

2015 Transportation Summit

Citizens' Independent Transportation Trust (CITT)

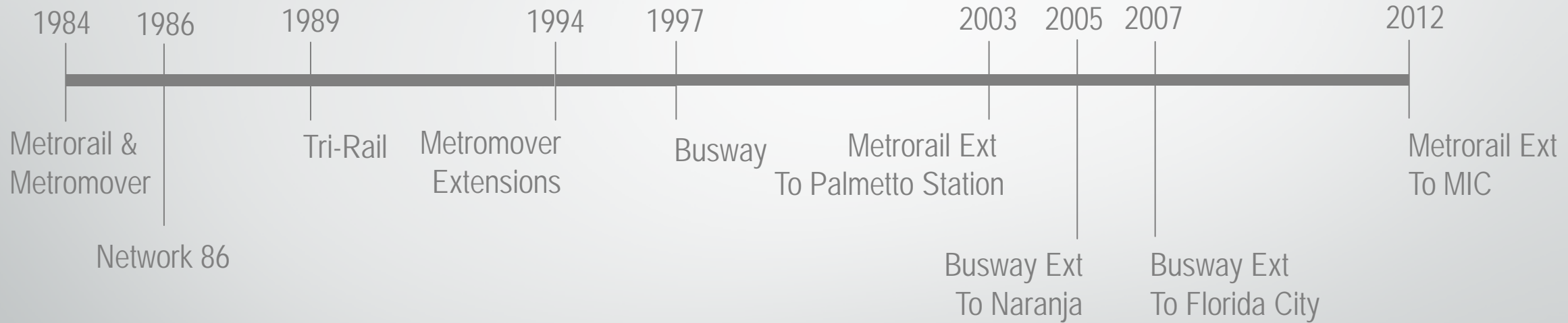
Status of Rapid Transit Corridors in Miami-Dade County

Presented by:  MIAMI-DADE
METROPOLITAN
PLANNING
ORGANIZATION

January 22, 2015

Rapid Transit Corridor Projects

Historical Overview



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

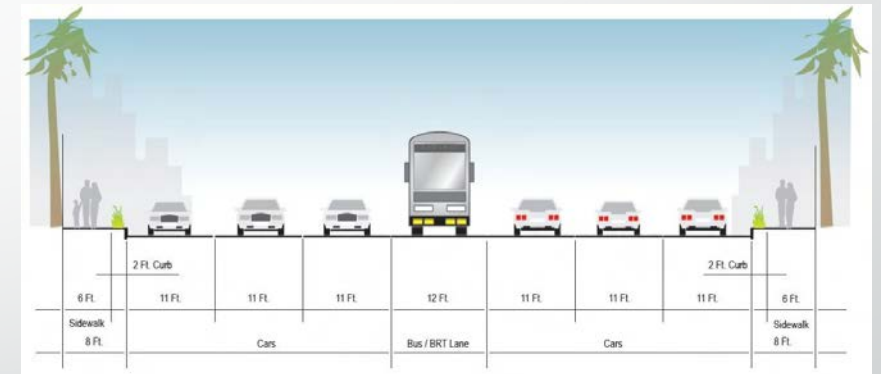
- MPO approved (2006) policy for enhanced BRT and Metrorail extension to SW 104th Street, including grade separation at major intersections and additional park & ride facilities
- MDX conducting a PD&E for elevated express lanes along the Busway
- Integration of busway enhancements with MDX planned express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



