

RESOLUTION NO. _____

A RESOLUTION OF THE VICE MAYOR AS ACTING MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, SUPPORTING THE TRI-RAIL COASTAL LINK (TRCL) COMMUTER RAIL SERVICE AND A COMMITMENT TO ONLY STUDY A MEANS FOR PROVIDING THE LOCAL SHARE OF FUNDING FOR CAPITAL AND OPERATING COSTS; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.

WHEREAS, the Florida East Coast (FEC) Railway has historically operated passenger rail service along Florida's east coast, and many South Florida municipalities developed around its passenger stations; and

WHEREAS, large portions of the population and businesses within the South Florida region are concentrated within those municipalities where roadway traffic congestion is now degrading the quality of life for residents and is stifling the growth of trade and commerce; and

WHEREAS, commuter rail service would help mitigate the worsening traffic congestion, improve air quality and reduce fuel consumption in an environmentally sustainable manner; and

WHEREAS, municipalities along the FEC rail corridor are actively redeveloping their downtown centers which straddle the rail corridor and desire transit oriented development (TOD), which generally accompanies rail stations, (See Presentation Exhibit "A"); and

WHEREAS, commuter rail service would provide jobs, expand the tax base and increase revenues to strengthen our local and regional economies while providing improved access to job opportunities and greater mobility for transit dependent members of the community; and

WHEREAS, municipal leaders are cognizant of the need to provide local funding for the capital and operating costs of commuter rail service within their jurisdictions, and are considering several different means of providing this local funding for the commuter rail service currently under evaluation; and

WHEREAS, the City of North Miami commits to work with representatives of the Florida Department of Transportation and the South Florida Regional Transportation Authority to only study and develop a plan to fund both capital and operating costs for the local portion of the commuter rail service under the jurisdiction of the City; and

WHEREAS, no city funds will be used to study, develop or operate any portion or for any aspect of a Tri-Rail Coastal Link Commuter Rail Service in the City.

NOW THEREFORE, BE IT DULY RESOLVED BY THE VICE MAYOR AS ACTING MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA:

Section 1. Recitals. The recitals stated above are adopted by reference and confirmed.

Section 2. Support of Vice Mayor as Acting Mayor and City Council. The Vice Mayor as Acting Mayor and City Council of the City of North Miami, Florida, hereby support a commuter tri-rail service along FEC rail corridor.

Section 3. Direction to City Clerk. The City Clerk is hereby directed to transmit a copy of this Resolution to all South Florida municipalities, the Florida League of Cities, Inc., and the Board of Commissioners of Miami-Dade County.

Section 4. Effective Date. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED by a _____ vote of the Vice Mayor as Acting Mayor and City Council of the City of North Miami, Florida, this _____ day of June 2014.

PHILIPPE BIEN-AIME
VICE MAYOR AS ACTING MAYOR

ATTEST:

MICHAEL A. ETIENNE, ESQ.
CITY CLERK

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

REGINE M. MONESTIME
CITY ATTORNEY

SPONSORED BY: CITY ADMINISTRATION

Moved by: _____

Seconded by: _____

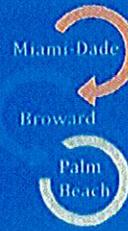
Vote:

Vice Mayor as Acting Mayor Philippe Bien-Aime
Councilperson Scott Galvin
Councilperson Carol Keys, Esq.
Councilperson Marie Erlande Steril

_____ (Yes) _____ (No)
_____ (Yes) _____ (No)
_____ (Yes) _____ (No)
_____ (Yes) _____ (No)

Tri-Rail Coastal Link

Getting Southeast Florida To Work



The Tri-Rail Coastal Link (TRCL) project is a regional partnership to bring commuter rail service to 85 miles of the Florida East Coast (FEC) Railway corridor between Downtown Miami and northern Palm Beach County. The TRCL project has been desired by communities along the FEC corridor for many years, as it would provide economic development and mobility benefits for local residents, businesses, and visitors. (The project has previously been known as the South Florida East Coast Corridor Study and the “Northeast Corridor” in Miami-Dade County’s People’s Transportation Plan).

