

RAPID TRANSIT IMPROVEMENTS

The following describes the progress of the rapid transit projects and programs included in the original People's Transportation Plan (PTP). It was initially contemplated that these projects (Project numbers 15 through 22) would be complete or under development between 2003 and 2031; and included up to 88.9 miles of countywide rapid transit lines constructed in eight segments.

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

Department: Transit
Phase: Complete
Completion Date: July 28, 2012
Funding Source(s): PTP/FDOT/FTA/CILOGT
Completion Percentage: 100%
Capital Budget: N/A



PROJECT BACKGROUND

The Earlington Heights/Airport Connector project was among the original projects approved by voters as part of Exhibit 1 of the People's Transportation Plan (PTP) under Rapid Transit Improvement Projects.

PROJECT DESCRIPTION

Construct a 2.4-mile heavy rail extension from the existing Earlington Heights Metrorail Station at NW 22nd Avenue and NW 41st Street to the concurrently constructed Miami Intermodal Center (MIC) at Miami International Airport.

The project 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).

It is important to note that on a separate but related project, the County is building Florida Department of Transportation (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, Miami-Dade Transit Bus Plaza and Bus Plaza Roadway. The initial budget for these components was \$30.55 million, \$24.26 million from State, \$5.48 million from Federal Transportation Authority and \$0.81 million from County Incentive Local Option Gas Tax (CILOGT). The Project budget including FDOT's four MIC components was \$537 million.

PROJECT SCHEDULE/STATUS

This signature project of the PTP was completed on schedule and within budget. Revenue service began on July 28, 2012.

FISCAL IMPACT

The final \$496.616 million total included a \$150,000 increase to the MIC budget reflecting the estimate for FDOT Joint Participation Agreement share of the two rain canopies installed to protect passengers from the elements in the transition areas between the elevators and the Metrorail station main canopy, and between the escalator and the Metrobus canopy located on the ground floor of the Metrobus plaza.

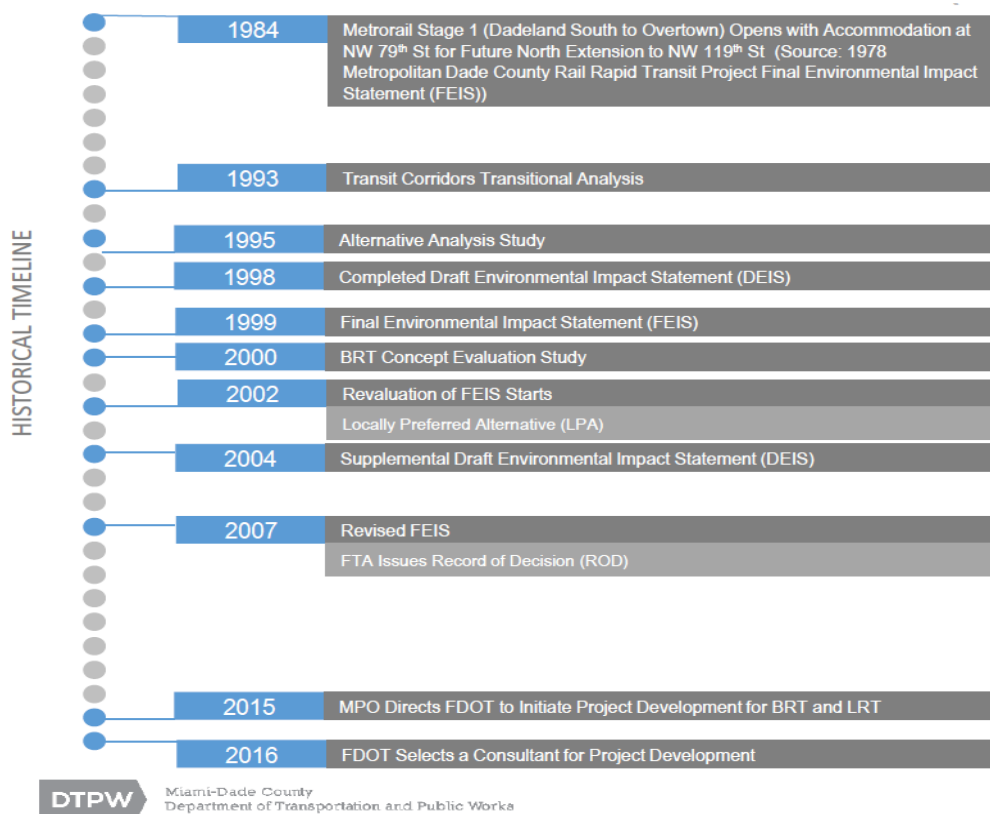
16. North Corridor

Department: Transit
Phase: Planning
Completion Date: TBD
Funding Source(s): PTP/Surtax
Completion Percentage: N/A
Capital Budget: See [SMART Plan](#)

PROJECT BACKGROUND

The North Corridor project was among the original projects approved by voters as part of Exhibit 1 of the People's Transportation Plan (PTP) under Rapid Transit Improvement Projects.

The North Corridor has long been a priority transit corridor in Miami-Dade County. The North Corridor was initially planned as a 9.5-mile heavy rail extension of Metrorail. This corridor was proposed to extend the current Metrorail line from NW 27th Avenue, at the existing Dr. Martin Luther King, Jr. Metrorail Station, to the Broward/Miami-Dade County Line (NW 215th Street), to include seven (7) stations. The graphic below illustrates the historical timeline of the North Corridor.



PROJECT DESCRIPTION

Implementation of rapid transit along NW 27th Avenue from NW 215th Street to the Miami Intermodal Center (MIC).

PROJECT SCHEDULE/STATUS

On February 16, 2016, the Transportation Planning Organization (TPO) Governing Board unanimously approved a policy to set as “highest priority” the advancement of rapid transit corridors and transit supportive projects for the Miami-Dade County. On April 21, 2016, the TPO Governing Board officially adopted and endorsed the proposed Strategic Miami Area Rapid Transit (SMART) Plan. The SMART Plan advances six rapid transit corridors including the North Corridor.

In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for SR 9 / SR 817 / NW 27th Avenue. The North corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by mid-2018.

The funding plan for the North Corridor is simultaneously under development. A Project Implementation Committee, comprised of the stakeholders and funding partners from the corridor including the State, County and municipalities, will be established. The Committee will evaluate traditional and innovative funding strategies for the project including potentially pursuing Federal New or Small Starts funds.

INCREMENTAL IMPROVEMENTS

The 27th Avenue Orange MAX (Route 297) was implemented in July 2012, and features 15 minute peak/30 minute mid-day headways.

FISCAL IMPACT

Funding for the North Corridor relied on federal participation. The cost of the Locally Preferred Alternative (LPA) for the Corridor was estimated to be \$1.4 billion.

