broward, Palm Beach, and Miami-Dade.
- Coastal link is one of several options for larger network.

# Transit System-Wide Study

1. Transit Systemwide Plan
2. Bus Rapid Transit Corridor Implementation:
3. Light Rail Transit Implementation
4. Project Management and Technical Support

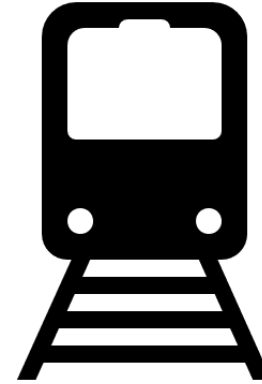
## Staying on Track:

Initial Phase of Work started March 2021; Systemwide Plan Anticipated in 12-16 months.

*Fast-tracking and working in parallel with other inputs/efforts to advance schedule*

*Validation of premium transit corridors and where they might connect, are among the key outputs that will inform the Commuter Rail project design*

# Context



## Transit Rail Modes:

- Light Rail:
  - Routes typically 5-15 miles,
  - Avg. speeds 10-30 mph
  - ¼ - 1 mile typical station spacing
  - Frequency 10-20 minutes (5 @ peak)
- Commuter Rail:
  - Routes from 20-50 miles,
  - Avg. speeds 30-50 mph
  - 2 ½ - 5 mile typical station spacing
  - Approx. 30 minute frequency @ peak
- High Speed Rail:
  - Much longer routes (NY-Wash = 250 miles)
  - Avg. speeds: 80-250 mph
  - Inter-City station spacing (25+ miles)
  - Frequency: 1 hour +

**Commuter Rail is not what people often think.**

1. Typically runs on freight rail tracks.
2. Historically has served white collar workers commuting to work in large cities from outlying suburban residential areas.
3. Requires wider spacing of stations to allow relatively heavier locomotives to reach higher average speeds.
4. **Station locations will consider these mode-specific factors**

