

New River Crossing Part VI

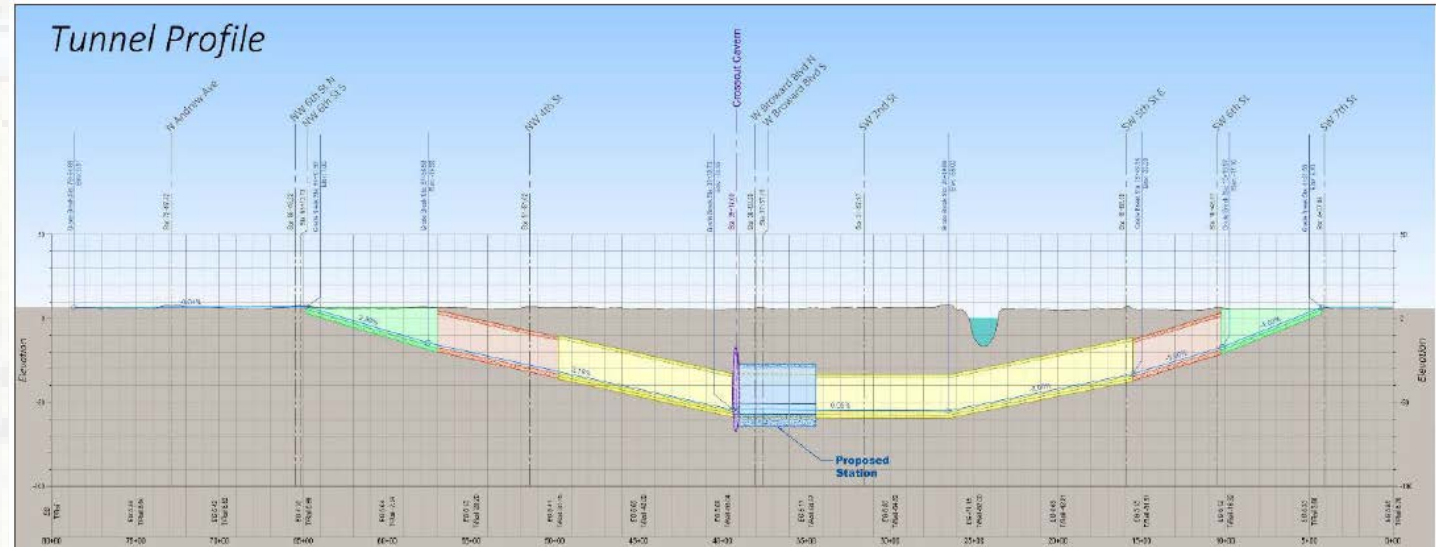
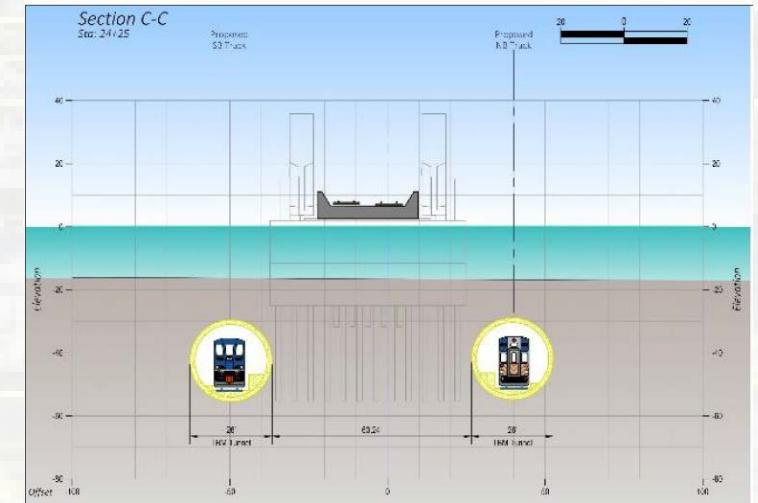
City Commission Conference Meeting

April 16, 2024



Project Alignment Summary

- Northern Boundary: Sistrunk Boulevard
- Southern Boundary: SW 7th Street
- Mitigates Right of Way (ROW) Impacts
- No train operational impacts during construction
- 55' below median water level
- Avoids existing bridge pilings
- Avoids Brightline pilings
- Addresses resiliency concerns
- Financially feasible (\$888M)



