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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

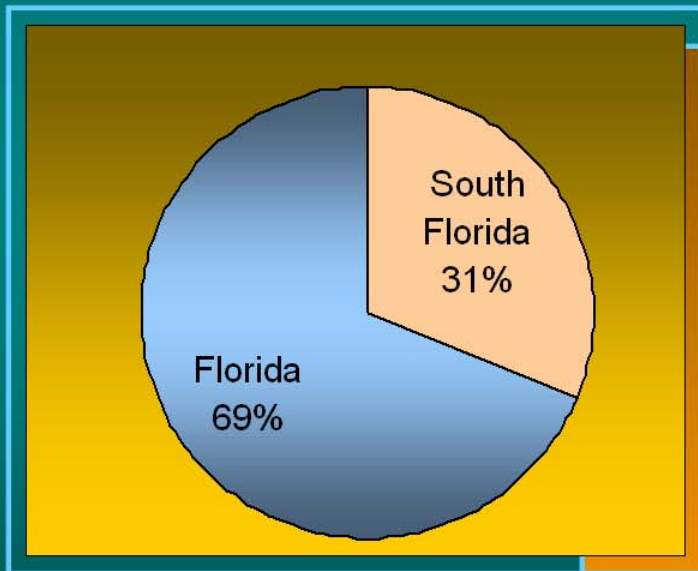


Primary Facilities

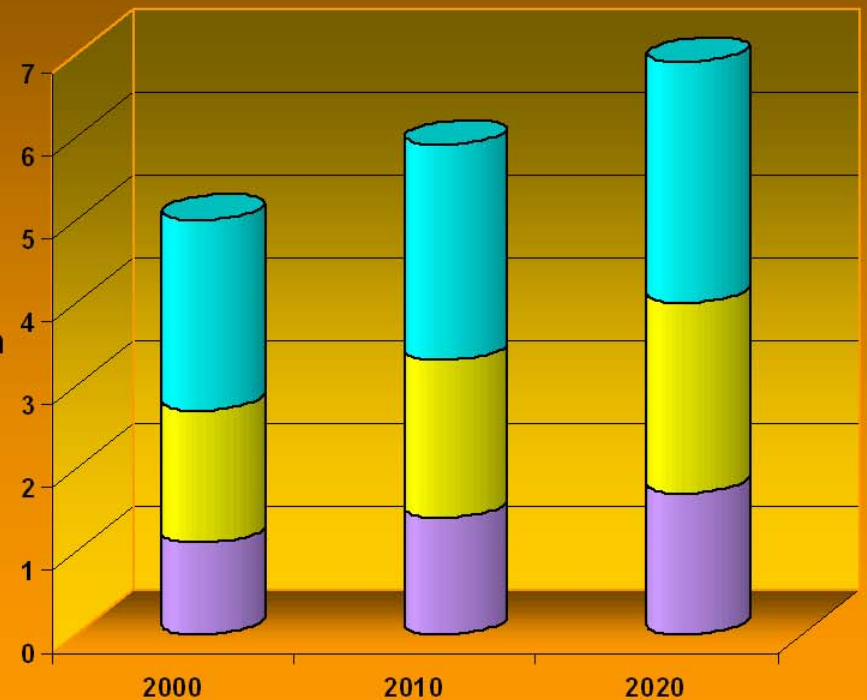
- I-95
- Florida's Turnpike
- SR 836, I-595, SR 710
- Other east-west / north-south connectors
- Passenger / freight railroads
- Transit systems
- Three deepwater seaports
- Three international airports
- Intracoastal Waterway