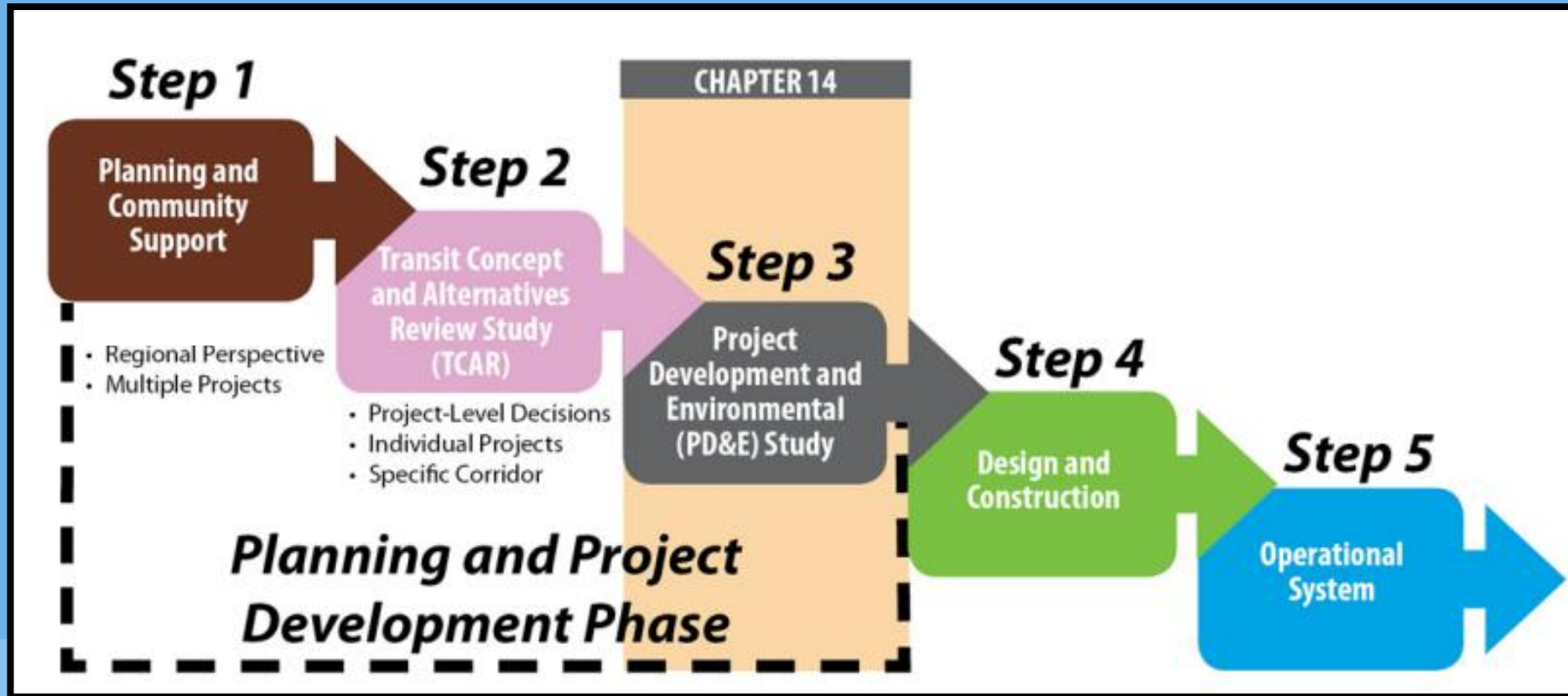
# FEC Corridor Study Timeline

- **2004 - 2010:**
  - MPOs and FEC request regional Transit Study by FDOT
- **2012:**
  - Refined Master Plan for 85-mile commuter rail service from Miami to Jupiter
  - All Aboard Florida (AAF) announced from Miami to Orlando
- **2013:**
  - MPOs authorize request for Entry into FTA New Starts Project Development (PD)
- **2014:**
  - FDOT & SFRTA formally request Entry into PD from FTA
  - Put on hold due to AAF planned project and access agreement/dedicated local funding
- **2018:**
  - Brightline starts revenue service from Miami to West Palm Beach
  - Miami Dade County starts negotiations for NE Corridor study
- **2019:**
  - FDOT conducts New River Crossing Feasibility Study
- **2020:**
  - Miami-Dade County Resolutions for track access negotiations and station locations
  - Broward continues dialogue with Brightline and FDOT
- **2021:**
  - **Broward and FDOT execute MOU to advance BCR in January**

# Broward County PD&E Study

- **Partnership Approach between FDOT and Broward County**
- **FDOT**
  - Managing the PD&E Study
  - Engineering & Environmental Analysis of Commuter Rail on FEC railroad
  - Maintain eligibility for federal funding – CIG and other grants
  - Public involvement and stakeholder coordination
- **Broward County**
  - Stakeholder outreach and station locations
  - Track access, design/construction and O&M agreements
  - Identify local share of capital costs and annual O&M funds
  - Draft financial plan

# National Environmental Policy Act Process



- Planning/Project Development independent of federal agency
- NEPA must be completed within 2 years of entering Project Development
  - Class of Action Determination
  - Locally Preferred Alternative Consensus Building

# Project Development & Environment (PD&E)

**Lead Federal Agency**




Federal Transit Administration

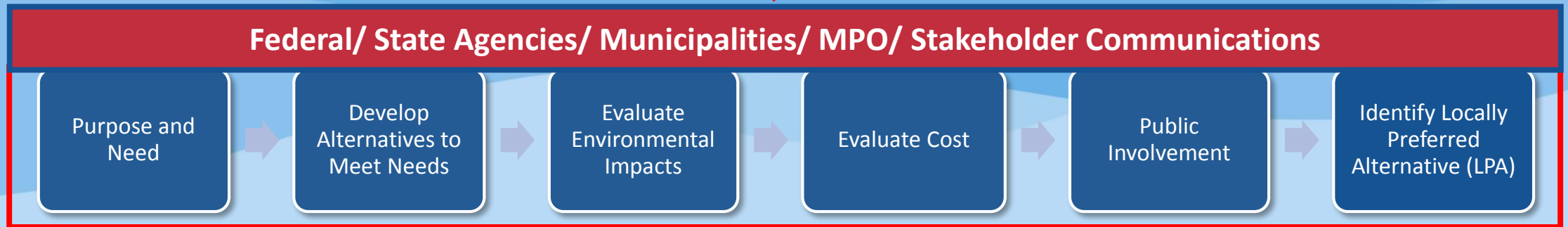
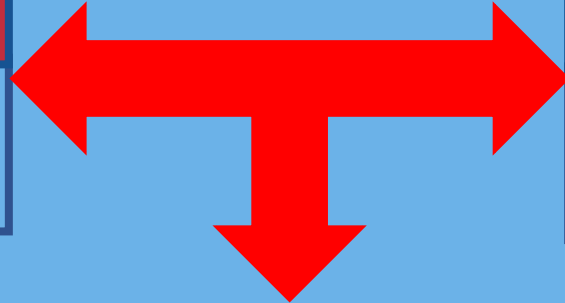

