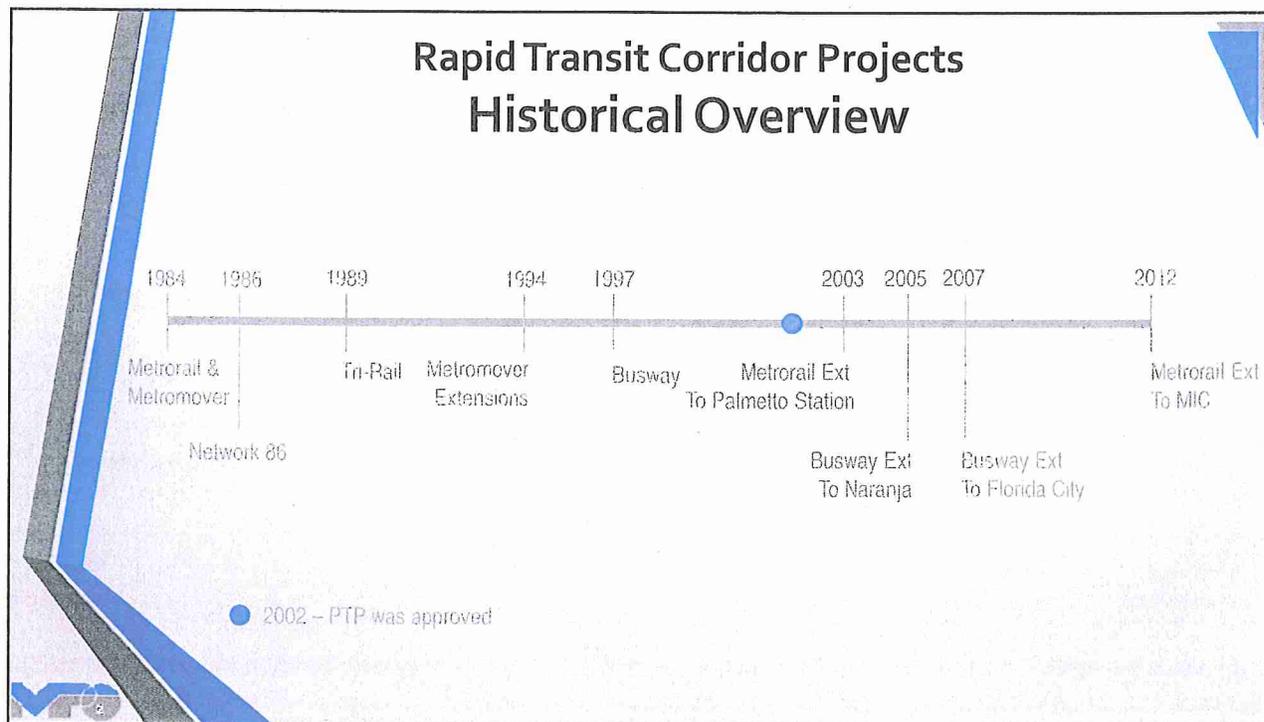
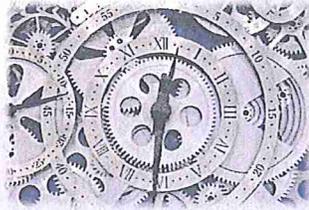


Metropolitan Planning Organization (MPO)

## *Implementation of Bus Rapid Transit (BRT) in Miami-Dade County*

Citizens' Independent Transportation Trust (CITT)

Board Meeting  
April 15, 2015



## PTP Rapid Transit Corridor Projects



- Orange Line (AirportLink) – completed in 2012
- North Corridor
- East-West Corridor
- Beach Corridor (Bay Link)
- Northeast Corridor (Coastal Link)
- South Corridor (South Link)
- Kendall Corridor (Kendall Link)
- Douglas Road Corridor

