STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN

Department: **DTPW**
Phase: Planning
Completion Date: TBD
Funding Source(s): Various
Completion Percentage: Not Available
Capital Budget: Project # 672670 (See Page 298)
Commission District: **Countywide**

PROJECT BACKGROUND

The Strategic Miami Area Rapid Transit (SMART) Plan will expand the Miami-Dade Metrorail system with rapid transit options along six (6) critical corridors that are linked to local, regional, national, and global economic markets, as highlighted below. Another critical component of the SMART Plan will be a network of Express Buses that will connect the SMART Rapid Transit corridors on limited access facilities, promoting the active expansion of the South Florida Express Lanes Network with the implementation of six (6) identified Bus Express Rapid Transit express lane concepts. This innovative approach effectively expands the reach of transit in the Miami urbanized region.

- **Beach Corridor:** Highest tourist demand in region with major employment centers
- **East-West Corridor:** Heaviest commuter travel for international, state and local businesses
- **Kendall Corridor:** One of the most congested arterial roadways with highest demand to Central Business District (CBD)
- **North Corridor:** Critical regional mobility linkage for statewide transit and freight expansion
- **Northeast Corridor:** One of the nation's largest urban areas with over 5.5 million residents
- **South Dade TransitWay :** Fastest population growth in Miami-Dade County

About 1.7 million people live within a 2-mile radius of the SMART Plan alignments, representing approximately 63% of the most populous county in Florida (see maps on following maps). As an example, residents represented in the South Corridor, such as Homestead, travel 2:15 hours each way, each day to reach the Central Business District. This represents additional traffic cost in the commute time, or time wasted, due to lack of mobility options and traffic congestion. The SMART Plan will provide mobility options so people can make better use of their time. In the case of the South Corridor, implementation of rapid transit may reduce trip time up to 45 minutes.

In 2002, Miami-Dade voters approved a half penny sales surtax to demonstrate a local commitment to mass-transit expansion. This local commitment indicates the desire and dedication of Miami-Dade County to seek and implement alternative transportation modes to connect all areas of the community. This dedicated funding source is available to match State and Federal funds for the implementation of this plan. It is anticipated that the overall cost of the SMART plan is approximately $3.6 billion. State and Federal funding partnerships will be critical to deliver these projects (see attached table for estimated costs by corridor).

In September 2015, the Miami-Dade Transportation Planning Organization (TPO) Governing Board adopted Resolution Number 31-15, which amended the FY 2016 Transportation Improvement Program to delete selected Enhanced Bus Service Projects and reallocate said funds to three new projects as follows: "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." However, bus purchase components of the Biscayne,

Flagler and NW 27th Avenue Express Bus Service projects remain funded and are proceeding in order to provide near-term capacity improvements along these corridors.

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. As a result, TPO staff and Governing Board members embarked on a peer exchange whereby they visited similar urban areas who have successfully implemented their respective comprehensive transit plans. At the same time, the TPO Transit Solutions Committee met locally to obtain and consider input from transportation partner agencies, elected officials, and the public at large for a plan that they then developed and recommended for approval by the full TPO Board.

On April 21, 2016, the TPO Governing Board officially adopted and endorsed the proposed SMART Plan. To ensure the SMART Plan moves forward, the TPO Governing Board directed the Miami-Dade TPO Executive Director to work with the TPO Fiscal Priorities Committee to determine the costs and potential sources of funding for Project Development and Environment (PD&E) studies for the projects, and to also take all necessary steps to implement the SMART Plan.

