The SMART Program is advancing five rapid transit corridors of the People's Transportation Plan (PTP), implementing an expanded mass transit infrastructure in Miami-Dade County.
SMART PROGRAM IMPLEMENTATION

The SMART Program is advancing five rapid transit corridors of the People’s Transportation Plan (PTP), implementing an expanded mass transit infrastructure in Miami-Dade County. It is the implementation of 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 program is comprehensive, proactive and supports the future population and employment growth anticipated in our region.

VISION

Connecting our communities through the enhancement of a rapid transit network that is accessible, integrated, efficient and sustainable.

MISSION

Deliver a high-quality transit network throughout Miami-Dade County through an innovative, coordinated, and cost-effective approach that reflects community needs.

PURPOSE

The SMART Program must provide enhanced affordable modal options that reduce congestion and help manage growth while effectively and appropriately aligning funding for capital, operating and infrastructure improvements with a defined, implementable strategy.

The SMART Program is funded through a 40-year pro-forma, which is pivotal for allowing the bold program of projects to move forward in unison. Once completed, the SMART Program will:

- Reduce transportation-related emissions
- Significantly increase transit ridership
- Improve travel time and reliability

ABOUT US

Miami-Dade County is the seventh most populous County in the United States, home to a diverse community of approximately 2.7 million residents.

The Department of Transportation and Public Works (DTPW) develops, coordinates and operates the County’s transportation networks with the goal of improving mobility to create a resilient and sustainable community for our residents, businesses and visitors.

As part of the Transportation and Mobility strategic area, DTPW operates the 15th largest public transit system in the country (based on annual vehicle revenue miles) and the largest transit agency in the state of Florida. DTPW provides approximately 25 million miles of Metrobus annual revenue service along 99 routes, 24 of which are operated with contracted services, with a fleet of 687 full-sized buses, 56 articulated buses, 3 minibuses, 33 electric buses, and 76 contractor-operated buses. DTPW’s system also includes a 25-mile dual elevated Metrorail track, a 20-mile South Dade TransitWay line that is among the longest in the United States and a 4.4-mile dual elevated Metromover track. In addition, DTPW provides Special Transportation Services (STS) to eligible participants; administers the planning, construction and maintenance of a safe and efficient system of roads, bridges, drainage system, pathways, traffic signals, signs and streetlights; administers roadway infrastructure maintenance, inspections, compliance and improvement programs; implements all County highway, transit and neighborhood improvement projects included in the Capital Improvement Plan and the Transportation Improvement Program; implements various public works projects in the Building Better Communities General Obligation Bond (BBC GOB) Program and all of the County’s transportation capital projects in the People’s Transportation Plan (PTP); ensures the maximum possible degree of flood protection in the secondary drainage canal system by providing adequate maintenance of these and other drainage facilities; and licenses and regulates private for-hire transportation.
**SOUTH CORRIDOR**

The South Corridor runs 20-miles in length and connects numerous municipalities which represent some of the fastest growing communities in Miami-Dade County. This corridor extends from the Dadeland South Multimodal Station to the SW 344th Street Park-and-Ride/Transit Terminal and provides a mobility connection between the Miami Central Business District and the Village of Pinecrest, the Village of Palmetto Bay, Town of Cutler Bay, City of Homestead, and Florida City. The project introduces Bus Rapid Transit (BRT), traffic signal preemption, gate arms at intersections, 14 iconic BRT stations center platform loading, and the rehabilitation of 32 existing TransitWay Bus Shelters.

<table>
<thead>
<tr>
<th>Event</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug 2018</td>
<td>Bus Rapid Transit (BRT) chosen as Locally Preferred Alternative by the TPO</td>
</tr>
<tr>
<td>Feb 2020</td>
<td>“High” rating issued by the Federal Transit Administration (FTA)</td>
</tr>
<tr>
<td>Feb 2021</td>
<td>DTPW issued NTP to the Design Build Firm</td>
</tr>
<tr>
<td>Mar 2024</td>
<td>Construction scheduled for completion</td>
</tr>
</tbody>
</table>

**NORTH CORRIDOR**

The North Corridor is part of the Southeast Florida Region which includes Palm Beach and Broward Counties. This Corridor is urban in character with 90 percent of the land developed. The Corridor extends from NW 215 Street to approximately NW 62 Street along NW 27 Avenue. The Corridor traverses a low-income population area primarily employed in retail and service industries. Automobile ownership is low, and a high proportion of corridor residents are transit dependent.

**Project Cost**

Estimated capital cost $1.9 billion

**Fund Source**

- Federal Transit Administration
- MEGA
- RAISE
- RECONNECTING COMMUNITIES
- IIJA
- TIFIA
- MIAMI-DADE COUNTY

**FUNDING**

- **FEDERAL FUNDS**
  - FTA Capital Investment Grant Program Small Starts
  - $100 MILLION
- **STATE FUNDS**
  - Committed to the project in the FDOT 5-year work program
  - $100 MILLION
- **LOCAL FUNDS**
  - Committed to the project* (local match)
  - $100 MILLION

*This project received an additional $29.5 million in American Recovery Plan Act funding in 2021 that will be applied towards the local match.

