Miami-Dade County

SMART PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

MIAMI-DADE COUNTY

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SMART PROGRAM

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.

Legend

- Metrobus
- Metrorail
- Metromover
- Tri-Rail Line
- Metrorail Line
- Park & Ride
- Terminal Station
- Local Bus Station
- Metromover Station
- BRT Station
- Station
- Hospital
- Stadium
- * Project on hold.

CORRIDORS

- North
- Northeast
- East-West
- Beach
- Kendal *
- South

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.

Aug 2018	Bus Rapid Transit (BRT) chosen as Locally Preferred Alternative by the Transportation Planning Organization (TPO)
Feb 2020	"High" rating issued by the Federal Transit Administration (FTA)
Feb 2021	DTPW issued NTP to the Design Build Firm
Mar 2024	Construction scheduled for completion

	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*	$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.*

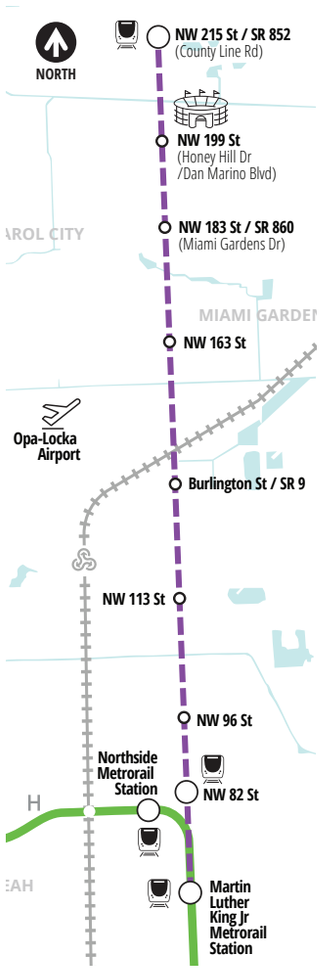
NORTH CORRIDOR

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



Dec 2018	Miami-Dade TPO Governing Board selected an elevated fixed guideway transit system as the 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

NORTHEAST CORRIDOR

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.

Mar 2021	TPO Selection of Commuter Rail as LPA
Mar 2021	INFRA Grant submitted
May 2021	Submitted NEPA Checklist
Aug 2021	Requested to enter FTA New Starts Project Development (PD)
Feb 2022	Class of action documented CATEX
Dec 2022	Aventura Station construction completed
Apr 2023	Request to enter Engineering

Ask

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

Requesting

FTA FUNDS	**49%**
STATE FUNDS	**19%**
LOCAL FUNDS	**32%**

EAST-WEST CORRIDOR

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.

Oct 2020	TPO Adoption of Bus Rapid Transit (BRT) as the Locally Preferred Alternative (LPA)
Mar 2021	Submitted NEPA Checklist to FTA
Oct 2021	FTA's approval of entering Project Development (PD)
Aug 2022	Class of action documented CATEX

Ask

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

Requesting

FTA FUNDS	**33%**
STATE FUNDS	**33%**
LOCAL FUNDS	**33%**

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

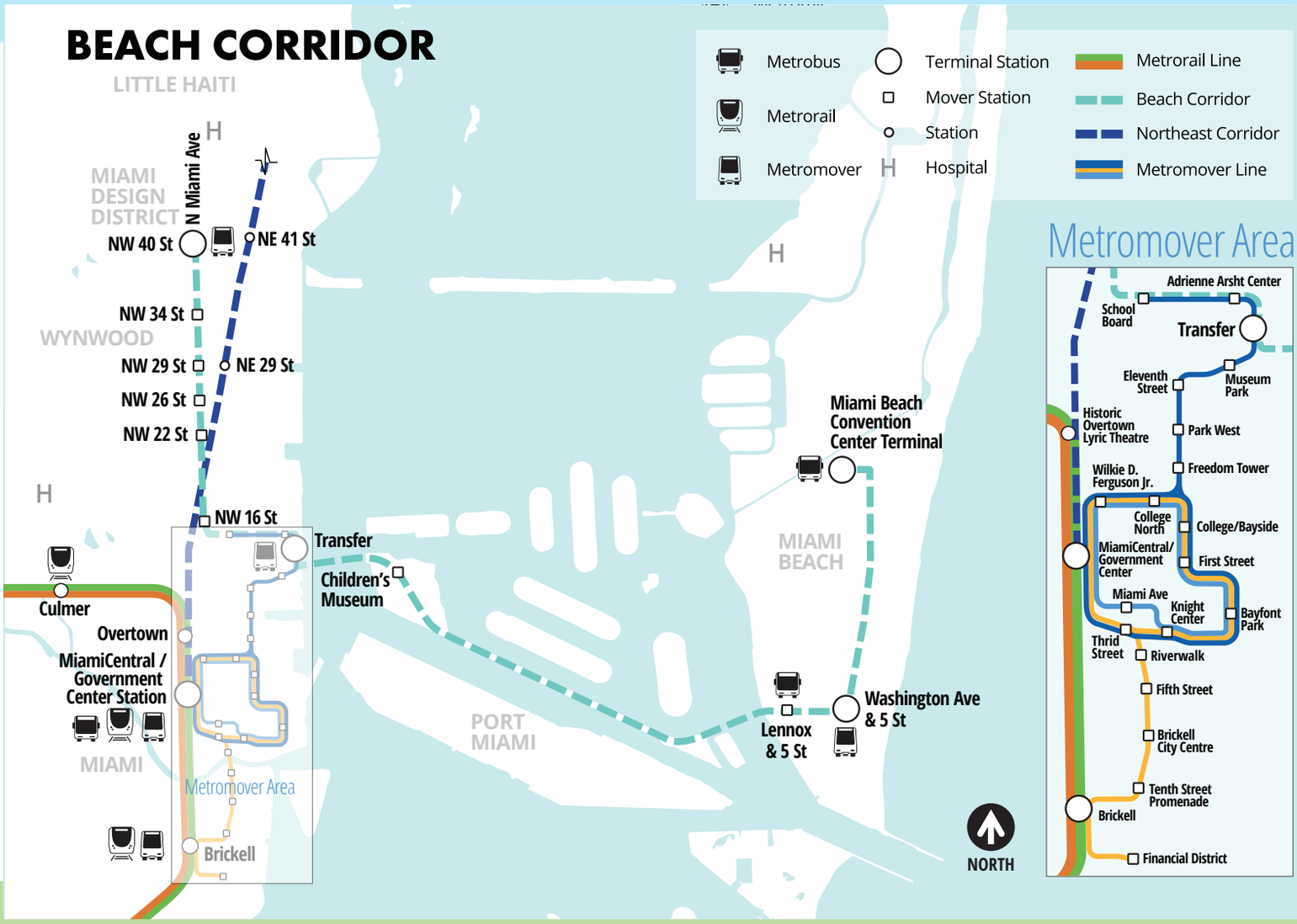
The total project cost for the BayLink project is estimated at $1 billion which will be seeking (25% state and 75% local). DTPW will be seeking CIG program funding for the Design District extension estimated at approximately $408M.

