

## Rapid Transit Improvements

The following describes the progress of the rapid transit projects and programs included in the original PTP. It was initially contemplated that these projects (Project numbers 15 through 22) would be completed or be under development between 2003 and 2031 and included up to 88.9 miles of countywide rapid transit lines constructed in eight segments. The North Corridor, MIC-Earlington Heights Connector (AirportLink), and the western portion of the East-West Corridor were merged to form one project, comprised of three phases. The remaining 5 Corridors were all identified as needing to complete federal, state and local planning processes to determine feasibility, technology, and corridor alignment.

### 15. MIC- Earlington Heights/Airport Connector (now known as the Orange Line)

The Orange Line, formerly known as MIC-Earlington Heights Connector and then as the AirportLink, is a 2.4-mile heavy rail extension from the existing Earlington Heights Metrorail Station at NW 22<sup>nd</sup> Avenue and NW 41<sup>st</sup> Street to the concurrently constructed Miami Intermodal Center (MIC) at Miami International Airport.

Construction phase of the Orange Line started April 2009. The Temporary Certificate of Occupancy (TCO) for MIA Metrorail Station and for three (3) Traction Power Sub-Stations (TPSS) was received on June 28, 2012. The project overall was 99.3% complete as of June 30, 2012, and was opened for Revenue Service on July 28, 2012 with the final acceptance issued on August 17, 2012. MDT began the 180-day reliability and maintainability test on July 28, 2012. The Project is within budget.

The current project budget is \$506 million (\$405 million from PTP and \$101 million from State). Amount expended is \$473.9 million as of June 2012 (\$32.6 million remaining), which excludes Operating and Maintenance Costs. The total increased from the original 2002 estimate \$207 million - primarily attributable to the significant escalation in construction costs for labor and materials, the unprecedented increase in real estate property values that increased right-of-way acquisition costs, and changes to the scope of work for the project. These scope changes included moving the MIC station and track segments to add approximately 500 feet to the length of the line, and increasing the power supply requirements. These changes also increased the utility relocation costs associated with the new alignment. Purchasing eight additional railcar vehicles is no longer being pursued for a \$20 million reduction from the budgeted level of \$526 million.





The Central Control Modernization (PTP Amendment project item 21) to integrate the Orange Line with the existing mainline Metrorail system is discussed on page 114.

The project also features substantial, important improvements to the Earlington Heights Metrorail Station which is the key transfer point for passengers. Improvements include upgraded lighting, landscaping and tree trimming, hardscaping, static and dynamic upgraded signage, pressure cleaning and removal of graffiti, adding security cameras and providing additional security guards (24/7).

Shown below is detailed information from 2012-2013 Adopted Capital Plan. Note MDT's bond financing was reduced with the FDOT participation shown below increased by \$1.0 million in June 2010. BCC and CITT approved executing a Supplemental Joint Participation Agreement (SJPA) to reprogram funds from two other projects: the University Pedestrian Overpass (see page 115) and NW 7<sup>th</sup> Avenue Transit Hub (not PTP funded).

#### From 2012-2013 Adopted Capital Plan

##### EARLINGTON HEIGHTS (EH)/MIAMI INTERMODAL CENTER (MIC) CONNECTOR –AIRPORT LINK

PROJECT # 6733210

DESCRIPTION: Extended Metrorail south 2.4 miles from the Earlington Heights Station to the Miami Intermodal Center (MIC) at Miami International Airport (Airport Link)

LOCATION: Earlington Heights Metrorail Station to the MIC

DISTRICT LOCATED: 2, 6

DISTRICT(s) SERVED: Countywide

ESTIMATED ANNUAL OPERATING IMPACT: \$7381

Revenue Schedule	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
FDOT Funds	101,319	0	0	0	0	0	0	0	101,319
PTP Bonds	402,457	2,753	0	0	0	0	0	0	405,210
<b>Total Revenue:</b>	<b>503,776</b>	<b>2,753</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>506,529</b>
Expenditure Schedule:	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
Land/Building Acquisition	54,283	300	0	0	0	0	0	0	54,583
Planning and Design	54,392	0	0	0	0	0	0	0	54,392
Construction	354,277	1,000	0	0	0	0	0	0	355,277
Furniture, Fixtures and Equipment	1,150	100							1,250
Equipment Acquisition	894	0	0	0	0	0	0	0	894
Construction Management	19,695	370	0	0	0	0	0	0	20,065
Project Administration	18,452	350	0	0	0	0	0	0	18,802
Project Contingency	633	633	0	0	0	0	0	0	1,266
<b>Total Projected Cost::</b>	<b>503,776</b>	<b>2,753</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>506,529</b>

Contracts: NCP004-TR06-CT2, TR05-EHT-PE and NCP004-TR07-CT1 (See Appendix for fuller listing of Trust-approved contracts)

It is important to note that on a separate but related project, the County is building FDOT's four MIC components as part of the County's construction contract. These MIC components are the MIC Central Station Vestibule, MIC Central Station West Concourse, MDT Bus Plaza and Bus Plaza Roadway. The budget for these components is \$30.55 million (\$24.26 million from State, \$5.48 million from FTA and \$0.81 million from CILOGT). The Project budget including FDOT's four MIC components is \$537 million.