Project costs associated with rapid transit improvements along the North Corridor will be updated and refined upon completion of FDOT’s PD&E study.

17. East-West Corridor

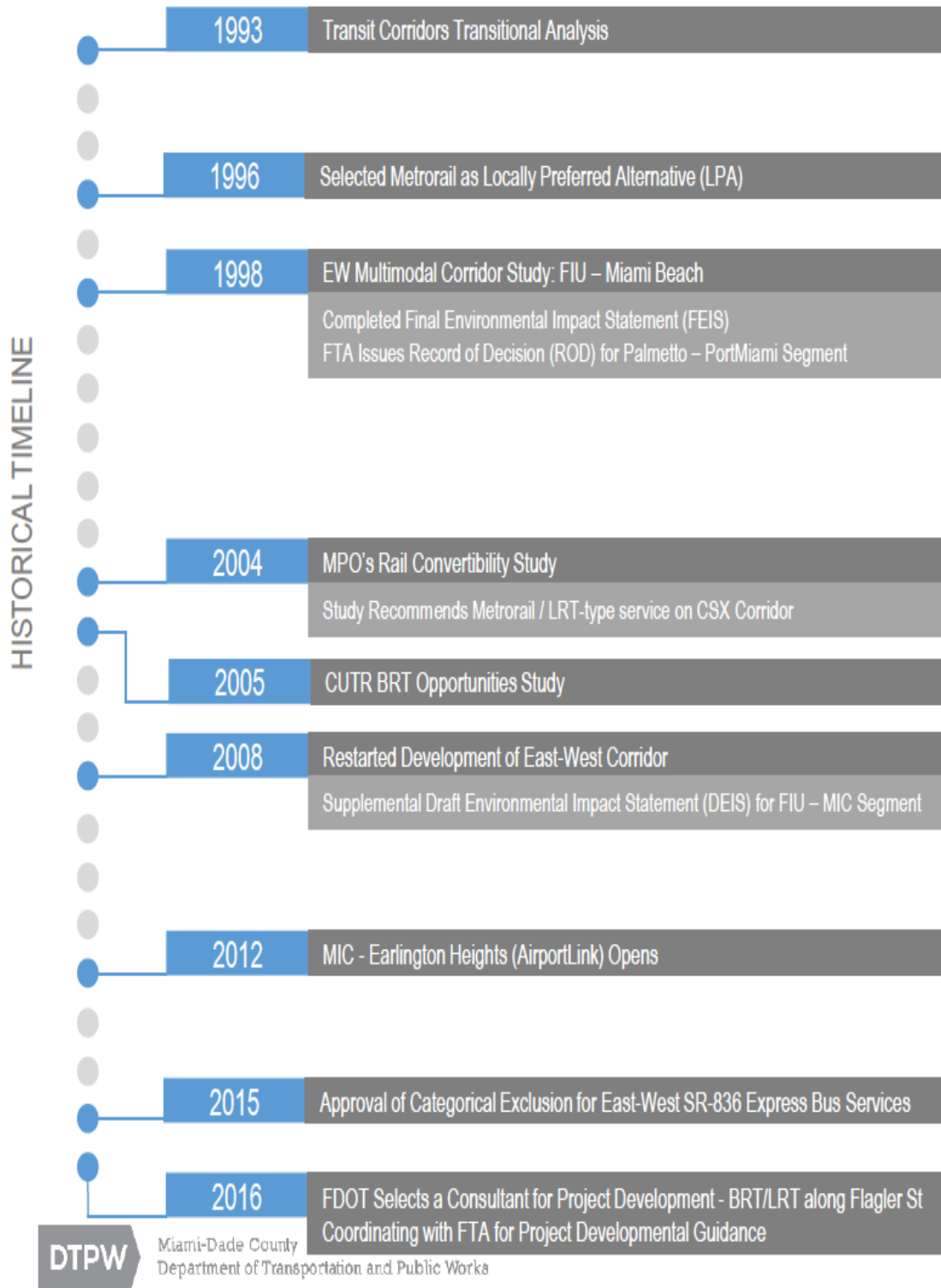
Department: Transit
Phase: Planning
Completion Date: TBD
Funding Source(s): PTP/Surtax
Completion Percentage: N/A
Capital Budget: See [SMART Plan](#)

PROJECT BACKGROUND

The East-West Corridor project was among the original projects approved by voters as part of Exhibit 1 of the People's Transportation Plan (PTP) under Rapid Transit Improvement Projects.

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 Homestead Extension of Florida's Turnpike (HEFT) 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 11 stations total for the two segments.

A subsequent plan proposed a new alignment consisting of a 10.1-mile heavy rail corridor from the Florida International University (FIU) campus along the Dolphin Expressway (State Road (SR) 836) to the Miami Intermodal Center (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. The graphic below illustrates the historical timeline of the East-West Corridor.



PROJECT DESCRIPTION

Implementation of rapid transit along SR 836 (Dolphin Expressway) and SR 821 (Homestead Extension of Florida's Turnpike – HEFT) from the MIC to Florida International University's Modesto A. Maidique Campus (FIU - MMC).

PROJECT SCHEDULE/STATUS

On February 16, 2016, the Transportation Planning Organization (TPO) Governing Board unanimously approved a policy to set as “highest priority” the advancement of rapid transit corridors and transit supportive projects for the Miami-Dade County. On April 21, 2016, the TPO Governing Board officially adopted and endorsed the proposed Strategic Miami Area Rapid Transit (SMART) Plan. The SMART Plan advances six rapid transit corridors including the East-West Corridor.

The Department of Transportation and Public Works (DTPW) has been designated as the lead agency for the East-West Corridor Project Development and Environment (PD&E) phase of the project. Professional services agreements were awarded in March 2017. The study will finalize the technology and cost estimate for the corridor.

The funding plan for the East-West Corridor is simultaneously under development. A Project Implementation Committee, comprised of the stakeholders and funding partners from the corridor including the State, County and municipalities, will be established. The Committee will evaluate traditional and innovative funding strategies for the project including potentially pursuing Federal New or Small Starts funds.

As a long term vision, once a mode and alignment is established for the east-west corridor, future extensions to the north and to the south along the HEFT right-of-way will be evaluated. Similarly, the direct linkage between the MIC and Downtown Miami with a possible connection to the Marlins Park, will also be evaluated as a future phase.

