

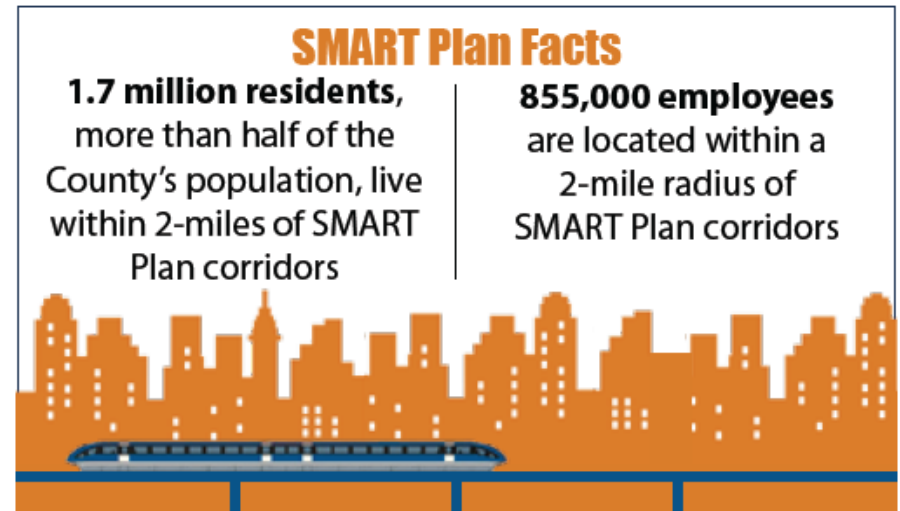
# Strategic Miami Area Rapid Transit **SMART Plan**



Aileen Bouclé, AICP, Executive Director  
Miami-Dade Transportation Planning Organization  
November 25, 2019

# Strategic Miami Area Rapid Transit “SMART” Plan

- **Brief Background**
- **Current Status**
- **Next Steps**

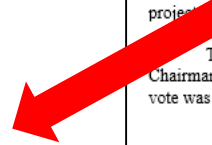
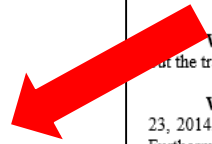


# Milestone: “Transit as Highest Priority”

February 18, 2016

RESOLUTION ESTABLISHING A POLICY OF THIS BOARD **TO SET AS HIGHEST PRIORITY THE ADVANCEMENT OF RAPID TRANSIT CORRIDOR PROJECTS IN MIAMI-DADE COUNTY;** AND DIRECTING THE TPO EXECUTIVE DIRECTOR OR DESIGNEE TO AMEND THE 2040 LONG RANGE TRANSPORTATION PLAN TO INCLUDE SAID POLICY

TPO GOVERNING BOARD HEREBY ESTABLISHES A **POLICY TO SET AS HIGHEST PRIORITY FOR THIS COMMUNITY THE ADVANCEMENT OF RAPID TRANSIT CORRIDOR AND TRANSIT SUPPORTIVE PROJECTS** IN MIAMI-DADE COUNTY



MPO RESOLUTION #06-16

**RESOLUTION ESTABLISHING A POLICY OF THIS BOARD TO SET AS HIGHEST PRIORITY THE ADVANCEMENT OF RAPID TRANSIT CORRIDOR PROJECTS IN MIAMI-DADE COUNTY; AND DIRECTING THE MPO EXECUTIVE DIRECTOR OR DESIGNEE TO AMEND THE 2040 LONG RANGE TRANSPORTATION PLAN TO INCLUDE SAID POLICY**

WHEREAS, Title 23 US Code designates and provides the MPO as the lead agency with the authority to carry out the transportation planning process within Miami-Dade County; and

WHEREAS, the Miami-Dade 2040 Long Range Transportation Plan Update (LRTP) as approved on October 23, 2014, reflects all of the federal MAP-21 National Goals and the 2060 Florida Transportation Plan (FTP) goals. Furthermore, the LRTP addresses all federal, state, regional and local requirements; and

WHEREAS, the MPO Governing Board Chair has emphasized a renewed sense of urgency to improve transit mobility options with the creation of the Transit Solutions Committee and the Fiscal Priorities Committee; and

WHEREAS, the Transit Solutions Committee and the Fiscal Priorities Committee are responsible for identifying immediate opportunities to advance and prioritize funding for mass transit services; and

WHEREAS, this body is responsible for conducting the transportation planning process in Miami-Dade County and recognizes that Rapid Transit Corridor Projects are highest priority and should be advanced in order to provide a comprehensive mobility network that increases regional mobility, reduces congestion, and considers the transportation needs of all residents within the County,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA, **that the MPO Governing Board hereby establishes a policy to set as highest priority for this community the advancement of Rapid Transit Corridor and transit supportive projects in Miami-Dade County;** and directing the MPO Executive Director or designee to amend the 2040 Long Range Transportation Plan to include said policy, providing no currently funded projects be negatively impacted.

The adoption of the foregoing resolution was sponsored by Vice Chairman Francis Suarez and moved by Vice Chairman Francis Suarez. The motion was seconded by Board Member Rebeca Sosa, and upon being put to a vote, the vote was as follows:

Chairman Jean Monestime	-Aye	Board Member Smith Joseph	-Absent
Vice Chairman Francis Suarez	-Aye	Board Member Philip Levine	-Absent
Board Member Bruno A. Barreiro	-Absent	Board Member Daniella Levine Cava	-Aye
Board Member Esteban Bovo, Jr	-Aye	Board Member Dennis C. Moss	-Aye
Board Member Jose “Pepe” Diaz	-Aye	Board Member Jeff Porter	-Aye
Board Member Audrey M. Edmonson	-Aye	Board Member Rebeca Sosa	-Aye
Board Member Maurice Ferre	-Aye	Board Member Javier D. Souto	-Aye
Board Member Oliver Gilbert, III	-Aye	Board Member Xavier L. Suarez	-Aye
Board Member Perla Tabares <b>Hantman</b>	-Aye	Board Member Juan C. Zapata	-Absent
Board Member Carlos Hernandez	-Absent		
Board Member Sally A. Heyman	-Absent		
Board Member Barbara J. Jordan	-Aye		

The Chairperson thereupon declared the resolution duly passed and approved this 18<sup>th</sup> day of February, 2016.

# Milestone: Adoption of the “SMART” Plan

April 21, 2016

RESOLUTION ENDORSING THE  
**STRATEGIC MIAMI AREA RAPID**  
**TRANSIT (SMART) PLAN** AND  
DIRECTING THE TPO EXECUTIVE  
DIRECTOR TO WORK WITH THE  
METROPOLITAN PLANNING  
ORGANIZATION FISCAL PRIORITIES  
COMMITTEE TO DETERMINE THE COSTS  
AND POTENTIAL SOURCES OF FUNDING  
FOR PROJECT DEVELOPMENT AND  
ENVIRONMENT STUDY FOR SAID  
PROJECTS

THE **TPO EXECUTIVE DIRECTOR IS**  
**FURTHER DIRECTED TO TAKE ALL**  
**NECESSARY STEPS TO IMPLEMENT**  
THE ATTACHED SMART PLAN.

## MPO RESOLUTION #26-16

**RESOLUTION ENDORSING THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN AND DIRECTING THE MPO EXECUTIVE DIRECTOR TO WORK WITH THE METROPOLITAN PLANNING ORGANIZATION FISCAL PRIORITIES COMMITTEE TO DETERMINE THE COSTS AND POTENTIAL SOURCES OF FUNDING FOR PROJECT DEVELOPMENT AND ENVIRONMENT STUDY FOR SAID PROJECTS**

WHEREAS, in 2002, the electors of Miami-Dade County approved the imposition of a one-half percent surtax with the purpose of improving, among other things, mass transit within the County through the People's Transportation Plan; and

WHEREAS, the People's Transportation Plan included eight rapid transit corridors located throughout Miami-Dade County; and

WHEREAS, on February 16, 2016, the MPO Governing Board unanimously approved a policy to set as highest priority for this community the advancement of Rapid Transit Corridors and transit supportive projects in Miami-Dade County; and

WHEREAS, the Metropolitan Planning Organization Transit Solutions Committee has, over the past several months, received and considered input from transportation partner agencies, elected officials, and the public at large; and

WHEREAS, the Metropolitan Planning Organization Transit Solutions Committee has reviewed the proposed Strategic Miami Area Rapid Transit (SMART) Plan and has forwarded the proposal with a favorable recommendation; and

WHEREAS, the Metropolitan Planning Organization remains committed to the development of these rapid transit corridors,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA, that the attached Strategic Miami Area Rapid Transit (SMART) Plan is hereby endorsed. The Governing Board of the Metropolitan Planning Organization hereby directs the MPO Executive Director to work with the Fiscal Priorities Committee to determine the costs and potential sources of funding for Project Development and Environment Study for said projects. **The MPO Executive Director is further directed to take all necessary steps to implement the attached SMART Plan.**



# SMART Plan SMART Region

## Six (6) Rapid Transit Corridors

- ✓ Beach
- ✓ East-West
- ✓ Kendall
- ✓ North
- ✓ Northeast
- ✓ South

(1) Project Development & Environment Phase

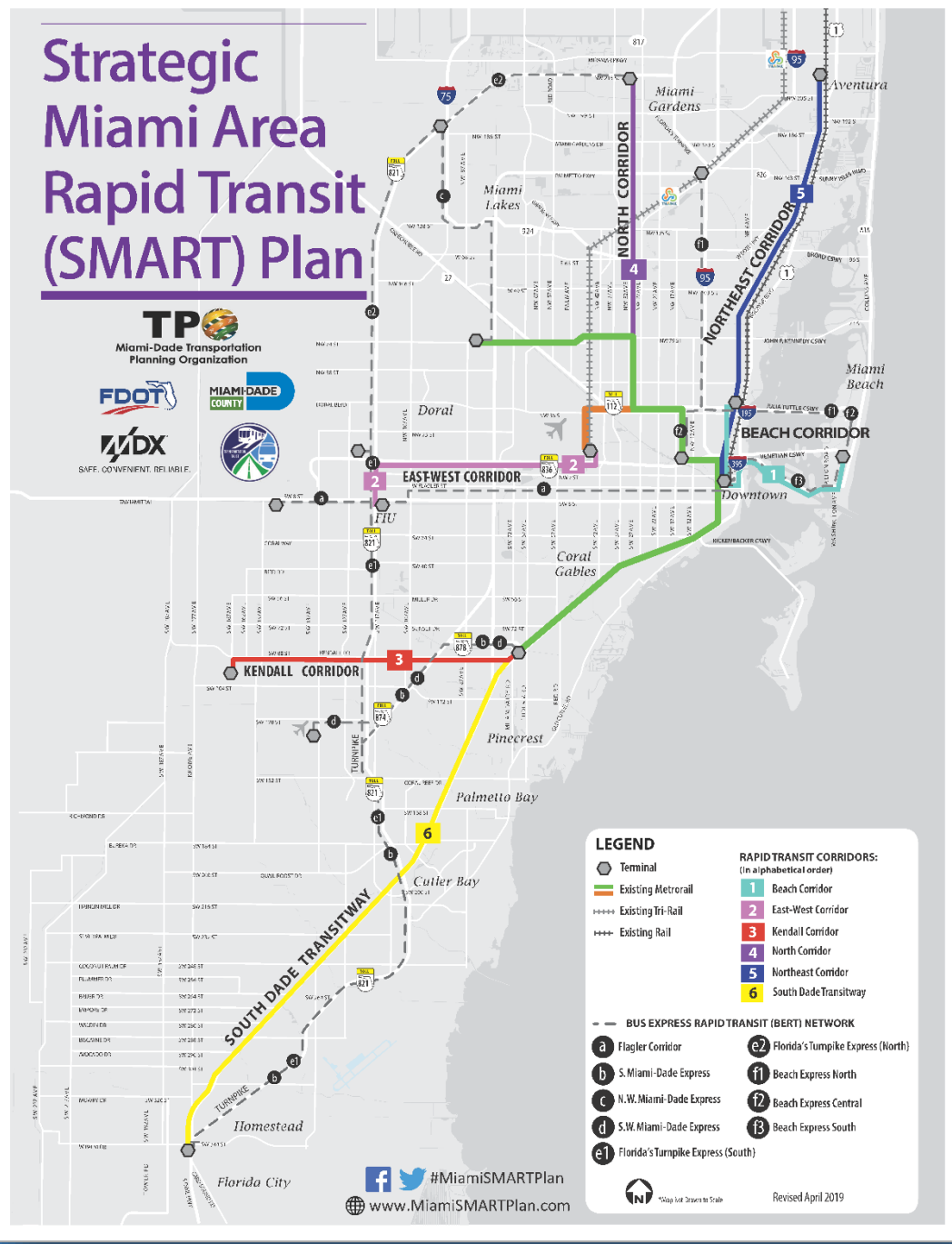
(2) Implementation Plan for each corridor