**Cooperating Agency**



**PD&E Responsibility**



**Funding and Stakeholder Support Responsibilities**



# Study Limits

- Study Limits: Aventura to Deerfield Beach including Pompano Crossover
- Continued evaluation of the crossing at the New River
- Identification of station locations
- Analysis of east/west traffic crossings and stations



## FTA Guidelines for New Starts

### Land Use

*Pedestrian connections, parking, character, and connectivity*

### Economic Development

*Ability to attract transit supportive uses, available land, and policies*

### Transit Connectivity

*Ridership, linked trips are crucial*

## ULI Guidelines for TOD

### Development Drives Ridership (Employment over Residential)

*Range of housing options and densities is critical*

### Design Spaces for Walking, Connectivity, and Safety

*Developing safe, comfortable, and connected pedestrian network*

### Build a Place, Not a Project

*Locate the transit stop at the center of the neighborhood rather than on its periphery*

### Get the Parking Right

*Parking: pedestrian friendly, viable for development*

# New River Crossing Feasibility Study

*Completed in 2020 for Florida Legislature*

- **Stakeholder and Agency Coordination**

- Broward County and Broward MPO
- Marine Industry Association of South Florida
- Marine Advisory Board
- City of Fort Lauderdale and DDA
- US Coast Guard, Brightline, FECR

- **Key Considerations**

- Maintain maritime, freight and passenger rail operations
- Existing bascule bridge to remain in service for freight rail
- Accommodate east-west premium transit at second level
- Connect to Brightline station downtown

- **Identified 4 alternatives for PD&E**
  - 21-foot Low-level Bascule Bridge
  - 56-foot Mid-level Bascule Bridge
  - 80-foot High-level Fixed Bridge
  - Tunnel



# Broward County PD&E Study: Projected Schedule

Schedule																		
Project Task	2021												2022					
	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J
PD&E Study Begins	★			Today														
Data Collection																		
Public Kickoff Meeting							★											
Technical Analysis																		
Public Workshop													★					
Project Refinements																		
Technical Documents																		
Agreements/Financial Plan																		
Public Hearing																		★

# Project Funding & Financing

## Sources:

- Federal
- State of Florida
- County Government
- Municipal Governments
  - Special Assessments
  - Tax Increment Financing
  - Joint Development
  - Developer/Impact Fee
- Private Sector
  - Developers (Commercial, Residential)
  - Operators (rail service, parking, others directly interested in business opportunities)

## Approaches:

- Financial Plan Depends on Other Inputs, including:
  - Aerial easements for this and other Broward County priority projects
  - Track access and other agreements
  - Very different scenarios/funding needs depending on technical solution chosen for New River crossing, other elements
- Local/private funding key to Federal funding
  - Enhance components of Project to maximize competitiveness
  - Need to I.D & firm-up commitments from private parties & other local governments ASAP

# Funding & Financing (cont'd.)

- “Penny for Transportation” surtax improves prospects for this and other projects
- However, certain limits make fiscal discipline important:
  - Surtax budget based on 26.1 miles of LRT, along with 7 BRT corridors
  - Commuter rail not included in original financial plan
  - Cannot sacrifice East-West connectivity for North-South
- Availability of counterpart funds from other sources critical
- Must use cost-effective approaches to New River crossing and other key design aspects

# Decision Points

- Aerial easements
- Track access fee, agreement
- Operator selection; Operations and maintenance
- Station development
- Other infrastructure development

# Thank You!

## Questions & Answers



**Southeast Florida Transportation Council  
(SEFTC)**

**Meeting Date:** 04/30/2021

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**SUMMARY:**

**Fort Lauderdale New River Crossing - Mayor Trantalis**

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**Attachments**

New River Crossing

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# New River Crossing

Mayor Dean Trantalis  
City of Fort Lauderdale



CITY OF FORT LAUDERDALE



## Existing Conditions

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Currently the FEC Rail Corridor handles freight using the 40-year old railroad bridge to cross the New River

Once Brightline resumes service this fall, the bridge will be lowered more frequently

Disruptive to marine industry

Disruptive to nearby roads including Broward Blvd, Davie Blvd, Sistrunk Blvd among others



# Future of Rail Service

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Brightline planned restart this fall will include more stations