BayLink (trunkline)

2023	NEPA Completion
2023	Design-Build Advertisement

Requesting

	STATE FUNDS	**25%**
	LOCAL FUNDS	**75%**



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

South Corridor	**March 2024 Construction Completion**
North Corridor	**2023 begin 15% design plans** **Q3 2024 Complete NEPA**
Northeast Corridor	**Q3 2023 NEPA Completion** **2025 Begin Construction**
East-West Corridor	**Summer 2023** – NEPA Completion – Begin Reversible Lanes Design
Beach Corridor	**Q3 2023 Complete NEPA** **Q3 2023 Design-Build Advertisement**

DTPW VISION

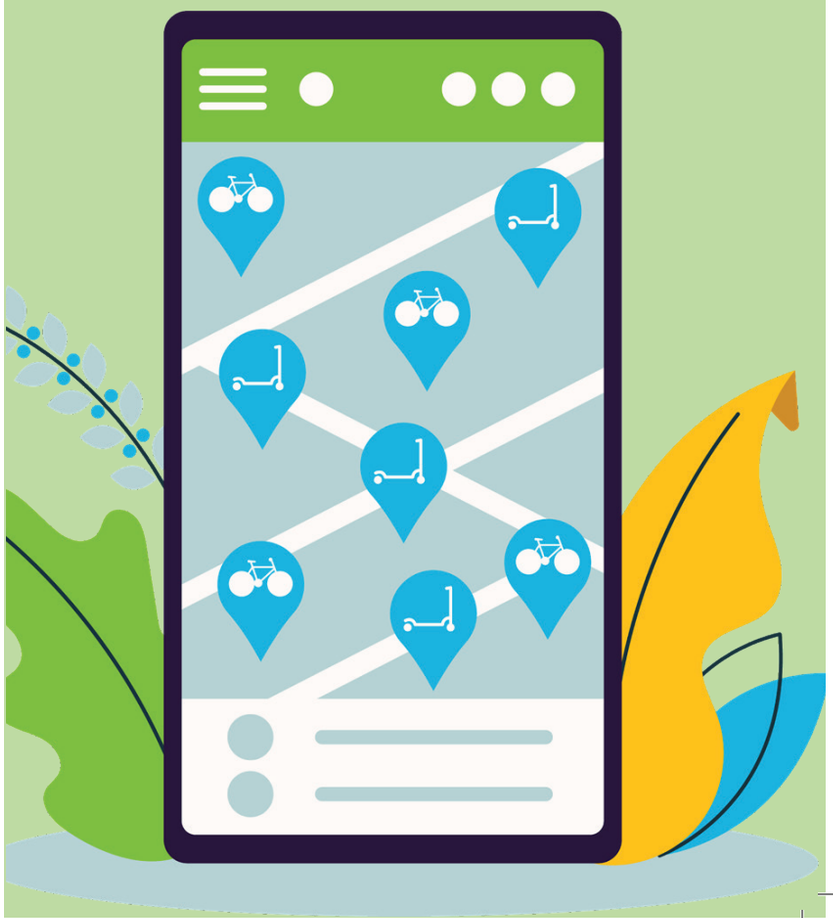
To be the world's best provider of transportation options.

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:

SAFER | CLEANER | EFFICIENT | CONNECTED



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MIAMI-DADE DEPARTMENT

OF TRANSPORTATION
AND PUBLIC WORKS

701 N.W. 1 CT SUITE 1700
MIAMI, FL 33136
786-469-5675 • 786-469-5587 FAX
miamidade.gov/transportation

MIAMI-DADE COUNTY

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