TRCL is one of two currently proposed projects that would bring new passenger rail service to the FEC corridor. The other is All Aboard Florida, which is a planned inter-city service along the FEC between Downtown Miami and Orlando. All Aboard Florida is a privately funded initiative that would have only four stations along its 240 mile route. In contrast, TRCL is a public project that would have 20 or more stations throughout South Florida, including six in Miami-Dade County. The six TRCL stations planned in Miami-Dade County include one each in Aventura, North Miami Beach, and North Miami, and three within the City of Miami.

After many years of study, TRCL is now entering the Federal Transit Administration (FTA) Project Development phase. A key component of this two year phase is the development of a financial plan. The South Florida Regional Transportation Authority (SFRTA) is leading the development of the TRCL financial plan in close coordination with the Florida Department of Transportation (FDOT). One or more new regional dedicated funding sources will be sought for the TRCL project. The new dedicated funding source(s) would need to fund the 25% “local” share of the TRCL project’s capital costs and 100% of its ongoing operations and maintenance costs. SFRTA and FDOT will be working closely with local municipalities and the region’s three metropolitan planning organizations (MPOs) over the next two years on various TRCL project components, including the identification of potential new dedicated funding sources as part of the financial plan.

At a recent meeting of the Miami-Dade MPO Governing Board, Chairwoman Rebecca Sosa asked whether cities along the TRCL route were supportive of the project and were aware that future local/regional funding would be required. Chairwoman Sosa requested that the TRCL project team reach out to cities to confirm local support for the project and confirm the need to coordinate with SFRTA and FDOT to identify and pursue new regional dedicated funding.

The enclosed resolution is intended to demonstrate the City of North Miami’s support for the TRCL project and acknowledgement that ongoing financial plan coordination with SFRTA and FDOT will need to occur. The resolution does not obligate any city funds to the TRCL project, but rather is a commitment to work with SFRTA and FDOT to explore potential new regional dedicated funding sources.

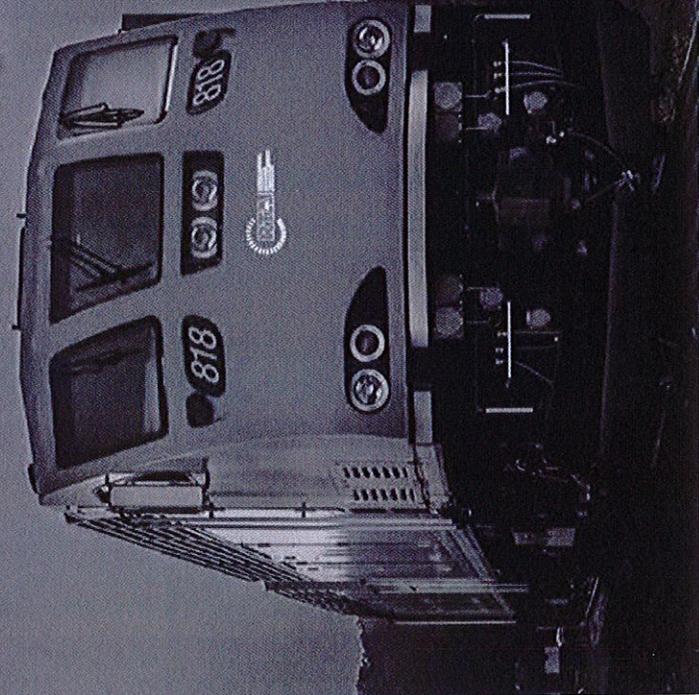
April 17, 2014

Tri-Rail Coastal Link



- Broward Metropolitan Planning Organization
- Florida Department of Transportation
- Miami-Dade Metropolitan Planning Organization
- Palm Beach Metropolitan Planning Organization
- Southeast Florida Transportation Council
- South Florida Regional Planning Council
- South Florida Regional Transportation Authority
- Treasure Coast Regional Planning Council

Tri-Rail Coastal Link Project Update



Presented to:

City of North Miami

June 10, 2014

Getting Southeast Florida to Work

Tri-Rail Coastal Link

Getting Southeast Florida To Work



Project Description

- 85 miles of new commuter rail service on FEC corridor
 - Downtown Miami to Jupiter
 - Fully integrated expansion of the Tri-Rail system
- 20 to 25 new TRCL passenger stations
 - linking dozens of municipalities and major origins and destinations throughout the region
- Will share existing and new tracks with FEC freight and planned All Aboard Florida (AAF) service
 - Three co-located stations with AAF
- Strong ridership forecasts
- Extensive economic development projected
 - Dense urban corridor already in place
 - Station locations are consistent with city redevelopment and comprehensive plans

PALM BEACH COUNTY

BROWARD COUNTY

MIAMI-DADE COUNTY

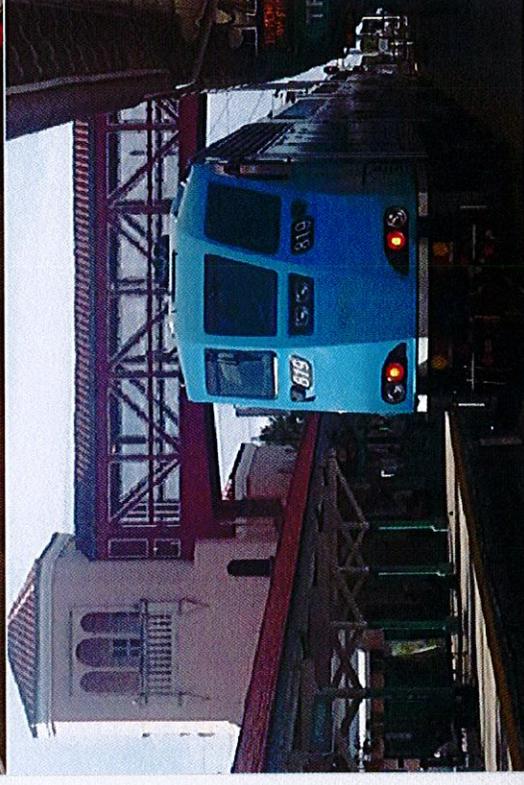
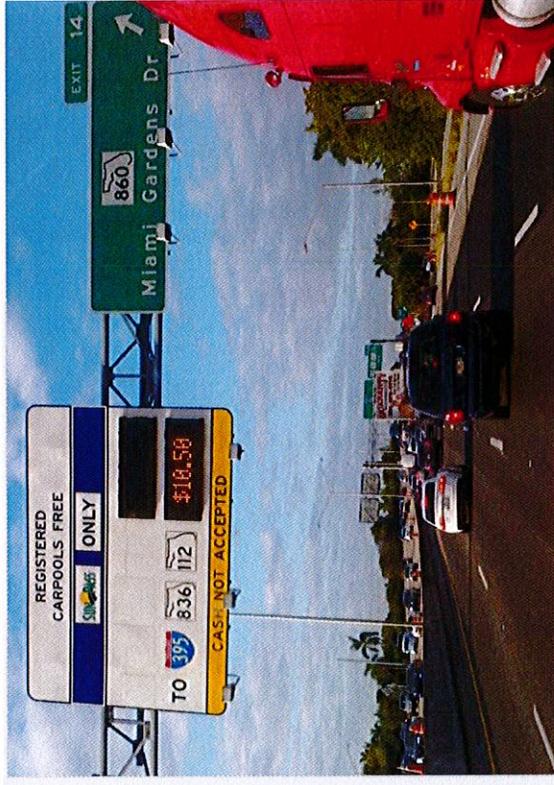


South Florida Regional Transportation Authority
 DRRF, February 10, 2014
www.tri-railcoastallink.com