## 16. North Corridor



The North Corridor has long been a priority transit corridor in Miami-Dade County. As initially approved, a 9.5-mile heavy rail extension of Metrorail was to open in 2016 from NW 27th Avenue at the existing Dr. Martin Luther King, Jr. Metrorail Station to the Broward/Miami-Dade County Line, including seven stations. The cost of the Locally Preferred Alternative (LPA) for the Corridor was estimated to be \$1.1 billion.

Funding for the project relied on federal participation. The Federal Transit Administration (FTA), after 10 years of participating in the New Starts process, had not yet entered into negotiations for a Full Funding Grant Agreement for the North Corridor after MDT's applications of 2007, 2008 and 2009 received a "Medium Low" rating from the FTA primarily because of an insufficient financial plan. It should be noted, any project receiving below "Medium" rating will not be recommended by the FTA for federal funding. The FTA published comments in 2010 that it would remove the project from the New Starts program if a robust financial plan was not provided, and subsequently communicated removal by FTA would be viewed as a negative action and could potentially affect future federal funding. The County voluntarily removed the heavy rail project, officially withdrawing from the FTA New Starts Process, and continues to work on the NW 27th Avenue Corridor. It has chosen to improve service incrementally until such time that the construction of heavy rail in the corridor is deemed feasible.

The Near-Term Transportation Plan for Miami-Dade County endeavors to program transit improvements within the priority transit corridors defined in the PTP and focuses on the next two-to-five year time frame. The purpose is to improve transit services and to develop transit ridership within the PTP corridors so that when a rail transit system is deemed feasible it can be implemented successfully. Enhanced bus service in the North and East-West Corridors is recommended, featuring incremental implementation of Bus Rapid Transit (BRT) which is a mode of public transportation that uses buses to provide faster, more efficient service than an ordinary bus line. This is achieved by making improvements to the existing infrastructure, vehicles and scheduling – thus providing the quality of rail service while maintaining the cost savings and flexibility of a bus.

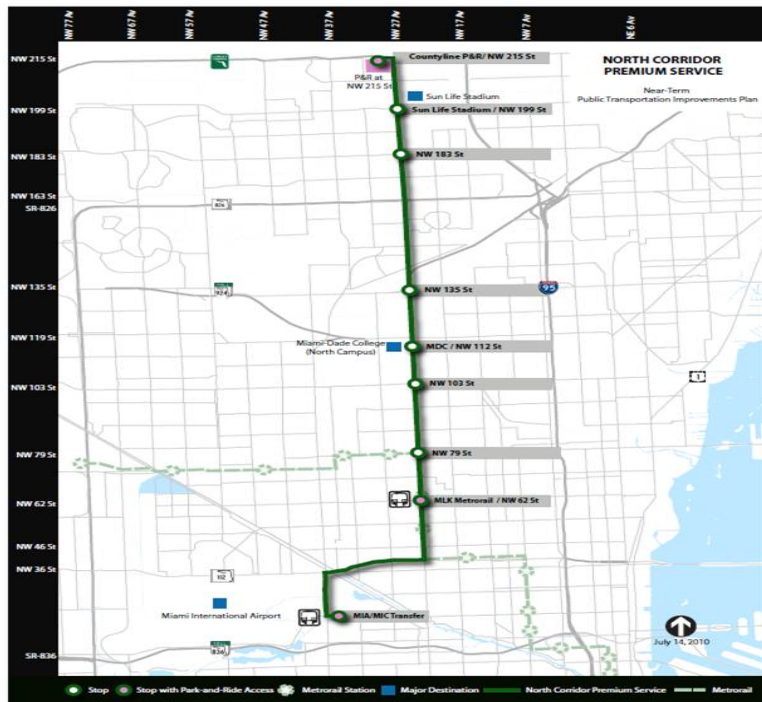
Today two routes serve NW 27<sup>th</sup> Avenue. Phase I of the Enhanced Bus Service (EBS) was launched July 2012 as the Route 297, 27<sup>th</sup> Avenue Orange MAX. It replaced the Route 97 that averaged 2 stops per mile and, compared to Route 27 which averages 6 stops per mile, improved running times. Initial EBS implementation features streamlined bus operations – namely, adding four more 40-foot hybrid buses to the previous five for improving headways from 20 to 12 minutes peak, from 40 to 30 midday. This new 27th Avenue Orange MAX features limited-stop service from the Bus Plaza located at the MIC to NW 199th Street. North of NW 199th Street, this route makes all local stops. Upon implementation of Phase 2 of EBS, the alignment at the north end would incorporate the parcel at NW 215<sup>th</sup> Street (acquired in 2010, see post-unification project item page 132) that is planned as a park-and-ride development/transit terminal and future transit oriented development. As part of Phase 2, service headways will be improved, using 11 new 60-foot diesel/electric hybrid buses, to 10 minutes peak/20 minutes mid-day. The route will be further streamlined via consolidating stops to eight (total of 15 stations), and will benefit from Transit Signal Priority (TSP). The enhanced bus service will also feature distinctive branding for the buses and improved passenger amenities for the stations, such as a large seating area, real time arrival information, power and lighting. Key aspects of these buses include being equipped with CAD/AVL systems, low-floor design for faster loading/unloading, larger seating capacity and leg room, and tighter turning radius. The 11 60-foot articulated hybrids will be funded by FDOT and procured over two years (five in FY14 and six in FY15). Revenue service for Phase 2 is anticipated to begin in November 2016 (FY 2017) along with completion of stations; service was expected to start FY2016 in the FY2011 Five Year Plan.