## Rapid Transit Corridor Projects The Past...

- Long history of studies
- Proposed projects:
  - ✓ Heavy Rail (HR)
  - ✓ Light Rail Transit (LRT)
  - ✓ Bus Rapid Transit (BRT)
  - ✓ Bus Rapid Transit (BRT) Lite
  - ✓ Enhanced Bus Service (EBS)
- 2040 LRTP
  - ✓ Proposed EBSs along several corridors
  - ✓ Full BRT by 2040 along NW 27<sup>th</sup> Avenue
- Projects are being built by piece mill
- Promises made to the voters in 2002, have not been accomplished, yet

## Rapid Transit Corridor Projects Ultimate Capital Cost Summary

CORRIDOR	MODE	CAPITAL COST (\$M)	(\$) YEAR
AirportLink	Metrorail	560	2012
North	Metrorail	1,400	2016
East-West	Metrorail	2,300	2019
Beach	Light Rail	532	2014
Northeast	Commuter Rail	810 (1)	2012
South	BRT/Metrorail	398	2005
Kendall	BRT/DLRT	443	2006
Douglas	Light Rail	310	2013
<b>Total</b>		<b>6,753</b>	

(1) Tri-Rail Coastal Link (TRCL) – Total Region

Estimated Total  
Investment  
Over \$6 billion



## Rapid Transit Corridor Projects TIP Funding Status

CORRIDOR	LINE ITEM		PRIOR FY 2015 (\$ M)	FY 2015- 2019 (\$ M)	TOTAL (\$ M)
East - West	Flagler St. EBS	Bus Purchase Bus Stations	0	12.0	12.0
	SR 836 Express	Bus Purchase Park & Ride	9.0	18.4	27.4
Kendall Drive	Kendall EBS		15.1	0	15.1
North	NW 27 <sup>th</sup> Ave. EBS	Bus Purchase Park & Ride	12.8	11.0	23.8
Northeast	Biscayne Blvd. EBS	Bus Stations	18.0	9.0	27.0
<b>TOTAL</b>			<b>54.9</b>	<b>50.4</b>	<b>105.3</b>

Projects identified as Priority 1 in the 2040 Long Range Transportation Plan (LRTP)



## Rapid Transit Corridor Projects 2040 LRTP Project Status

PRIORITY	PERIOD	CORRIDOR	TOTAL YOE (\$ M)
2	2021 - 2025	Biscayne EBS	3.4
		Douglas EBS	17.8
		Kendall EBS	11.9
3	2026 - 2030	NE 79 <sup>th</sup> St. EBS	68.3
		NW 7 <sup>th</sup> Ave. EBS	54.0
4	2031 - 2040	NW 27 <sup>th</sup> Ave. BRT	533.0
TOTAL			688.4

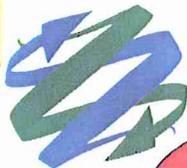
## Outcome of Past Experience

- A lot of efforts in planning
- Most of the corridors have to start from the beginning of the process:
  - ✓ NEPA Process
  - ✓ Project Development
  - ✓ Design
- Funding is still an issue
- Time constraints, etc, etc, etc...

In other words,

## Outcome of Past Experience

More of the same...



We need to change...

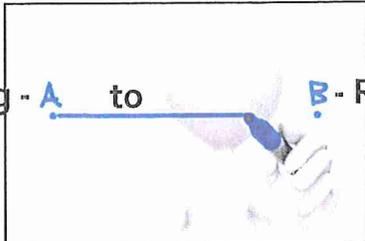


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## Next Steps

It's time to work together and move from...

Planning - A - to B - Reality



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## Next Steps How Do We Start?