- Aventura that is under construction
- Boca Raton that is in the planning stage

Coastal Link Commuter Rail – New service

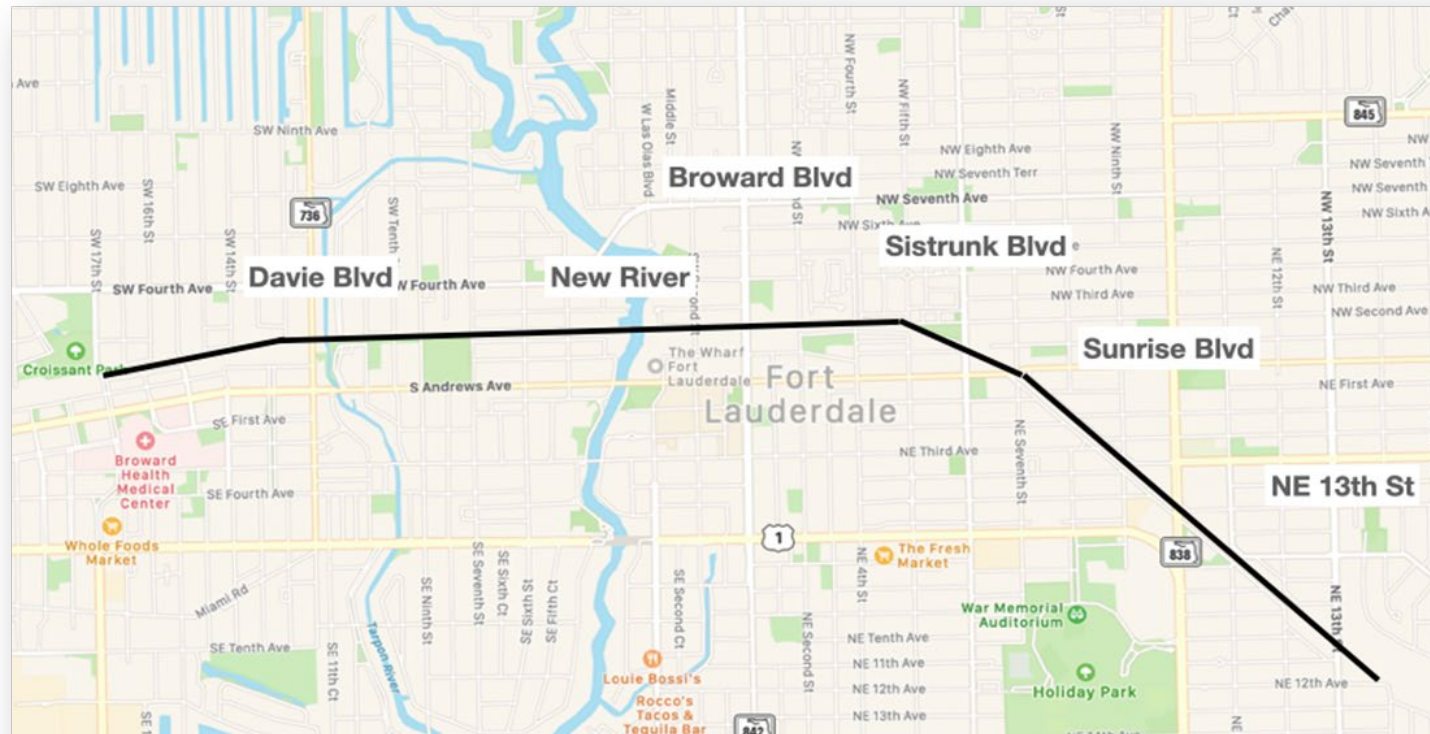
- New River crossing is pivotal for the tri-county service
- Existing railroad bridge will not be able to handle future service



# Options

FDOT is exploring four solutions for New River crossing:

1. Low-level bascule bridge: 21-foot clearance
2. Mid-level bascule bridge: 56-foot clearance
3. High-level fixed bridge: 80-foot clearance
4. Tunnel at 63-feet below grade



# Bridge Options

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Bridges historically divide communities – Detrimental effect on the transformation of downtown Fort Lauderdale into a vibrant urban center.

A bridge would divide Sistrunk Boulevard, the primary street in the city's historic black community, from downtown and the adjacent Flagler Village.

Traffic tie-ups would not be addressed at Davie and Sunrise Boulevards, nor at NE 13 Street.



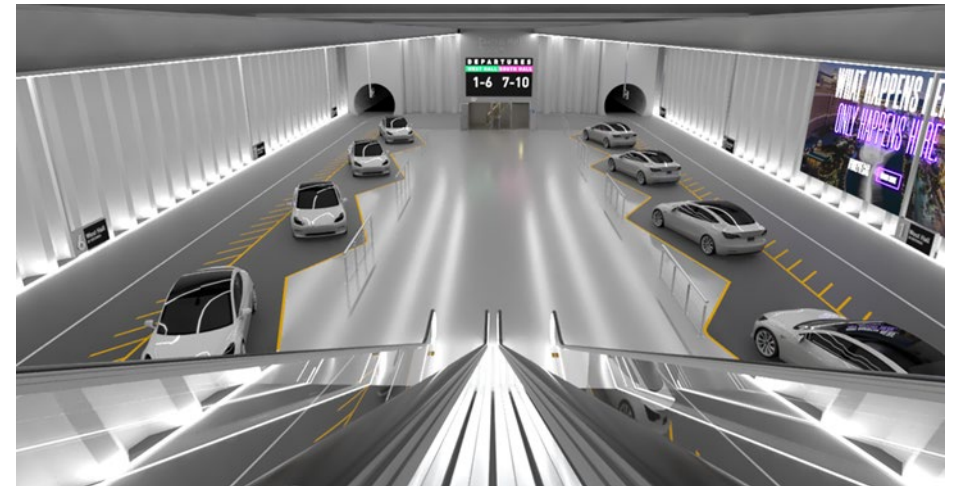
# Tunnel Option

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Elon Musk founded The Boring Co. in 2016 after growing frustrated with traffic gridlock in Los Angeles.

He tweeted that “traffic is driving me nuts” and that he was “going to build a tunnel boring machine and just start digging.”

As proof of concept, he built a 1-mile test tunnel at his SpaceX headquarters in the LA suburb of Hawthorne. It was completed in 2018 at a cost of \$10 million and now accommodates Teslas at speeds of up to 150 mph.



## How it Works

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- Breakthrough tunneling technology that allows simultaneous excavation, dirt removal and concrete superstructure installation. Equipment operates 15x faster.
- Reusable drills for tunnels. While traditional tunneling involves the construction of special drills for each project, Musk is standardizing tunnel size and reusing his equipment.
- Uses electric power rather than diesel, allowing the equipment to operate longer without having to ventilate the tunnel.
- Vertical integration through the use of in-house engineering and construction incentivizing project managers to keep costs down and work on schedule.





**Southeast Florida Transportation Council  
(SEFTC)**

**Meeting Date:** 04/30/2021

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**SUMMARY:**

**Palm Beach Transportation Planning Agency – Nick Uhren**

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**Attachments**

Palm Beach TPA

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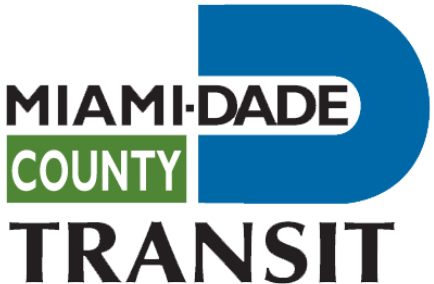


# Palm Beach County Coastal Link Update

April 2021

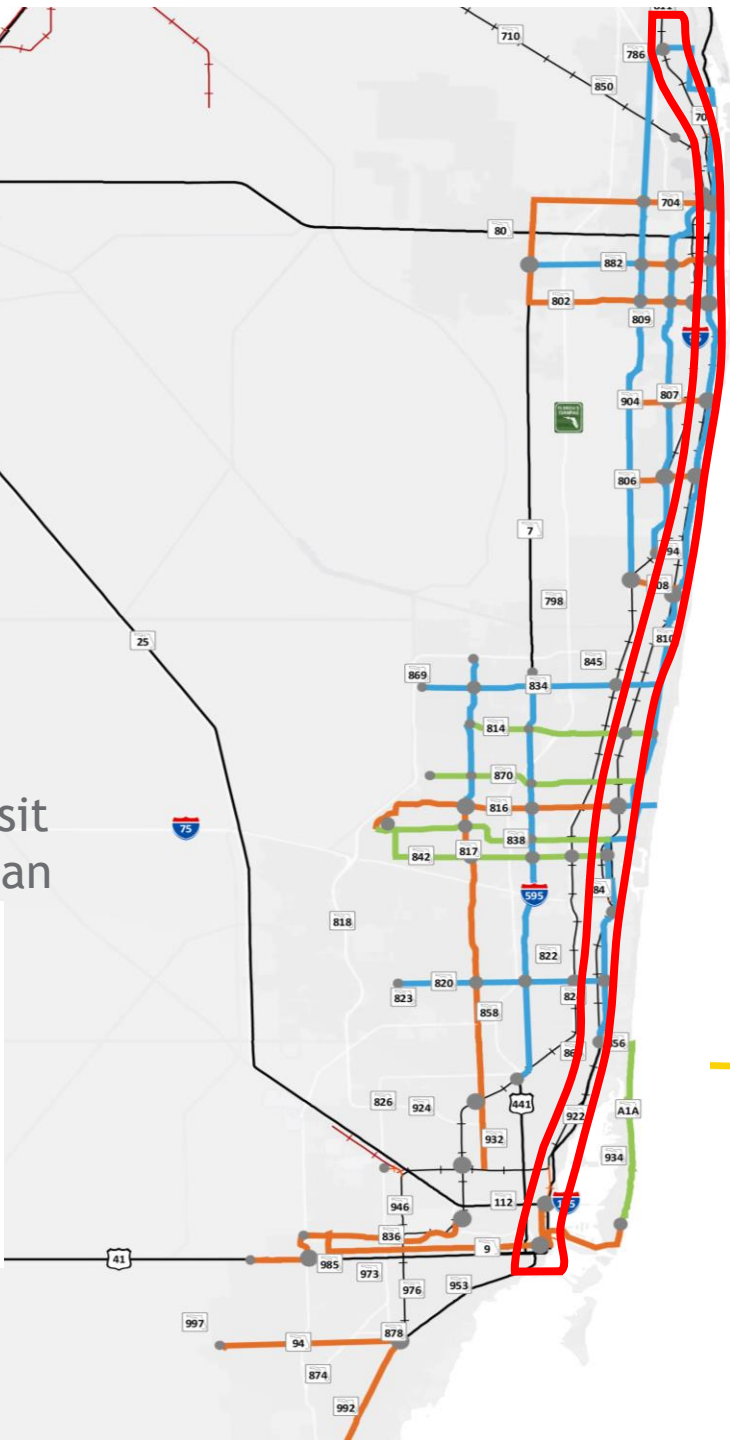


# Regional Transit Connections



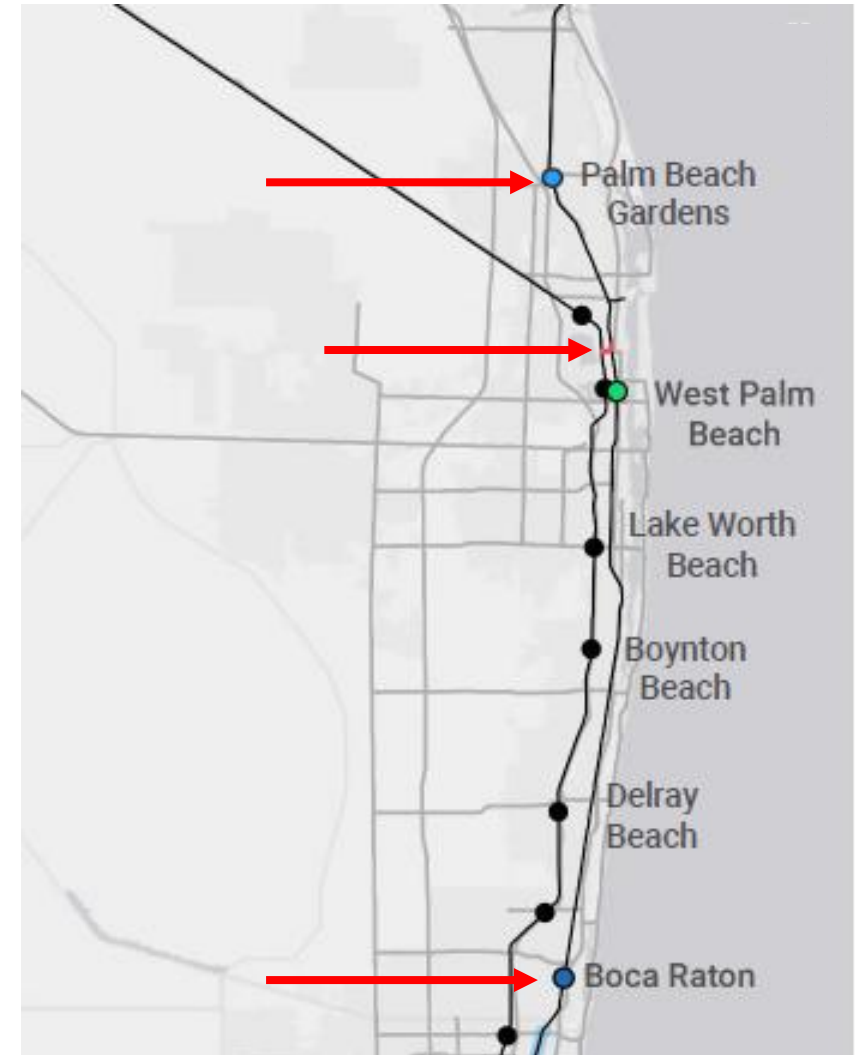
## Regional Transit Investment Plan

- High Transit Investment
- Medium Transit Investment
- Low Transit Investment
- High, Medium and Low Station Level Investments



# Coastal Link Railway Activities

- Completed - FDOT Northwood Crossover
- Underway - Brightline Phase 2 Construction
- Coming Soon - Boca Raton Station
- In Discussion
  - Palm Beach Gardens Station
  - Dedicated Transportation Revenue Source



# Northwood Crossover

- Recently completed by FDOT
- Crossover between SFRC and FEC
  - North of Downtown West Palm Beach & Brightline layover
- Funding Partners were FHWA (TIGER), FDOT, SFRTA, FECR, and CSXT
- Facilitates passenger rail to North PBC



# Brightline Double Tracking

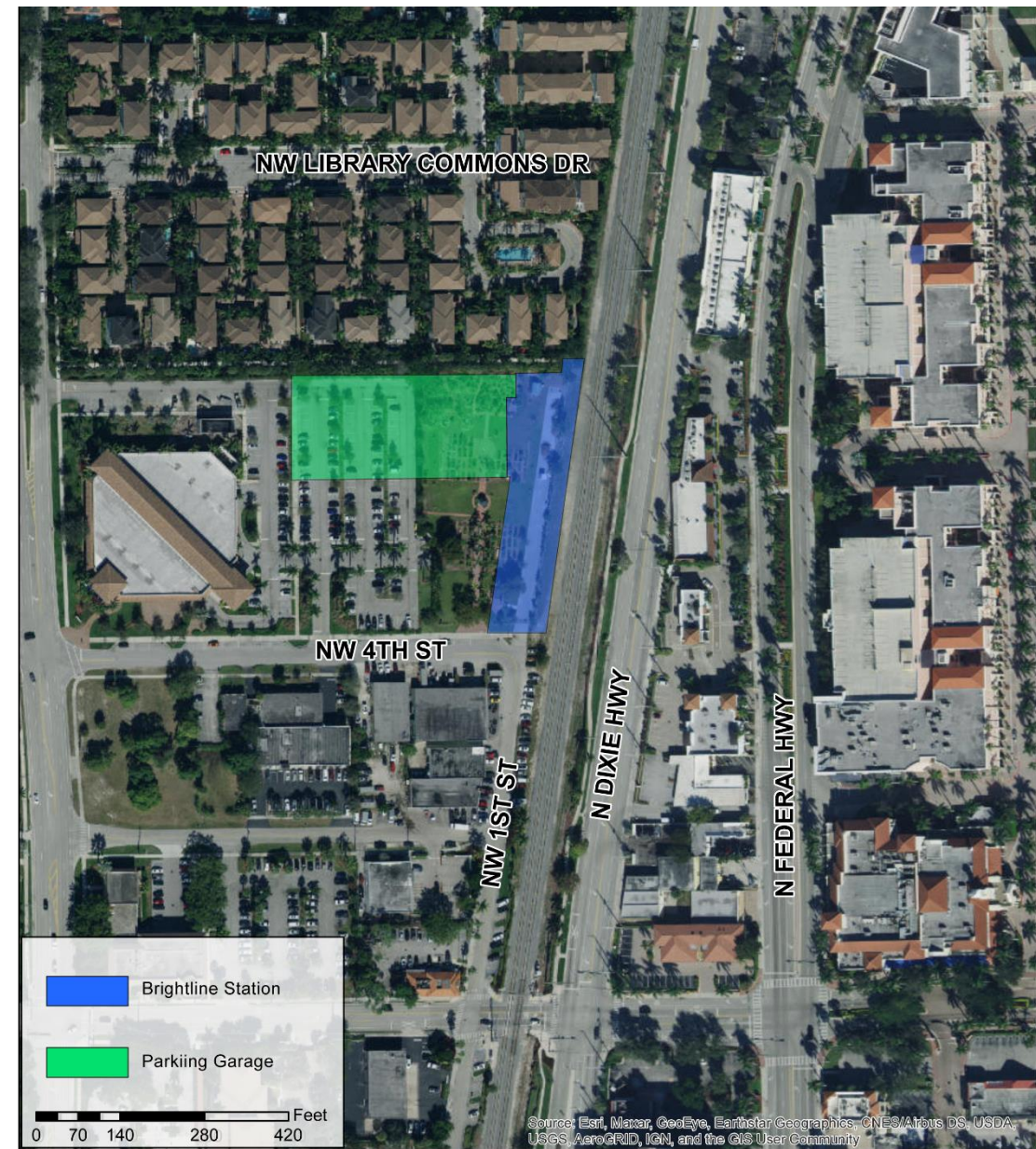
- Continuous double tracking on FEC from West Palm Beach to Cocoa
- Expected to be complete in 2022
- 26 rail crossing upgrades in North PBC
  - Establish Quiet Zones
  - TPA is a funding partner



Photo Credit: Palm Beach Post

# Boca Raton Station

- \$46 million project
  - Brightline contributes \$20M
  - City contributes land (\$1/yr lease) and \$10M
  - FRA CRISI grant contributes \$16.4M



# Palm Beach Gardens Station

- Included in LRTP and City Mobility Plan
  - City has adopted mobility fee, potential capital funding source
  
- City staff have approached Brightline about the proposed station. No agreements have been made at this time.