Local Benefits - Mobility



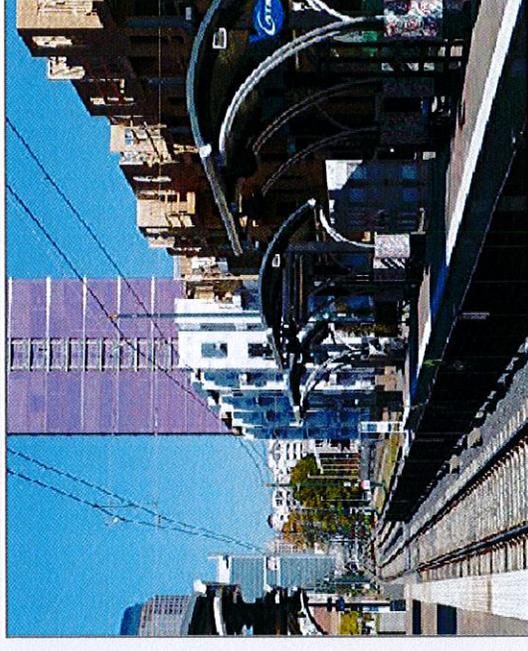
- Access to jobs, healthcare, recreation, and other opportunities
- Improved travel times for North Miami residents, employees and visitors
- TRCL travel times to & from North Miami station
 - Downtown Miami: 18 minutes
 - Midtown / Design District: 12 minutes
 - Aventura: 10 minutes
 - Downtown Ft. Lauderdale: 30 minutes
- Large transit-dependent population in area



Market & Economic Analysis Results (Entire Region)



- \$1.4 Billion of Projected New Development due to Tri-Rail Coastal Link over 85 mile corridor
 - \$580 Million of new residential development
 - 5,500 new residential units
 - \$850 Million of new commercial development
 - 8.3 Million square feet
 - \$18 Million of new tax revenue
- Other Projected Economic Benefits
 - \$630 Million of overall economic output
 - \$250 Million of labor income
 - 28,000 new permanent jobs



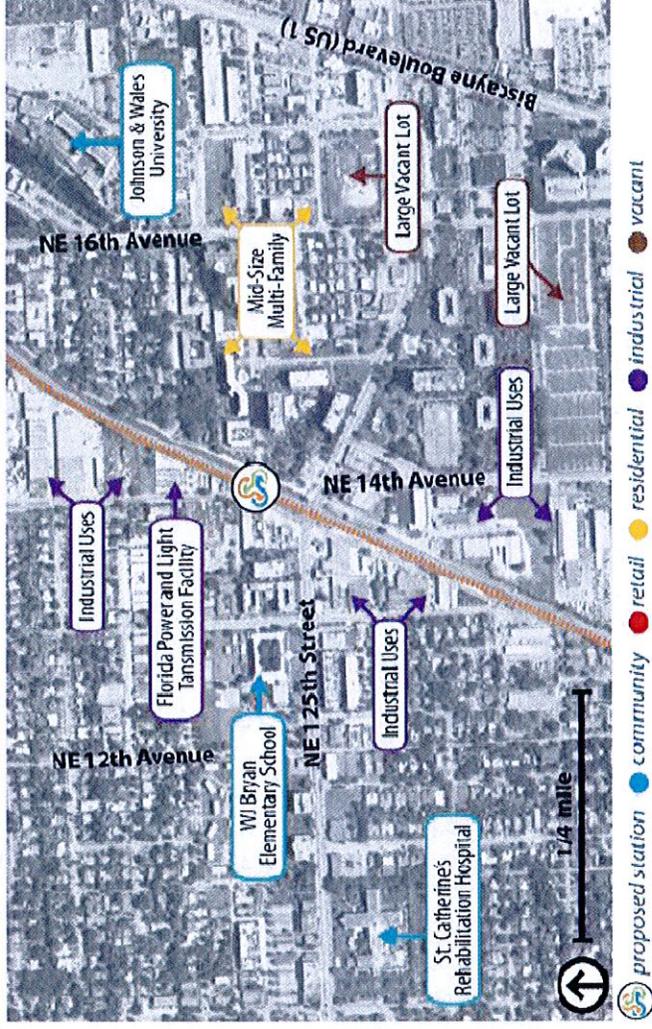
Source: *Station Area Market & Economic Analysis Report, June 2013 (SFRTA)*



North Miami Station Area at NE 125th Street



- Strengths & Opportunities
 - Less than one mile from emerging downtown district
 - Close to Johnson & Wales University
 - Numerous parcels suited for redevelopment
 - Good connectivity to **NOMI Express** & MDT buses



- Challenges

- Existing industrial land uses
- Relatively low residential density
- Pedestrian connectivity needs improvement

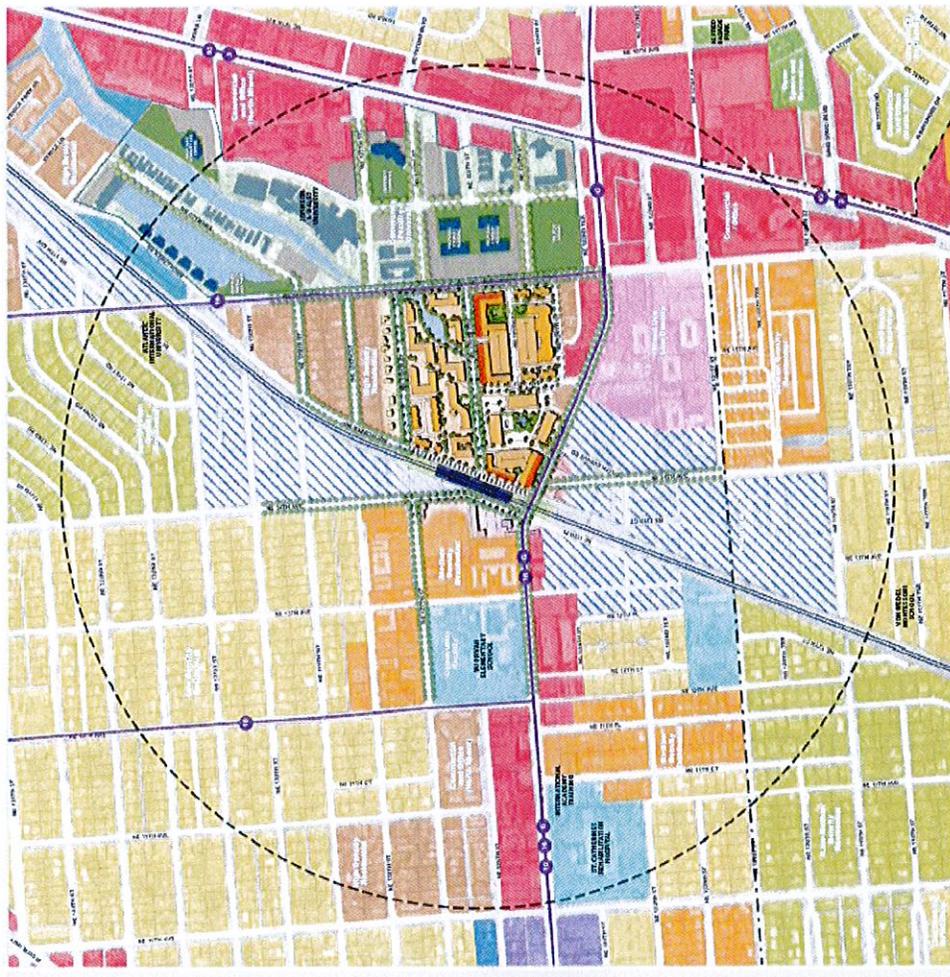




Local Benefits – Economic Development North Miami Station



- Within ½ mile area of North Miami station:
 - \$11.5 Million of new residential development
 - 170 new residential units
 - \$33.7 Million of new commercial development
 - 334,000 square feet
 - \$776,000 of annual new tax revenue
- Other projected economic benefits
 - 1,120 new permanent jobs



