

Rail Transit in Florida



Florida Rail System Plan
Rail Stakeholder Advisory Committee
Meeting
August 27, 2008

Existing Rail Transit

- ◆ Commuter Rail
 - ✓ South Florida Regional Transportation Authority (Tri-Rail)
- ◆ Heavy Rail
 - ✓ Miami-Dade Metrorail
- ◆ Streetcar
 - ✓ Tampa TECO Historic Streetcar
- ◆ Automated People Movers
 - ✓ Miami-Dade Metromover
 - ✓ Jacksonville Skyway Express



Rail Transit Projects Under Development

- ◆ Central Florida Commuter Rail
 - ✓ Currently in Final Design (2011 Completion)
- ◆ Miami Intermodal Center/Earlington Heights
 - ✓ ROW Acquisition and Construction (2011 Completion)
- ◆ Miami-Dade North Corridor
 - ✓ Completed Preliminary Engineering, seeking entry into Final Design (2016 Completion)



Rail Transit Projects in Planning Stages

- ◆ Miami-Dade East-West Corridor
- ◆ City of Miami Streetcar
- ◆ Fort Lauderdale DDA Streetcar
- ◆ Tampa Historic Streetcar Extension
- ◆ Tampa Bay Area Regional Transportation Authority (TBARTA)
- ◆ Jacksonville Commuter Rail
- ◆ South Florida East Coast Corridor Transit Analysis



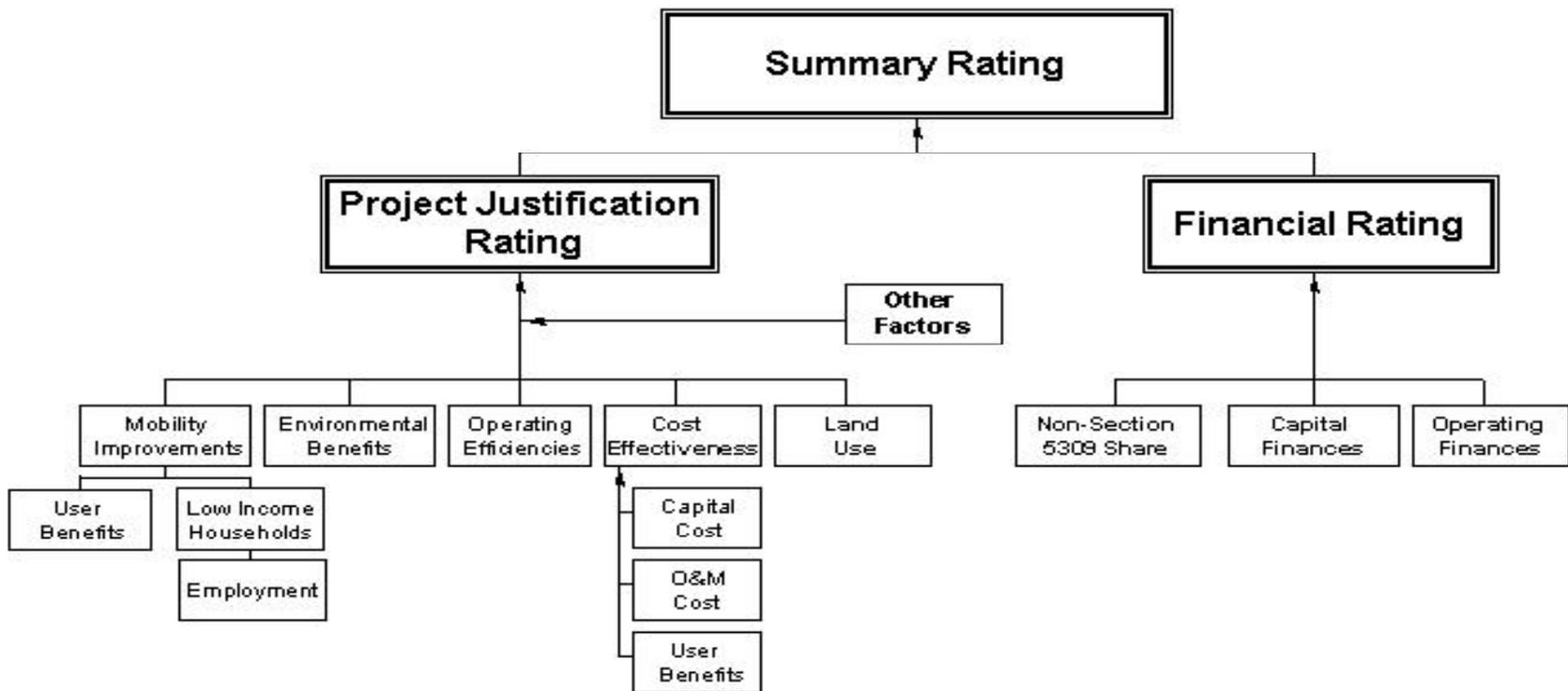
Federal Transit Administration New Starts

Planning and Project Development Process

- ◆ Systems Planning/Feasibility Analysis
- ◆ Alternatives Analysis
- ◆ FTA Approval for Preliminary Engineering
- ◆ Preliminary Engineering
- ◆ FTA Approval for Final Design
- ◆ Final Design
- ◆ Full Funding Grant Agreement
- ◆ Construction



The FTA New Starts Evaluation and Rating Framework



Minimum Project Development Requirements:



Florida's New Starts Transit Program

Created in 2005 Growth Management Legislation

- ◆ Program Purpose
 - ✓ Assist local governments in the development of rail fixed guideway and bus rapid transit (BRT) projects
 - ✓ Use state funds to leverage local revenues and secure federal discretionary transit New Starts funding where applicable

- ◆ Eligibility
 - ✓ Major new transit capital projects in metropolitan areas
 - ✓ Support local plans to direct and support growth where desired



Legal and Policy Direction

- ◆ Legal Requirements
 - ✓ State funding up to 50% of non-federal share
- ◆ Policy Direction
 - ✓ Eligible costs: final design, ROW, construction, and equipment (not planning)
 - ✓ For Federal New Starts/Small Starts projects, funding commitment is contingent on favorable FTA New Starts rating
 - ✓ For non-Federal projects, FDOT funding commitment requires MPO adopted Locally Preferred Alternative and matching local funds



FDOT Project Selection Criteria

Minimum Thresholds

- ◆ Local Financial Commitment
- ◆ Does the project support local and/or regional growth management plans?
- ◆ Local Support: MPO support, inclusion in local plans, dedicated funding commitment
- ◆ DOT support for the project: Is it a good transportation project? Does it fit in with FDOT plans? Is it a good investment of state dollars?
- ◆ Technical Criteria: Piggyback on FTA New Starts Evaluation and Project Management Oversight processes



Questions?