**Miami-Dade TPO Governing Board**

- Dec 2018: Elevated fixed guideway transit system as LPA for the North Corridor
- Mar 2019: FTA Class of Action Determination (Environmental Assessment)
- Oct 2019: HRT selected as the preferred Transit Technology by the Miami-Dade TPO Governing Board
- Nov 2022: BCC passed resolution to accelerate project implementation
- Q3 2024: Complete NEPA
The Northeast Corridor is the Miami-Dade portion of the Coastal Link, which extends from Downtown Miami to the City of Aventura, along the existing Florida East Coast (FEC) railway tracks, a distance of approximately 13.5 miles. The existing Tri-Rail system is the only regional commuter rail service operating in all three counties. In the Tri-County area, there is a large transit dependent market with over 175,000 zero car households and nearly twice as many low-income households living below the poverty line. Passenger/commuter rail was selected as the Locally Preferred Alternative by the Miami-Dade Transportation Planning Organization (TPO) in March 2021.

**Ask**

Estimate capital cost at $529 million inclusive of track and right-of-way access fee. Requesting $259 million from FTA.

**Requesting**

<table>
<thead>
<tr>
<th>FTA FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>49%</td>
<td>19%</td>
<td>32%</td>
</tr>
</tbody>
</table>

The East-West Corridor is 13.5-mile-long corridor connecting Tamiami Station to the Miami Intermodal Center (MIC) at Miami International Airport (MIA) along SR 836/Dolphin Expressway. The Corridor was identified as a priority rapid transit project in the 2016 SMART Plan. The Corridor is the only east-west connection between major regional and economic engines of the County. Bus Rapid Transit (BRT) was selected as the Locally Preferred Alternative by the Miami-Dade Transportation Planning Organization (TPO) in October 2020. The Project proposes to implement three BRT routes on dedicated lanes from the Tamiami Terminal to the MIC and Downtown Government Center and through the Blue Lagoon area. The project will be implemented in two phases. DTPW is proposing to accelerate the construction of the reversible lane portion of Phase 1. Opening the East-West Corridor’s proposed reversible lanes is expected to significantly improve the transit travel time and reliability for the Route 837 Express, which would utilize the reversible lanes to access existing dedicated bus lanes on SR 836.

**Ask**

Enter into Small Starts; estimated capital cost Phase I BRT $281 million and Phase II BRT $153 million

**Requesting**

<table>
<thead>
<tr>
<th>FTA FUNDS</th>
<th>STATE FUNDS</th>
<th>LOCAL FUNDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>33%</td>
<td>33%</td>
<td>33%</td>
</tr>
</tbody>
</table>
**BEACH CORRIDOR**

The Beach Corridor is the east-west segment of the SMART Program that traverses Biscayne Bay, connecting the Downtown Miami/Overtown (Mainland) area and the City of Miami Beach. Both the Downtown Miami/Overtown (Mainland) area and Miami Beach have been subject to rapid population growth that is expected to continue on an upward trajectory. A PD&E study of the Beach Corridor is currently underway. The project is focused on providing rapid transit connection from Downtown Miami to South Beach, which is referred to as the BayLink project. Two extensions of the Beach Corridor are also evaluated as part of the project: connection from Downtown Miami to Miami Design District/ Midtown and connection from South Beach to the Miami Beach Convention Center.

**Ask**

The total project cost for the BayLink project is estimated at $1 billion which will be seeking (25% state and 75% local). DTPW will be seeking CIG program funding for the Design District extension estimated at approximately $408M.

---

**KENDALL CORRIDOR**

Project on hold.
**SHIFT 305**

The way we approach mobility is changing

**NO SMALL PLANS**

The Strategic Miami Area Rapid Transit (SMART) Program projects to improve transportation mobility in Miami-Dade County and the South Florida region through:

- The expansion of rapid transit options in Miami-Dade County along five active corridors led by DTPW.
- The creation of a system of multiple transportation options and integrating technology.

### SHIFT 305 FOR THE YEAR 2025

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Corridor</td>
<td>March 2024 Construction Completion</td>
</tr>
<tr>
<td>North Corridor</td>
<td>2023 begin 15% design plans Q3 2024 Complete NEPA</td>
</tr>
<tr>
<td>Northeast Corridor</td>
<td>Q3 2023 NEPA Completion 2025 Begin Construction</td>
</tr>
<tr>
<td>East-West Corridor</td>
<td>Summer 2023 NEPA Completion Begin Reversible Lanes Design</td>
</tr>
<tr>
<td>Beach Corridor</td>
<td>Q3 2023 Complete NEPA Q3 2023 Design-Build Advertisement</td>
</tr>
</tbody>
</table>

**DTPW VISION**

To be the world’s best provider of transportation options.

**DTPW MISSION**

Miami-Dade’s Department of Transportation & Public Works, through its employees, will enhance the quality of life of Miami-Dade County residents, businesses, and visitors by delivering safe, clean, efficient, reliable, sustainable, and equitable public transportation infrastructure services.

An initiative to revitalize Miami-Dade’s Transportation System by 2025 which encompasses four objectives: