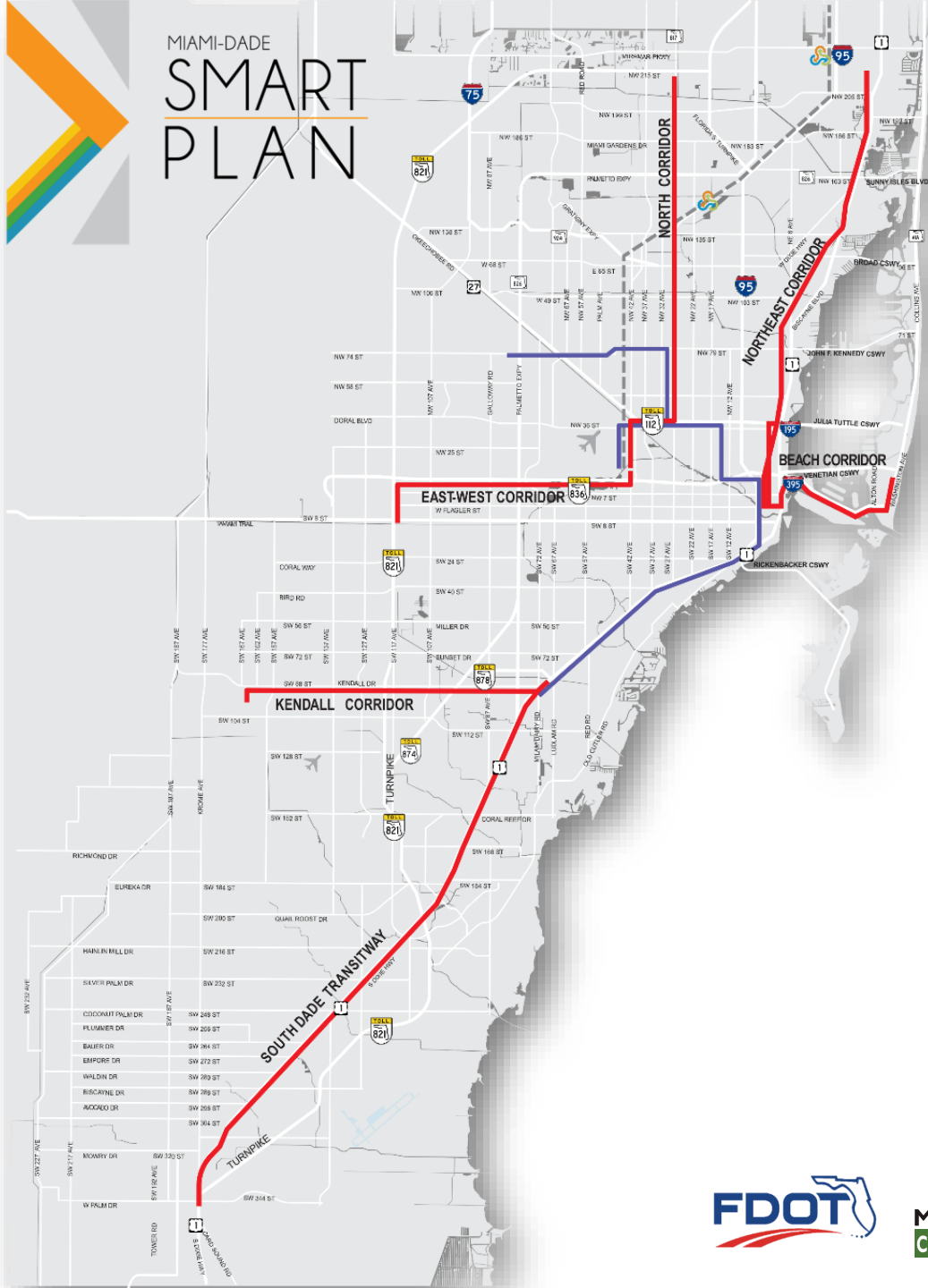




SMART Plan Rapid Transit Corridors Projects Update



Prepared for: South Florida
Regional Planning Council



November 25, 2019

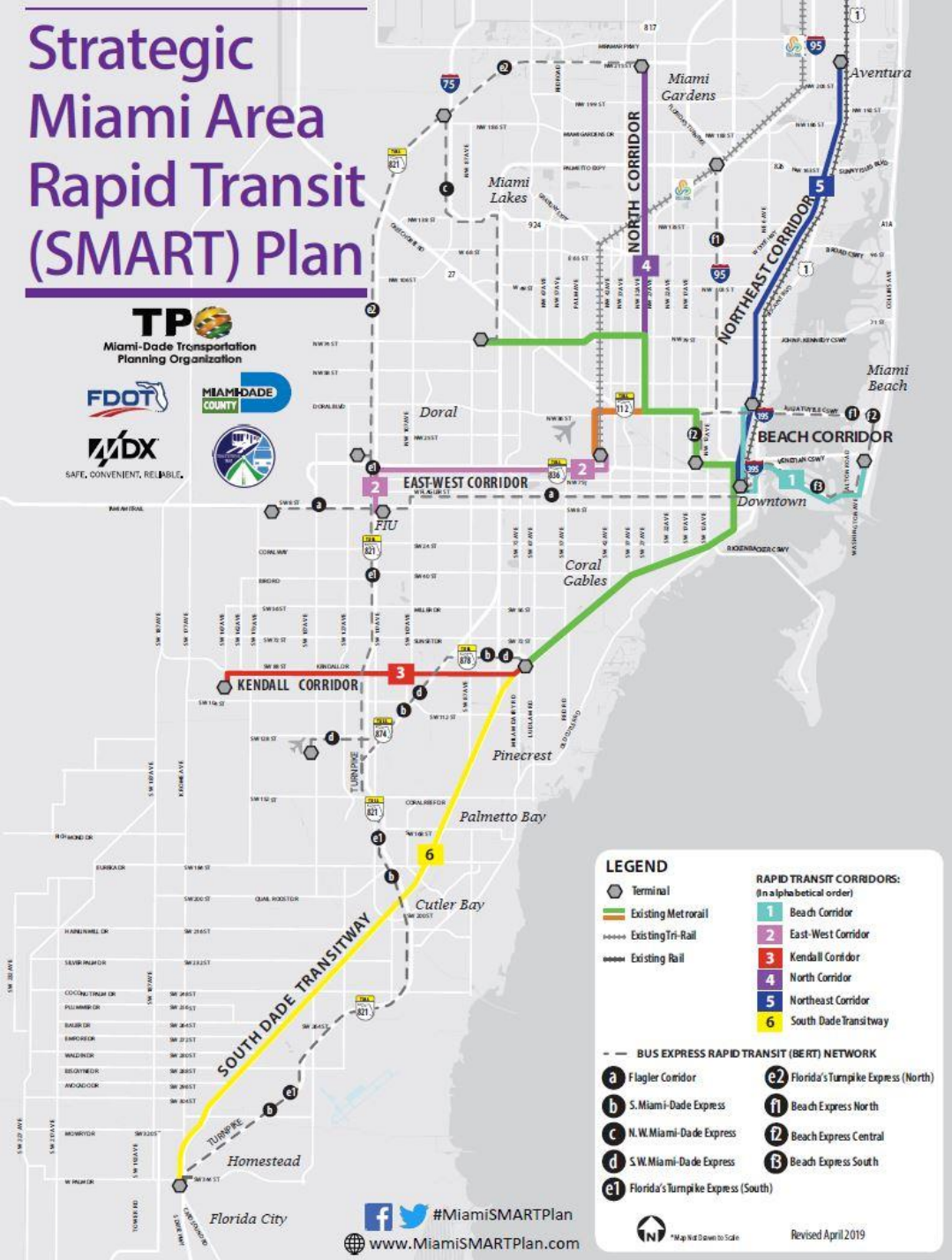


Strategic Miami Area Rapid Transit (SMART) Plan

TP
Miami-Dade Transportation Planning Organization



SAFE, CONVENIENT, RELIABLE.



LEGEND

- Terminal
- Existing Metrorail
- Existing Tri-Rail
- Existing Rail

RAPID TRANSIT CORRIDORS:
(In alphabetical order)

- 1 Beach Corridor
- 2 East-West Corridor
- 3 Kendall Corridor
- 4 North Corridor
- 5 Northeast Corridor
- 6 South Dade Transitway

BUS EXPRESS RAPID TRANSIT (BERT) NETWORK

- a Flagler Corridor
- b S. Miami-Dade Express
- c N. W. Miami-Dade Express
- d S. W. Miami-Dade Express
- e1 Florida's Turnpike Express (North)
- e2 Florida's Turnpike Express (South)
- f Beach Express North
- g Beach Express Central
- h Beach Express South

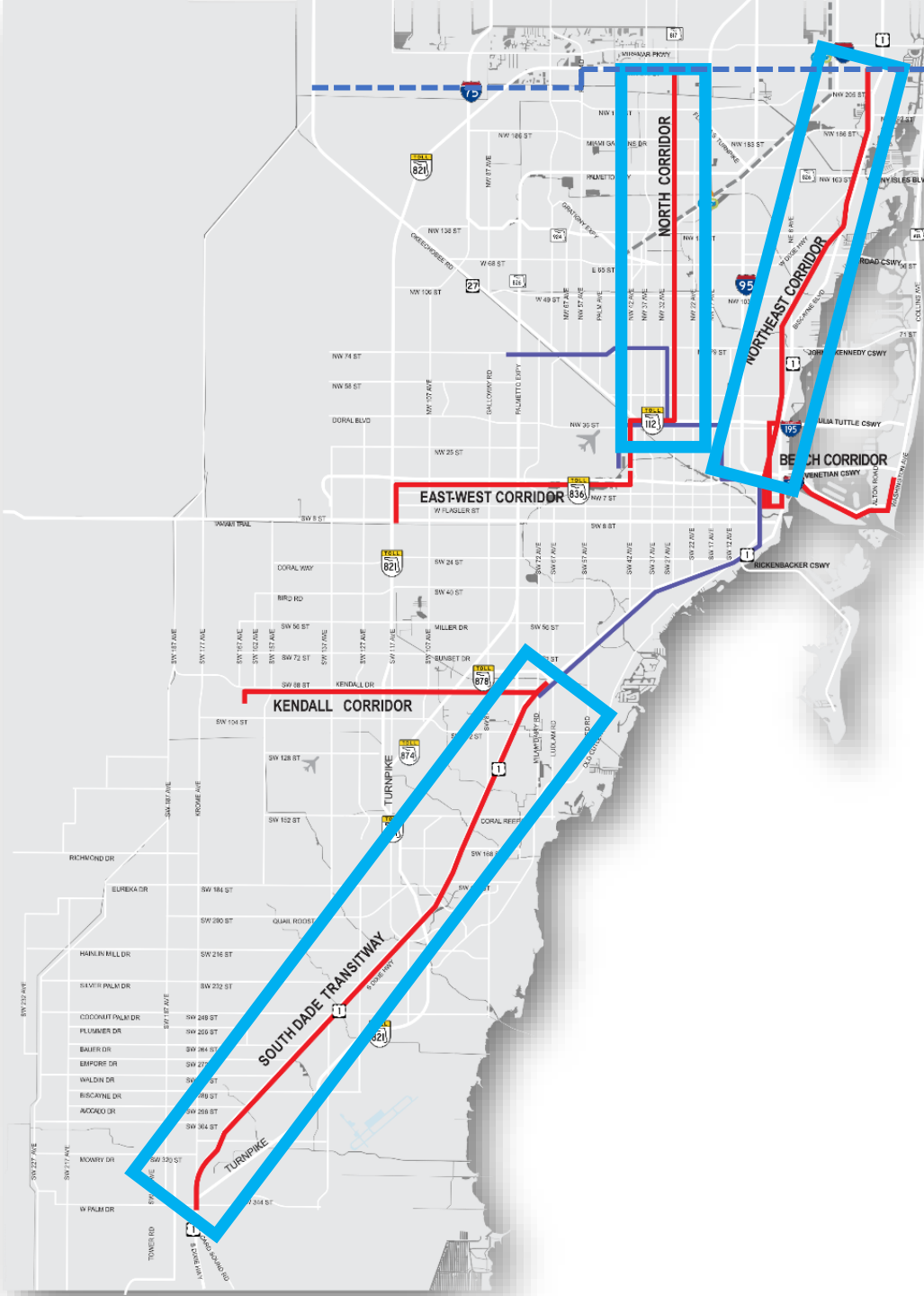
Map Not Drawn to Scale
Revised April 2019

- **Six (6) Rapid Transit Corridors**

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

- **A Network of Bus Express Rapid Transit BERT Routes**

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



County Line

North Corridor

- The City of Miami Gardens is located just South of the County line
- Corridor will connect Miami Gardens to Downtown Miami

South Corridor

- Florida City is located just north of the County line
- Corridor will connect Florida City to Downtown Miami

Northeast Corridor

- The City of Aventura is Located just South of the County line
- Corridor will connect Aventura to Downtown Miami

North Corridor Rapid Transit Study – Overview

Study Limits

- NW 27th Avenue from NW 215th Street to NW 62nd (Martin Luther King Jr Metrorail Station)

Length

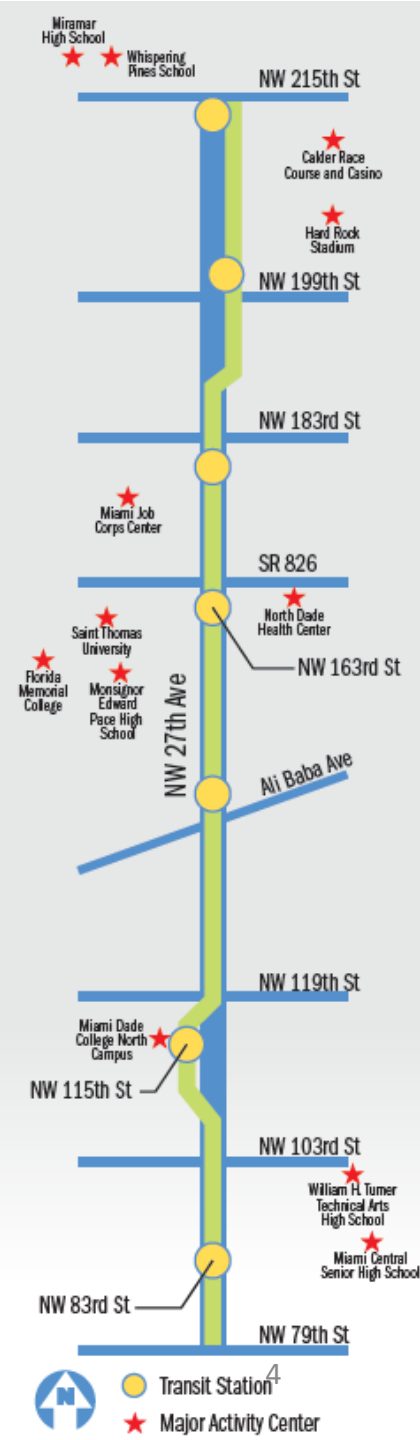
- 10 Miles

Unique Markets

- Intercounty commuters, colleges, special event venues, hospitals

Corridor Setting

- Provides a connection to rapidly growing communities of southern Broward County that are primarily residential and relatively new with a strong orientation to Miami-Dade County
- A high proportion of corridor residents are transit dependent as compared with the rest of Miami-Dade County
- Access to jobs, medical services, education and other opportunities for those without automobiles is only available by bus



North Corridor Rapid Transit Study – Progress

Milestones

- Fall 2016 Project Development and Environment (PD&E) Study Kick-off
- December 2018 – Miami-Dade TPO Governing Board selected an elevated fixed guideway transit system as the LPA for the North Corridor
- October 2019 – Miami TPO Governing Board selected Heavy Rail Transit as the Technology for the North Corridor



Next Steps

- Fall 2019 – Request Entry into FTA Project Development
- Summer-Fall 2020 – Final PER/Environmental Documentation

North Corridor Rapid Transit Study

– Regional Impacts

The North Corridor provides a key connection from a highly transit dependent portion of Miami-Dade County to Broward County

- University Drive (NW 27th Avenue) is a major transit corridor for Broward County connecting Dade and Broward from Downtown Miami.
- Future Broward County Transit services can provide County residents access to Colleges, entertainment centers and commercial activity centers along the corridor.

Development Opportunities

- Miami-Dade County owns multiple parcels along the corridor that can be used for development.
- In-fill development along Corridor is incentivized with density increases.
- Development opportunities available throughout the corridor, vacant parcels and abandoned buildings are prevalent.

Northeast Corridor Rapid Transit Project – Overview

Limits

- Downtown Miami to City of Aventura. Miami-Dade portion of the Tri-Rail Coastal Link

Length of Corridor

- A 13.5-mile corridor from MiamiCentral Station in Downtown Miami to Aventura

Unique Markets

- Regional destinations, major employment centers, major malls

Municipalities

- Village of El Portal
- Village of Miami Shores
- Village of Biscayne Park
- City of Aventura
- City of North Miami Beach
- City of North Miami
- City of Miami

Corridor Setting

- Connects the hearts of densely-populated municipalities, eastern Miami-Dade, Broward and Palm Beach Counties
- Clear public and business community support for project
- Links to and enhances Tri-Rail service
- Supplements the existing highway network including I-95



Northeast Corridor Rapid Transit Project – Progress

MiamiCentral Virgin Trains Station

Tri-Rail Service expected in 2020



Aventura Virgin Trains Station



Virgin Trains Station that will serve the future NE Corridor service

Results to-date

- Commuter Rail (CRT) was selected as the Locally Preferred Alternative.
- Access agreement and local O&M financing plan pending
- NEPA effort about 30% complete
- Planned stations:
 - Downtown Miami / MiamiCentral Station-completed in May 2019
 - Midtown / Design District
 - 79th Street / Upper Eastside
 - North Miami
 - North Miami Beach
 - Aventura open by 2022

Northeast Corridor Rapid Transit Project

– Regional Impacts

- Virgin Trains (A/K/A Brightline) has and will continue to provide access to Downtown Miami to the Tri-County area.
- Aventura station will add another high-quality station to the Northeast corridor.
- Once the station is completed, Virgin Trains will add the station to its existing service. This will be the first phase of the Northeast Corridor.
- It will improve north-south mobility and serve as a spine of a regional intermodal network.
- Development of this project will generate an extensive range of benefits, including spurring economic development, creating jobs, improving regional access and mobility, and providing opportunities for transit-oriented development.