## Six (6) Bus Express Rapid Transit Corridors

- ✓ Beach Express
- ✓ Flagler Street
- ✓ Florida Turnpike
- ✓ NW Miami-Dade Express
- ✓ S Miami-Dade Express
- ✓ SW Miami-Dade Express

Over 90 miles of express bus network

Supported by the TPO Governing Board, Miami-Dade County, Municipalities, State and multiple entities





# SMART Plan Status

- Project Milestones
- Service Openings
- Construction Dates
- New SMART Route Miles



## SMART Plan

### New Service Openings, Construction Dates & Project Milestones

#### Service Openings

##### Bus Express Rapid Transit (BERT)

- ✓ NW Miami-Dade Express & Station - **Winter 2019**
- ✓ South Miami Dade Express - **2020**
- ✓ Turnpike South Express - **2022**
- ✓ Miami Beach North Express - **2023**
- ✓ Miami Beach Central Express - **2023**
- ✓ Miami Beach South Express - **2023**
- ✓ SW Miami-Dade Express - **2023**
- ✓ Turnpike North Express - **2027**
- ✓ East-West Phase I Express Bus - **TBD**

##### Facilities

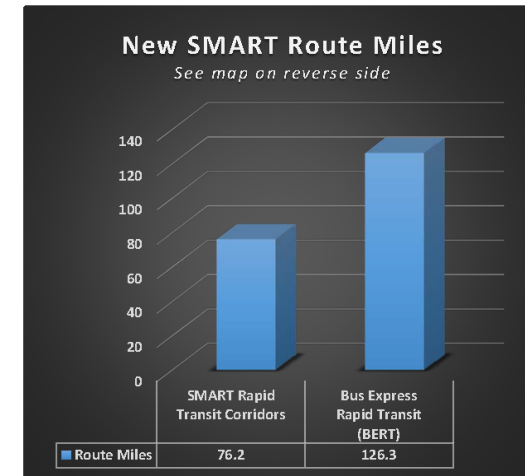
- ✓ Miami Gardens Dr. Park & Ride – **Opened April 2019**
- ✓ Golden Glades Multimodal Transportation Facility – **Fall 2021**

##### Demonstration Projects – Phase I

- ✓ City of Miami Flagami Trolley – **Service Began July 2018**
- ✓ Doral FIU Trolley Service – **Service Began September 2018**
- ✓ Coral Gables Flex Service – **Service Began January 2019**
- ✓ Pinecrest Transitway Circulator – **Service Began January 2019**
- ✓ North Bay Village SMART Feeder Route – **Area Service Began July 2019**
- ✓ Palmetto Bay Transit Service – **Service Began July 2019**
- ✓ Palmetto Bay Transit Facility – **Opened July 2019**
- ✓ Medley Central Commuter Route – **Winter 2019**
- ✓ Cutler Bay Express Service – **Spring 2020**
- ✓ Civic Center Metrorail Station Area On-Demand – **Spring 2020**
- ✓ South Miami Metrorail Station Area On-Demand – **Spring 2020**
- ✓ Dadeland North Metrorail Station Area On-Demand – **Spring 2020**
- ✓ Dadeland South Metrorail Station Area On-Demand – **Spring 2020**
- ✓ NE Corridor Demonstration Station (Capital Funding) – **FY 2021**
- ✓ NE Corridor Demonstration Train Service – **FY 2022**
- ✓ Miami Shores SMART Feeder Route (**discontinued via agency consensus**)

#### Construction Dates

- ✓ South Dade Transitway - **2020**
- ✓ Miami Beach North Express - **2022**
- ✓ East-West Phase I Express Bus – **TBD**



#### Project Milestones

##### LPA\* Selection Dates

- ✓ South Dade Transitway – **August 2018**
- ✓ North Corridor – **December 2018**
- ✓ Beach Corridor – **Fall 2019**
- ✓ Flagler BERT – **Fall 2019**
- ✓ East-West Corridor – **Winter 2019**
- ✓ Kendall Corridor – **Winter 2019**

##### Station Location Selection

- ✓ NE Corridor – Negotiations w/ SFRTA, FECL & DTPW

For more information visit [www.MiamiSMARTPlan.com](http://www.MiamiSMARTPlan.com)  
Updated October 31, 2019

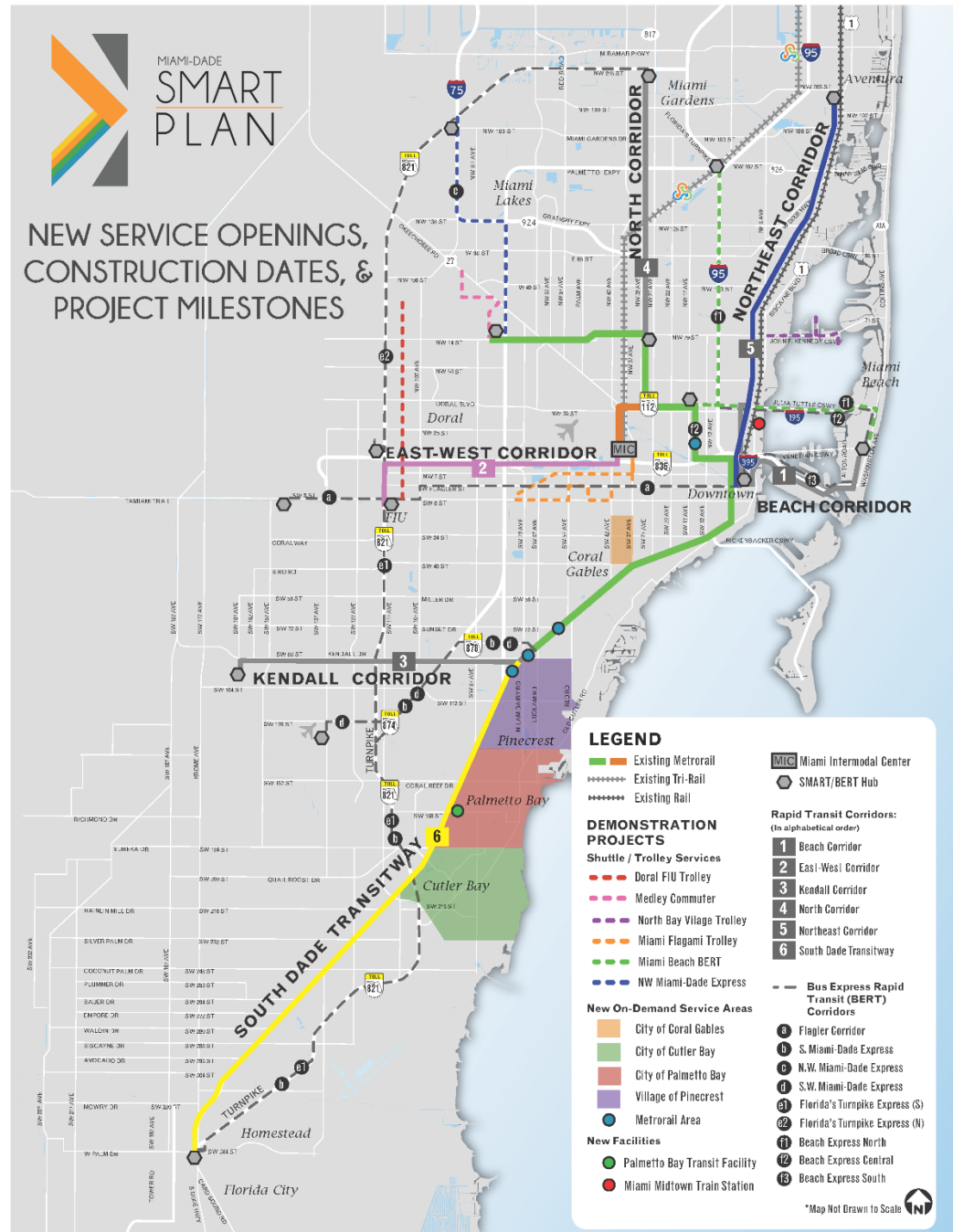
\*Locally Preferred Alternative (LPA) is a milestone step in the Federal Transit Administration project development process.