PROJECT DESCRIPTION

The SMART Plan is a bold infrastructure investment program that will significantly improve transportation mobility and will provide a world-class system that will support economic growth and competitiveness in the global arena. Miami is a global hub representing not only the Gateway of the America's, but also the Nation's southeast capital for international freight and cargo, as well as the number one passenger cruise port in the world. Miami-Dade Mayor Carlos A. Gimenez has declared that the advancement of transportation infrastructure is the top priority for Miami-Dade County which is the most populous county in Florida, representing 2.7 million residents living in the Miami Urbanized Area of over 5.5 million people. In addition, the TPO has prioritized the advancement of the SMART Plan, which is strongly supported by public and private sector partners, residents, and elected officials. The SMART Plan represents a vision for our region that is both strategic and far-reaching, creating a system of multiple transportation options by leveraging existing infrastructure, and integrating technology at the highest levels. The plan is comprehensive, proactive and supports the future population and employment growth anticipated in our region. The Federal Highway Administration estimates the annual cost of congestion to motorists in urban areas is approximately $7 billion. This represents a significant cost and economic disadvantage that if not addressed, will result in urban areas like Miami being left behind. Miami-Dade County has become a region of global significance that attracts people from all over the world to live, work and play. Labor force and employment growth in Miami-Dade greatly exceeded national growth from 2010 to 2015. Research shows that Transit Mobility directly affects quality of life and economic vitality. As Miami-Dade continues to grow, the SMART Plan will ensure that current and future residents will have the most efficient and effective transportation network to get to where they are going, faster and safer. The SMART Plan represents mobility insurance for our region.

The Miami-Dade County transportation team is working to change the approach to mobility by creating a system that offers multiple options throughout the county, leverages existing infrastructure, and integrates technology at the highest levels. There are limited opportunities to widen and/or build new roads, therefore the need to extend mass-transit system represents a balanced approach necessary to address roadway congestion and connect communities to educational and employment centers. This balanced approach is needed to ensure the community continues to grow and thrive in the future.

In order to improve livability and ensure economic growth in the future, it is important to improve mobility in Miami-Dade County. Miami-Dade County's SMART Plan helps accomplish this by connecting major airport and seaport facilities to the rest of our population and ultimately the entire United States. The goal is to make Miami-Dade County a car-optional community by ensuring that mass-transit options are available everywhere in the County and region.

PROJECT SCHEDULE/STATUS

See Below Miami-Dade County Rapid Transit Corridor Plan.

FISCAL IMPACT

Project cost associated with the SMART Plan will be updated and refined upon completion of a future PD&E studies for each corridor. Capital Reserve Funding, amongst other funding sources, has been approved to fund the PD&E Studies for Beach Corridor, East-West Corridor and South-Dade TransitWay.

Capital Reserve Funding has also been approved to fund the TPO Project Implementation Plan (IP). The Project IP is designed to support the PD&E phase of the project by fully engaging all of the stakeholders in the corridor through a multi-agency partnership.