For this bus service project, capital costs are currently estimated at \$25.6 million (compared to \$27 million shown in FY12 Five Year Plan and \$25 million in FY11). Timing of the construction of the NW 215<sup>th</sup> Street Park-and-Ride Lot by the County using FDOT funding would be complete by end of 2017. However, the County may pursue a Public-





Private Partnership as an opportunity that can improve this implementation timing and budget. FDOT funding to date includes \$5.2M for buses and \$2.8M for Park and Ride transit terminal. Operating costs will add \$2 million over 2012 to 2016, and another \$1.0 million (to total \$3.2 million) starting in FY2017 to MDT budget, funded in part via Job Access/Reverse Commute (JARC) grant of \$0.5M for FY12.



An RFP based on a 2011 Highest and Best Use Study is under development for a Transit Oriented Development at the NW 215<sup>th</sup> Street site. The MPO is completing the *NW 27th Avenue Enhanced Bus Service Concepts and Environmental Study*, with MDT as co-project manager and supported by Study Advisory Group of FDOT planning, consultants on other BRT planning efforts, County Public Works, City of Miami Gardens staff, CITT and other partners. During this service planning study, technical traffic issues were identified for access to the site from NW 27 Avenue; several alternatives were developed, and three of these options will be considered in the design phase of the Phase 2 EBS Project. The service planning study also will identify which elements of BRT can feasibly be implemented within the corridor, with

conceptual (station locations, right-of-way availability, operating plans, signal prioritization, etc.) and implementation (physical and operational recommendations, capital and operating costs, time schedule, funding sources, etc.) plans. Similar studies are on-going for the Biscayne Boulevard and East-West (Flagler) Corridors. These studies are directed to eventually develop a BRT network for the County.

See PTP post-unification project item 12 on page 133 for further discussion of the project listing funded by the 10% Capital Reserve Fund supporting the Incremental Improvements for the North and East-West Corridors.

North Corridor funding total \$66,152,830 expended is as follows: People's Transportation Plan (PTP), \$50,272,972; Federal Transit Administration (FTA), \$9,801,000; and Florida Department of Transportation (FDOT), \$6,078,858. The funding expended amount was spent on Planning, Preliminary Engineering and Right-of-Way Engineering services work which are federal requirements for capital projects, and did not include any Operating or Maintenance costs. The funding required to complete the project amount is \$1,342,769,558; it is the Year of Expenditure (YOE) Capital Project Budget and does not include Operating and Maintenance Costs. This project is currently shown in the 2010-2011 Capital Budget among Unfunded Projects as the first of the two items on the list for Transit.

Additionally, funding for the heavy rail project has to be reassessed because the FTA has limited the funding support for this project to a maximum of \$700 million. The County anticipated that funding for this project will include \$870 million in FTA Section 5309 Discretionary Grants, \$290 million from the FDOT and \$290 million from the PTP.