South Corridor Rapid Transit Project – Overview

Length of Corridor

- 20 Miles exclusive transit right-of-way, parallel to US-1

Limits

- SW 344th Street to Dadeland South Station

Unique Markets

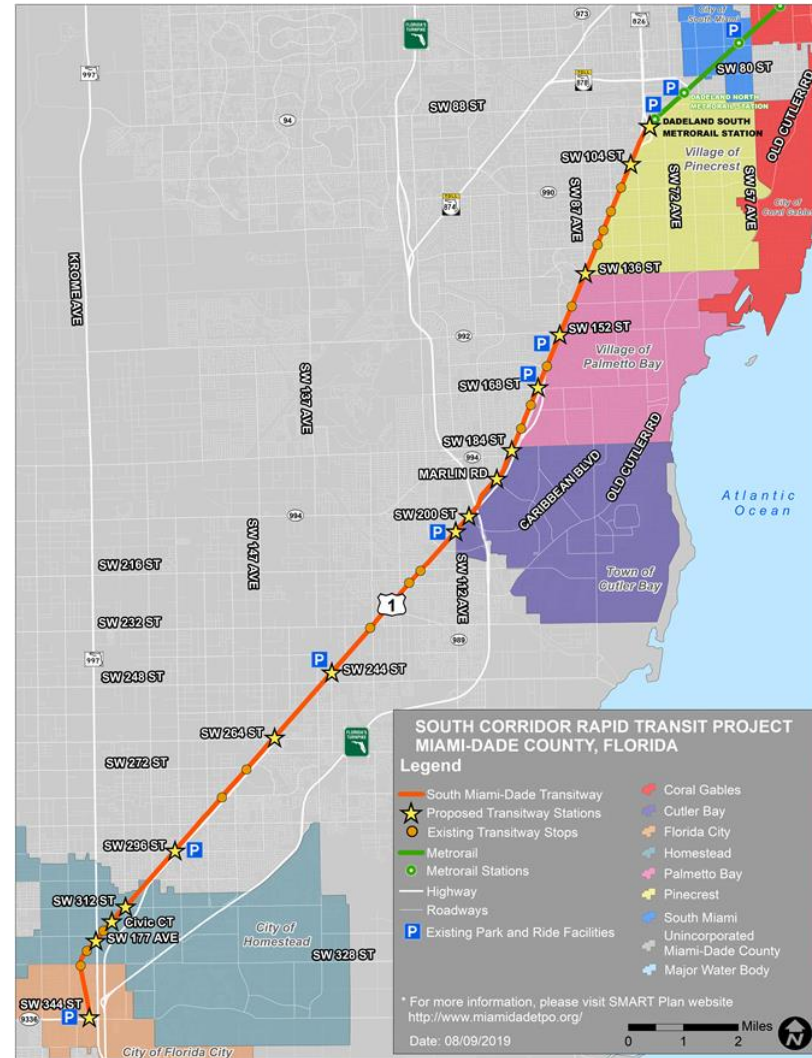
- Colleges, hospitals, and major malls

Municipalities

- Village of Pinecrest
- Village of Palmetto Bay
- Town of Cutler Bay
- City of Homestead
- City of Florida City

Corridor Setting

- Multiple activity centers along the Transitway include, Dadeland Mall, The Falls, and the Southland Mall
- Jackson South Community Hospital and Miami-Dade College Homestead Campus are adjacent to the corridor
- High demand for rapid transit service on this critical mobility corridor
- The BRT project requires no additional right-of-way



South Corridor Rapid Transit Project

– Progress

FTA Timeline

- July 2017 – FTA Class of Action Determination
- BRT: NEPA Cleared
- August 2018 – TPO Selected BRT as the LPA
- October 2018 – Entered into FTA Small Starts Project Development
- August 2019 – Submitted FTA Small Starts Application requesting \$99,999,999
- 1st Quarter 2020 – FTA Construction Grant Agreement

Procurement Timeline

- June 2019 – Issued the Request for Design-Build
- August 2019 – Shortlisted Firms
- October 2019 – Design Criteria Package Provided
- February 2020 – Bid Opening
- June 2020 – Contract Award
- August 2022 – Begin Revenue Service



South Corridor Project Description

- Frequent Local & Limited Stop Service
- Upgrades of 45 signalized intersections including grade crossing improvements; Including Intersection Gate Arms with Preemption
- Terminal station improvements
 - ✓ Dadeland South Metrorail station
 - ✓ SW 344th Street Park-and-Ride/Transit Terminal
- 14 BRT Stations with center platforms
 - ✓ A/C Vestibule
 - ✓ Large ceiling fans above center platform
 - ✓ Station amenities (bike racks, benches, trash receptacles)
 - ✓ Bus arrival real-time messaging
 - ✓ CCTV/WiFi
 - ✓ Station identification signage and 50-ft Pylon



Before



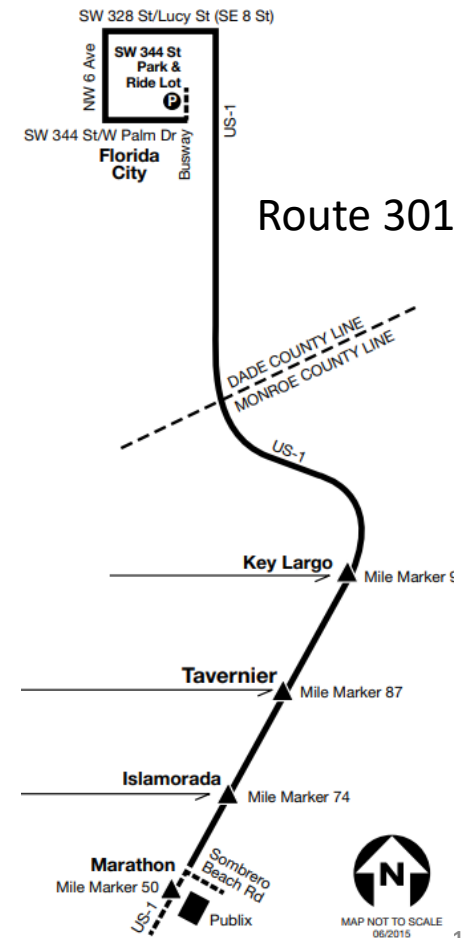
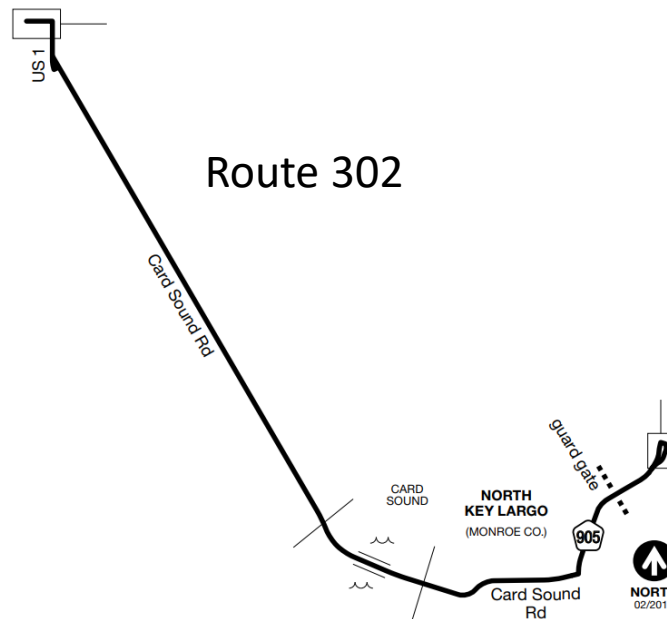
After

South Corridor Rapid Transit Project

– Regional Impacts

Monroe County Bus Routes

- Bus routes 301 Dade-Monroe Express and 302 Card Sound Express provide the South Dade Region access to and from Key Largo in Monroe County
- Both Routes may be accessed at the SW 344th Street terminal in Florida City



Best Practices

- The SMART Plan has set priorities for the projects
- Public Engagement through workshops, branding and marketing has been a key component of all SMART Plan Projects
- Leverage local funding with Federal and State funding
- Public Private Partnerships help streamline the development process
- Innovative Funding Sources (TIF)
- Land use policies have been implemented to support development along SMART Plan Corridors
- Implementation of TOD Projects along Corridors provide mobility options and increase ridership

QUESTIONS?