On October 31, 2016, the East-West Corridor Transit Oriented Development (TOD) Master Plan was selected to receive \$960,000 in federal funds under the Pilot Program for the TOD Planning-5309. DTPW in partnership with the Trust, TPO and Miami-Dade Regulatory and Economic Resources (RER) will use this funding to prepare a Corridor Master TOD Plan for the East-West Corridor. The proposed effort will result in a plan that seeks to create transit accessible mixed use development that connects residential areas with employment centers throughout the corridor as well as with major economic generators to include the Miami International Airport and Downtown Miami. The estimated total project cost is \$1,200,000. The FTA has allocated \$960,000 for the East-West Corridor TOD Master Plan project. This federal funding is being provided at a participation rate of 80 percent. Bond proceeds from the Charter County Transportation System Sales Surtax (Surtax) will be used for the required 20 percent local match of \$240,000 and is included in the FY 2016-2017 Adopted Budget and Multi-Year Capital Plan under the Professional Services Transit Capital Improvement Plan project (OMB# 2000000326/Site #7001049).

INCREMENTAL IMPROVEMENTS

SR 836 Express Bus Service Project

The SR 836 Express Bus Service would provide premium express transit service along SR 836 from west Miami-Dade County Tamiami Station (SW 8th Street and SW 147th Avenue) to the MIC and Downtown Miami via SW 137th Avenue/SR 836 Extension as well as via the SR 821/HEFT. This route will feature three legs.

- The first leg (Line A) will provide premium express transit service from the proposed Tamiami Station (park-and-ride/transit facility located at SW 8th Street and SW 147th Avenue) to Downtown Miami via SW 8th Street, SW 137th Avenue and SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will be completed by 2020 using nine new 60-foot alternative fuel buses.

- The second leg (Line B) will provide premium express transit service from the proposed Panther Station (FIU-MMC) to the MIC via SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20 minute headways. The planned long-term improvements for this route will be completed by 2020 using 3 new 60-foot alternative fuel buses.
- The third leg (Line C) will provide premium express transit service from the proposed Dolphin Station (NW 12th Street and HEFT) to Downtown Miami via SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will coincide with the opening of the proposed Dolphin Station in late 2017. This route will feature eight new 60-foot alternative fuel buses.

In 2012, Miami-Dade Expressway Authority (MDX) completed the required National Environmental Policy Act (NEPA) documentation necessary for the implementation of the SR-836 Express Enhanced Bus Service project.

In 2014, DTPW revised the NEPA document to include the “Panther Station” at FIU and bus lanes along SW 8th Street between SW 109th & 112th Avenues. All 20 buses required (22 buses including spares) to run the service are fully funded via a combination of state and local funding sources. The buses will either be Compressed Natural Gas (CNG) or diesel electric hybrid depending on the timing of the bus procurement and the outcome of the County’s solicitation for CNG conversion. If the County’s conversion to CNG technology does not happen or the schedule is not parallel to the delivery of the buses, Florida Department of Transportation (FDOT) has agreed to amend the Agreement’s project scope to change the bus propulsion system to one that can be fueled with the existing transit infrastructure.

Estimated total capital cost is approximately \$47.5 million (was shown in FY 2015-2020 Five-Year Plan Update as approximately \$25 million but only included Lines A and B with the same 2019 implementation). Development of this plan has featured close coordination among many stakeholders including cities of Sweetwater and Doral, FIU, TPO, MDX, FDOT and other area transportation agencies.

Flagler Premium Transit Corridor

On February, 19, 2015, the TPO Governing Board directed that the East-West Corridor (inclusive of SR 112) be implemented in an expedited manner assuming full BRT as the transit modal technology, pursuant to TPO Resolution No. 01-15. In 2016, the Florida Department of Transportation (FDOT), District Six, began a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/Homestead Extension of Florida’s Turnpike (HEFT) to SR 5/US 1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by mid-2018.

DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses. Acceptance of vehicles is anticipated in late 2017.

FISCAL IMPACT

Project costs associated with rapid transit improvements along the East-West Corridor will be updated and refined upon completion of the PD&E study.

18. Beach Corridor – Formerly-known-as Bay Link

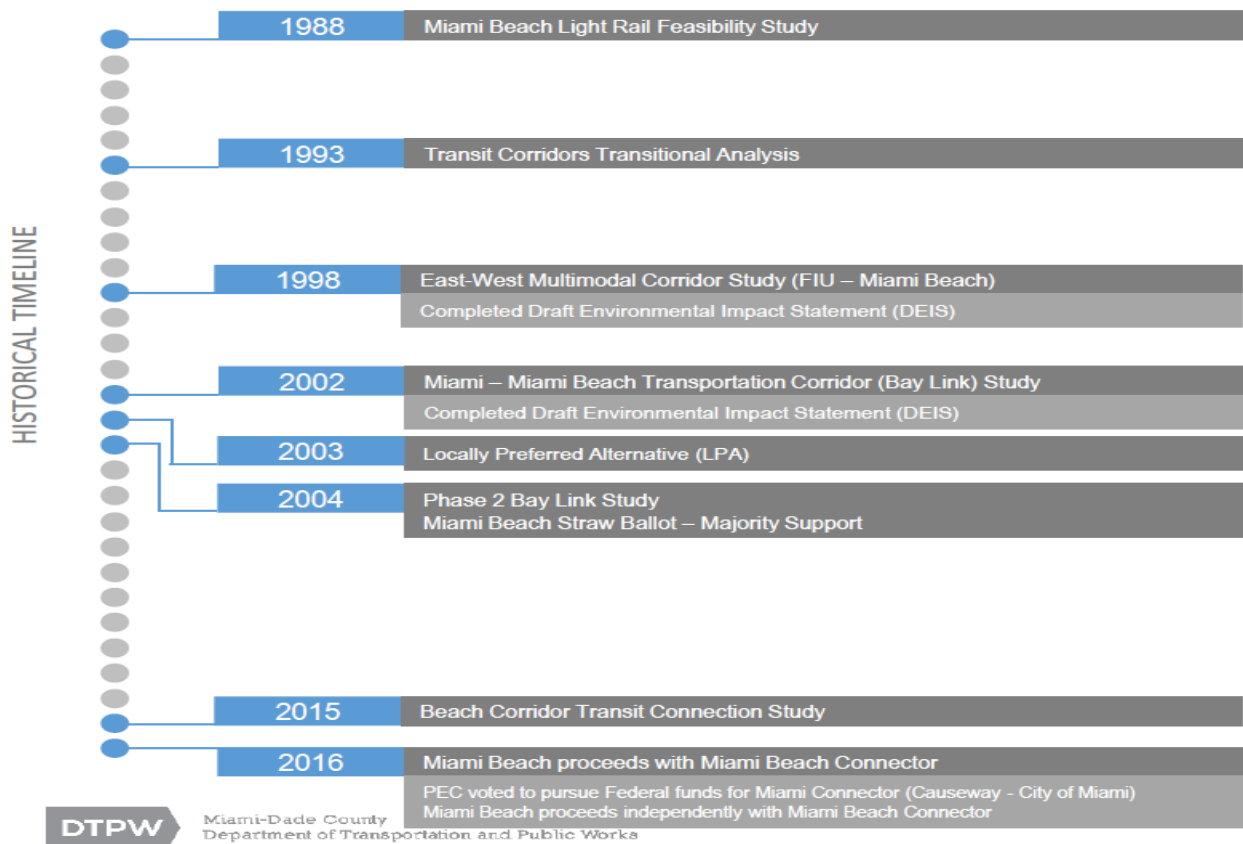
Department: Transit
Phase: Planning
Completion Date: TBD
Funding Source(s): PTP/Surtax
Completion Percentage: N/A
Capital Budget: See [SMART Plan](#)



PROJECT BACKGROUND

The Bay Link Corridor project was among the original projects approved by voters as part of Exhibit 1 of the People's Transportation Plan (PTP) under Rapid Transit Improvement Projects.