Capital Cost

- Level 4 cost estimate is \$887,988,068
 - Prepared in accordance with FTA Work Elements
 - Includes contractor overhead and profit
 - Includes ROW costs such as leasing property during construction and underground easements
 - Includes contingency of 33% of construction cost

FTA Work Elements <i>(Amount as stated)</i>	Level 4 Cost Estimates
10.00 Guideway and Track Elements (Tunnel)	\$ 247,208,757
20.00 Stations, Stops & Terminals	\$ 304,624,744
40.00 Site Work & Special Conditions	\$ 13,191,496
50.00 Railroad System - Underground Segment	\$ 14,509,688
60.00 ROW	\$ 1,300,000
80.00 Professional Services	\$ 115,906,937
90.00 Contingency	\$ 191,246,446
Total Capital Cost (2023 Dollars)	\$ 887,988,068

O&M Cost

- The estimated annual O&M Cost is \$1,886,040
 - Includes labor, supplies, power, and maintenance of the tunnel systems.
 - Includes 30% contingency factor
 - Does not include:
 - Station maintenance
 - Train operations
 - Transit Vehicle Maintenance
 - Transit Vehicle Facilities
 - Customer-facing costs like the station master, ticketing agents, or other passenger traffic management services

Category <i>(Amount as stated)</i>	Per Annum Cost
Labor	\$ 900,000
Utility Expenses (Power Supply)	\$ 240,000
Replacement Cost (Lifecycle)	\$ 250,800
Miscellaneous	\$ 60,000
Contingency	\$ 435,240
O&M Cost	\$ 1,886,040

Grant Considerations

Deadline

MEGA GRANT

Deadline: May 06, 2024
Total program: \$1,700,000,000
Award Ceiling: \$1,000,000,000

Overview: Created in the Bipartisan Infrastructure Law to fund major projects that are too large or complex for traditional funding programs. It is a highly competitive program. The Bipartisan Infrastructure Law provides \$5 billion for Mega over 5 years, of which approximately \$1.7 billion remains and will be made available through this NOFO. Half of the funds available in each fiscal year is reserved for projects greater than \$500 million in cost, and half is reserved for projects greater than \$100 million but less than \$500 million in cost. Applications will be evaluated on six outcome criteria, economic analysis, project readiness, and statutory requirements. The six outcome criteria are: (1) safety; (2) state of good repair; (3) economic impacts, freight movement, and job creation; (4) climate change, resilience, and the environment; (5) equity, multimodal options, and quality of life; and (6) innovation areas: technology, project delivery, and financing.

INNOVATIVE FINANCE & ASSET CONCESSION GRANT

Deadline: May 10, 2024
Total program: \$57,720,000
Award Ceiling: \$2,000,000

Overview: Up to \$57.72 million will be awarded on a competitive basis to assist eligible public entities in facilitating and evaluating public-private partnerships and exploring opportunities for innovative financing and delivery for eligible transportation infrastructure projects, including highway, transit, passenger rail, certain freight facilities, certain port projects, rural infrastructure projects, airports, and transit-oriented development projects. This notice will award funding from Fiscal Years 2022, 2023, and 2024. Eligible applicants for this Program are public entities that own, control, or maintain assets that could be developed into enhanced assets. Eligible assets are those activities that would reasonably be deemed eligible to receive a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan through the Bureau.

CRISI GRANT

Deadline: May 28, 2024
Total program: \$2,478,391,050
Award Ceiling: Not Defined

Overview: The purpose of the CRISI Program is to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger rail and freight rail chokepoints to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors. This program invests in railroad infrastructure projects that improve safety, support economic vitality (including through opportunities for small businesses), create good-paying jobs with the free and fair choice to join a union, increase capacity and supply chain resilience, apply innovative technology, and explicitly address climate change, gender equity and racial equity.

INTERCITY RAIL GRANT

Deadline: Pending NOFO
Total program: Pending NOFO
Award Ceiling: Pending NOFO

Overview: This program provides almost \$7.2B in annual funding for capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service, if an eligible applicant is involved. Eligible projects include 1) A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a state of good repair 2) A project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, 3) A project to expand or establish new intercity passenger rail service A group of related projects as described above 4) The planning, environmental review, and final design of an eligible project.

Next Steps

- City Commission Feedback & Direction
- RIA Grant (Regional Infrastructure Accelerator)
 - Agreement Partially Executed
- RAISE Grant (Rebuilding American Infrastructure with Sustainability and Equity)
 - Pending Application
- Future Grant Applications