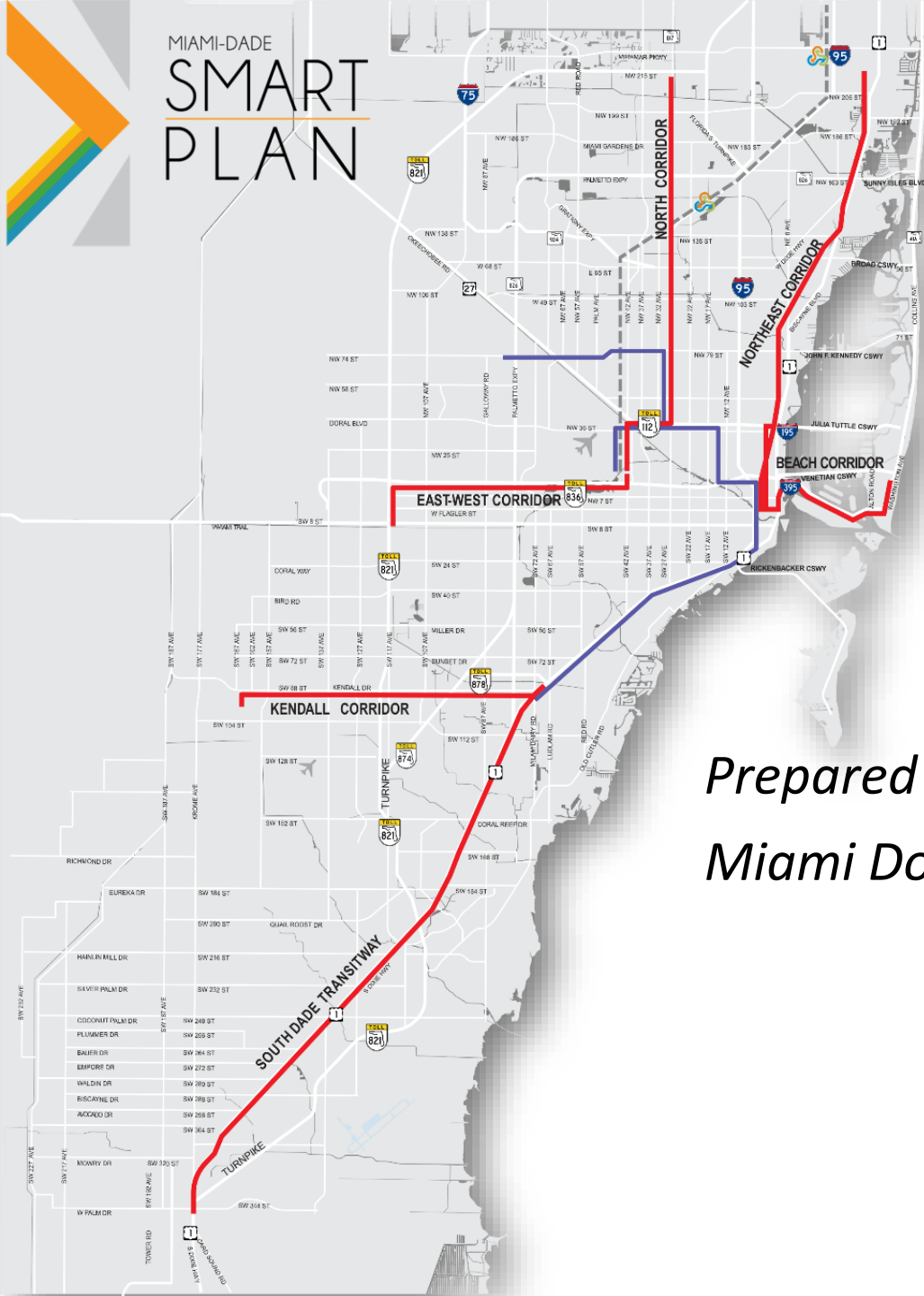




SMART Plan Rapid Transit Corridors Projects Update



Prepared for:

Miami Downtown Development Authority

October 23, 2020





SMART Plan

The SMART Plan will expand the existing fixed guideway system, comprised of a 25-mile Metrorail and downtown Metromover, with six rapid transit corridors that add over 70 miles of rapid transit network and link major local and regional activity centers

A bold infrastructure program of projects

- Significantly improve transportation mobility
- Promote economic growth and job creation
- Increase region's international competitiveness

TPO's SMART Plan video: <https://youtu.be/Sw8xKaHd4XI>



2002

In 2002, the County passed the referendum to collect a half-cent sales tax for transportation improvements

Subsequently the County conducted corridor studies in order to pursue Federal and State Funding

Due to the economic crisis in the late 2000s, the County paused studies to reconsider how to successfully implement rapid transit solutions

2016

In 2016, the Miami-Dade Transportation Planning Organization adopted the Strategic Miami Area Rapid Transit (SMART) Plan and initiated another round of studies for the six rapid transit corridors with cost-effectiveness as a factor to be evaluated

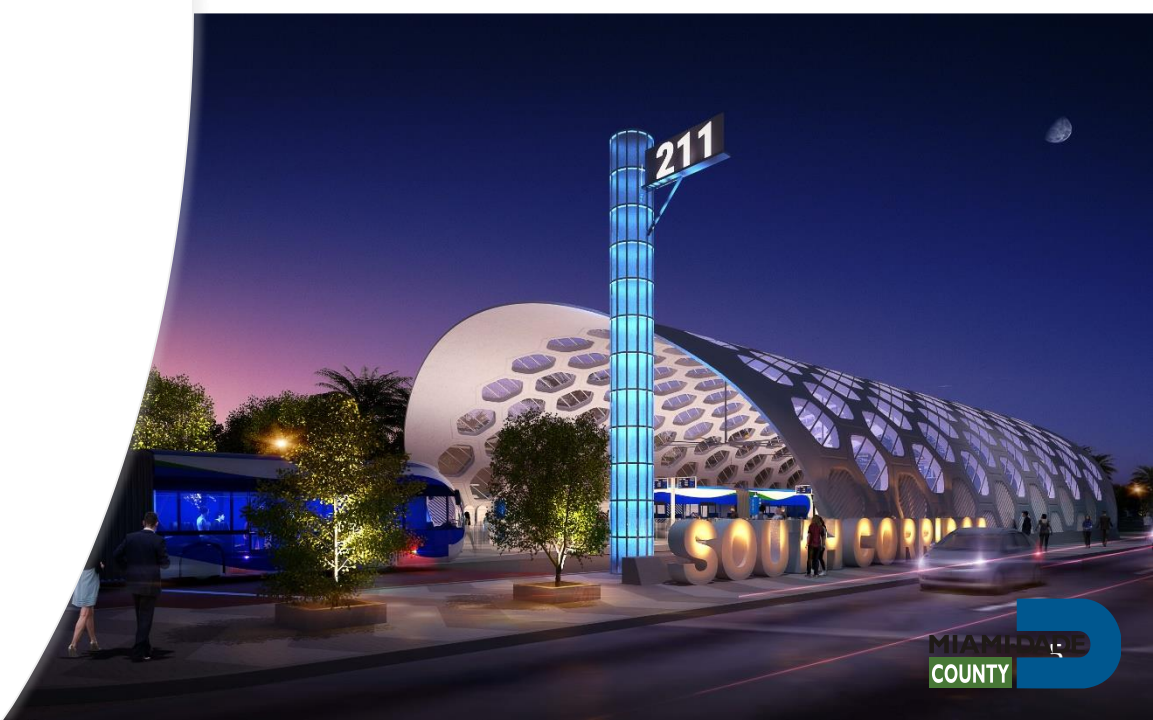
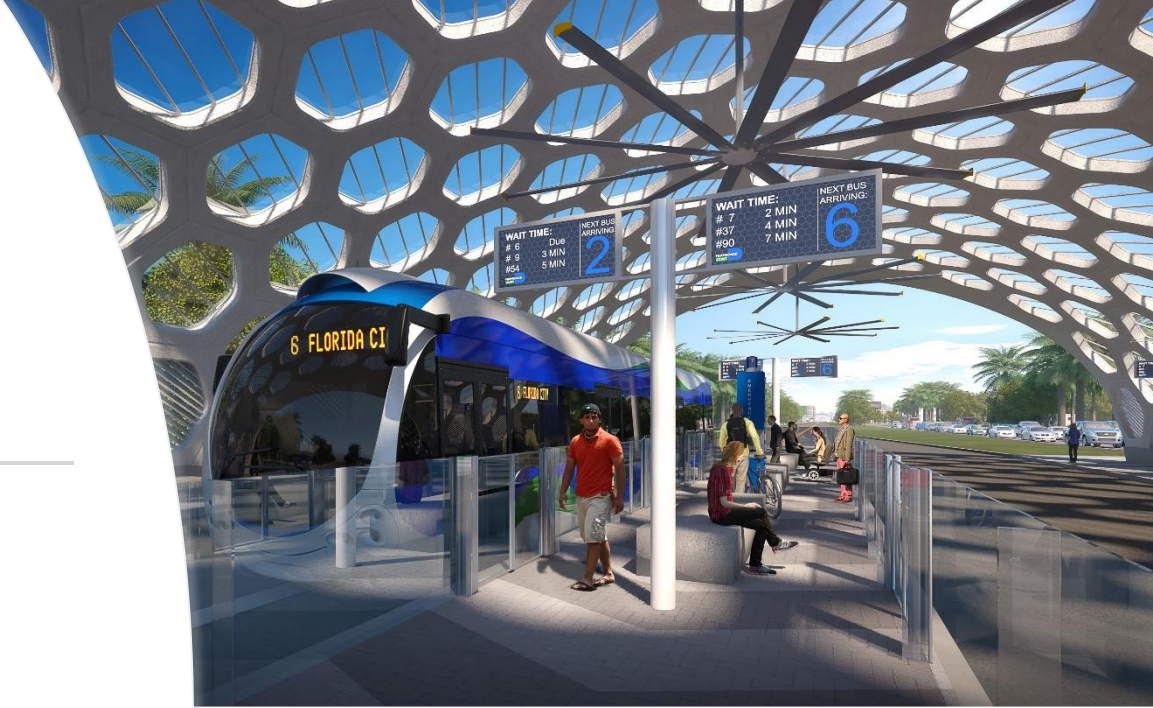
6 Rapid Transit Corridors