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



PROJECT DESCRIPTION

Beach Corridor Light Rail Transit (LRT)

- Provides service from Downtown Miami to the Miami Beach Convention Center (6.8 mile alignment)
- Provides weekday and weekend, all-day service (5:30 a.m. – 2:00 a.m.) approximately every five minutes
- Robust stations spaced approximately one-half mile apart
- 10 Light Rail Vehicles (for Direct Connect Alignment)
- Total project cost \$532M (Unfunded)
- Begin Revenue Service: TBD

PROJECT SCHEDULE/STATUS

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 Transportation Planning Organization (TPO) 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. A LPA was selected by the TPO Board in 2003. However, TPO 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. The City of Miami Beach did not support heavy rail, the aesthetics of technology requiring overhead catenary wires, or elevated transit of any type. This project was planned for completion after 2031 and was initially estimated to cost \$510 million. The Bay Link Corridor was proposed to be a 5.1-mile light rail or streetcar segment from downtown Miami to Miami Beach.

In 2012, the City of Miami Beach began new efforts to improve mass transit connectivity to the mainland, focusing on the feasibility of catenary-free technology. The City, County, including Miami-Dade Department of Transportation and Public Works (DTPW), and TPO, have examined alternatives that include extending Metromover. The Citizens' Independent Transportation Trust (CITT) has also studied financing opportunities.

In 2014, the TPO in partnership with the State, the County, the Cities of Miami and Miami Beach, along with the Miami Downtown Development Authority, conducted the Beach Corridor Transit Connection Study. The objective of the study was to update past studies that examined a premium transit connection between Miami Beach and the City of Miami using current and future conditions. It also evaluated an approach to best advance rapid transit through the project development process. It featured a Policy Executive Committee emphasizing consensus and support to advance the project, and included a Technical Steering Committee featuring about a dozen stakeholder agencies, and incorporated resources such as the CITT's 2013 study, Applying Innovative Financing Options for A New Fixed-Route Transit Line in Miami-Dade County.

The Beach Corridor Transit Connection Study was completed by DTPW, TPO, Florida Department of Transportation (FDOT) and the cities of Miami and Miami Beach in June 2015. The study updated the 2004 Bay Link Study and culminated with the selection of light rail as the preferred alternative.

On February 16, 2016, the TPO Governing Board unanimously approved a policy to set as “highest priority” the advancement of rapid transit corridors and transit supportive projects for the Miami-Dade County. On April 21, 2016, the TPO Governing Board officially adopted and endorsed the proposed Strategic Miami Area Rapid Transit (SMART) Plan. The SMART Plan advances six rapid transit corridors including the Beach Corridor.

DTPW has been designated as the lead agency for the Beach Corridor Project Development and Environment (PD&E) phase of the project. Professional services agreements were awarded in March 2017. The study will finalize the technology and cost estimate for the corridor.

The funding plan for the Beach Corridor is simultaneously under development. A Project Implementation Committee, comprised of the stakeholders and funding partners from the corridor including the State, County and municipalities, will be established. The Committee will evaluate traditional and innovative funding strategies for the project including potentially pursuing Federal New or Small Starts funds.

INCREMENTAL IMPROVEMENTS

Beach Express Bus Routes (North, Central and South) are being developed for near-term implementation in the interim. Funding sources and implementation schedules are currently being developed.

FISCAL IMPACT

Project costs associated with rapid transit improvements along the Beach Corridor will be updated and refined upon completion of the PD&E study.

19. Kendall Corridor

Department: Transit
Phase: Planning
Completion Date: TBD
Funding Source(s): PTP/Surtax
Completion Percentage: N/A
Capital Budget: See [SMART Plan](#)



PROJECT BACKGROUND

The Kendall Corridor project was among the original projects approved by voters as part of Exhibit 1 of the People's Transportation Plan (PTP) under Rapid Transit Improvement Projects.

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. This corridor is identified in the 2040 Long Range Transportation Plan as a premium transit corridor and connects to the southern portion of the Metrorail system.

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).

The [2005 Kendall Corridor Alternatives Analysis](#) included considering commuter and heavy rail.

The [2007 Kendall Corridor Transportation Alternatives Analysis \(Kendall Link\)](#) proposed a preferred rapid transit strategy comprised of a package of transit improvements that provide a good balance between costs and benefits. The preferred rapid transit strategy is composed of a range of elements that should be considered as short, mid and long term improvements:

Short-Term (1-5 years) Improvements:

- Planned "rapid-bus" upgrades to Kendall Drive and the County's "Buses-on-Shoulders" strategy
- An additional "rapid-bus" route is proposed to run north-south along SW 137th Avenue
- Begin implementation of the single-lane reversible Transitway on Kendall Drive between SW 97th Avenue and SW 167th Avenue.

Mid-Term (5-15 years) Improvements:

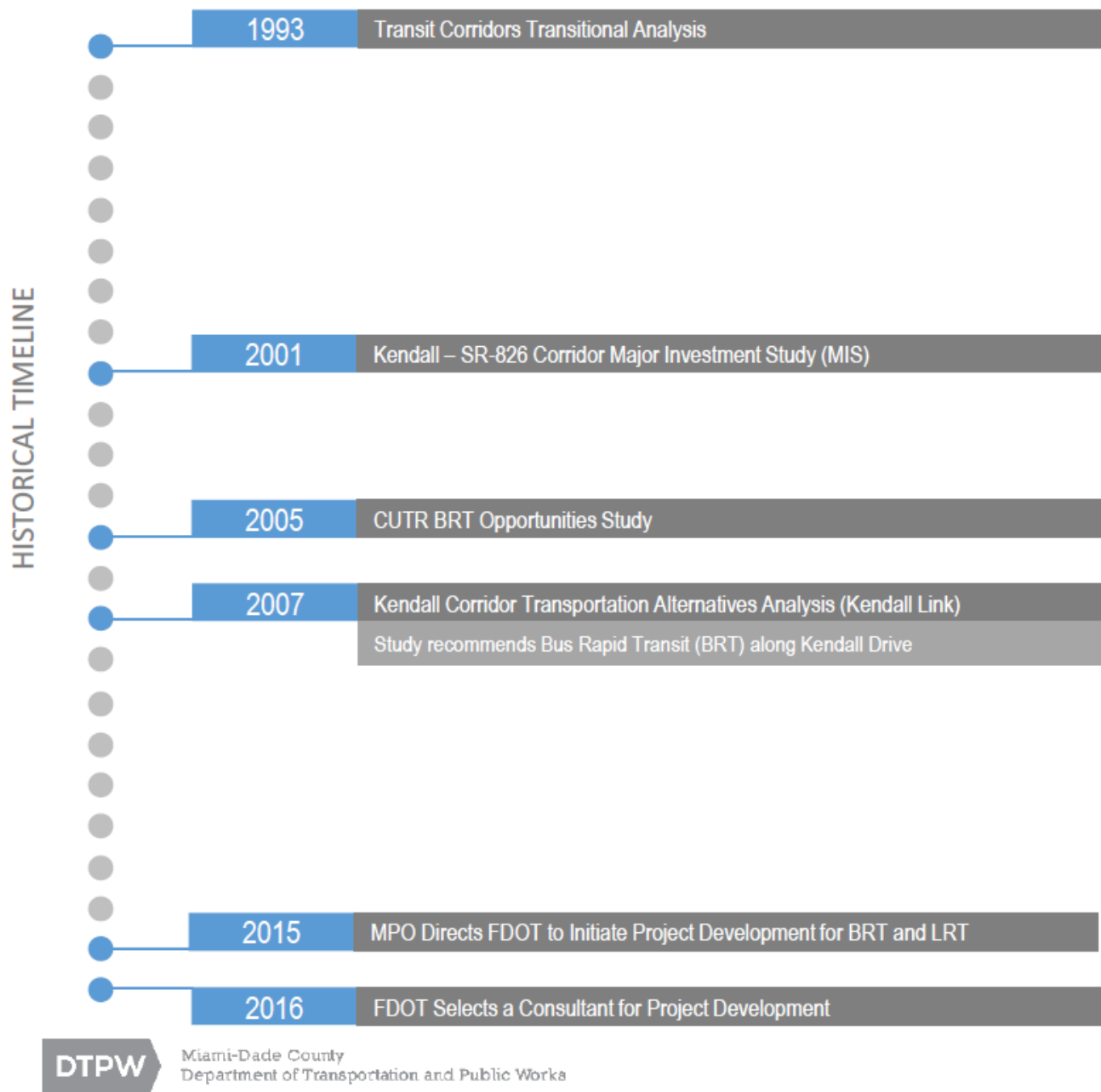
- Completion of the single-lane Transitway on Kendall Drive between SW 97th Avenue and SW 167th Avenue
- Construction of the dual-lane Transitway on Kendall Drive from SR 874 to Dadeland North
- Implementation of rapid transit service along the CSX Corridor and Kendall Drive Transitway

Long-Term (15+ years) Improvements:

- A double-lane exclusive Transitway could be provided on Kendall Drive west of SW 97th Avenue should demand warrant it.
- A second track could be added to the CSX Corridor portion of the DLRT route should demand warrant
- The Alternative C5 routing option to SW 157th Avenue may also bear reconsideration in the future as the southwest Kendall area continues to grow.

- An extension of Metrorail along the HEFT from FIU to SW 152nd Street or BRT along SW 137th Avenue should be evaluated again once a better understanding of future east-west transit service is developed.

The graphic below illustrates the historical timeline of the Kendall Corridor.



PROJECT DESCRIPTION

Implementation of rapid transit along SR 94/SW 88th Street (Kendall Drive) from the West Kendall Transit Terminal at SW 162nd Avenue to the Dadeland North Metrorail Station.

PROJECT SCHEDULE/STATUS

On February 16, 2016, the TPO Governing Board unanimously approved a policy to set as “highest priority” the advancement of rapid transit corridors and transit supportive projects for the Miami-Dade County. On April 21, 2016, the TPO Governing Board officially adopted and endorsed the proposed Strategic Miami Area Rapid Transit (SMART) Plan. The SMART Plan advances six rapid transit corridors including the Kendall Corridor.

The Florida Department of Transportation (FDOT), District Six, has been designated as the lead agency for the Kendall Corridor Project Development and Environment (PD&E) phase of the project. In 2016, FDOT, District Six, initiated a PD&E Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by mid-2018.

The funding plan for the Kendall Corridor is simultaneously under development. A Project Implementation Committee comprised of the stakeholders and funding partners from the corridor including the State, County and municipalities, will be established. The Committee will evaluate traditional and innovative funding strategies for the project including potentially pursuing Federal New or Small Starts funds.

INCREMENTAL IMPROVEMENTS

In June 2010, the department implemented Route 288 which provides limited-stop bus service with 12 minute peak-hour headways between the West Kendall Transit Terminal and the Dadeland North Metrorail Station. In February 2016, the department deployed Transit Signal Priority (TSP) along Kendall Drive in order to optimize bus operations along the Kendall Corridor.

FISCAL IMPACT

Project costs associated with rapid transit improvements along the Kendall Corridor will be updated and refined upon completion of FDOT’s PD&E study.

20. Northeast Corridor

Department: Transit
Phase: Planning
Completion Date: TBD
Funding Source(s): PTP/Surtax
Completion Percentage: N/A
Capital Budget: See [SMART Plan](#)

PROJECT BACKGROUND

The Northeast corridor project was among the original projects approved by voters as part of Exhibit 1 of the People's Transportation Plan (PTP) under Rapid Transit Improvement Projects.

The Northeast corridor was initially planned as a 13.6 mile corridor from Downtown Miami, through Little Haiti, to NW 215th Street, generally along the Biscayne Blvd/U.S. 1 Corridor and Florida East Coast railroad right-of-way.

PROJECT DESCRIPTION

Implementation of rapid transit along Biscayne Blvd/U.S. 1 Corridor from Downtown Miami to City of Aventura.

PROJECT SCHEDULE/STATUS

Tri-Rail Downtown Miami Link

The commuter rail component consists of the Tri-Rail Downtown Miami Link and the Tri-Rail Coastal Link. The South Florida Regional Transportation Authority (SFRTA) is the public agency that operates the Tri-Rail network. The Tri-Rail system began in 1989 and currently operates 72 miles of commuter rail along the CSX corridor (now known as the Tri-Rail corridor) from West Palm Beach to Miami International Airport (MIA).

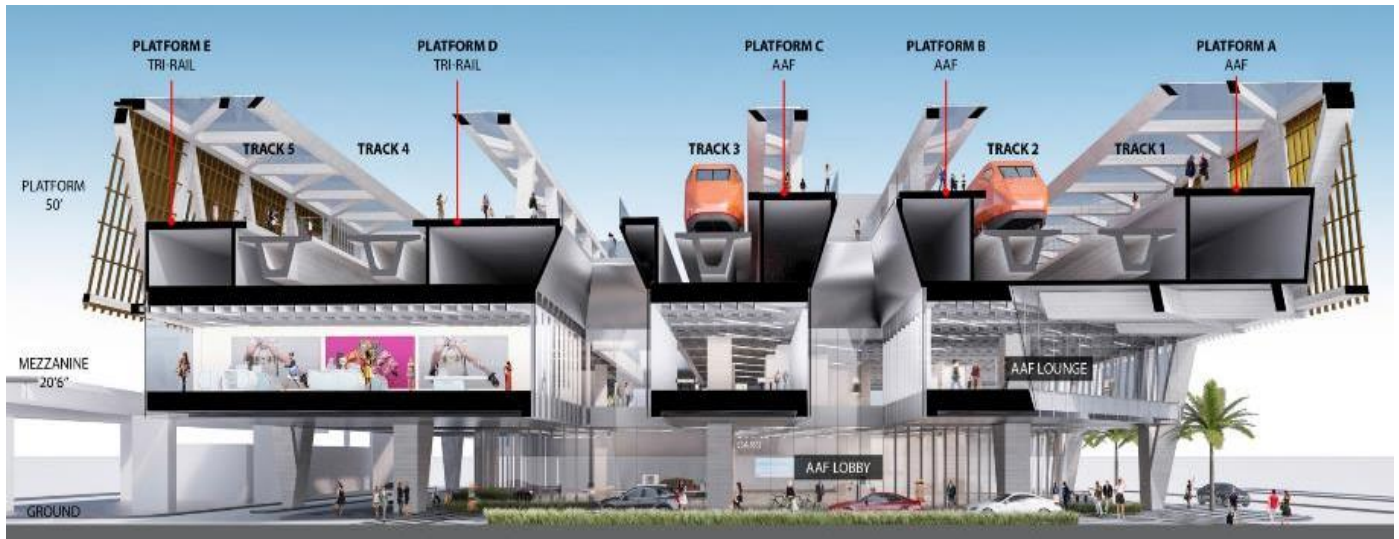
The Tri-Rail Downtown Miami Link is designed to bring commuter rail service from the existing Tri-Rail service to Downtown Miami. The current Tri-Rail service terminates in Miami-Dade County at MIA.

The Tri-Rail Downtown Miami Link takes advantage of two other major initiatives that have been underway. The first is the connection of a rail link between the Tri-Rail corridor and the Florida East Coast (FEC) corridor. This project has been funded by Florida Department of Transportation, through a federal Transportation Investment Generating Economic Recovery (TIGER) Grant. This project, initially conceived as part of the freight rail plan provides for the east-west movement of trains from the Port of Miami to western Miami-Dade County.

Additionally, All Aboard Florida (AAF) is establishing inter-city passenger rail service (recently rebranded as "Brightline") from Miami to Orlando. This project, which is currently under construction, includes a Miami Central Station which will be located immediately adjacent to the Miami-Dade Government Center and will consist of the rail station and a comprehensive transit oriented development with extensive retail office and residential projects.

SFRTA and AAF, realizing this potential and synergy have developed a plan that would, as part of the construction of the Miami Central Station, construct the tracks, platforms and station space needed for Tri-Rail. Additionally, Tri-Rail has

developed an operational plan that would, using the TIGER connector, bring existing Tri-Rail service to Downtown Miami with the opening of the Brightline. In late 2017, the project will bring over 26 commuter trains a day coming directly to Downtown Miami.