MIAMI-DADE  
**SMART  
PLAN**

NEW SERVICE OPENINGS,  
CONSTRUCTION DATES, &  
PROJECT MILESTONES

# SMART Plan Project Milestones, Openings & Construction



# Project Milestones

## Locally Preferred Alternative (LPA) Selection Dates

- South Dade Transitway – **August 2018**
- North Corridor – **December 2018**
- Beach Corridor – **Winter 2019**
- Flagler BERT – **Fall 2019**
- East-West Corridor – **Winter 2019**
- Kendall Corridor – **Winter 2019**

## Station Location Selection

- NE Corridor – Negotiations w/ SFRTA, FECL & DTPW



# Milestone: Adoption of the South Corridor Locally Preferred Alternative (LPA)

August 30, 2018

**RESOLUTION SELECTING THE LOCALLY PREFERRED ALTERNATIVE (LPA) FOR SOUTH DADE TRANSITWAY CORRIDOR OF THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN**

THIS BOARD HEREBY **SELECTS BUS RAPID TRANSIT (BRT) AS THE LOCALLY PREFERRED ALTERNATIVE** FOR THE SOUTH DADE TRANSITWAY CORRIDOR OF THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN AND FURTHER **DIRECTS THE TPO EXECUTIVE DIRECTOR TO TAKE ANY AND ALL NECESSARY STEPS AND ACTIONS IN ORDER TO ACCOMPLISH THE CONVERSION OF THE SOUTH DADE TRANSITWAY FROM BRT TO AT-GRADE METRORAIL UPON REACHING AN AVERAGE WEEKDAY RIDERSHIP OF 35,000 DAILY TRIPS ON THE SOUTH DADE TRANSITWAY.**

TPO RESOLUTION #31-18

**RESOLUTION SELECTING THE LOCALLY PREFERRED ALTERNATIVE (LPA) FOR THE SOUTH DADE TRANSITWAY CORRIDOR OF THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN**

WHEREAS, the Interlocal Agreement creating and establishing the Miami-Dade Metropolitan Planning Organization (MPO), for the Miami Urbanized Area, now known as the Transportation Planning Organization (TPO), requires that the TPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

WHEREAS, in 2016, the TPO Governing Board adopted Resolution #06-16, which established transit as the "highest priority" in Miami-Dade County. Subsequently, the Governing Board unanimously adopted Resolution #26-16, which approved the Strategic Miami Area Rapid Transit (SMART) Plan in order to implement mass transit projects throughout the County; and

WHEREAS, the SMART Plan includes six (6) rapid transit corridors along with a network of Bus Express Rapid Transit (BERT) services; and

WHEREAS, implementation of the vital rapid transit corridors, in whole or in part, will provide needed transportation alternatives and relief from traffic congestion in Miami-Dade County; and

WHEREAS, the South Dade Transitway Corridor is one of the six (6) SMART Plan rapid corridors, which stretches approximately 20 miles from the Dadeland South Metrorail Station to SW 344<sup>th</sup> Street in Florida City; and

WHEREAS, under TPO Resolution #47-17, the Governing Board prioritized and advanced the development of the South Dade Transitway Corridor (along with the North Corridor) to Priority I in the Long Range Transportation Plan (LRTP); and

WHEREAS, the South Corridor (formerly known as South Miami-Dade Transit Corridor) includes a long history of transportation planning. In 2006 a locally preferred alternative was selected by the Governing Board (formally the MPO/Resolution #30-06), as a modified enhanced bus rapid transit (BRT) that included a Metrorail extension to SW 104<sup>th</sup> Street, and a long-range provision of further extending Metrorail south, as ridership demand warrants; and

WHEREAS, the Project Development and Environment (PD&E) studies for the six SMART Plan corridors have been approved and are presently in progress, with the Miami-Dade Department of Transportation and Public Works serving as the lead agency for the South Dade Transitway Corridor,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA, that this Board hereby **selects bus rapid transit (BRT) as the locally preferred alternative for the South Dade Transitway Corridor of the Strategic Miami Area Rapid Transit (SMART) Plan and further directs the TPO Executive Director to take any and all necessary steps and actions in order to accomplish the conversion of the South Dade Transitway from BRT to at-grade Metrorail upon reaching an average weekday ridership of 35,000 daily trips on the South Dade Transitway.**

**SOUTH CORRIDOR  
BUS RAPID TRANSIT (BRT)**

**MIAMI-DADE COUNTY**

# Milestone: Adoption of the North Corridor Locally Preferred Alternative (LPA)

December 6, 2018

**RESOLUTION SELECTING THE  
LOCALLY PREFERRED ALTERNATIVE  
(LPA) FOR NORTH CORRIDOR OF THE  
STRATEGIC MIAMI AREA RAPID TRANSIT  
(SMART) PLAN**

**THIS BOARD HEREBY SELECTS AN  
ELEVATED FIXED GUIDEWAY TRANSIT  
SYSTEM AS THE LPA FOR THE NORTH  
CORRIDOR OF THE SMART PLAN  
SUBJECT TO A TPO APPROVED  
FUNDING AND FINANCIAL PLAN AND  
DIRECTS THE TPO EXECUTIVE  
DIRECTOR TO COORDINATE WITH  
THE FEDERAL, STATE, AND LOCAL  
AGENCIES TO PREPARE AND SUBMIT  
SAID FUNDING AND FINANCIAL PLAN.**