MIAMI-DADE COUNTY'S STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN

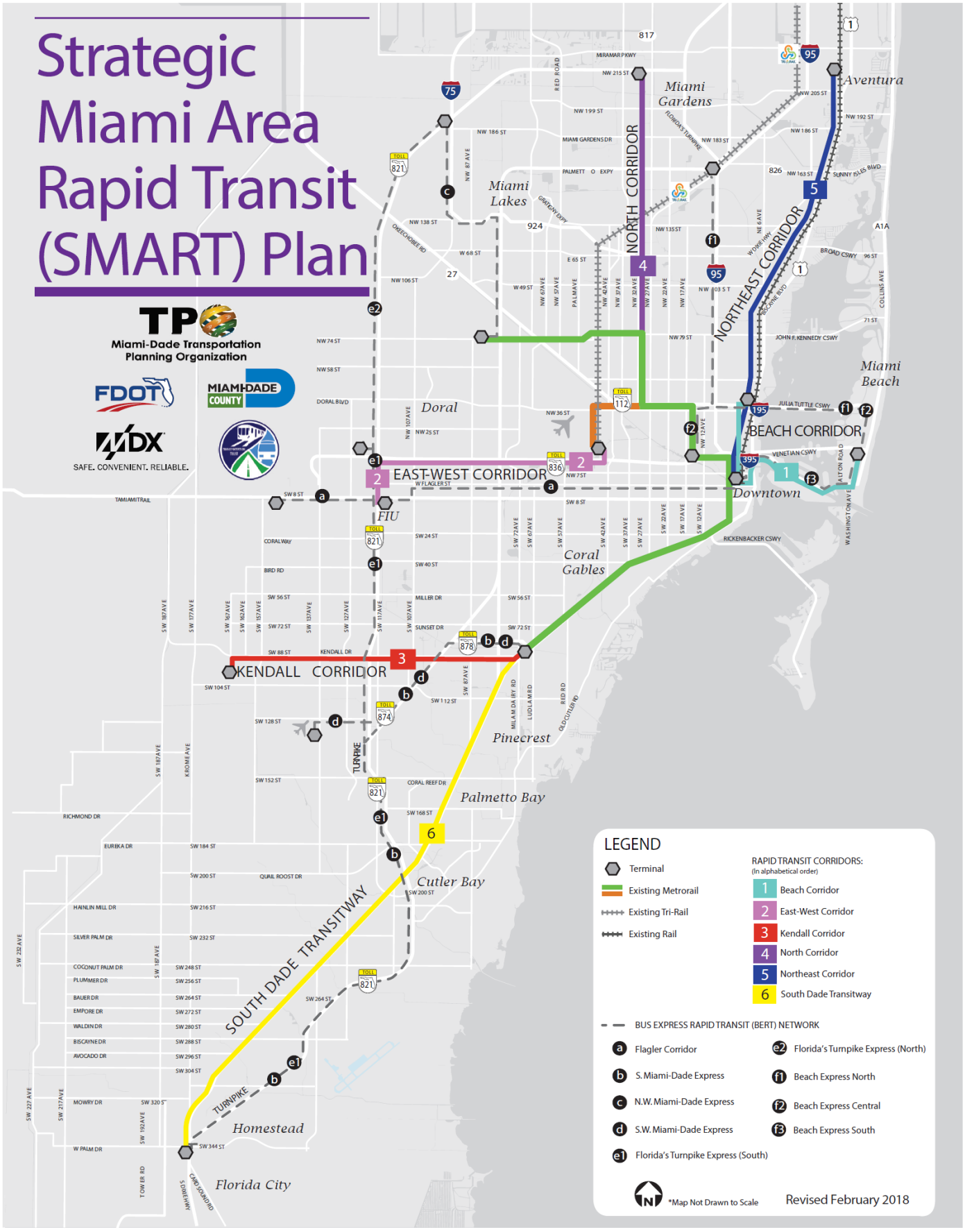
Status Update June 28, 2017

Corridor Name	Limits	Corridor Length (miles)	Lead Agency	Start Date	End Date	FTA Class of Action (COA)	Recent Milestone	Upcoming Milestone
North Corridor (NW 27th Avenue)	Miami Intermodal Center (MIC) to NW 215th Street	12	FDOT-6	Jun-16	Aug-18	Anticipated Dec 2017	Project Briefings at various Civic Organizations, Interagency workshop to identify viable alternatives. PAC Meeting #2 June 27, 2017 to present viable alternatives	Alternatives Public Workshop Nov 2017
Beach Corridor	Miami Beach Convention Center to the Miami Design District (at or near NE 41st Street and NE 2nd Avenue	9.7	DTPW	May-17	Mar-18	TBD	N/A	Elected Officicals July 26, 2017. Public Kick-off scheduled for July 26th & 27th 2017.
East-West Corridor	Miami Intermodal Center (MIC) to Florida International University (FIU)	11	DTPW	Apr-17	Mar-18	TBD	Public Kick-off held June 13th and 15th 2017	Corridor Workshops Fall 2017
South Corridor	Florida City to Dadeland South Metrorail Station	20	DTPW	Apr-17	Mar-18	Environmental Assessment (EA)	Public Kick-off held May 31, 2017	Corridor Workshops Fall 2017
Tri-Rail Coastal Link (Northeast/ FEC Corridor)	Downtown Miami to City of Aventura (Miami-Dade segment)	13.5	FDOT-4; DTPW	On Hold	On Hold	TBD	N/A	N/A
Kendall Corridor	SW 167th Avenue to Dadeland Area Metrorail Stations	10	FDOT-6	Jun-16	Aug-18	TBD	Identification of Viable Alternatives 6/9/17. PAT Meeting #2 June, 29, 2017 to present viable alternatives	Alternatives Public Workshop Oct 2017