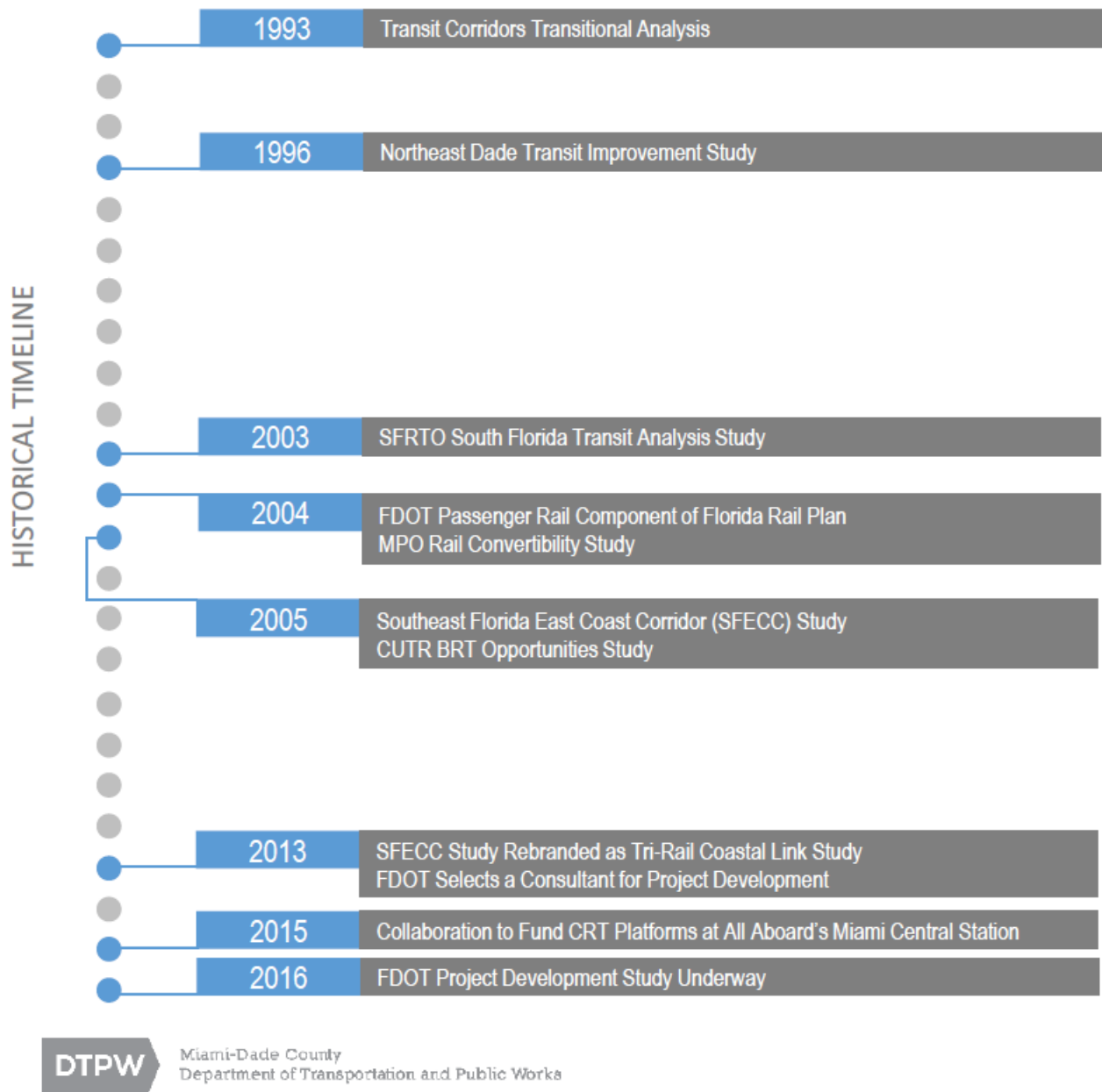
Tri-Rail Coastal Link

The new Tri-Rail station in the Miami Central Station will also be an essential and critical component of the Tri-Rail Coastal Link (TRCL) project, formerly known as the South Florida East Coast Corridor (SFECC) Project. The planned Tri-Rail Coastal Link service along the Florida East Coast (FEC) railway is a strategic investment for Southeast Florida and has the ability to enhance the long-term competitive position of our region. The Coastal Link will generate an extensive range of benefits that go beyond the direct impacts of any individual project, including spurring economic development, creating jobs, improving regional access and mobility, and providing opportunities for transit-oriented development.

The project is being managed by the Florida Department of Transportation (FDOT) – District 4. The SFECC Study proposed reintroducing passenger service along an 85-mile stretch of the 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. Commuter rail was selected as the preferred alternative.

In November 2012, representatives of the various South Florida stakeholders developed an agreement delineating 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 prepared a Memorandum of Understanding as to the process and responsibilities leading to the start of services, and a final version was approved by Southeast Florida Transportation Council (SEFTC) at its April 2013 meeting. In April 2014, the TRCL development team submitted a request to FTA to formally enter the planning and design (PD) phase, via completion and publication of the preliminary PD Report.

SFRTA and FDOT along with our partners at the Miami-Dade TPO, Broward and Palm Beach MPOs, the SEFTC, and the South Florida and Treasure Coast Regional Planning Councils are working diligently to make the Coastal Link service a reality in South Florida. The graphic below illustrates the historical timeline of the Northeast Corridor.



In April 2016, the TPO Governing Board adopted Resolution Number 26-16 endorsing the Strategic Miami Area Rapid Transit (SMART) Plan and directing the TPO Executive Director to Work with the TPO Fiscal priorities committee to determine the costs and potential funding sources for project development and environment study (PD&E) studies for six priority corridors, one of which is the Miami-Dade County's Portion of the Northeast Corridor.

PROJECT DESCRIPTION

Tri-Rail Coastal Link

The TRCL is planned to include 85 miles of service from Downtown Miami to Jupiter along the FEC corridor. It will include 25 stations including six in Miami-Dade County. These include the Downtown Miami Central Station, Midtown Design District, 79th Street, North Miami, North Miami Beach and Aventura. The project is designed so that certain segments, such as the Miami-Dade portion, could proceed on a faster track than the tri-county project.

Tri-Rail Downtown Miami Link

The Tri-Rail Downtown Miami Link is designed to bring commuter rail service from the existing Tri-Rail service on the CSX corridor to Miami Central Station located in Downtown Miami.

FISCAL IMPACT

Tri-Rail Coastal Link

Project costs associated with rapid transit improvements along the Northeast Corridor will be updated and refined upon completion of FDOT's PD&E study. The funding plan for the Corridor is simultaneously under development. A Project Implementation Committee comprised of the stakeholders and funding partners from the corridor including the State, County and municipalities, will be established. The Committee will evaluate traditional and innovative funding strategies for the project including potentially pursuing Federal New or Small Starts funds.

Tri-Rail Downtown Miami Link

The SFRTA component of All Aboard Florida's (AAF) Miami Central Station is estimated to cost \$69.0 million. It will be funded through a collaborative funding partnership including SFRTA, Miami-Dade County, the Transportation Trust, the City of Miami, the Miami Downtown Development Authority and two Community Redevelopment Agencies (CRA) where the project is located, the Southeast Overtown Park West CRA and the Omni CRA.

The County/CITT contribution is \$13.9 million from the Capital Expansion Reserve Fund (*see Capital Expansion Reserve Fund Projects, page 224*). These funds will be used for the Tri-Rail portion of the Miami Central Station.

21. Douglas Road Connector – Formerly-known-as Douglas Road Extension

Department: Transit
Phase: Planning
Completion Date: TBD
Funding Source(s): PTP/Surtax
Completion Percentage: Unavailable
Capital Budget: See [SMART Plan](#)

PROJECT BACKGROUND

The Douglas Road Extension project was among the original projects approved by voters as part of Exhibit 1 of the People’s Transportation Plan (PTP) under Rapid Transit Improvement Projects.

The Douglas Road Extension, as originally envisioned in the PTP, consisted of a 4.5-mile heavy rail extension from the existing Douglas Road Metrorail Station to the MIC along SW/NW 37th Avenue (Douglas Road).

PROJECT DESCRIPTION

Implementation of rapid transit along SW/NW 37th Avenue (Douglas Road) from the existing Douglas Road Metrorail Station to the Miami Intermodal Center (MIC). The Douglas Road Connector, connects two major employment centers, Miami International Airport and the Coral Gables Business District, as well as densely populated urban residential areas.

PROJECT SCHEDULE/STATUS

In May 2014, the Transportation Planning Organization (TPO) completed the Douglas Road Transit Corridor Study which examined the feasibility of implementing premium transit connecting the MIC and the Douglas Road Metrorail Station.

In April 2015, the TPO completed the Bus Rapid Transit (BRT) Implementation Plan along Transit Corridors Study in order to determine how best to proceed with implementation of full BRT along various PTP Corridors, including the Douglas Corridor.

In February 2016, the TPO Governing Board adopted Resolution Number 06-16, unanimously approving a policy to set as highest priority the advancement of Rapid Transit Corridors and transit supportive projects in Miami-Dade County.

The 2013-2014 Unified Planning Work Plan of the TPO also funds a new project study (started June completed mid-2014), [Douglas Road Transit Corridor study](#). The purpose of this study is to develop and evaluate feasible premium transit options connecting the Miami Intermodal Center (MIC) 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 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 [FY 2015-2024 DTPW Transit Development Plan Major Update](#) (page 8-30) proposes a new route in its 10-year Recommended Service Plan, Douglas Road Enhanced Bus Service. Preliminary cost estimate is \$15 million. Pending funding, this route would provide premium limited-stop transit service along NW/SW 37th Avenue connecting the MIC on the north and the Douglas Road Metrorail Station on the south. It is anticipated to operate with five 40-foot buses at 10 minutes peak and 20 minutes midday headways on weekdays in 2025.

