

Tri-Rail Commuter Rail Upgrades, Segment 5

Ft. Lauderdale, West Palm Beach and Miami, Florida

(November 2002)

Description

The Tri-County Commuter Rail Authority (Tri-Rail) is upgrading the existing 71.7-mile regional transportation system that connects Palm Beach, Broward and Miami-Dade counties in South Florida. The project includes double tracking, vehicle procurement, a new northern maintenance and layover facility, grade crossing improvements, station and parking construction, and upgrading signals and train control systems. These improvements will significantly enhance the service reliability of the commuter rail owned by the Florida Department of Transportation (FDOT) and will allow Tri-Rail to operate 20-minute headways during peak commuter hours, as opposed to the current one-hour headways.

Segment 5 of the project is approximately 44.3 miles and covers the remaining double tracking and other improvements to the corridor not covered by Segments 1 through 4. The project includes upgrading five bridges and construction of 12 new bridges to accommodate the second mainline track, modification and renovation of 10 existing stations, closure of one station and construction of one station, demolition of the existing Palm Beach County northern layover facility and construction of a new northern maintenance and layover facility, upgrading existing signal system and automated grade crossing protection at 72 crossings, and acquisition of five diesel locomotives and two cab control coaches. Tri-Rail estimates that 42,100 average weekday boardings will occur in 2015.

The Segment 5 total project cost under the Full Funding Grant Agreement (FFGA) is \$327 million. The Section 5309 New Starts funding share for this project is \$110.50 million.

Status

Environmental requirements for the Tri-County Commuter Rail improvements were finalized August 17, 1999. FTA issued a Finding of No Significant Impact (FONSI) on November 5, 1999.

Tri-Rail entered into an FFGA for the Segment 5 project on May 16, 2000 with a revenue operating date scheduled for March 31, 2005. A design build contract for Segment 5 was awarded in August 2001. Construction commenced in July 2002 and is currently 14 percent complete.

TEA-21 Section 3030(a)(27) authorizes the Ft. Lauderdale-West Palm Beach-Miami Tri-County Commuter Rail for final design and construction. Through FY 2002, Congress has appropriated \$106.65 million in Section 5309 New Starts funds to the Segment 5 Project, including \$54.25 million in prior year funds appropriated to Segments 1 through 4 of the Double Track Corridor Improvement Program, which are not encompassed under the current FFGA.

Reported in Year of Expenditure Dollars		
<u>Source of Funds</u>	<u>Total Funding (million)</u>	<u>Appropriations to Date</u>
Federal:		
Section 5309 New Starts FFGA Commitment	\$110.50	\$52.4 million appropriated through FY 2002 for Segment 5 and \$54.25 million appropriated through FY 2002 for Segments 1 through 4. Total appropriations for the Double Track Corridor Improvement Program are \$106.65 million.
Section 5307 Urbanized Area Formula Funds	\$ 14.90	
Section 5309 Fixed Guideway Modernization	\$ 19.30	
Flexible Funds	\$ 57.20	
State:		
FDOT Transportation Trust Fund	\$ 69.90	
Local:		
Private Sector	\$ 55.20	
TOTAL	\$327.00	

NOTE: Total may not add due to rounding.

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