SMART PLAN
BUS EXPRESS RAPID TRANSIT (BERT) NETWORK

Project Name	SMART PLAN Route #	Location	Project Description	Distance (miles)	Commission District
Flagler Corridor	a	Flagler from SR-821/HEFT/SW 147th Avenue to Miami Central Station	Route will provide Bus Rapid Transit (BRT) service along Flagler Street from SR-821/HEFT to Miami Central Station. Headways will vary depending on the operating plan, which includes local bus service and limited stop service.	15.4	5, 6, 10, 11, 12
S Miami-Dade Express	b	SW 344 St. Transitway Station/Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	24.7	7, 9
NW Miami-Dade Express	c	Miami Gardens Station / Palmetto Metrorail Station	Route will provide express bus service from the Miami Gardens Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours	8.9	12
SW Miami-Dade Express	d	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	8.5	7, 11
Florida's Turnpike Express (South)	e1	344 St. Transitway Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to Dolphin Station. Headways will be 10 minutes during peak hours.	28.0	9, 11
Florida's Turnpike Express (North)	e2	FIU Panther Station/Miami Gardens Station	Route will provide express bus service from the FIU Panther Station to the Miami Gardens Station. This route will operate all day with 20 minute headways.	14.4	12,13
Beach Express North	f.1	Golden Glades Intermodal Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 8:00pm.	13.8	2, 5
Beach Express Central	f.2	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 9:00pm.	8.7	3, 5
Beach Express South	f.3	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day with 10 minute headways. Service Span will be from 5:00am to 2:00am.	6.3	3, 5
			TOTAL DISTANCE (miles)	**128.7**	

Strategic Miami Area Rapid Transit (SMART) Plan



SMART Plan - East-West Corridor Transit Oriented Development (TOD) Project

Department: **DTPW**
Phase: Design
Completion Date: September 2019
Funding Source(s): **Capital Reserve Expansion Funds (CERF)**
Completion Percentage: N/A
Capital Budget: Project #672670, (See Page 298)
Commission District: **6,10,11,12**

PROJECT BACKGROUND

On April 14, 2016, the United States Department of Transportation (USDOT), Federal Transit Administration (FTA) published a Notice of Funding Opportunity (NOFO) (81 FR 22155) announcing the availability of $20.49 million in federal funding for the Pilot Program for Transit Oriented Development (TOD) Planning projects. The program supports comprehensive planning efforts associated with new fixed guideway and core capacity improvement projects that are seeking or have recently received funding through FTA's Fixed Guideway Capital Investment Grants. In response to the NOFO, the Miami-Dade County Department of Transportation and Public Works (DTPW) submitted a grant application in June 2016 to USDOT, FTA requesting $960,000 in federal funding to be used to prepare a Master TOD Plan for the County's East-West Rapid Transit Corridor. In October 2016, DTPW's Master TOD Plan for the County's East-West Rapid Transit Corridor project was one of 16 projects selected by the FTA to receive federal funding.

PROJECT DESCRIPTION

The East-West Corridor is one of six premium transit corridors included in the Strategic Miami Area Rapid Transit Plan as endorsed by the Miami-Dade Transportation Planning Organization Governing Board. DTPW will conduct a comprehensive planning effort that will inform transit and land use planning in the East-West Corridor, an 11-mile corridor linking the Miami Intermodal Center at Miami International Airport with Florida International University and the western communities of Miami-Dade County. DTPW is currently finalizing a draft scope of services for this project.

PROJECT SCHEDULE/STATUS

The scheduled completion date is September 2019.