## TPO RESOLUTION #52-18

### **RESOLUTION SELECTING THE LOCALLY PREFERRED ALTERNATIVE (LPA) FOR NORTH CORRIDOR OF THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN**

WHEREAS, the Interlocal Agreement creating and establishing the Miami-Dade Metropolitan Planning Organization (MPO), for the Miami Urbanized Area, now known as the Transportation Planning Organization (TPO), requires that the TPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

WHEREAS, in 2016, the TPO Governing Board adopted Resolution #06-16, which established transit as the "highest priority" in Miami-Dade County. Subsequently, the Governing Board unanimously adopted Resolution #26-16, which approved the Strategic Miami Area Rapid Transit (SMART) Plan in order to implement mass transit projects throughout the County; and

WHEREAS, the SMART Plan includes six (6) rapid transit corridors along with a network of Bus Express Rapid Transit (BERT) services; and

WHEREAS, implementation of the vital rapid transit corridors, in whole or in part, will provide needed transportation alternatives and relief from traffic congestion in Miami-Dade County; and

WHEREAS, the North Corridor is one of the six (6) SMART Plan rapid corridors, which limits are from NW 79<sup>th</sup> Street to NW 215<sup>th</sup> Street, along NW 27<sup>th</sup> Avenue; and

WHEREAS, under TPO Resolution #47-17, the Governing Board prioritized and advanced the development of the North Corridor (along with the South Dade Transitway Corridor) to Priority I in the Long Range Transportation Plan (LRTP); and

WHEREAS, the North Corridor has an extensive history of transportation planning efforts, with major milestones that include a draft Environment Impact Statement (DEIS) (Metrorail) in 1997, a Final DEIS in 1999, a Federal Transit Administration (FTA) Record of Decision (ROD) in 2007 and a Finding of No Significant Impact (FONS) in 2008; and

WHEREAS, the Project Development and Environment (PD&E) studies for the six SMART Plan corridors have been funded and are presently in progress, with the Florida Department of Transportation (FDOT) serving as the lead agency for the North Corridor,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA, that this Board hereby selects an elevated fixed guideway transit system as the Locally Preferred Alternative for the North Corridor of the Strategic Miami Area Rapid Transit (SMART) Plan, subject to a TPO approved funding and financial plan and directs the TPO Executive Director to coordinate with the federal, state, and local agencies to prepare and submit said funding and financial plan.







# Heavy Rail Technology (HRT) Selected



**H** **heavy**



Competitive capital costs



Sustainability as it uses existing infrastructure (maintenance yard, fleet, and tracks)

**R** **ail**



Serves a greater pool of riders with service to Downtown Miami/Brickell Station

**T** **echnology**



Provides for faster implementation schedule by 9 months to a year sooner than the new technology



FTA proven technology, consistent with Environmental Assessment Class of Action

*Information presented by FDOT D6 to Miami-Dade TPO Governing Board*



Miami-Dade Transportation  
Planning Organization

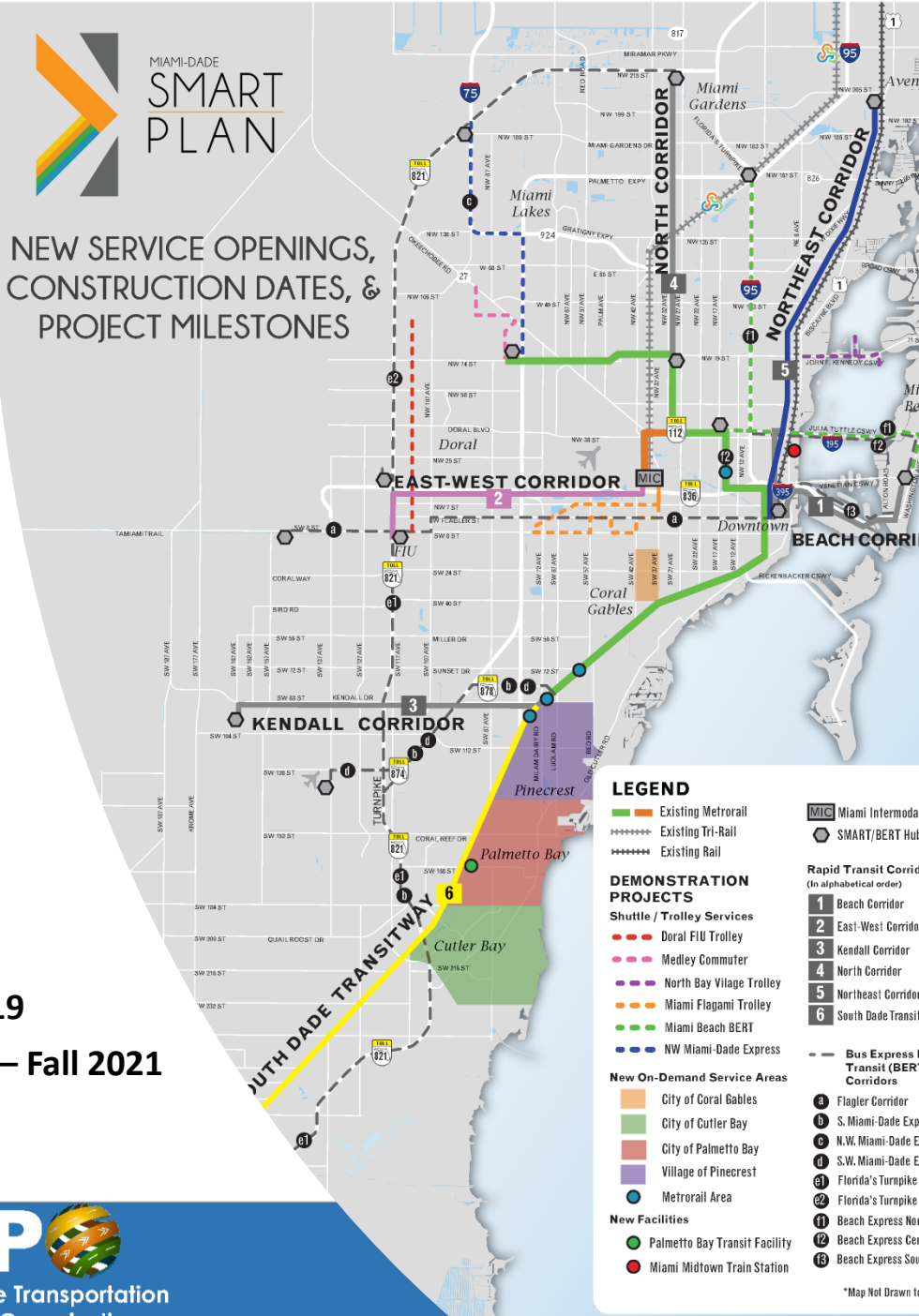
# Service Openings

## Bus Express Rapid Transit (BERT)

- ✓ NW Miami-Dade Express & Station - Winter 2019
- ✓ South Miami Dade Express - 2020
- ✓ Turnpike South Express - 2022
- ✓ Miami Beach North Express - 2023
- ✓ Miami Beach Central Express - 2023
- ✓ Miami Beach South Express - 2023
- ✓ SW Miami-Dade Express – 2023
- ✓ Turnpike North Express – 2027
- ✓ East-West Phase I Express Bus - TBD

## Facilities

- ✓ Miami Gardens Dr. Park & Ride – Opened April 2019
- ✓ Golden Glades Multimodal Transportation Facility – Fall 2021





# Construction Dates

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South Dade Transitway - 2020

Miami Beach North Express - 2022

East-West Phase I Bus Express  
TBD



# Milestone: Approval of the SMART Plan “Demonstration Program”

June 21, 2018

RESOLUTION ENDORSING THE STRATEGIC MIAMI AREA RAPID TRANSIT PLAN **DEMONSTRATION PROJECTS AND APPROVING IDENTIFIED FUNDING FRAMEWORK TO ADVANCE SAID DEMONSTRATION PROJECTS** FOR INCLUSION IN THE 2020-2024 TPO PROGRAM PRIORITIES

UPON COMPLETION OF THE THREE-YEAR PILOT PERIOD, IF THE SMART DEMONSTRATION PROJECT IS DEEMED SUCCESSFUL, **THE APPROPRIATE SPONSOR ENTITY SHALL BEAR ALL COSTS ASSOCIATED WITH PROJECT CONTINUATION.**

## TPO RESOLUTION #29-18

**RESOLUTION ENDORSING THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN DEMONSTRATION PROJECTS AND APPROVING IDENTIFIED FUNDING FRAMEWORK TO ADVANCE SAID DEMONSTRATION PROJECTS FOR INCLUSION IN THE 2020-2024 TPO PROGRAM PRIORITIES**

WHEREAS, the Transportation Planning Organization (TPO), on February 18, 2016, adopted Resolution #06-16, which established transit as the “highest priority” for Miami-Dade County; and

WHEREAS, under Resolution #26-16, the TPO Governing Board endorsed the Strategic Miami Area Rapid Transit (SMART) Plan, which includes six (6) rapid transit corridors and a network of nine (9) bus express rapid transit (BERT) services; and

WHEREAS, the TPO Governing Board adopted Resolution #27-17, which designated specific funds for the implementation of the SMART Plan; and

WHEREAS, the TPO Governing Board adopted Resolution #14-18, which endorsed the identification and implementation of Demonstration projects that advance elements of the SMART Plan; and

WHEREAS, the TPO Transportation and Mobility Committee (TMC) reviewed the attached list (Exhibit A) of eleven (11) SMART Plan Demonstration projects and recommended favorably the endorsement of same;

WHEREAS, the TPO Fiscal Priorities Committee (FPC) established the funding framework to advance said demonstration projects, as noted in Exhibit A. **Upon completion of the three-year pilot period, if the SMART Demonstration Project is deemed successful, the appropriate sponsor entity shall bear all costs associated with project continuation;** and

WHEREAS, it is the desire of the TPO Governing Board to encourage innovation and flexibility to help expedite demonstration projects that advance part or all of a SMART Plan corridor,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA, that this Board endorses the Strategic Miami Area Rapid Transit (SMART) Plan Demonstration Projects and approves the identified funding framework to advance said Demonstration Projects, for inclusion in the 2020-2024 TPO Program Priorities.



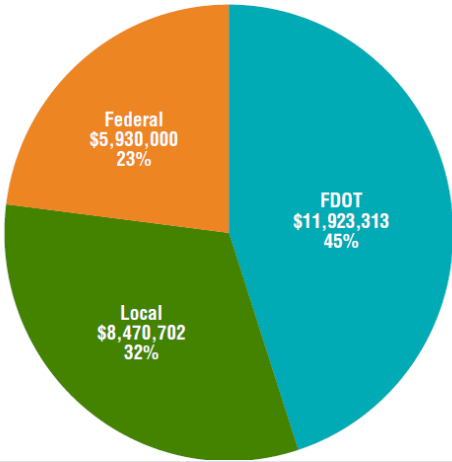
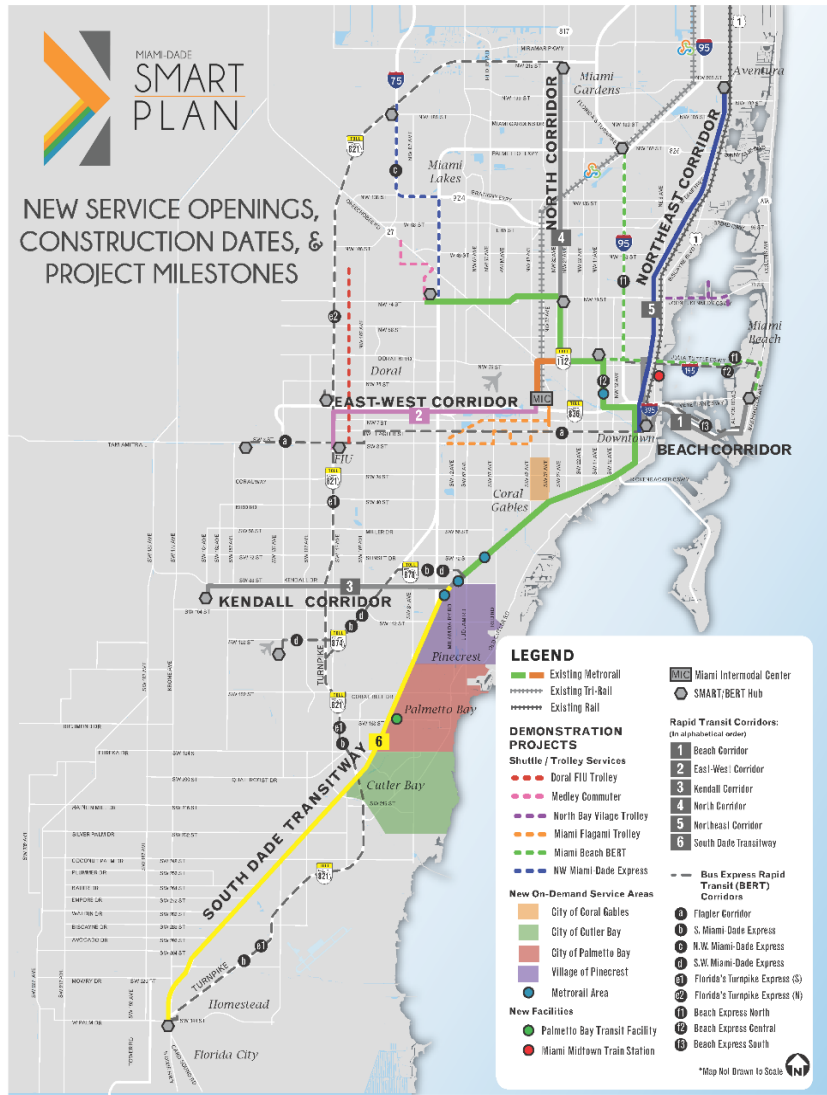
**SMART Demonstration Program**

# Phase I SMART Demonstration Projects

## Current Status

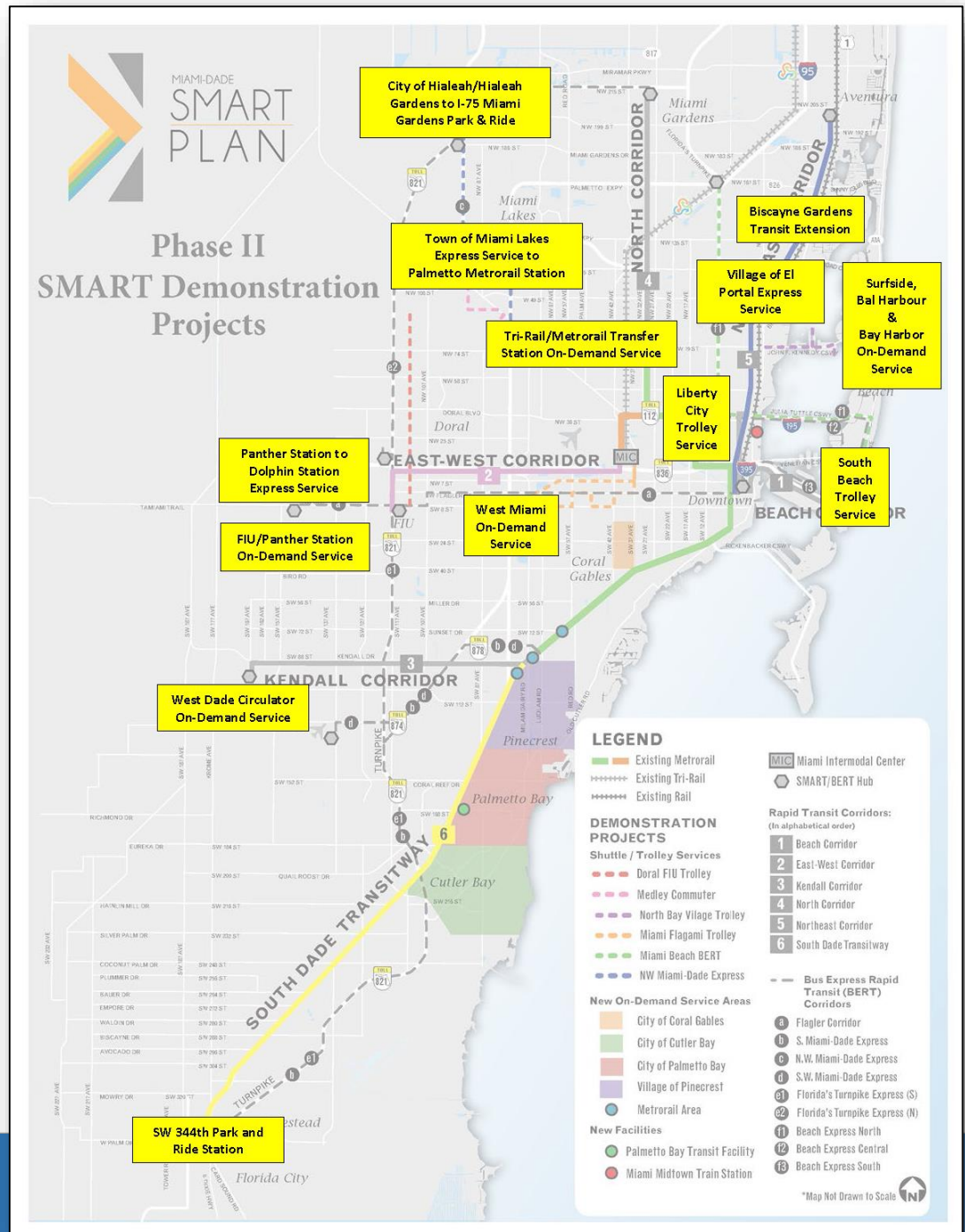


- ✓ City of Miami Flagami Trolley – **Service Began July 2018**
- ✓ Doral FIU Trolley Service – **Service Began September 2018**
- ✓ Coral Gables Flex Service – **Service Began January 2019**
- ✓ Pinecrest Transitway Circulator – **Service Began January 2019**
- ✓ North Bay Village SMART Feeder Route – **Area Service July 2019**
- ✓ Palmetto Bay Transit Service – **Service Began July 2019**
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- ✓ Dadeland North Metrorail Station Area On-Demand – **Spring 2020**
- ✓ Dadeland South Metrorail Station Area On-Demand – **Spring 2020**
- ✓ NE Corridor Demonstration Station (Capital Funding) – **FY 2021**
- ✓ NE Corridor Demonstration Train Service – **FY 2022**
- ✓ Miami Shores SMART Feeder Route (**discontinued via agency consensus**)



# Phase II SMART Demonstration Program Projects

- Biscayne Gardens Transit Extension
- Tri-Rail/Metrorail Transfer Station On-Demand Service
- West Dade Circulator On-Demand Service
- SW 344th Park and Ride Station (Construction)
- Panther Station to Dolphin Station Express Service
- Town of Miami Lakes Express Service to Palmetto Metrorail Station
- Surfside/Bal Harbour/Bay Harbor On-Demand Service
- Village of El Portal Express Service
- FIU/Panther Station On-Demand Service
- West Miami On-Demand Service
- City of Hialeah/Hialeah Gardens to I-75 Miami Gardens Park & Ride
- City of Miami Liberty City Trolley Service
- City of Miami Beach South Beach Trolley Service
- West Miami On-Demand Service



