2015 Transportation Summit
Citizens' Independent Transportation Trust (CITT)

Status of Rapid Transit Corridors in Miami-Dade County

Presented by:

January 22, 2015
Rapid Transit Corridor Projects

Historical Overview

1984 - 1986 Metrorail & Metromover
1989 Tri-Rail
1994 Metromover Extensions
1997 Busway
2003 Metrorail Ext To Palmetto Station
2005 Busway Ext To Naranja
2007 Busway Ext To Florida City
2012 Metrorail Ext To MIC

Network 86
Rapid Transit Corridor Projects

People’s Transportation Plan (PTP)

- **AirportLink** – Completed in 2012
- **North Corridor**
- **East-West Corridor**
- **Beach Corridor (Bay Link)**
- **Northeast Corridor (Coastal Link)**
- **South Corridor (South Link)**
- **Kendall Corridor (Kendall Link)**
- **Douglas Road Corridor**
Rapid Transit Corridor Projects
North Corridor

- Planned Enhanced Bus Service (EBS) service along NW 27th Avenue
- Bus Rapid Transit (BRT) being analyzed as part of the BRT Implementation Plan
- Connecting to Metrorail and Miami Intermodal Center (MIC)
- BRT improvements consist of dedicated curbside bus lanes along curbside, bus stations, branding and more frequent service along NW 27th Avenue
- BRT improvement identified in the 2040 Long Range Transportation Plan as a cost-feasible project.
Rapid Transit Corridor Projects
East-West Corridor

• Express Bus Service is programmed along SR-836
• Enhanced Bus Service (EBS) has been planned along Flagler Street
• BRT being analyzed along Flagler Street as part of the BRT Implementation Plan
• BRT improvements consist of dedicated curbside bus lanes along Flagler Street with bus stations, branding and increased service frequencies
• Passenger rail service along existing parallel rail corridors being examined by the Miami-Dade MPO
Rapid Transit Corridor Projects
Northeast Corridor

- Planned EBS improvements are programmed along Biscayne Blvd
- Construction of the inter-city All Aboard Florida (AAF) project first phase (WPB to Miami) has begun
- Planning for the Tri-Rail Coastal Link (TRCL) commuter rail service between Jupiter and Miami to enter FTA’s Project Development Phase
- TRCL and AAF continue close coordination regarding infrastructure and service options
Rapid Transit Corridor Projects
South Corridor

- MPO approved (2006) policy for enhanced BRT and Metrorail extension to SW 104th Street, including grade separation at major intersections and additional park & ride facilities
- MDX conducting a PD&E for elevated express lanes along the Busway
- Integration of busway enhancements with MDX planned express lanes
Rapid Transit Corridor Projects
Kendall Corridor

- Implementation of Kendall Cruiser in 2010
- BRT being analyzed as part of the BRT Implementation Plan building upon prior BRT planning efforts
- BRT improvements consist of dedicated curbside bus lanes with bus stations, branding and daily frequent service
• Douglas Corridor Transit Study (2014) identified potential for BRT and LRT along 37 Avenue

• BRT being further analyzed as part of the BRT Implementation Plan

• BRT consists of dedicated curbside bus lanes with bus stations, branding and frequent daily service

• BRT connects the MIC and Douglas Road Metrorail Station and serves Coral Gables CBD

• Possible integration with the North Corridor BRT project at the MIC
Rapid Transit Corridor Projects
Beach Corridor

• Beach Corridor Transit Connection Study wrapping up in early 2015.
• The Study represents a collaborative effort, funded and coordinated with:
  ➢ Miami-Dade MPO (lead agency)
  ➢ FDOT
  ➢ Miami-Dade Transit
  ➢ City of Miami
  ➢ City of Miami Beach
  ➢ Downtown Development Authority (DDA)

• Study purpose was to update and refine the Light Rail Transit (LRT) / Streetcar system adopted from the Bay Link Study in 2003
Rapid Transit Corridor Projects

Beach Corridor

• The Beach Corridor Transit Connection Study is guided by the Technical Steering Committee (TSC) and a Policy Executive Committee (PEC)

• The Beach Corridor PEC is comprised of 5-members
  ➢ Miami-Dade County – Mayor Gimenez
  ➢ City of Miami – Mayor Regalado
  ➢ City of Miami Beach – Mayor Levine
  ➢ Miami-Dade MPO (2) - Commissioners Barreiro and X. Suarez

• The Study performed numerous tasks including:
  ➢ Technology assessment
  ➢ Capital and operating costs update
  ➢ Identification of potential funding options
  ➢ Environmental screening
  ➢ Development of an implementation plan
Beach Corridor
Refined Alignments

• Direct Connection from Downtown Miami to Miami Beach Convention Center
• Service frequency 5 min. during the peak periods, 10 min. during off-peak
Beach Corridor
Refined Alignments

• Operational Loop plus Alton (OLA)

• Alternating trains along Washington and Alton

• Daily service frequency of 5 min. along main line and 10 min. on Alton Road and Washington Avenue branches
Beach Corridor
Refined Alignments

- Alton Road Hybrid as an independent line running from South Pointe to Miami Beach Convention Center
- Combined with Direct Connection alignment
Beach Corridor

Technology Assessment

- Global review of state-of-the-art systems
- Maximize off-wire technology and/or limited overhead wire
- Considered both overhead storage system and in-ground energy source for off-wire technology
- A public-private partnership (P3) project delivery method is preferred to design, build, operate and maintain the project
Beach Corridor
Capital and Operating Costs

- Capital and operating costs updated from the 2003 Bay Link Study
- Operating costs assume the different operating service levels

<table>
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<tr>
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<th>2003 LPA</th>
<th>Direct Connection</th>
<th>OLA</th>
<th>DC+ Hybrid</th>
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<td>Capital Cost</td>
<td>$774</td>
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<td>Annual O&amp;M Cost</td>
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Beach Corridor

Funding Options

• Will need ~$70 M/year for P3 availability payments
  - Order of magnitude value
  - Cash flow analysis required

• Causeway tolling is the largest potential source of revenue

• Without tolling, will need combination of other sources

• Other funding sources considered
  - Special Assessment District
  - Tax increment financing
  - Parking surcharge
  - Local Option Gas Tax (LOGT)
  - Tourist and Convention Development surtax
Beach Corridor
Environmental Screening

• Some change in the natural and man-made environment from 2004
• Age of document requires complete update
• Major issues to be addressed in NEPA
  ➢ FEC railroad crossing
  ➢ Utility relocation impacts
  ➢ Construction impacts
  ➢ ROW impacts at stations
  ➢ Roadway drainage and sea level rise
Beach Corridor
Next Steps

• Formally approve study recommendations including Implementation Plan
• Complete project development and environmental process
• Identify funding source(s)
• Continue partnership approach to advance the project
Rapid Transit Corridor Projects

Summary

• A re-focus has occurred on many of these corridors towards delivering rapid transit improvements throughout Miami-Dade County
  • Greater emphasis on project delivery
  • Improvements under consideration are better aligned with the current funding environment
  • Realization that public sector alone cannot deliver all improvements – need for private partners
• Multi-agency partnership is working in tandem to advance these rapid transit corridor projects
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