FISCAL IMPACT

The estimated project cost for this project is $240,000 using **Capital Reserve Expansion Funds (CERF).**

Project Description	Original* Baseline PTP Cost Estimate	Increase (Decrease)	Revised PTP Cost Estimate as of 9/30/2018	Actual PTP Expenditures through 9/30/2018	Projected PTP Expenditures FY 2019	Estimated Remaining PTP Balance	Baseline Completion Date	Revised Completion Date
Smart Plan PD&E Study - East-West ***Capital Reserve***	240,000	-	240,000	240,000	-	-	UNAVAILABLE	September-19

SMART Plan - Bus Express Rapid Transit (BERT) Network

Department: **DTPW**
Phase: Design
Completion Date: September 2019
Funding Source(s): Capital Reserve Expansion Funds (CERF)
Completion Percentage: N/A
Capital Budget: Project #672670, (See Page 298)
Commission District: **Countywide**

PROJECT BACKGROUND

In February 2016, the Miami-Dade 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 County. On April 2016, the TPO Governing Board adopted the Strategic Miami Area Rapid Transit (SMART) Plan, which includes six (6) rapid transit corridors and a Bus Express Rapid Transit (BERT) network. Subsequently, the Department of Transportation and Public Works (DTPW) staff started the planning activities for implementation of the BERT network. DTPW preliminarily assessed the infrastructure needs for the BERT network. Necessary infrastructure projects such as, but not limited to, new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections are needed to implement the BERT network. This effort is being completed in coordination with transportation entities such as Florida Department of Transportation (FDOT), Miami-Dade Expressway Authority and Florida's Turnpike Enterprise to ensure transit access to roadways are supported.

PROJECT DESCRIPTION

The BERT network is made up of nine (9) bus routes that provide service throughout the County. The table below from the 2017 Transit Development Plan provides detail for each of these express routes.

Table 6-2: Strategic Miami Area Rapid Transit (SMART) Plan - Bus Express Rapid Transit (BERT) Network									
SMART Plan Route #	Project Name	Location	Project Description	Project Length (Miles)	Commission District	Cost (in 000s)		Number of Buses	2040 LRTP Status
						Capital Cost†	O&M (Annual)		
a	Flagler Corridor	Tamiami Station/SW 147th Avenue to Downtown Miami	In 2016, FDOT initiated 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/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.	15.4	5, 6, 10, 11, 12	$5,521 (Cost of PD&Study Only)	TBD	10	Priority I
b	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	24.7	7, 9	$15,000	$2,915	15	N/A
c	NW Miami-Dade Express	Miami Gardens Station / Palmetto Metrorail Station	Route will provide express bus service from the Miami Gardens Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours	8.9	12	$8,000	$1,458	8	N/A
d	SW Miami-Dade Express	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	8.5	7, 11	$8,000	$1,458	8	N/A
e1	Florida's Turnpike Express (South)	344 St. Transitway Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to Dolphin Station. Headways will be 10 minutes during peak hours.	28.0	9, 11	$16,000	$3,158	16	N/A
e2	Florida's Turnpike Express (North)	FIU Panther Station/Miami Gardens Station	Route will provide express bus service from the FIU Panther Station to the Miami Gardens Station. This route will operate all day with 20 minute headways	14.4	12, 13	$4,000	$2,221	4	N/A
f1	Beach Express North	Golden Glades Intermodal Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 8:00pm.	13.8	2, 5	$9,000	$2,742	9	N/A
f2	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 9:00pm.	8.7	3, 5	$6,000	$2,100	6	N/A
f3	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day with 10 minute headways. Service Span will be from 5:00am to 2:00am.	6.3	3, 5	$6,000	$3,644	6	N/A
Total Distance of BERT Network is 128.7 miles					TOTALCOST (000S)	$72,000	$19,696		

PROJECT SCHEDULE/STATUS

Among all of the BERT routes, some are further advanced than others based on the infrastructure needs. Routes b, e1, and f3 are anticipated to be implemented in 2018. Routes c, d, e2, f1, and f2 will be the next routes to be implemented. Route a (Flagler Corridor) is undergoing a project development & environment study carried out by FDOT and is expected to be completed by mid-2018. Based on the results of the study, a more detailed project schedule and funding requirements will be developed.

FISCAL IMPACT

The baseline estimated PTP cost for completing the planning/environmental studies for the BERT network is $2 million as reflected in the FY 2018-2023 Five-Year Implementation Plan and remains the same.