- Create a team
  - ✓ To move projects from planning to reality
- Find the players
  - ✓ MPO
  - ✓ FDOT
  - ✓ County
    - MDT
    - CITT
  - ✓ MDX



## Actions

- January 8, 2015 – MPO Workshop
  - ✓ Requested the selection of three (3) corridors to move into PD&E Phase
- February 19, 2015 - MPO Governing Board meeting
  - ✓ Approval of three (3) corridors advancing into PD&Es
    - NW 27<sup>th</sup> Avenue
    - East-West
    - Kendall Drive
  - ✓ FDOT will conduct the PD&Es
  - ✓ MPO will fund the PD&Es
- April 15, 2015 – CITT Support 
- May 21, 2015 – MPO Governing Board Meeting
  - ✓ Presentation of the plan

## Rapid Transit Corridor Projects North Corridor BRT

### Highlights

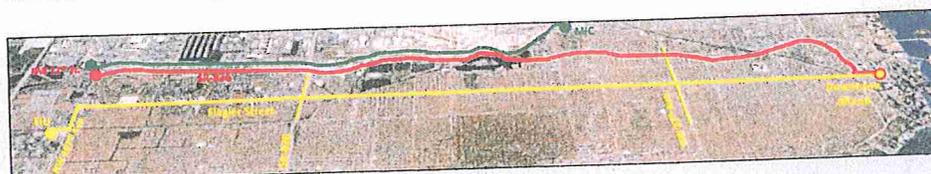
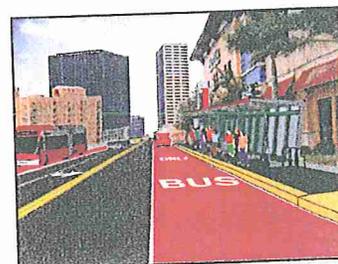
- 11.2 miles – Full Bus Rapid Transit (BRT)
- Use of curbside to not preclude the future construction of a LRT or the extension of the Metrorail
- Connecting to the existing Metrorail system and the MIC
- Coordination of regional services with Broward County Transit (BCT)
- Existing daily ridership – 14,200 pass.



## Rapid Transit Corridor Projects East-West Corridor

### Highlights

- Three (3) components:
  - ✓ Urban Express Service along SR-836 (MDX)
  - ✓ Full BRT along Flagler Street – 12.9 miles from FIU to Downtown Miami
  - ✓ Existing daily ridership – 26,600 pass.
  - ✓ Commuter train along the CSX tracks north of the SR-836



## Rapid Transit Corridor Projects Kendall Corridor BRT

### Highlights

- 9.0 miles full Bus Rapid Transit (BRT)
- Existing daily ridership – 7,200 pass.
- Potential use of a center line BRT
- Existing challenge in taking one or two regular traffic lanes for BRT



## Funding Sources Options

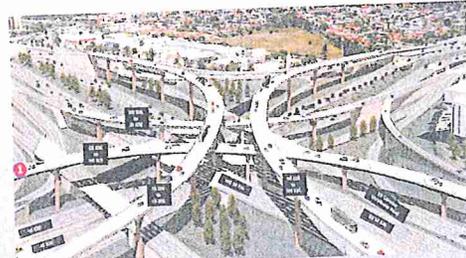
- Federal/State Discretionary Programs
- State and Local Formula Funds
- Partnership Opportunities

## How do P3s work?

- Under the Design-Build-Finance-Maintenance-Operation Availability Payment P3 Structure, the public entity makes periodical payments at a predetermined rate/fee with the following benefits:
  - ✓ Accelerate design and construction
  - ✓ Financial flexibility to meet possible funding availability constraints
  - ✓ Fast delivery



PortMiami Tunnel



SR 826/SR 836 Interchange Project Rendering

## Importance of P3s

### P-3s

- Are not a funding source for building projects
- Are not the solution to build all transportation projects in Miami-Dade County
- Are not appropriate for all highway and transit projects
- Appealing more to highway projects because of a potential revenue source through tolls
- Transit projects need a huge economic development within the area to appeal potential P-3 investors
  - ✓ Denver
  - ✓ All Aboard Florida
- P-3s are an excellent mechanism method for delivering projects