# Next Steps

- Locally Preferred Alternative East-West, Beach and Kendall Corridor Fall and Winter 2019
- Project Workshop and Locally Preferred Alternative Flagler Corridor BERT
- Completion of Land Use Scenario & Planning Visioning and Economic Mobility & Accessibility Studies for each respective corridor
- Work with transportation partners to implement SMART Demonstration Program FY 2020 – 2025



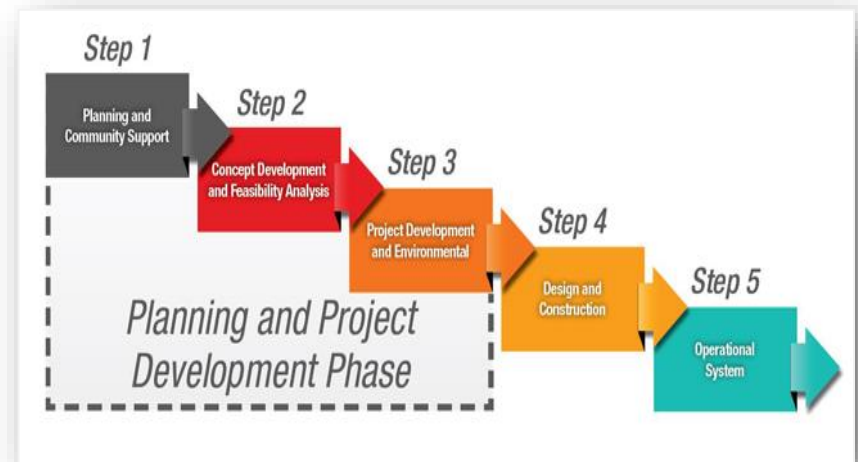


# Transit-Oriented Development

## Transit-Oriented Development (TOD)

Land Use Scenario & Visioning  
Planning Charrettes

TOD video on community vision for transit supportive land uses on each of the six SMART Plan corridors.



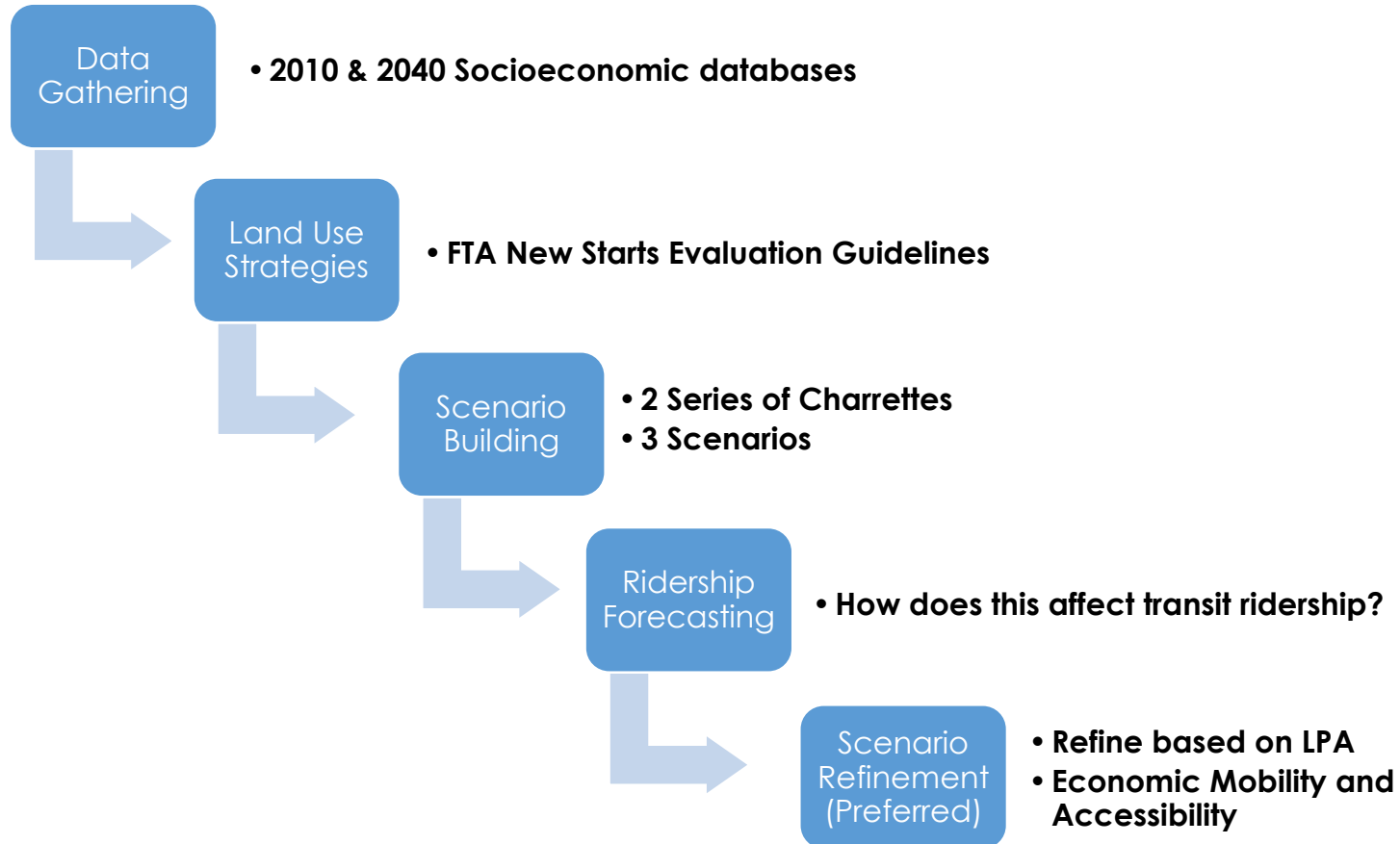
## Project Development

Environment (PD&E) Studies  
Public Meetings

Evaluating transit for each of the six SMART Plan corridors for mode, alignment, station stop locations, and cost effectiveness.



# Land Use Scenario Planning Process



# Best Practice in Collaboration

## SMART Plan Support from State, Regional & Local



Miami-Dade Transportation  
Planning Organization

# Questions & Discussion



Miami-Dade Transportation  
Planning Organization

**Aileen Bouclé, AICP**  
**Executive Director**

**[www.MiamiDadeTPO.org](http://www.MiamiDadeTPO.org)**



**#MiamiSMARTPlan**



Miami-Dade Transportation  
Planning Organization