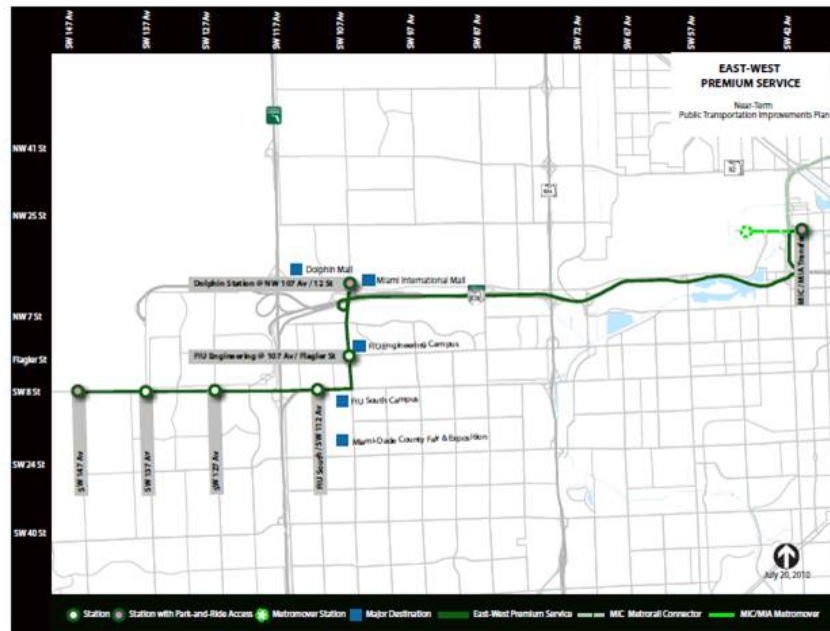
## 17. East-West Corridor

The East-West Corridor was initially proposed to be a 17.2 mile heavy rail line constructed in two segments at a cost of \$2.8 billion and estimated to be completed by 2023. One segment was to be a six-mile rail line from the Florida Turnpike east to the Palmetto Expressway (SR 826) while the other segment (11.2 miles) was to extend from the

Palmetto through Miami International Airport and through downtown Miami to the Port of Miami, with eleven stations total for the two segments.

A proposed new alignment constructed a 10.1-mile heavy rail corridor from the FIU campus along the Dolphin Expressway (SR 836) to the MIC. The project consisted of six Metrorail Stations and possibly a rail maintenance yard. The original portion from the MIC to Downtown Miami was deferred to a future date while the portion from Downtown Miami to the Seaport was eliminated.

Currently the heavy rail project is on hold (0.6% complete); however, MDT is pursuing incremental improvements along the same corridor in the interim.



The Near Term Transportation Plan, in addition to those for the North Corridor described above (page 51), includes recommendations for East-West. There are 4 MDT routes (7, 8, 11, 51) that currently run east-west through the corridor, plus east of NW 27th Avenue two MDT circulators (207, 208) enhance today's service. Enhanced Bus Service is proposed with two premium bus route services based upon results of analyzing origin/destination patterns. These two routes similarly feature incremental implementation of Bus Rapid Transit (BRT), with stations instead of merely shelters, branding, etc.

The first route, the "SR 836 Express Enhanced Bus", will be new service operating from a proposed park-and-ride lot at SW 147<sup>th</sup> Avenue and SW 8<sup>th</sup> Street. It would provide a couple of stops along SW 8<sup>th</sup> Street before heading north on SW/NW 107th Avenue, services the transit hub planned at NW 12<sup>th</sup> Street and NW 107<sup>th</sup> Avenue (Dolphin Station), then accesses SR 836 running express to the MIC. Dolphin Station was to be provided by a developer as part of a 2007 CDMP application, would be turned over to the County, and will initially provide a 189 space surface park-and-ride facility with 10 saw-toothed bays for the buses. Phase 1 of this service is deferred to Spring 2013 due to major FDOT and MDX construction along the route (was expected FY 2012 in FY11 and FY12 Five Year Plans).

This route will operate at 12-minute headways. Ultimately, for the Phase 2 in 2017, the route will operate at a 10-minute headway using 11 new 60-foot articulated diesel-electric hybrid buses (one in FY15 and ten in FY16, all funded by FDOT), transit signal priority, robust stations, Wi-Fi, real-time "Where is the Bus?" information, real time arrival information, and branding of buses and stations. This 13-mile route has the potential to feed trips from the west to Metrorail and the Airport, as well as provide reverse commute services from the MIC to job rich areas in the west side of Doral. A total of eight stations are proposed. Estimated total capital cost for both phases is \$23.7 million (was shown in FY12 Plan as \$24.6 million and 2016 implementation). Development of this plan has featured



close coordination among many stakeholders including the City of Sweetwater, Florida International University, the Miami-Dade MPO, MDX, FDOT and other area transportation agencies. In 2012, MDX completed the required environmental (NEPA) documentation necessary for the implementation of the SR-836 Express Enhanced Bus Service project focusing on the 147<sup>th</sup> Avenue P&R and most of the robust stations, for MDT to submit to the FTA.

The new park-and-ride facility/transit terminal at SW 147<sup>th</sup> Avenue and SW 8<sup>th</sup> Street would be developed to serve these new bus service operations. FDOT will convey the property at no cost to MDT after all required planning and zoning, environmental clearance and permitting approvals have been obtained. The \$23.7 million total estimated capital cost for SR836 Express EBS includes the SW 147<sup>th</sup> Avenue transit terminal property valued at \$5M, and the construction estimated at \$5.8M.