Union Station - Denver



AAF Proposed Development in Downtown Miami

## Potential Capital, Maintenance and Operating Estimated Costs

CORRIDOR	LENGTH (miles)	BRT (1)		LRT (2)	
		CAPITAL	O&M	CAPITAL	O&M
Beach	6.5	90	4.0	532	22
Douglas Road	4.4	55	2.5	451	18
Flagler Street	13.0	170	7.4	984	40
Kendall Drive	9.5	141	4.9	779	32
North Corridor	11.5	152	8.1	943	39
Northeast	13.5	186	8.3	1,107	46
South	21	204	11.6	1,722	71

1. Based on an Avg. Capital Cost of \$13.8 M  
O&M estimated costs were provided by MDT, based on 21 hours of service
2. Based on an Avg. Capital Cost of \$82.0 M and an annual O&M of \$3.4 M per mile

## How it can be done? Potential Funding Scenario

Programming of funds for capital costs only

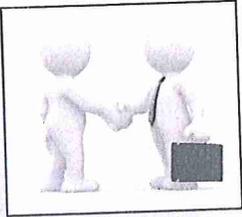
ENTITY	(A) \$/YEAR	(B) \$/YEAR	(C) \$/YEAR
MPO	\$10 M	\$15 M	\$20 M
FDOT	\$10 M	\$15 M	\$20 M
COUNTY	\$10 M	\$15 M	\$20 M
TOTAL	\$30 M	\$45 M	\$60 M
BONDING CAPACITY	\$240 M - \$300 M	\$360 M - \$450 M	\$480 M - \$600 M

15 year time frame

- Programming of funds will start in FY 2020
- Bonding capacity depends on:
  - ✓ Interest rate
  - ✓ Time (10, 15, 20... years)
  - ✓ Who is issuing the bonds?

## Steps Departmental Level

Commitment

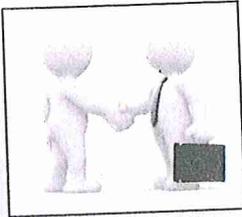


- MPO
- FDOT
- County
- ✓ MDT
- ✓ CITT
- MDX

- Evaluate the mechanisms and tools to move the project (s) into implementation
- Advance projects into Environmental and Project Development phases
- Develop an Action Plan for MPO Governing Board approval
- Amend LRTP and TIP, as appropriate
- Develop inter-agency agreements, as necessary

## Where we are? Departmental Level

Commitment

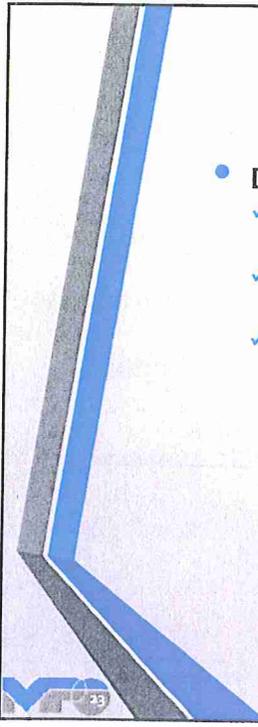


- MPO
- FDOT
- County
- ✓ MDT
- ✓ CITT
- MDX

- Evaluate the mechanisms and tools to move the project (s) into implementation - **DONE**
- Advance projects into Environmental and Project Development phases - **DONE**
- Develop an Action Plan for MPO Governing Board approval - **May 21, 2015**
- Amend LRTP and TIP, as appropriate - **May 21, 2015**
- Develop inter-agency agreements, as necessary

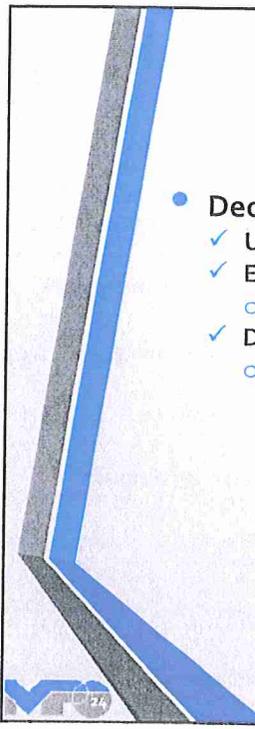
## Steps Policy Level

- Decisions at MPO Governing Board level
  - ✓ Use of FHWA/State process for and Project Development & Environmental
  - ✓ Establish priorities of the corridors
    - Choose three (3) corridors for implementation
  - ✓ Determine implementation mechanism
    - Design-Build-Finance (DBF)