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



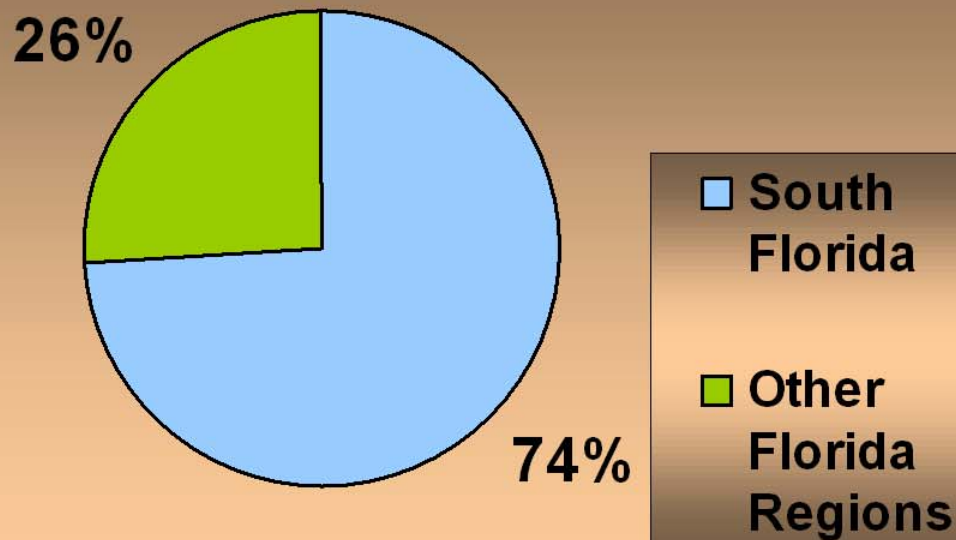
Population in Millions



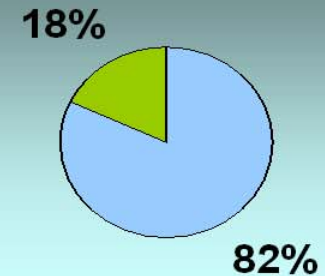
Regional Snapshot - 2

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

**Total International Trade:
2002**



Exports

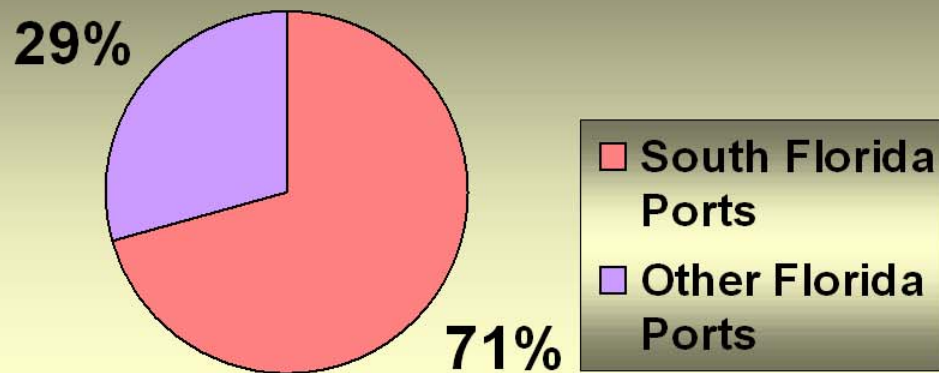