For the SR 836 Express Enhanced Bus Service, operating costs are estimated at \$1.2M (Phase 1, 2013-2016) and \$2.4M (Phase 2, 2017 onward), which clarifies the amounts presented in the FY12 Five Year Plan.

The “Flagler Enhanced Bus” will provide limited-stop bus service beginning FY2018, replacing the Route 51 “Flagler MAX” as the second of the two routes currently on the Flagler Corridor; the other is Route 11 providing local service. (EBS implementation timing was shown as FY2014 in FY2012 Five Year Plan.) This new Route 251 will operate from the park-and-ride lot at SW 147<sup>th</sup> Avenue and SW 8<sup>th</sup> Street and provide stops along SW 8<sup>th</sup> Street, before heading north on SW/NW 107<sup>th</sup> Avenue to West Flagler Street then east to downtown. It will have a total of 18 stops along the modified route, and will operate at 12-minute headways. Other BRT components include TSP and branding. In October 2012, FDOT awarded the County \$5.2 million through its County Incentive Grant Program (CIGP) to purchase ten 60-foot diesel/electric hybrid buses of the 16 total needed to serve this route. Funding sources are still under development for the remaining six buses to support the planned service frequency, the additional four for spare ratio, and the implementation of robust stations. The incremental operations and maintenance costs are estimated at \$0.8 million, or a total of \$3.6M beginning in 2018. Total capital costs currently estimated at \$18.2 million (\$13 million yet unfunded).

The 2013-2014 Unified Planning Work Plan of the MPO also funds a new study, Implementation Plan for Enhanced Bus Service along the Flagler Corridor. This study (expected complete by August 2013) would develop a detailed plan for the phased implementation of Enhanced Bus Service (EBS) along the West Flagler Corridor. The plan will identify which elements of BRT can feasibly be implemented within the corridor and include developing conceptual (station locations, right-of-way availability, operating plans, signal prioritization, etc.) and implementation (physical and operational recommendations, capital and operating costs, time schedule, funding sources, etc.) plans. Similar studies are on-going for the Biscayne Boulevard and NW 27th Avenue Corridors. These studies are directed to eventually develop a BRT network for the County.

See PTP post-unification project item 12 on page 133 for further discussion of the project listing funded by the 10% Capital Reserve Fund supporting the Incremental Improvements for the North and East-West Corridors.

East-West Corridor funding expended is \$16,686,491, 100% PTP. The funding expended amount was spent on Planning (Alternative Analysis) services which are federal requirements for capital projects, and did not include any Operating or Maintenance costs. Funding required to complete heavy rail project is \$2,446,371,509; it is the Year of Expenditure (YOE) Capital Project Budget and does not include Operating and Maintenance Costs. This project is currently shown in the 2010-2011 Capital Budget among Unfunded Projects as the second of the two items on the list for Transit.

## 18. Bay Link (Future Project)

The Bay Link Corridor was proposed to be a 5.1-mile future light rail or streetcar segment from downtown Miami to South Miami Beach. This project was planned for completion after 2031 and was initially estimated to cost \$510 million.

Project is currently on hold, listed as a Priority IV Unfunded Project in the 2035 MPO LRTP. Corridor funding expended \$1,850,000 is 100% Congestion Mitigation and Air Quality (CMAQ). The funding amount was expended on Planning services work which is a federal requirement for capital projects, and did not include any Operating or Maintenance costs.

Funding required to complete project is \$482 million in 2004 dollars; it is the Year of Expenditure (YOE) Capital Project Budget and does not include Operating and Maintenance Costs. The annual O&M costs were estimated as \$12.1 million in 2004 dollars.

The East-West Multimodal Corridor Study Draft Environmental Impact Statement (DEIS) completed in 1995 merged two high priority corridors from the 1994 Dade County Transit Corridors Transitional Study – the West Corridor and the Beach Corridor. The MPO Board selected a Locally Preferred Alternative (LPA) that excluded the portion of the project going to Miami Beach. Therefore, a stand-alone analysis of the transit connection between downtown Miami and Miami Beach – the Miami-Miami Beach Transportation Corridor Study (Bay Link) which included Environmental Impact Statement (EIS) – was undertaken in 2002 and completed August 2004. The study examined a light rail, streetcar connection between downtown Miami and Miami Beach along the McArthur Causeway. The Miami portion would interconnect with the then-planned downtown Miami Streetcar network and Metromover. The Miami Beach segment would align to the Convention Center and South Beach including a local circulator. The study found that the corridor was already saturated with local bus service and the corridor was ready to evolve to the next higher form of transit – light rail service. An LPA was selected by the MPO Board in 2003. However, MPO Board was unwilling to program the funds to advance the project into the Preliminary Engineering/Final Environment Impact Statement stage due to other funding priorities in Miami-Dade County. Additionally, the City of Miami Beach did not support heavy rail, the aesthetics of technology requiring overhead cantenary wires, or elevated transit of any type.