Project Description	Original* Baseline PTP Cost Estimate	Increase (Decrease)	Revised PTP Cost Estimate as of 9/30/2018	Actual PTP Expenditures through 9/30/2018	Projected PTP Expenditures FY 2019	Estimated Remaining PTP Balance	Baseline Completion Date	Revised Completion Date
Smart Plan Bus Express Rapid Transit (BERT) Network PD&E ***Capital Reserve***	2,000,000	-	2,000,000	500,000	1,500,000	-	UNAVAILABLE	September-19

SMART Plan - Project Development & Environment (PD&E) Study for the Beach Corridor

Department: **DTPW**
Phase: Planning
Completion Date: Spring 2019 (selection of LPA)
Funding Source(s): PTP CERF, FDOT, City of Miami, City of Miami Beach
Completion Percentage: 20%
Capital Budget: Project #672670 (See Page 298)
Commission District: **Countywide**

PROJECT BACKGROUND

The Strategic Miami Area Rapid Transit (SMART) Plan is a bold infrastructure investment program that will significantly improve transportation mobility and will provide a world-class system that will support economic growth and competitiveness in the global arena. Miami-Dade Mayor Carlos A. Gimenez along with the Miami-Dade Transportation Planning Organization (TPO) has prioritized the advancement of the SMART Plan as the top priority for the County, which is also strongly supported by public and private sector partners, residents, and elected officials. The SMART Plan represents a vision for our region that is both strategic and far-reaching by creating a system of multiple transportation options that leverage existing infrastructure and integrate technology at the highest levels. The plan is comprehensive, proactive, and supports the future population and employment growth anticipated in our region.

There are limited opportunities to widen and/or build new roads. Therefore the need to extend mass-transit represents the balanced approach necessary to address roadway congestion and connect communities to educational and employment centers. This balanced approach is needed to ensure the community continues to grow and thrive in the future. In order to improve livability and ensure economic growth in the future, it is important to improve mobility. Miami-Dade County's SMART Plan helps accomplish this by connecting major activity centers, employment areas, airports, and educational institutions to the rest of our population and ultimately the entire United States. The goal is to make Miami-Dade County a car-optional community by ensuring that mass-transit options are available everywhere in the County and region.

PROJECT DESCRIPTION

The Beach Corridor PD&E, which began in May 2017, will analyze approximately 9.7 miles between the cities of Miami and Miami Beach, crossing Biscayne Bay to link Downtown Miami to Miami Beach. The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands. DTPW initiated a Project Development & Environment (PD&E) study to evaluate premium transit solutions in this corridor in May 2017.

PROJECT SCHEDULE/STATUS

As of June 2018, the Beach Corridor PD&E Study is anticipating the selection of a Locally Preferred Alternative (LPA) by the spring of 2019 and to receive FTA's Class of Action Determination by the fall of 2019.

FISCAL IMPACT

The baseline PTP cost estimate is $3.75 million.

Project Description	Original* Baseline PTP Cost Estimate	Increase (Decrease)	Revised PTP Cost Estimate as of 9/30/2018	Actual PTP Expenditures through 9/30/2018	Projected PTP Expenditures FY 2019	Estimated Remaining PTP Balance	Baseline Completion Date	Revised Completion Date
Smart Plan PD&E Study - Beach ***Capital Reserve***	3,750,000	999,000	4,749,000	1,584,000	3,165,000	-	UNAVAILABLE	September-19

SMART Plan - Project Development & Environment (PD&E) Study for the South Dade TransitWay

Department: **DTPW**
Phase: Planning
Completion Date: Summer 2018 (selection of LPA)
Funding Source(s): **Capital Reserve Expansion Funds (CERF)**
Completion Percentage: 40%
Capital Budget: Project #672670 (Page 298)
Commission District: **7, 8, 9**

PROJECT BACKGROUND

The Strategic Miami Area Rapid Transit (SMART) Plan is a bold infrastructure investment program that will significantly improve transportation mobility and will provide a world-class system that will support economic growth and competitiveness in the global arena. Miami-Dade Mayor Carlos A. Gimenez along with the Miami-Dade Transportation Planning Organization (TPO) has prioritized the advancement of the SMART Plan as the top priority for the County, which is also strongly supported by public and private sector partners, residents, and elected officials. The SMART Plan represents a vision for our region that is both strategic and far-reaching by creating a system of multiple transportation options that leverage existing infrastructure and integrate technology at the highest levels. The plan is comprehensive, proactive, and supports the future population and employment growth anticipated in our region.