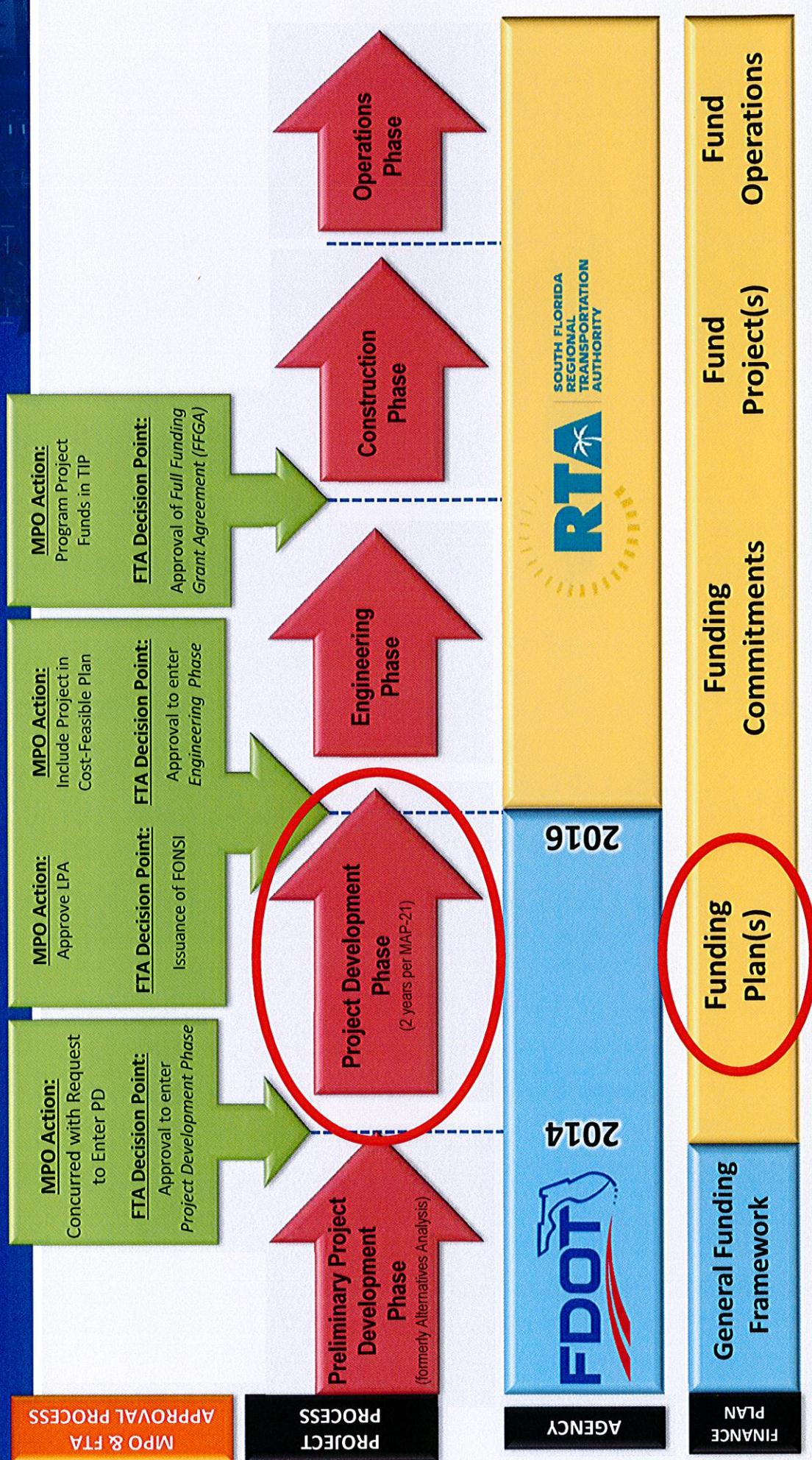
North Miami Station area concept, 2013 (FDOT)

Development and economic activity projected through 2025

Source: *Station Area Market & Economic Analysis Report*, June 2013 (SFRTA)



Project Process and Agency Roles



FDOT RTA SFRTA



- Updates to MPOs throughout the Project Development Phase
 - Engage elected officials in developing the financial plan
 - Progress of financial planning, cost updates, funding sources
- Miami-Dade MPO especially interested in:
 - financial planning details
 - whether cities support the TRCL project
- TRCL Resolutions of Support from cities in Miami-Dade County
 - Aventura – Approved April 17th
 - North Miami Beach – Approved May 20th
 - Miami – Approved May 22nd
 - North Miami – Scheduled on June 10th

Tri-Rail Coastal Link

Getting Southeast Florida To Work



For additional information, please visit us at...
www.Tri-RailCoastalLink.com



South Florida Regional Planning Council