In 2012, the City of Miami Beach began new efforts to improve mass transit connectivity to the mainland, focusing on the feasibility of cantenary-free technology. The City, County including MDT, and MPO have examined alternatives that include extending Metromover. The CITT has also studied financing opportunities.

## 19. Kendall Corridor (Future Project)

This project originally included a 15-mile Bus Rapid Transit (BRT) corridor from the Dadeland area to SW 157 Avenue and a North-South connection to the East-West Corridor described in Project #17 above. This project was anticipated to be implemented after 2031 and the original estimated cost was \$877 million (\$863 million for the rail segment and \$14 million for the BRT segment). Additionally, this corridor is identified in the 2030 Long Range Transportation Plan as a premium transit corridor and connects to the southern portion of the Metrorail system.

Corridor funding expended \$873,500 is 100% PTP, as an originally conceived heavy rail project which was never advanced beyond preliminary planning, as required by the FTA. Funding required to complete project is \$442 million in 2006 dollars for the original heavy rail option (full build out of rail/exclusive bus lanes beyond 2035).

In June 2010 MDT implemented enhanced bus service operations with branded articulated diesel/electric hybrid buses, improved transit stops, Wi-Fi, Transit Signal Priority to communicate with traffic signal controllers that allows the equipped buses to save time at intersections while operating in mixed traffic, park and ride lots and improved



headways. The Kendall Enhanced Bus Service (KEBS) is branded as the Kendall Cruiser featuring 22 stops along Kendall Drive over the 9-mile alignment from Dadeland North to the West Kendall Transit Terminal on SW 162<sup>nd</sup> Avenue, which replaced the corridor's Kendall KAT and included purchase of nine hybrids. This is the first step in the evolution of the corridor toward Bus Rapid Transit (BRT) and sets a model for premium transit service. Phase 1 of project is 100% complete, to implement the nine stylized buses for KEBS. Phase 2 is also complete and included the negotiation of an additional lease for a park-and-ride, and completion of bus shelters. The new West Kendall Transit Terminal opened February 2011. The cost and ARRA funding source for TSP portion of scope (\$2.320 million) are now included within the CAD/AVL project (Project # 12, page 39). A prior FDOT \$552,000 funding shortfall for Phases 1 and 2 was offset by PTP funding. A total of \$7.475 million expended as of June, 2011 for completed phases.



MDT reports average daily ridership of the Kendall Cruiser in July 2012 was 2.7% higher than July 2011, which in turn was 67% higher than July 2010. The enhanced service also now features real-time bus arrival information (see discussion of Bus Tracker as part of "Enhance and Expand Transit Bus Stop Signage Countywide; Incorporate Information Technology at Bus Stop and Rail Stations", page 39).

Phase 3 features the purchase and construction of a strategic, two-acre park-and-ride located at SW 88<sup>th</sup> Street and SW 150<sup>th</sup> Avenue, as well as the procurement of three stylized, diesel/electric hybrid buses that will be used as spares for the KEBS. The cost of this phase is approximately \$6.61M, 50% of which is funded by FDOT through a Supplemental Joint Participation Agreement approved by the BCC June 7, 2011, increasing the total State contribution toward capital cost to \$4.95 million. The budget (\$15.4 million) and scope (added Phase 3, shifted Transit Signal Prioritization) remain same as FY2012 Five Year Plan Update; the budget was \$11.0 million shown in FY11 Initial Five Year Plan. The park-and-ride is expected to be complete by June 2015 (was expected complete January 2014 in FY2012 Plan).

The following presents more detailed information from 2011-2012 Approved Capital Budget for the Kendall Enhanced Bus Service. The project includes ARRA funding.

#### From 2012-2013 Adopted Capital Plan

##### KENDALL ENHANCED BUS SERVICE

PROJECT # 675550

Description: Purchase the remaining hybrid buses, bus parts, land (2 acre parcel) and the Design and Construction of the Park and Ride at SW 88 St (Kendall Drive) and 150 Ave

LOCATION: Kendall Drive

DISTRICT LOCATED: 7, 8, 10, 11

DISTRICT(S) SERVED: Countywide

ESTIMATED ANNUAL OPERATING IMPACT: Minimal

Revenue Schedule	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
FDOT Funds	1,011	1,295	339	659	0	0	0	0	3,304
PTP Bonds	1,012	1,295	339	659	0	0	0	0	3,305
<b>Total Revenue:</b>	<b>2,023</b>	<b>2,590</b>	<b>678</b>	<b>1,318</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,609</b>
Expenditure Schedule:	Prior Years	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Future	Total
Land/Building Acquisition	2,000	0	0	0	0	0	0	0	2,000
Planning and Design	23	280	100	24	0	0	0	0	427
Construction	0	0	578	1,294	0	0	0	0	1,872
Equipment Acquisition	0	2,310	0	0	0	0	0	0	2,310
<b>Total Expenditures:</b>	<b>2,023</b>	<b>2,590</b>	<b>678</b>	<b>1,318</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,609</b>