Rapid Transit Corridor Projects

Douglas Corridor

- 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

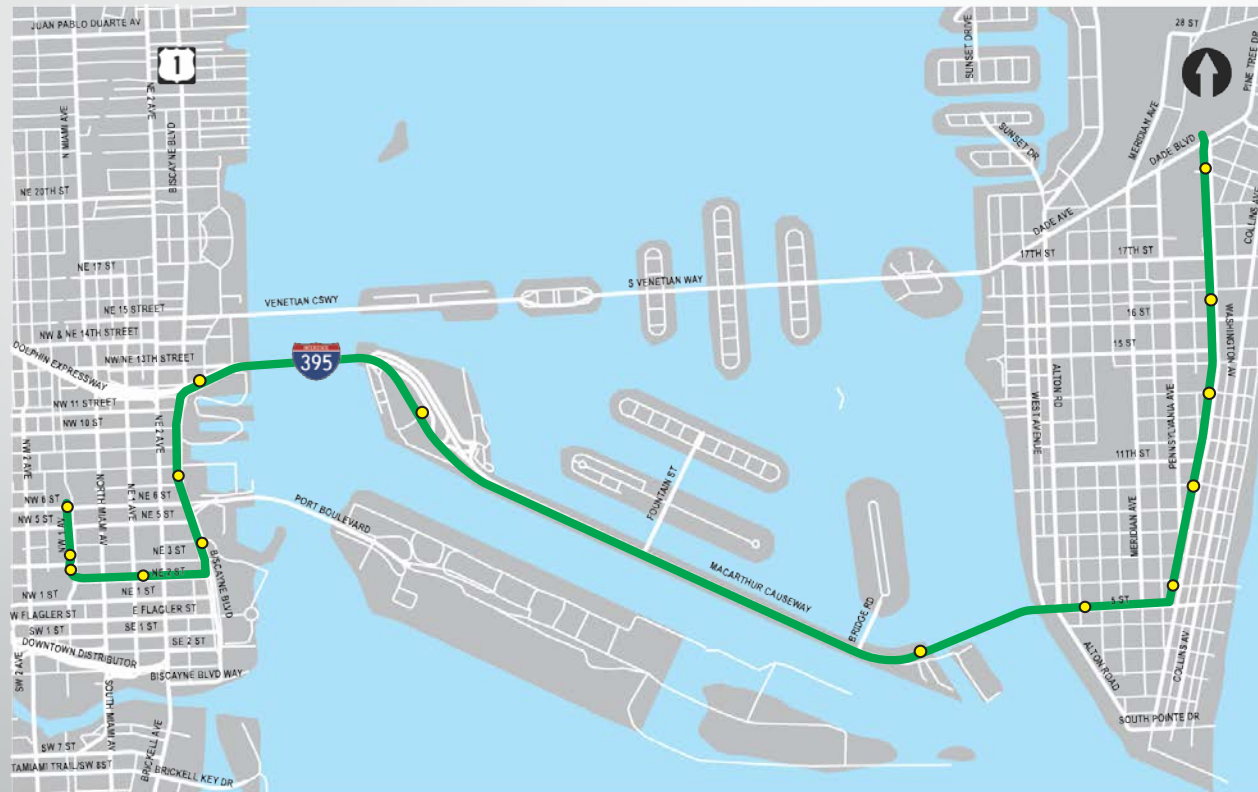
Rapid Transit Corridor Projects

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

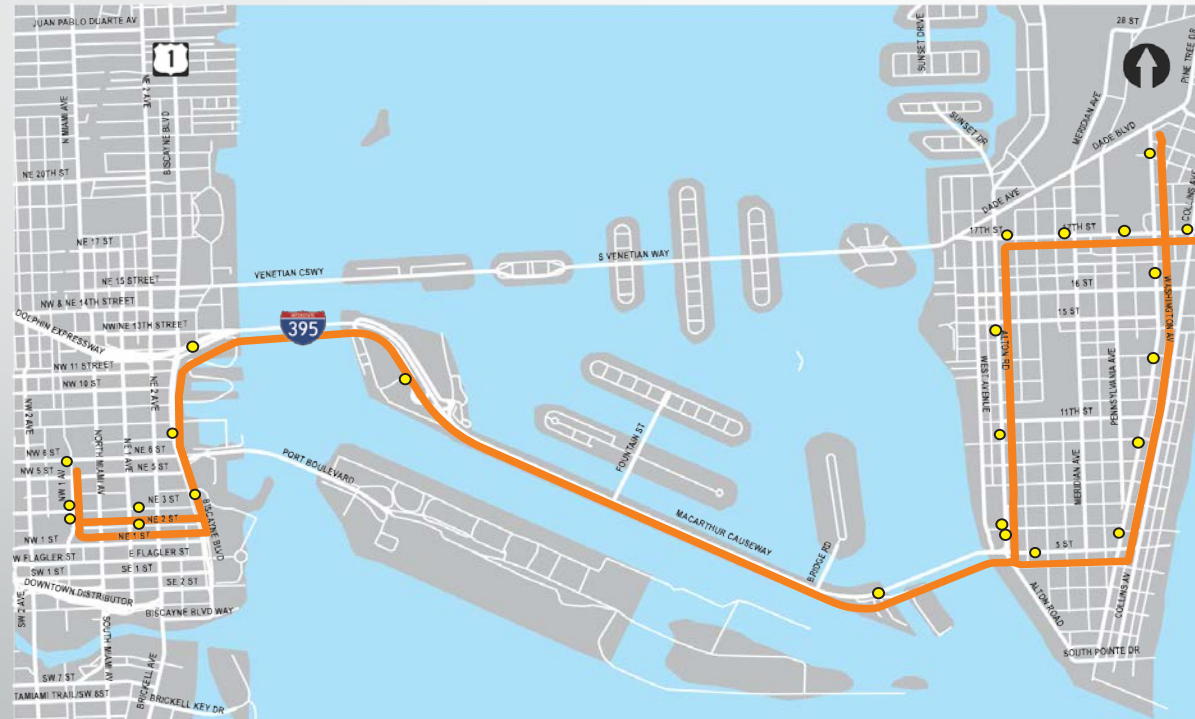
Beach Corridor Refined Alignments

- 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

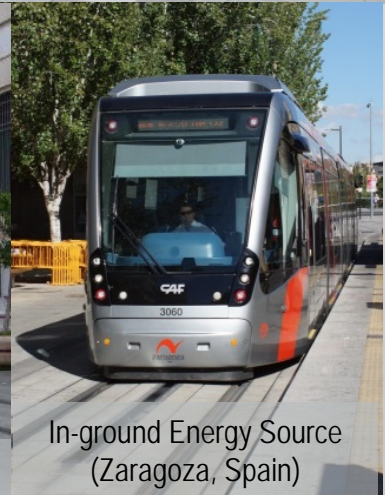
- Global review of state-of-the-art systems
- Maximize off-wire technology and/or limited overhead wire
- Considered both overhead storage system and in-ground energy source for off-wire technology
- A public-private partnership (P3) project delivery method is preferred to design, build, operate and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



Conventional Overhead Wire System (Portland, Oregon)



Off-wire Power System (Seville, Spain)



In-ground Energy Source
(Zaragoza, Spain)

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

	2003 LPA	Direct Connection	OLA	DC+ Hybrid
Capital Cost	\$774	\$532	\$646	\$694
Annual O&M Cost	\$45	\$22	\$34	\$49

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

2015 Transportation Summit

Citizens' Independent Transportation Trust (CITT)

Status of Rapid Transit Corridors in Miami-Dade County

Presented by:  MIAMI-DADE
METROPOLITAN
PLANNING
ORGANIZATION

January 22, 2015