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



South Corridor - Selection of Transit Mode

- **Bus Rapid Transit**
- Chosen as Locally Preferred Alternative by TPO on August 30, 2018



South Corridor - Timeline

FTA Timeline

- ✓ July 2017 – FTA Class of Action
- ✓ 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
- ✓ February 2020 – Received Overall High Rating from FTA
- ✓ May 2020 – FTA Announced Funding Award
- ✓ Sept 2020 – FTA Grant Agreement Execution

Procurement and Implementation Timeline

- ✓ Jun. 7, 2019 – Issued the Request for Design-Build
- ✓ Aug. 29, 2019 – Shortlisted Firms
- ✓ Nov. 1, 2019 – Design Criteria Package Provided
- ✓ May 11, 2020 – Bid Opening
- ✓ Sept. 2020 – Contract Award
- Oct. 2020 – Anticipated NTP
- Aug. 2022 – Anticipated Start of Revenue Service



Beach Corridor – Selection of Transit Mode

- Elevated Rubber Tire technology for the Beach Corridor Trunkline
- Chosen as Locally Preferred Alternative by TPO on January 2020



Monorail

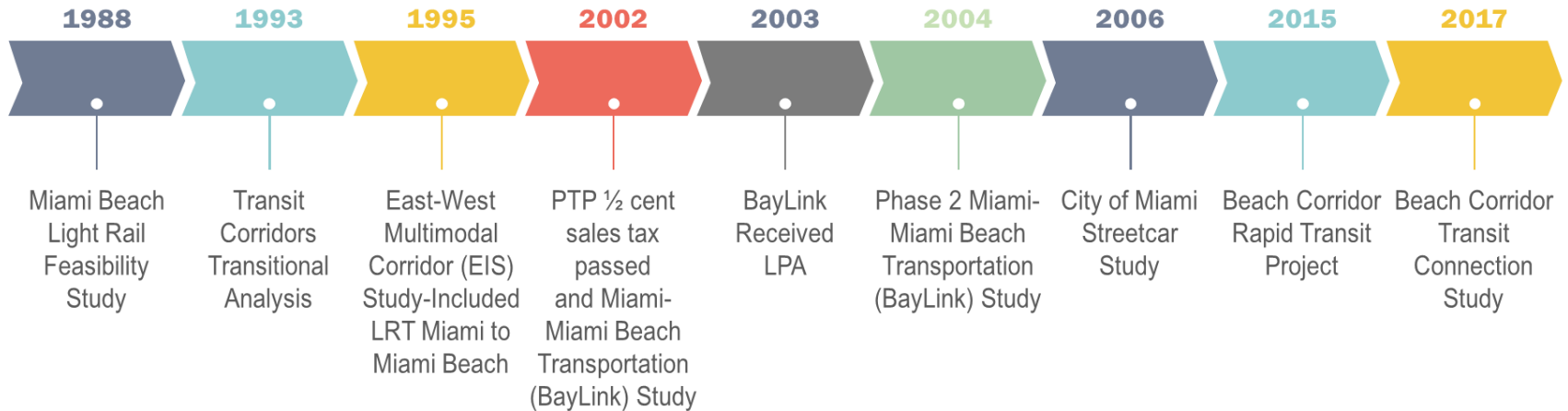


Automated People Mover Vehicle (APM)



Beach Corridor – Timeline

Need for the project has been established since 1988



- ✓ Tier 2 analysis of alternatives considered the following modes
 - January 30, Monorail
 - Metromover/APM
 - BRT/Express Bus
 - LRT/Streetcar
- ✓ 2020 - TPO Selection of Locally Preferred Alternative

Beach Corridor RFP

- ✓ Sept. 2019 - Beach Corridor Trunk Line RFP Advertised
- ✓ Mar. 2020 - Proposal received
- ✓ Oct. 2020 - Board of County Commissioners approved the contract award for the Interim Agreement for the Beach Corridor Trunk Line
- Pre-development activities and negotiation of the final Project Agreement

Beach Corridor – Merits & Benefits

Meets/Exceeds FTA criteria

- Mobility improvements (2040 ridership 28,000 to 42,000); highest of all SMART plan corridors
- Congestion relief: increases east-west person-throughput as an alternative to congested causeways
- Environmental benefits: lower environmental impact and capital cost than widening Macarthur Causeway
- Economic Development: connection to highest County employment areas- Miami's Central Business District (CBD) and Miami Beach's CBD
- Land Use: highest population densities, diverse populations served
- Medium cost effectiveness rating

Beach Corridor – Potential Funding



- Total estimated capital cost: \$1,022.3 Million
 - Miami Metromover Extension: \$407.5 Million
 - MacArthur Causeway Trunkline: \$614.8 Million
- People’s Transportation Plan (PTP) Funds
- FDOT Funds
- Federal Transit Administration (FTA) Grants
 - FTA’s Expedited Project Delivery Program
- Public-Private Partnerships
- Monorail Concessionaire



Northeast Corridor – Status

- Aventura Station will open by 2022
- Commuter Service plan: **30-minute** headways in peak/**60-minute** off-peak
- DTPW is currently working with the FTA to determine NEPA Class of Action
- Miami-Dade County/FEC/Brightline negotiations
 - Capital Improvements
 - Land Access fee
 - O&M (shared cost)
 - O&M (non-shared cost)



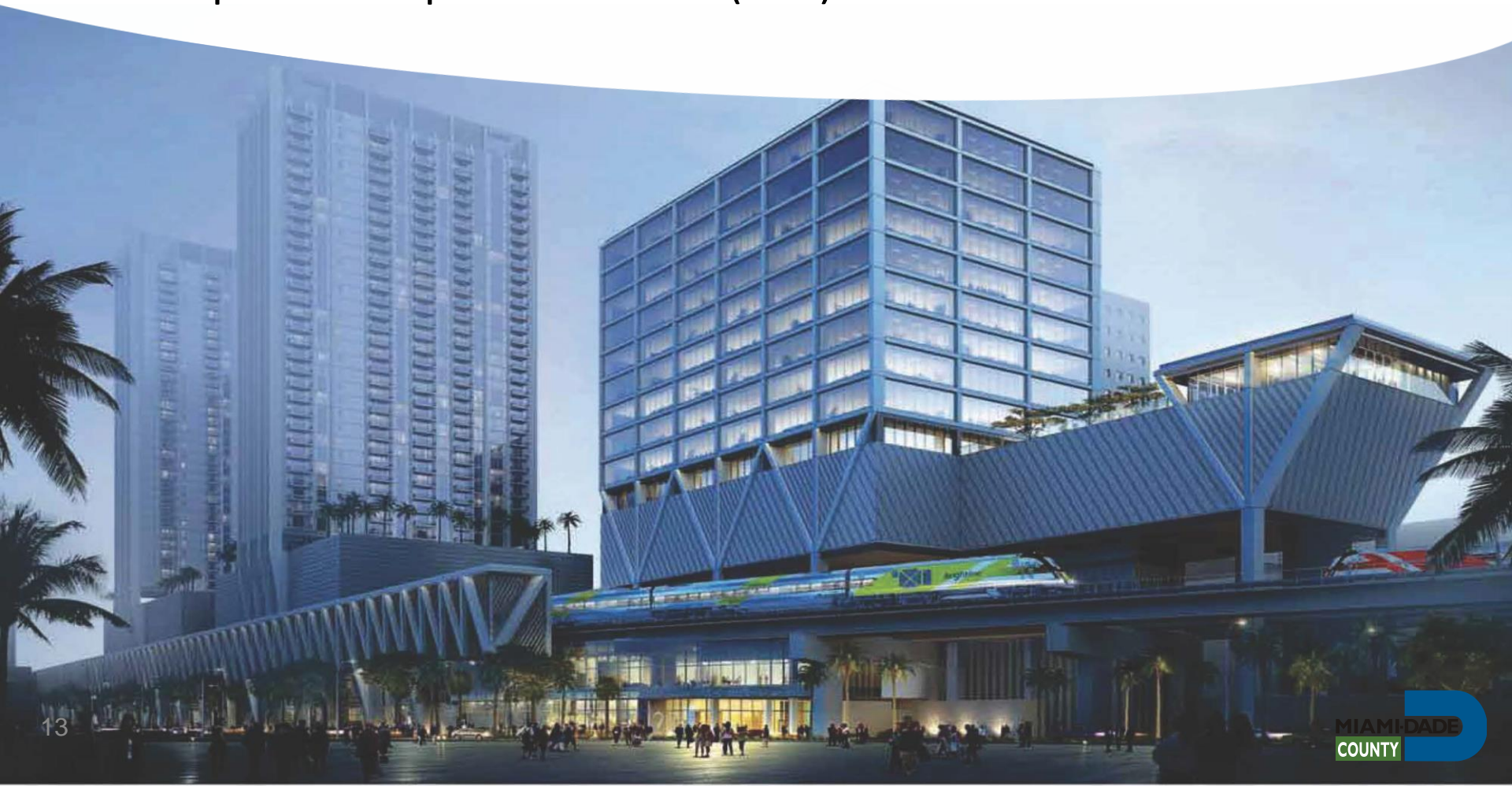
Northeast Corridor – Merits & Benefits

- Established transportation corridor - Previously studied by FDOT
- Meets goals of FDOT's Strategic Intermodal System (SIS) initiative
- Addresses the expected increase in transportation demand due to future population and employment growth
- Provides connections to high employment areas including Downtown Miami and Aventura CBD
- Provides alternate person throughput for parallel roadways
 - I-95 and US Route 1/ Biscayne Boulevard costly to widen



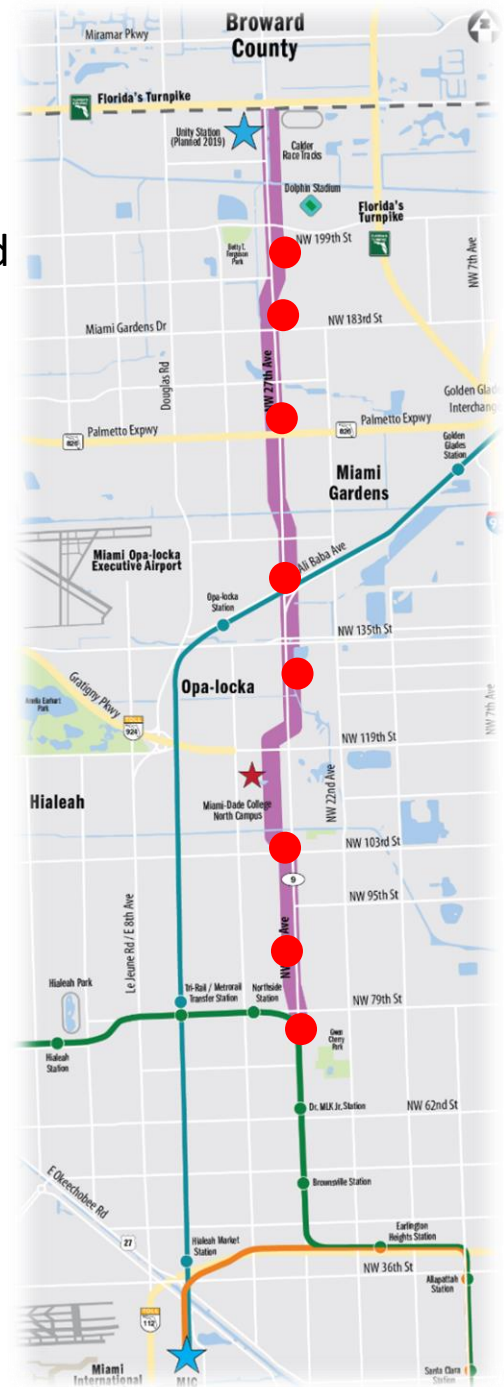
Northeast Corridor – Potential Funding

- Federal Transit Administration (FTA)
- FDOT Strategic Intermodal System (SIS) Funds
- People's Transportation Plan (PTP) Funds

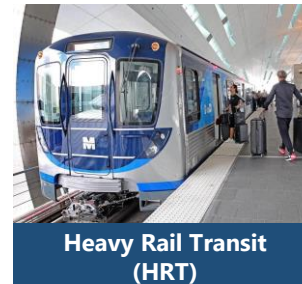
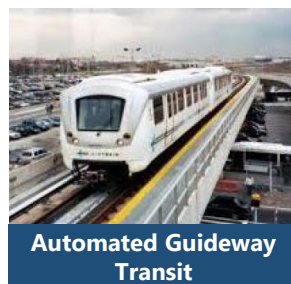
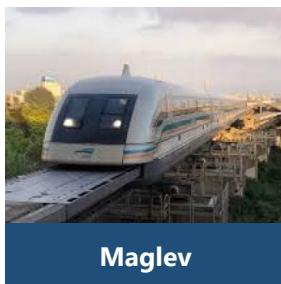


North Corridor - Timeline

- ✓ Fall 2018 – Identify Recommended Alternative
- ✓ December 2018 – Miami-Dade TPO Governing Board selected an elevated fixed guideway transit system as the LPA for the North Corridor
- ✓ March 2019 – FTA Class of Action Determination (Environmental Assessment)
- ✓ October 2019 – HRT selected as the preferred Transit Technology by the Miami-Dade TPO Governing Board
- ✓ March 2020 – Optimized concepts and costs presented to Miami-Dade TPO Governing Board
- ✓ June 2020 – Release an RFP for the design build operate and maintain service for the North Corridor
- December 2020 – Proposals due



Elevated Fixed Guideway Transit Technologies



East-West Corridor Rapid Transit Study

A 17-mile corridor connecting the Tamiami Park-and-Ride/Transit Terminal station at SW 8th Street and 147th Ave to Miami Intermodal Center (MIC) at Miami International Airport (MIA)

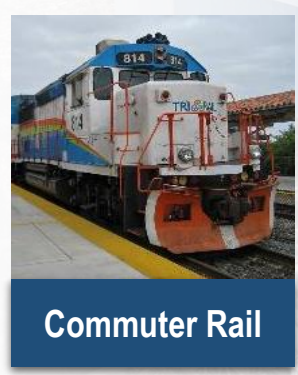
Analysis Results To-date

- No Build Alternative: Planned SR 836 Express Routes (MDX/DTPW)
- Tier 2 Technologies:
 - Bus Rapid Transit
 - Heavy Rail Transit
 - Commuter Rail



Milestone Schedule

- ✓ Winter 2019/2020 - Identify Recommended Alt.
- ✓ October 2020 - TPO Adoption of BRT as the Locally Preferred Alternative
- Winter 2020/2021 - FTA Class of Action Determination



East West Corridor – Proposed BRT Stations

- 7th Street



- 836 Median



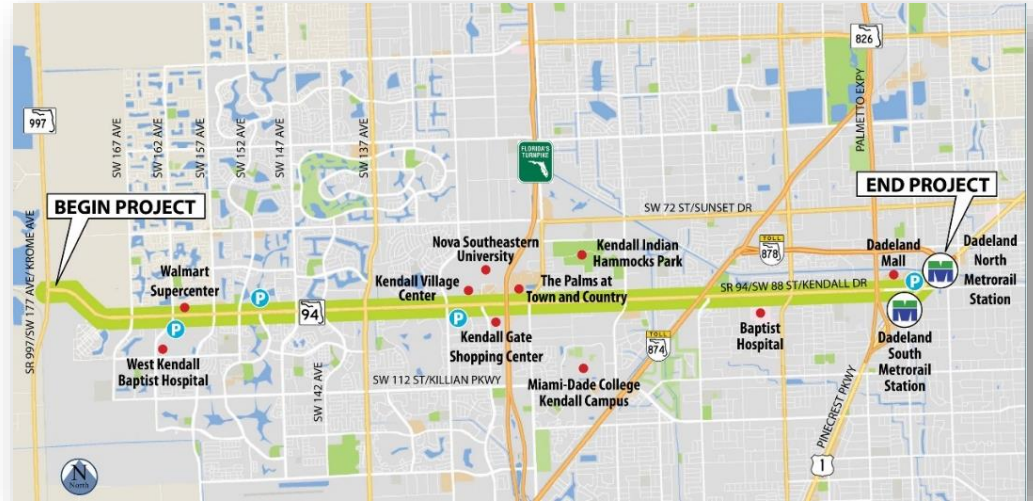


Kendall Corridor Rapid Transit Study

A 10-mile corridor connecting West Kendall to Dadeland North Metrorail station

Milestone Schedule

- ✓ Winter 2019 – Identify Recommended Alternative
- 4th Quarter 2020 – TPO Endorsement of Recommended Alternative
- 4th Quarter 2020 – Class of Action Determination
- Fall 2021 – Request Entry into FTA Project Development



Bus Rapid Transit (BRT)



Heavy Rail Transit (HRT)



Light Rail Transit (LRT)



BRT with Reversible Lanes

How does Covid-19 impact design?

- Capacity on station platforms
- Capacity on vehicles
- Contactless payment systems
- All-door boarding
- Ventilation
- Hand sanitizing stations