There are limited opportunities to widen and/or build new roads. Therefore the need to extend mass-transit represents the balanced approach necessary to address roadway congestion and connect communities to educational and employment centers. This balanced approach is needed to ensure the community continues to grow and thrive in the future. In order to improve livability and ensure economic growth in the future, it is important to improve mobility. Miami-Dade County's SMART Plan helps accomplish this by connecting major activity centers, employment areas, airports, and educational institutions to the rest of our population and ultimately the entire United States. The goal is to make Miami-Dade County a car-optional community by ensuring that mass-transit options are available everywhere in the County and region.

PROJECT DESCRIPTION

The South-Dade Transitway PD&E, which began in April 2017, will analyze approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway (fka Busway) to the SW 344th Street Park-and-Ride/Transit Terminal Facility. This corridor will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This rapid transit project facilitates the highest demand of passengers traveling to and from southern Miami-Dade to Downtown Miami. DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017.

PROJECT SCHEDULE/STATUS

DTPW received FTA's Class of Action Determination in the summer of 2017, which included NEPA clearance for the BRT alternative and the requirement for an Environmental Assessment (EA) for the rail alternative.

FISCAL IMPACT

The baseline PTP cost estimate is $7 million.

Project Description	Original* Baseline PTP Cost Estimate	Increase (Decrease)	Revised PTP Cost Estimate as of 9/30/2018	Actual PTP Expenditures through 9/30/2018	Projected PTP Expenditures FY 2019	Estimated Remaining PTP Balance	Baseline Completion Date	Revised Completion Date
Smart Plan PD&E Study - S.Dade Transitway ***Capital Reserve***	7,000,000	96,460,000	103,460,000	3,572,000	3,428,000	-	UNAVAILABLE	September-19

SMART Plan - Project Development & Environment (PD&E) Study for the East-West Corridor

Department: **DTPW**
Phase: Planning
Completion Date: Winter 2018 (selection of LPA)
Funding Source(s): **Capital Reserve Expansion Funds (CERF)**
Completion Percentage: 25%
Capital Budget: Project #672670 (Page 298)
Commission District: **6, 10, 11, 12**

PROJECT BACKGROUND

The Strategic Miami Area Rapid Transit (SMART) Plan is a bold infrastructure investment program that will significantly improve transportation mobility and will provide a world-class system that will support economic growth and competitiveness in the global arena. Miami-Dade Mayor Carlos A. Gimenez along with the Miami-Dade Transportation Planning Organization (TPO) has prioritized the advancement of the SMART Plan as the top priority for the County, which is also strongly supported by public and private sector partners, residents, and elected officials. The SMART Plan represents a vision for our region that is both strategic and far-reaching by creating a system of multiple transportation options that leverage existing infrastructure and integrate technology at the highest levels. The plan is comprehensive, proactive, and supports the future population and employment growth anticipated in our region.

There are limited opportunities to widen and/or build new roads. Therefore the need to extend mass-transit represents the balanced approach necessary to address roadway congestion and connect communities to educational and employment centers. This balanced approach is needed to ensure the community continues to grow and thrive in the future. In order to improve livability and ensure economic growth in the future, it is important to improve mobility. Miami-Dade County's SMART Plan helps accomplish this by connecting major activity centers, employment areas, airports, and educational institutions to the rest of our population and ultimately the entire United States. The goal is to make Miami-Dade County a car-optional community by ensuring that mass-transit options are available everywhere in the County and region.