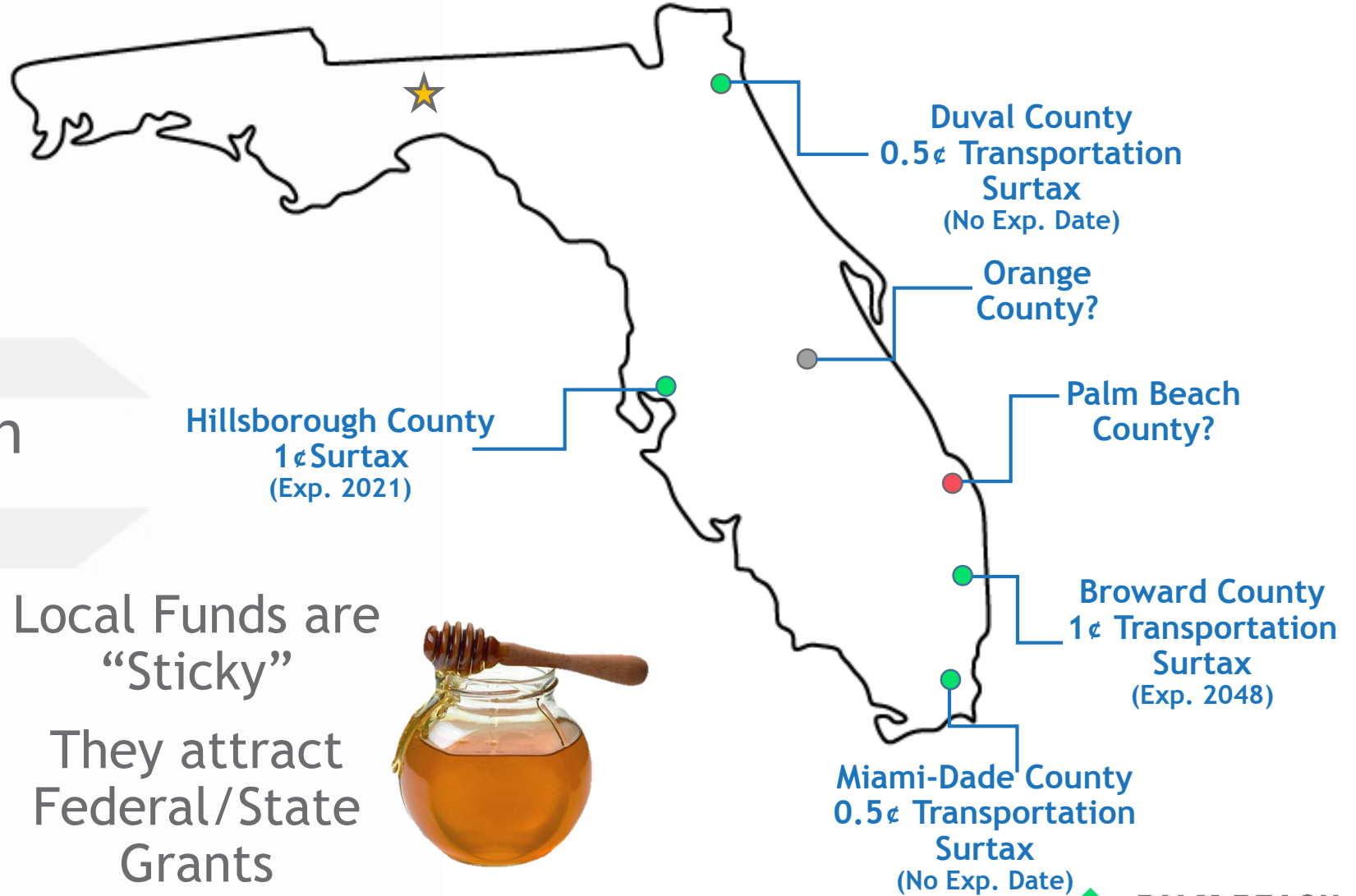
# What are the Next Steps?

- Pursue Funding

- Conduct Project

Development & Design

- Implementation



Local Funds are  
"Sticky"

They attract  
Federal/State  
Grants



# Questions?