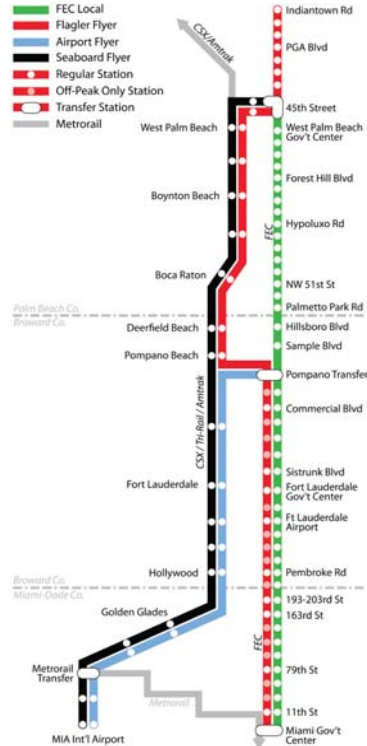
Contract

FP-7038R/JWW (See Appendix for fuller listing of Trust-approved contracts)



## 20. Northeast Corridor (Future Project)

The commuter aspect of this project is now known as the South Florida East Coast Corridor (SFECC) Project. The project was planned to be a 13.6-mile heavy rail corridor from downtown Miami along Biscayne Boulevard and the Florida East Coast Corridor to the Broward County Line at NE 215th Street. This project was estimated to cost \$795 million. The project is being managed by the Florida Department of Transportation (FDOT) and was initially anticipated to be completed after 2031.



Corridor funding expended \$2,000,000 is 100% CMAQ. The funded expended amount was spent on planning services work which is a federal requirement for capital projects, and did not include any Operating or Maintenance costs. Funding estimated to complete the above SFECC project was \$2,553,000,000 for the 3 County area; it is the Year of Expenditure (YOE) Capital Project Budget and does not include Operating and Maintenance Costs.

The South Florida East Coast Corridor (SFECC) Study proposed reintroducing passenger service along an 85-mile stretch of the Florida East Coast (FEC) Railway corridor between downtown Miami and Jupiter. FDOT District 4 led the effort for this corridor and conducted an Alternatives Analysis/Programmatic Environmental Impact Statement for the FEC Corridor from Jupiter (in northern Palm Beach County) to Downtown Miami. The study examined heavy rail, light rail, commuter rail and bus rapid transit options along the corridor.

The SFRTA alternative approach was the Fast Start Tri-Rail Coastal Service to provide passenger service on the FEC railroad in 3-5 years. It proposed using state funds for capital (\$272 million), local and regional funds for operating costs, and implementing service quickly due to speedier process from omitting the need for federal funding. The service would use existing and ordered equipment and

splitting Tri-Rail service to operate trains on the FEC between Government Center and Fort Lauderdale including seven stops in Miami-Dade.

The Southeast Florida Transportation Council (SEFTC) conducted a comparative independent analysis clarifying issues of FDOT SFECC Study and SFRTA "Fast Start" implementation strategies for this rail corridor. The evaluation was to focus on the planning process and the technical aspects of each proposal from a higher level approach to focus activities on a single plan for the region. The report was presented to SEFTC in July 2012 where it was accepted and supported by the Board. The report included a number of recommendations related to coordination and reporting to the various boards, committees and the public – in particular, the SFECC project team should work with the SFRTA to develop a "unified" LPA for MPO approval.

In November, representatives of the various South Florida stakeholders developed an agreement on the agency roles and responsibilities for each of the project components of the SFECC Study for implementing service on the FEC. Using the agreement, the project steering committee is preparing a Memorandum of Understanding (MOU) as to the process and responsibilities leading to the start of services, and a final version is anticipated for review by SEFTC at its April 2013 meeting.



Florida East Coast Industries (FECI) is developing All Aboard Florida: a privately owned, operated and maintained intercity passenger rail service that will greatly facilitate the commuter rail project. Further, the separate project already underway by the FEC, in partnership with the Port of Miami and FDOT, for reconstruction of track from downtown Miami to NE 71 Street to transport cargo, should help the feasibility of this project.



In addition, MDT plans to implement Enhanced Bus Service (EBS) along Biscayne Boulevard in a phased approach to develop premium transit in this and other Corridors that will complement the rail projects (Commuter and Intercity) with improved headways, branded buses and improved bus stops, similar to what has been implemented in the Kendall Corridor.