FISCAL IMPACT

The original PTP Project was estimated to cost \$280 million as heavy rail and was anticipated to be implemented after 2035. Updated project cost estimates are currently unavailable.

22. South Corridor – Formerly-known-as Rail Extension to Florida City

Department: Transit
Phase: Planning
Completion Date: TBD
Funding Source(s): PTP/Surtax
Completion Percentage: N/A
Capital Budget: See [SMART Plan](#)

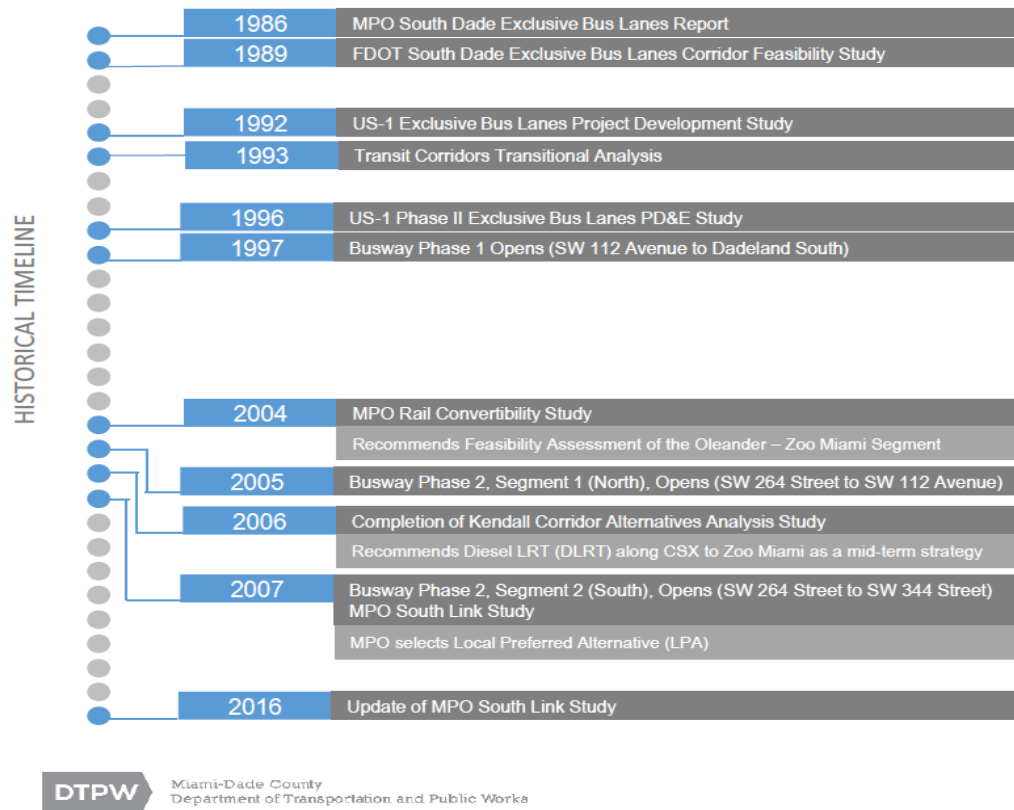
PROJECT BACKGROUND

The Rail Extension to Florida City project was among the original projects approved by voters as part of Exhibit 1 of the People’s Transportation Plan (PTP) under Rapid Transit Improvement Projects.

The South Miami-Dade Transitway (T-Way), formerly known as the South Miami-Dade Busway, is one of the United States’ first Bus Rapid Transit (BRT) corridors. The Transitway first opened in 1997. With subsequent extensions in the south, this 20-year old facility is now 19.6-miles long and provides local and limited-stop bus service from Florida City (SW 344th Street) in South Miami-Dade to the Dadeland South Metrorail Station, which provides a direct connection to the University of Miami, Brickell and the Miami Central Business District through Metrorail.

The original PTP project consisted of a 21-mile heavy rail, two-segment corridor south along U.S. 1. The first segment was planned from the Dadeland South Metrorail Station south to Cutler Ridge while the second segment was to 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 in 2002. Funding required to complete the originally-proposed heavy rail project was \$1.65 billion in 2005 dollars; it is in the year of expenditure (YOE) Capital Project Budget and does not include operating and maintenance (O&M) costs.

On April 21, 2016, the Transportation Planning Organization (TPO) Governing Board officially adopted and endorsed the proposed Strategic Miami Area Rapid Transit (SMART) Plan, which intends to advance six rapid transit corridors, along with a network system of Bus Express Rapid Transit service. The South Corridor is identified as one of the six rapid transit corridors in the SMART Plan, reflecting a strong desire for enhanced transit Level of Service (LOS) for this corridor. Since the adoption of the SMART Plan, actions have been taken to advance the Project Development and Environment (PD&E) study for the South Corridor to Priority I funded in the Long Range Transportation Plan. The graphic below illustrates the historical timeline of the South Corridor.



PROJECT DESCRIPTION

Implementation of rapid transit along the South Miami-Dade Transitway from the existing Dadeland South Metrorail Station to SW 344th Street.

PROJECT SCHEDULE/STATUS

On February 16, 2016, the TPO Governing Board unanimously approved a policy to set as “highest priority” the advancement of rapid transit corridors and transit supportive projects for the Miami-Dade County. On April 21, 2016, the TPO Governing Board officially adopted and endorsed the proposed Strategic Miami Area Rapid Transit (SMART) Plan. The SMART Plan advances six rapid transit corridors including the South Corridor.

DTPW has been designated as the lead agency for the South Corridor Project Development and Environment (PD&E) phase of the project. Professional services agreements were awarded in March 2017. The study will finalize the technology and cost estimate for the corridor.

The funding plan for the South Corridor is simultaneously under development. A Project Implementation Committee, comprised of the stakeholders and funding partners from the corridor including the State, County and municipalities, will be established. The Committee will evaluate traditional and innovative funding strategies for the project including potentially pursuing Federal New or Small Starts funds.

INCREMENTAL IMPROVEMENTS

Currently there is local and limited-stop service along the Transitway, with the quickest service between Southwest 344th Street park-and-ride and the Dadeland South Metrorail Station taking over one hour. In 2016 as part of an effort to improve on-time performance of routes and passenger experience, the department has increased the travel speed for bus routes along the Transitway by making traffic signal modifications. Moreover, in 2016, 24 new 60-foot articulated buses were deployed on Routes 34 (Transitway Flyer) and 38 (Transitway MAX) which will increase capacity on these routes and improve passenger comfort.

FISCAL IMPACT

Project costs associated with rapid transit improvements along the South Corridor will be updated and refined upon completion of the PD&E study.

PAGE INTENTIONALLY BLANK