What is the Atlantic Commerce Corridor?

- The *regional transportation network* that moves goods and people into, out of, and within South Florida
- “One region, indivisible”:
  - Miami-Dade, Broward, and Palm Beach Counties: *one Metropolitan Statistical Area (5th largest)*
  - The new Regional Transportation Authority = operators of the tri-county commuter rail service (Tri-Rail)
- Part of two extended trade corridors
South Florida’s 90-Mile Atlantic Commerce Corridor: An Integrated Intermodal System

Primary Facilities

- I-95
- Florida’s Turnpike
- SR 836, I-595, SR 710
- Other east-west / north-south connectors
- Passenger / freight railroads
- Transit systems
- Three deepwater seaports
- Three international airports
- Intracoastal Waterway
Regional Snapshot - 1

1/3rd of the state’s 16 million residents live in South Florida; by 2020, the region will be home to 7 million people.
Regional Snapshot - 2

South Florida moves 3/4ths of the state’s $70.1 billion in international trade

Total International Trade: 2002

- South Florida: 74%
- Other Florida Regions: 26%

Exports
- 18%
- 82%

Imports
- 33%
- 67%
South Florida dominates the state's container and cruise operations.
Container movements are expected to double in the next two decades.
The Collaborative Regional Effort

- Interim Report: White Paper / Call-to-Action
- Stakeholder Interviews: seaports, railroads, FDOT, Tri-Rail, others
- Literature review: TIPs / LRTPs; master plans; local, state, national studies
- Analysis of demand / capacity / connectivity issues
- Follow-up individual seaport meetings
- Collective workshop with the three port directors to discuss intermodal alternatives
- Workshop with FEC
- Milestone meeting with the three port directors and FEC to confirm consensus
- Database of priority multi-agency / multi-modal connectivity projects
With Intense Competition, Intermodal Connectivity is a Top Seaport Priority

- Capital improvement funding
- Intermodal connectivity
- Security
- Adequacy of facilities
- Inland transportation costs
For The Seaports, It’s All about the “Seas”

- Competition
- Congestion
- Connectivity
- Cost
For The Railroads, It’s All about Ease....

- Ease of access
- Ease of operations
- Ease of market development
While intraregional connectivity is vital to the efficient movement of goods, so are the connections with markets beyond their regional boundaries.
Comparison of FEC 2002 International and Domestic Traffic

- International 20- and 40-Foot Container Moves: 50%
- Domestic Moves with Import/Export Connection: 17%
- Domestic Containers and Trailers: 33%
Within This Corridor Context, Key Study Conclusions

- Goods flowing through regional seaports and airports will increase substantially.
- As freight pie gets larger, corresponding rail slice of pie will also get larger.
- A regional seaport-rail plan with three independent, but integrated, intermodal facilities is best suited to meet forecasted growth.
- Highway connectors / grade separations are essential links in overall plan.
Integrated but Port-Specific Intermodal Facilities

Port of Miami:
- Intermodal rail facility for international and domestic cargo
- Transfer corridor for Port-IY facility container moves
- Rail corridor with fewer at-grade conflicts
- Alignment for 12,000-foot-long trains

Port Everglades:
- Intermodal rail facility to support Port’s international objectives
- Direct connection between Port and IY facility
- Configuration to allow main-line trains to make direct set-offs and pick-ups / work adjacent to IY facility

Port of Palm Beach:
- Intermodal rail facility to support long-term international and domestic objectives
- Configuration to allow main-line trains to make direct set-offs and pick-ups / work adjacent to IY facility
Plan of Action to Implement Integrated Seaport-Rail Plan

- Confirm preferred rail-site alternative in each community
- Confirm specific connecting-system choices that best serve selected alternatives
- Examine technological and operational options to divert cargo from road to rail
- Continue positive collaborative discussions to implement integrated program
Port of Miami Connectivity Priorities

- Modifications to NE / NW 5th and 6th Streets
- Improvements to 1st and 2nd Avenues
- I-95 new Port access ramp to westbound SR 836
- Modifications to northbound I-95 on ramp at NW 8th Street
- On-Port circulation improvements
- Port tunnel
- I-395 / SR 836 and interchanges
- Central Parkway
- East-West multimodal corridor
- Rail improvements
- Airport West roadway improvements
Port Everglades Connectivity Priorities

- Eller Drive Overpass
- New bridge over FPL Canal
- Rail connector between Southport and FEC’s mainline
- On-Port circulation improvements
- Phase I people-mover between Port and Airport
Port of Palm Beach Connectivity Priorities

- SR 710 improvements
- Overpass of SR 710 to SR 710 extension
- New South gate entrance
- Grade separations northward from SR 710 extension
- On-Port circulation improvements
- Blue Heron as connector for cruise passenger and other operations
- Abandonment of Avenue E
- Improvements to 13th Street
Evolving Regional Multimodal Opportunities

- Transit in a dynamic phase
- New regional passenger rail initiatives
- Double-tracking of the South Florida Rail Corridor to expand commuter capacity
- East-west and north-south expansions
- Possible use of the FEC corridor for passenger rail (Amtrak, Tri-Rail, other)

**Ultimate objectives:**
- Capture benefits of expanded rail corridors for freight and passenger service
- Expedite freight flows as more commuters are attracted to transit
What They Hope to Achieve

- SIS recognition of “package” of corridor connectivity needs
- Federal recognition of the Atlantic Commerce Corridor as **nationally significant**: Now High Priority Corridor 49 in the SAFETEA-LU Bill
- Support of public / private interests at all levels (local, regional, state, federal) to **fund modal connectivity in the corridor**
Benjamin Franklin said it best:

“We must all hang together, or assuredly we shall all hang separately.”

July 4, 1776