Imports

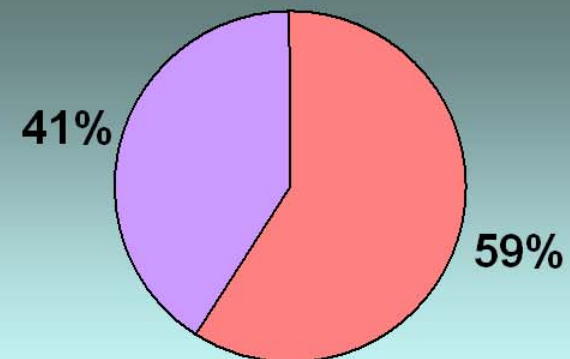


South Florida dominates the state's container and cruise operations

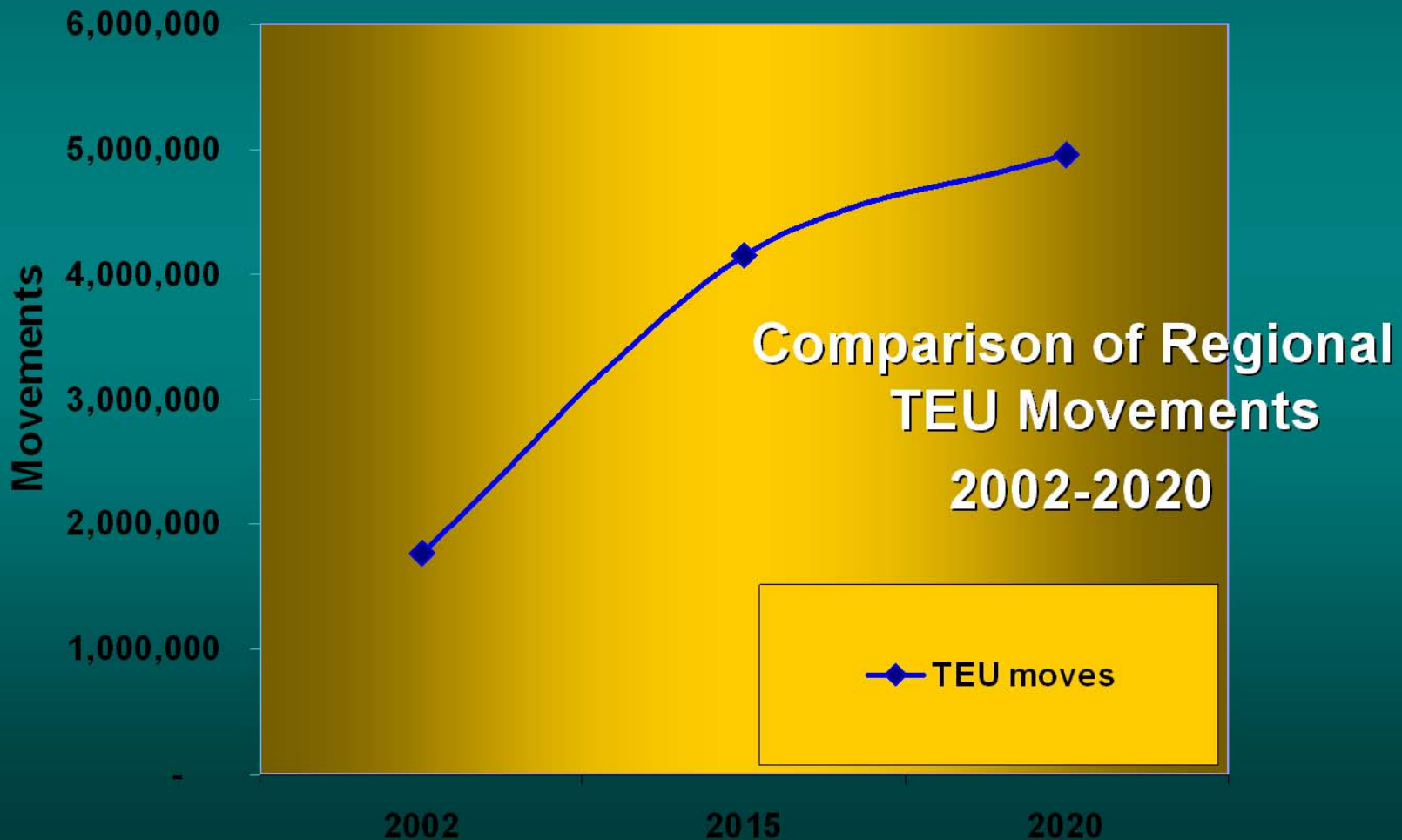
Container Movements: 2002



Cruise Passengers: 2002



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**

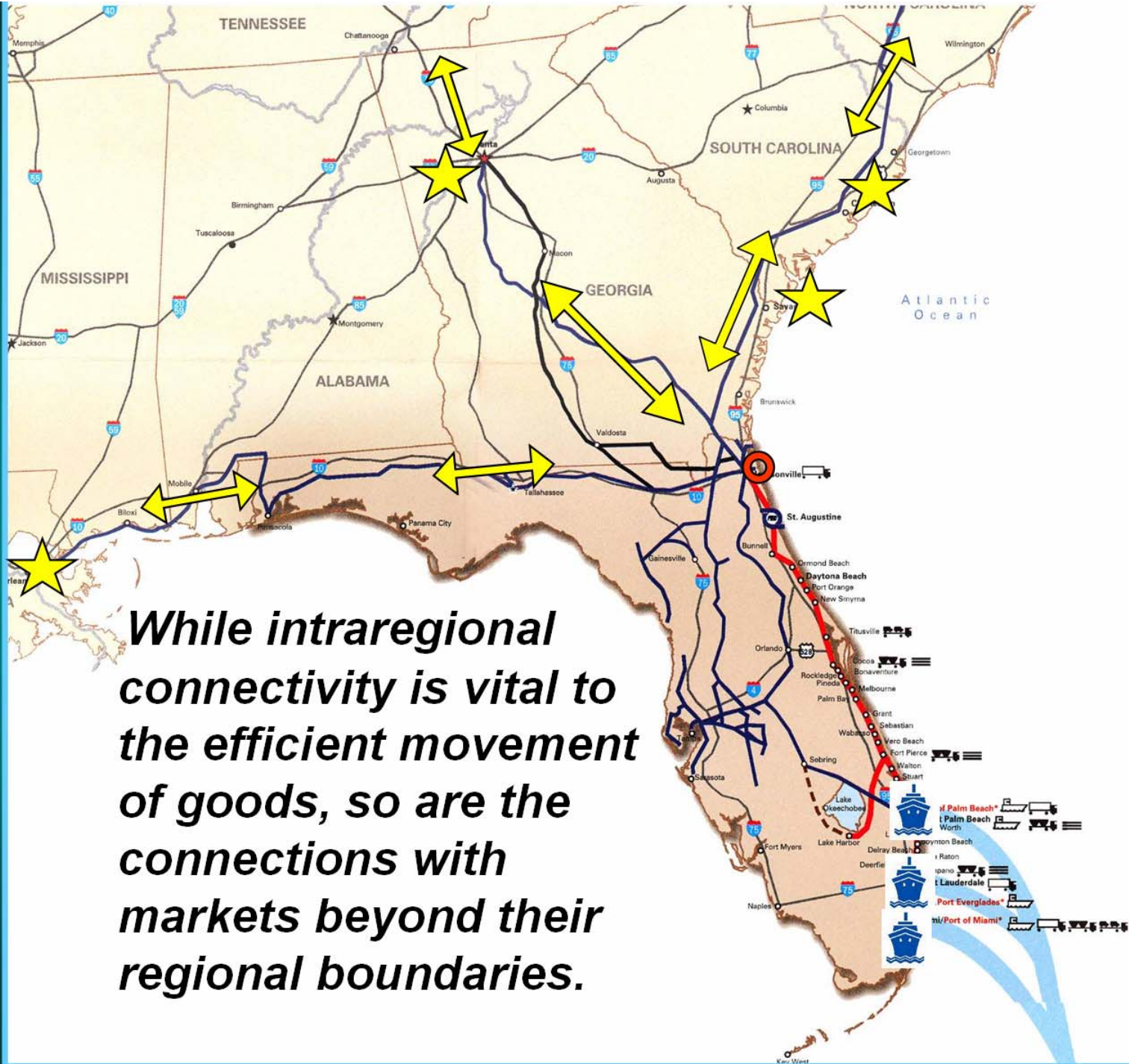
- **Cost**



An aerial photograph of a large railway yard. The yard is filled with numerous tracks, many of which are occupied by freight trains. The tracks are arranged in a complex, parallel pattern. The surrounding area includes green fields, a road, and some buildings. The sky is blue with some clouds.