PROJECT DESCRIPTION

The East-West Corridor PD&E, which began in April 2017, will analyze approximately 11 miles from Miami International Airport west along the SR-836/Dolphin Expressway to the Turnpike in the vicinity of Florida International University (FIU). It provides multimodal options that mitigate the severe traffic congestion along SR-836 which is the only east-west expressway in central Miami-Dade County. This project will serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Dolphin Mall, and major employment areas like the City of Doral and the Blue Lagoon area. DTPW initiated a PD&E study to evaluate premium transit solutions in this corridor in April 2017.

PROJECT SCHEDULE/STATUS

As of June 2018, the East-West Corridor PD&E Study is anticipating the selection of a Locally Preferred Alternative (LPA) by the winter of 2018 and to receive FTA's Class of Action Determination by the summer of 2019.

FISCAL IMPACT

The baseline PTP cost estimate is $9 million.

Project Description	Original* Baseline PTP Cost Estimate	Increase (Decrease)	Revised PTP Cost Estimate as of 9/30/2018	Actual PTP Expenditures through 9/30/2018	Projected PTP Expenditures FY 2019	Estimated Remaining PTP Balance	Baseline Completion Date	Revised Completion Date
Smart Plan PD&E Study - East-West ***Capital Reserve***	9,000,000	-	9,000,000	4,653,000	4,347,000	-	UNAVAILABLE	September-19

SMART Plan - Transportation Planning Organization (TPO)

Department: Miami-Dade Transportation Planning Organization (TPO)
Phase: Planning
Completion Date: 2020
Funding Source(s): Capital Reserve Expansion Funds (CERF)
Completion Percentage: 0%
Capital Budget: Project #672670 (Page 298)
Commission District: **Countywide**

PROJECT BACKGROUND

This effort is identified in the Miami-Dade Transportation Planning Organization (TPO), formerly Metropolitan Planning Organization (MPO), Unified Planning Work Program (UPWP) for Fiscal Years 2017 and 2018 under Task 5.15 "Implementation of the Strategic Miami Area Rapid Transit (SMART) Plan".

On February 18, 2016, the TPO Governing Board approved Resolution #06-16, establishing a policy to set as highest priority the advancement of rapid transit projects in Miami-Dade County. As a result, the Miami-Dade TPO Governing Board approved on April 21, 2016, Resolution #26-16 endorsing the SMART Plan and directing the TPO Executive Director to work with the MPO's Fiscal Priorities Committee to determine the costs and potential sources of funding for project development and environmental study for said projects. The TPO Executive Director was further directed to take all necessary steps to implement the SMART Plan, which consists of:

SMART PLAN COMPONENTS		
#	**CORRIDORS**	**BUS EXPRESS RAPID TRANSIT (BERT) NETWORK**
1	Beach	Flagler Corridor
2	East-West	South Miami-Dade Express
3	Kendall	NW Miami-Dade Express
4	North	SW Miami-Dade Express
5	Northeast	Florida Turnpike Express
6	South Dade TransitWay	Beach Express (North/Central/South)

PROJECT DESCRIPTION

Support the advancement of the SMART Plan through analysis, monitoring, updating and engagement of the Miami-Dade TPO in associated technical and policy activities for each of the six (6) rapid transit corridors and six (6) Bus Express Rapid Transit (BERT) network projects identified in the SMART Plan.

PROJECT SCHEDULE/STATUS

Five consultants are under contract to conduct the studies to advance each of the six (6) corridors and six (6) BERT network projects identified in the SMART Plan.

FISCAL IMPACT

The baseline PTP cost estimate is $3 million.

Project Description	Original* Baseline PTP Cost Estimate	Increase (Decrease)	Revised PTP Cost Estimate as of 9/30/2018	Actual PTP Expenditures through 9/30/2018	Projected PTP Expenditures FY 2019	Estimated Remaining PTP Balance	Baseline Completion Date	Revised Completion Date
TPO Project Implementation Plan (IP) ***(Funded with Capital Reserve Funds)***	3,000,000	-	3,000,000	-	1,800,000	1,200,000	Unavailable	Sept-20