## Where we are? Policy Level

- Decisions at MPO Governing Board level
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  - ✓ Establish priorities of the corridors
    - Choose three (3) corridors for implementation - **DONE**
  - ✓ Determine implementation mechanism
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## Immediate Step

Get your

**SUPPORT**

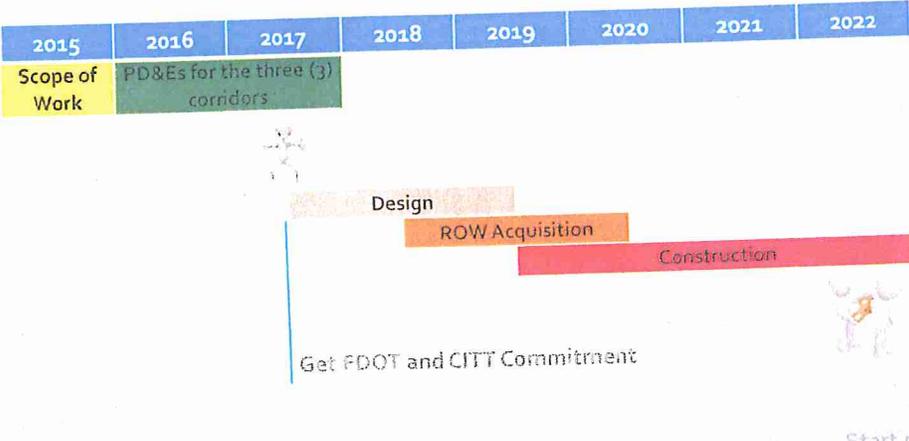


To make these projects to happen!!!

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## Time Line

2015	2016	2017	2018	2019	2020	2021	2022
Scope of Work	PD&Es for the three (3) corridors						
			Design	ROW Acquisition	Construction		
			Get FDOT and CITT Commitment				
							Start repayment

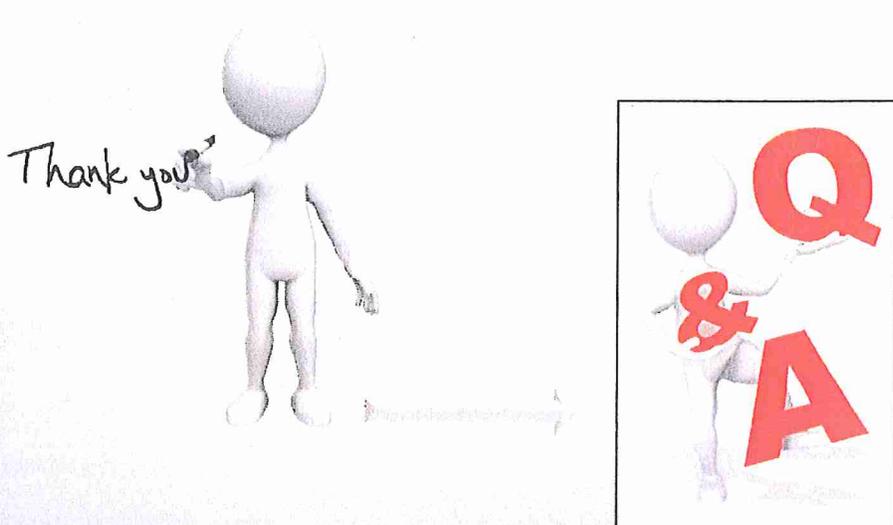


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## Time Line



- Complete the PD&Es by 2017
- Get FDOT and CITT Commitment
- Execute agreements
- Complete project(s) in 2021/2022
- Start repayment in 2021/2022



Thank you

**& Q A**