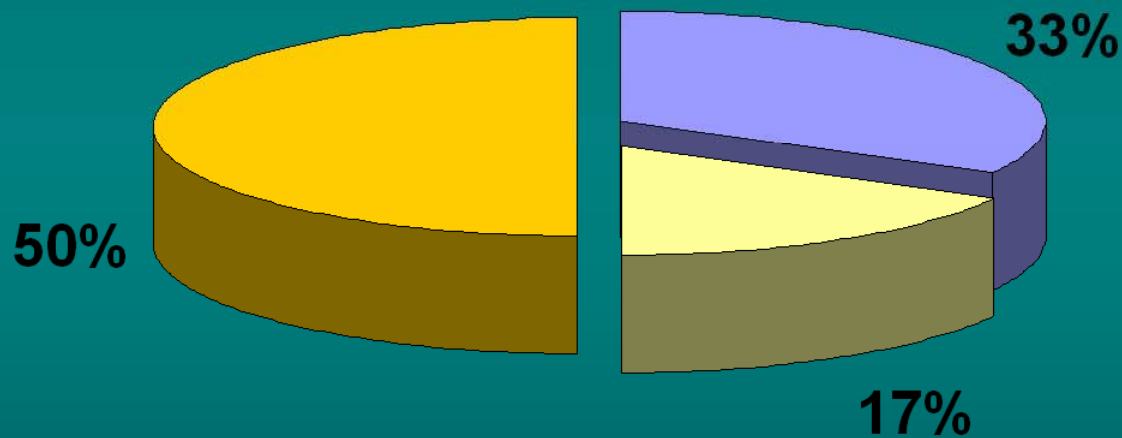
For The Railroads, It's All about Ease....

- **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
- Domestic Moves with Import/Export Connection
- Domestic Containers and Trailers

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

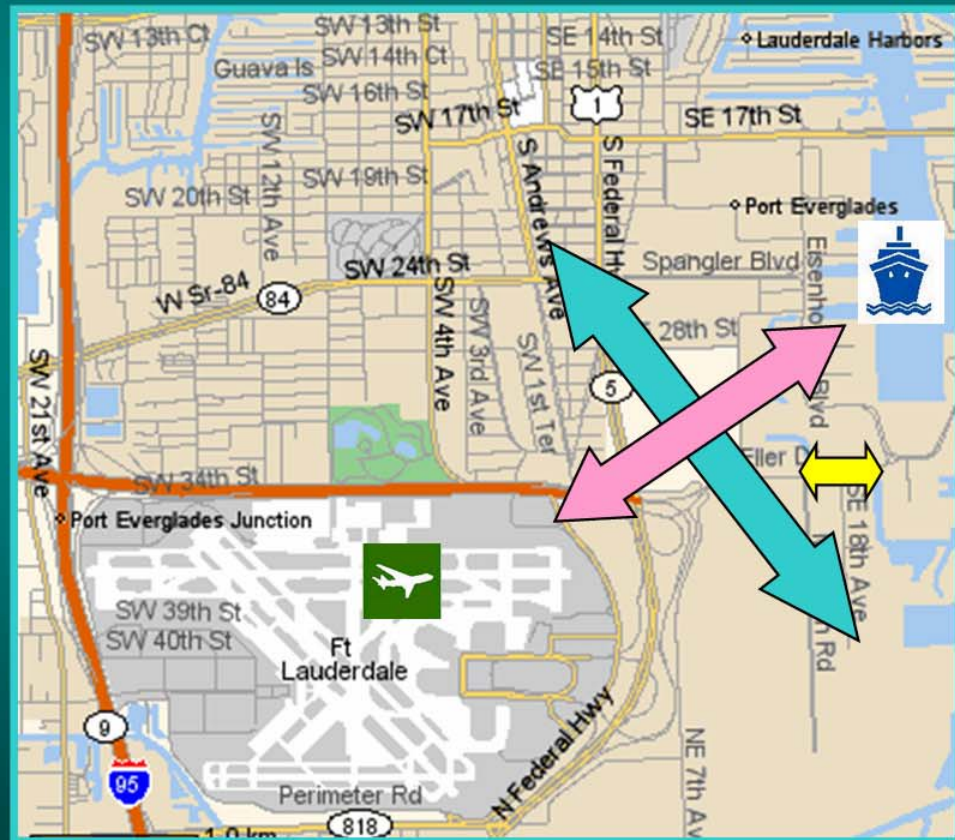
Port of Miami Connectivity Priorities

- 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