Improvement plans for Northeast bus service feature the study currently underway by the MPO, in conjunction with MDT, to develop a staged EBS implementation plan for this Biscayne Corridor. The study includes developing transit station location plans, the operating plan for the arrival of the first order on new articulated hybrid buses, and the long-term schedule for replacing the remaining project corridor forty-foot diesel with the articulated hybrids. The efforts will also include work with PWWM and MDT to assure a workable Transit Signal Priority plan and real-time bus arrival information are in place and ready to be implemented, as well as establishment of performance standards for monitoring and expanding bus operations in the corridor (including skip-stop, limited stop, express, queue jumpers and by-pass lanes), plus identification of physical corridor improvements to supplement EBS operations in the corridor.

In FY 2014, Route 93 will be replaced with the Biscayne Enhanced Bus service (Phase 1) which features improved headways during the peak period from 20 minutes to 15, and improvements to off peak frequency from 30 minutes to 20. These modifications will require 11 additional buses (articulated buses will be used) at a cost \$11 million, which is fully funded in the TIP. With Phase 2 in 2020, peak period service headways will be improved from 15 minutes to 10 minutes, and other features implemented: robust stations, WiFi, real-time “Where is the Bus?” arrival times via the internet or on web-enabled mobile devices, real-time “Next Bus” arrival information via electronic signs, Transit Signal Priority (TSP), and Park-and-Rides. Phase 2 improvements will require an additional 5 buses. There is nearly \$18 million funding in the TIP from FDOT for Biscayne Boulevard project of a total of 18 new articulated, 60-foot buses (one in FY12, 13 in FY13, four in FY14). Please see item 8, “Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability” on page 35 that includes amounts within Bus Enhancements project of 2012-2013 Approved Capital Budget. The O&M cost of Phase 1 improvements will be \$3M annually. Phase 2 improvements will increase the annual O&M cost to \$3.9M.

## **21. Douglas Road Extension (Future Project and now to be known as Doug**



The Douglas road extension consists of a 4.5-mile heavy rail corridor extension from the existing Douglas Road Metrorail Station to the MIC along NW 37th Avenue/Douglas Road, originally estimated to cost \$280 million. This project is anticipated to be implemented after 2035; however it has not yet been studied. No funds expended yet and updated cost estimates are not available.

However, 2013-2014 Unified Planning Work Plan of the MPO also funds a new project (expected start September 2012, complete by August 2013), Douglas Road Transit Corridor study. Purpose of this study is to develop and evaluate feasible premium transit options connecting the Miami Intermodal Center on the north and the Douglas Road Metrorail Station on the south. The methodology includes evaluating suitability of alignments and premium transit modal options along the corridor, incorporating analysis of neighborhood integration/compatibility and roadway impacts, and developing concept plan(s) for recommended premium transit improvements with preliminary unit-based capital and operating costs. The Douglas Road corridor was the only People’s Transportation Plan (PTP) transit corridor that has not been studied for rapid transit improvements and represents an important connection to high employment centers of Miami International Airport and the Coral Gables Central Business District, along a densely populated area.

In addition, the FY2013-2022 MDT Transit Development Plan (page 7-20) proposes a new route in its 10-year Recommended Service Plan, Douglas Road Enhanced Bus. Pending funding, this route would provide premium limited stop transit service along NW/SW 37 Avenue connecting the Miami Intermodal Center (MIC) on the north

and the Douglas Road Metrorail Station on the south. It is anticipated to operate with five 40-foot buses at 15 minutes peak and 30 minutes midday on weekdays in 2020.

## 22. Rail Extension to Florida City (Future Project and now known as South Dade Corridor)

This project has been renamed the South Dade Corridor and will consist of a 21-mile heavy rail, two-segment corridor south along US 1. The first segment was planned from the Dadeland South Metrorail Station south to Cutler Ridge while the second segment will be constructed from Cutler Ridge south to Florida City. This project was planned for completion after 2031 and was originally estimated to cost \$946 million at time of passage of PTP.

Corridor funding expended \$1,500,000 is 100% FTA. The funded expended amount was spent on Planning services work which is a federal requirement for capital projects, and did not include any Operating or Maintenance costs. In 2006 the Miami Dade MPO Board selected an LPA for the South Link Corridor, which runs along the South Dade Busway/US-1 from the Dadeland South Metrorail Station to SW 344th Street in Florida City. The study examined several modes of transit along the corridor including grade separating key intersections along the Busway, light rail and a partial or full extension of the Metrorail along the corridor. The LPA for the South Link included a Metrorail extension to SW 104th Street and the construction of grade separations at key intersections along the Busway. Following the selection of the LPA, the MPO Board requested that the MPO staff look at the feasibility of providing managed toll lanes along the Busway to help fund transit improvements in this corridor. Subsequent to the

completion of a feasibility study to convert the Busway, the Miami-Dade Expressway Authority (MDX) is conducting a Project Development & Environment (PD&E) study to determine if it is possible for that agency to proceed with implementation. Funding required to complete project is \$1.65 billion in 2005 dollars; it is the Year of Expenditure (YOE) Capital Project Budget and does not include Operating and Maintenance Costs.

