Departmental Report for:
Reporting Period
February 2016

MEMORANDUM OF UNDERSTANDING BETWEEN MDC TRANSIT & SOUTH DADE

MEMORANDUM OF UNDERSTANDING

Between

Miami-Dade County Department of Transportation and Public Works

and

Village of Pinecrest, Village of Palmetto Bay, Town of Cutler Bay, City of Homestead, and City of Florida City

This is a Memorandum of Understanding between Miami-Dade County Department of Transportation and Public Works, hereinafter "DTPW" and the Village of Pinecrest, the Village of Palmetto Bay, the Town of Cutler Bay, the City of Homestead and the City of Florida City, hereinafter "Coalition of Cities." This Memorandum of Understanding is subject to Federal, State, County, and Local requirements and approvals as required by applicable laws.

I. PURPOSE & SCOPE

The purpose of this Memorandum of Understanding is to identify the roles and responsibilities of each party as they relate to the upcoming transit improvements for the South Dade Busway. It is understood that this Memorandum of Understanding represents the goals of the parties, including DTPW. DTPW shall seek approval to implement the policy objectives outlined herein following the appropriate legal procedure including seeking approval from the Federal Transit Administration ("FTA"), Metropolitan Planning Organization ("MPO"), Board of County Commissioners ("BCC"), and Citizens' Independent Transportation Trust ("CITT"), as necessary.

In particular, this Memorandum of Understanding is intended to delineate the responsibilities of each party as further specified below:

DTPW Roles and Responsibilities:

a) DTPW will support an agenda item before the MPO Governing Board to advance to Priority I Funded, the Planning & Environmental Phase National Environmental Policy Act ("NEPA") study for the conversion of the US-1 Busway from Bus Rapid Transit ("BRT") to Light Rail Transit (LRT) and/or appropriate premium transit technology. DTPW will recommend that such study be funded by Miami-Dade County ("County") subject to the approval of the BCC. DTPW shall recommend that: (1) the NEPA study scope include a Community Advisory Committee that shall be assigned to provide input and feedback during the NEPA study process; (2) the Community Advisory Committee shall have representation from each municipality as designated by each municipal Mayor and/or council as appropriate; (3) a technical advisory group with representation from each municipality shall also be organized; and (4) the groups described herein shall meet regularly and shall be provided regular updates on the progress of the study.

b) DTPW shall recommend to the MPO, BCC, and the CITT that a BRT system be designed to minimize the cost for conversion to a Light Rail Transit (LRT) and/or appropriate premium transit technology system with stations designed with such functionality.

c) DTPW agrees to work with the CITT to provide approval for first and last mile solutions employing a flexible route transit option.

d) DTPW agrees to work with the Coalition of Cities to promote Transit-Oriented Developments ("TOD") at stations and provide mechanisms that allow for the transfer or leasing of air rights to interested parties.

e) DTPW and the Coalition of Cites will recommend to retain the current law restricting billboards along the Busway corridor.

f) DTPW agrees to recommend to the MPO, BCC, and CITT approval of, and an expedited schedule in order to facilitate t LRT and/or appropriate premium transit technology provided that County receives federal, state and/or local funding assistance.

g) DTPW agrees to recommend initiatives in order to mitigate traffic congestion caused by local schools and attend meetings with the School Board to support mobility improvements.

h) DTPW shall support an item before the BCC, contingent upon Federal Transit Administration approval, to allow school buses on the busway, as an incidental use permit.

i) Upon implementing BRT as described in the Transportation Investment Generating Economic Recovery ("TIGER") Grant application and until such time as an appropriate premium transit technology is in place, DTPW agrees to conduct the Title VI analysis as necessary and unless restricted by such analysis, support an item before the BCC to:
    i. provide 4 express bus services from Florida City, Homestead, Cutler Bay and Palmetto Bay directly to Dadeland South Metrorail Station;
    ii. provide sufficient buses to ensure carrying capacity at peak hours and a maximum headway of 5 minutes at all express service locations; and
    iii. buy the needed buses for enhanced services as soon as practicable from the award date for the TIGER grant.

j) If the TIGER grant is not awarded, DTPW agrees to explore other funding options for the enhanced bus service, with the goal of converting to a future appropriate premium transit technology, which could include light rail.

k) DTPW agrees to work with the municipalities in designing feeder systems for the Busway with the goal of reducing traffic congestion and increasing transit ridership.

Coalition of Cities Roles and Responsibilities

a) Coalition of Cities shall give input to all system components for the immediate BRT system and the future LRT and/or appropriate premium transit technology, including but not limited to the following:

1. Design, placement and location of stations
2. Design and locations of park and ride facilities
3. Design and location of bicycle lanes and pedestrian overpasses
4. Landscape elements

b) Coalition of Cities shall provide the comprehensive land use and zoning codes to the MPO Board for review. The Coalition of Cities shall seek recommendations from the MPO for amendments to the cities' respective land use and zoning codes aimed at increasing the FTA's rating score to allow for federal assistance for the appropriate premium transit technology.

c) Within five working days from the date that the Metropolitan Planning Organization Transit Solutions Committee approves the NEPA study as a "priority one" funding project for the conversion of the US 1 Busway from BRT to an appropriate premium transit technology, each municipality of the Coalition of Cities shall vote on a resolution supporting the County's TIGER grant application as an interim step to a future appropriate premium transit technology.

II. EFFECTIVE DATE AND SIGNATURE

This Memorandum of Understanding shall be in effect upon the signature of DTPW and Coalition of Cities authorized officials and shall remain in effect until such time as all responsibilities, roles and conditions have been satisfied or one or more of the items as contemplated in this Memorandum of Understanding is rejected by the FTA, MPO, BCC, any governing board of any of the municipalities comprising the Coalition of Cities or other regulatory authority.

This Memorandum of Understanding is hereby acknowledged and consented to by the following parties:

Miami-Dade County Dept. of Transportation and Public Works:

Authorized Official Signature

_____

Authorized Official Printed Name & Title

_____

Date

COALITION OF CITIES:

Village of Pinecrest:

Authorized Official Signature

Authorized Official Printed Name & Title

Date

Village of Palmetto Bay:

Authorized Official Signature

Authorized Official Printed Name & Title

Date

Town of Cutler Bay

Authorized Official Signature

Authorized Official Printed Name & Title

Date

City of Homestead

Authorized Official Signature

Authorized Official Printed Name & Title

Date

City of Florida City

Authorized Official Signature

Authorized Official Printed Name & Title

Date

VILLAGE OF PALMETTO BAY TRANSIT TOWN HALL MEETING

Wednesday, March 30, 2016

THIS IS WHAT WE HAVE NOW...

THIS IS CURRENTLY OUR OTHER OPTION…

THIS IS WHAT WE WANT…

IT'S TIME TO BRING *REAL TRANSIT* TO SOUTH DADE

SACRAMENTO

Population:
485,199

Boardings Per Mile:
1,171

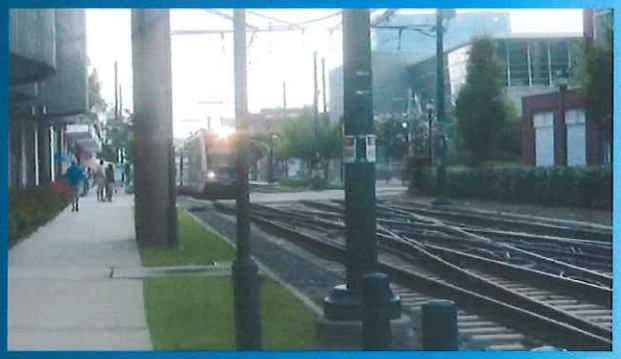
IT'S TIME TO BRING *REAL TRANSIT* TO SOUTH DADE

NORFOLK

Population:
242,803

Boardings Per Mile:
784

IT'S TIME TO BRING *REAL TRANSIT* TO SOUTH DADE



CHARLOTTE

Population: 809,958

Boardings Per Mile: 1,729

IT'S TIME TO BRING *REAL TRANSIT* TO SOUTH DADE

SALT LAKE CITY

Population: 191,180

Boardings Per Mile: 544

IT'S TIME TO BRING *REAL TRANSIT* TO SOUTH DADE

NEW ORLEANS Population: 343,829 Boardings Per Mile: 1,031

IT'S TIME TO BRING REAL TRANSIT TO SOUTH DADE

TAMPA

Population: 346,037 Annual Boardings: 259

WHAT'S ALL THE FUSS ABOUT?

LIGHT RAIL TRANSIT

VS

ENHANCED BUS SERVICE

WHY DO WE WANT LIGHT RAIL?

- Typical Max.Capacity: 4 passengers (although single-rivers are the norm)
- Travel Time to MetroRail*: **1 hour and 10 minutes**

- Max Capacity: 6,000 passengers per hour
- Travel Time to Metrorail*: 1 hour

- Typical Capacity: 12,000 passengers per hour
- Travel Time to Metrorail*: 30 minutes

Travel time from Florida City to Dadeland South Station (non-peak hours) estimated at 26 miles.

WHY DO WE WANT LIGHT RAIL?

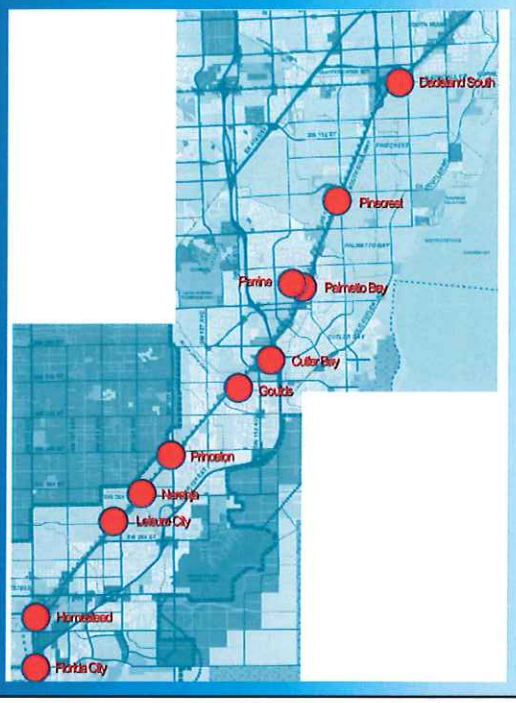
- South Dade's population will increase from **611,000 to 770,000** by 2040.
- That is an additional **159,000 potential drivers!**
- Only North/South artilleries are **US1** or the **Florida Turnpike**.
- US1 is already **over capacity** and cannot be expanded.

WHY DO WE WANT LIGHT RAIL?

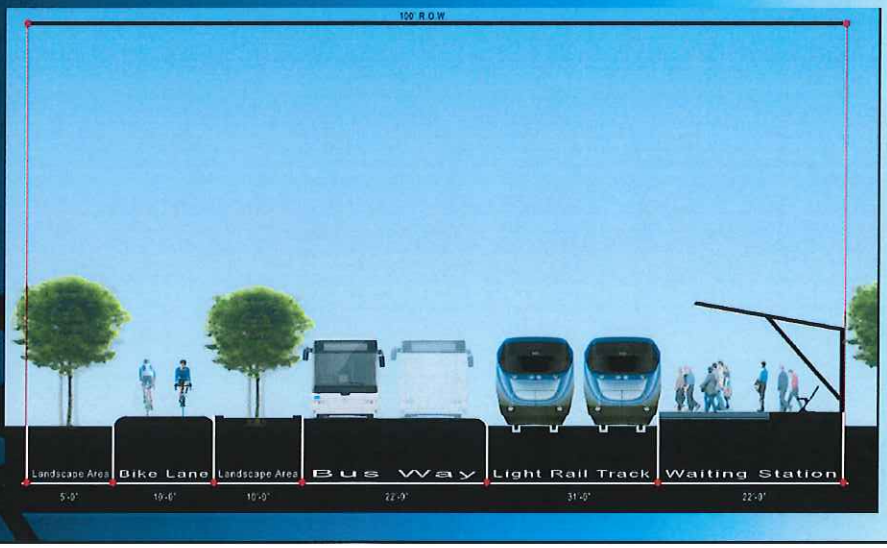
- Proven to Spur Economic Development.
- Creates density around transit corridor.
- More desirable mode of transportation than bus service.
- Less expensive in the long-run.
- Preserves quality of life.

WHY DO WE WANT LIGHT RAIL?

- Community Centers are already being planned along or in proximity to the Busway corridor



LIGHT RAIL WORKS ON THE EXISTING BUSWAY

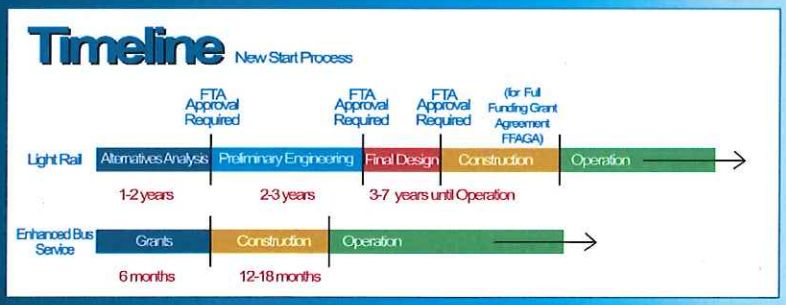


WHAT WE ARE DOING…

- County is requesting $30 million in TIGER grant funds for an enhanced bus service system, including:
  - Additional buses for the Busway
  - Air-conditioned bus stations
  - Automated pay system
  - Express service schedule
- Grant requires support from the South Dade cities.
- A heavy rail extension is no longer an option due to unavailability of funds.

TRANSITIONAL ALTERNATIVE

- The Coalition of Cities and Miami-Dade County have reached an agreement that will bring finally Light Rail Transit to South-Dade.
- Enhanced bus service will no longer be the permanent solution, but rather a transitional and temporary measure to get us there!



"THE DEAL"

- To relieve congestion, County will proceed with the Enhanced Bus Service project as a transitional measure.
- Proposed stations and upgrades to the bus system will incorporate Light Rail functionality.
- Environmental study (NEPA) required by the federal government to fund the Light Rail Transit system will start immediately.
- Provided that grants are secured, the Light Rail Transit system will be a reality in 8 years!!!

"THE DEAL"

- Group composed of city members will be a part of the NEPA process.
- Cities will provide first and last mile solutions through CITT
- County will assist to develop TODs along the Busway
- County and cities will work with the School Board to alleviate school-related traffic.
- Cities & county will develop feeder services into the Light Rail system to increase ridership.
- Cities & county will partner to create more bicycle lanes and pedestrian overpasses.

FTA FACTORS FOR FUNDING

- Environmental justice and equity
- Access to employment and welfare to work initiatives
- Livable communities and local economic development
- Innovative financing procurement and construction techniques
- Cost effectiveness with alternative land use related to economic development impacts
- Any other factor that provides additional benefits.

FTA MOBILITY CRITERIA FACTORS

- Mobility improvements are measured in 3 ways:
  - Normalized travel time savings as measured in transportation
  - User benefits per passenger mile
  - Number of low income households served and number of jobs served
- User benefits are measured the same as with the cost effectiveness strategies, using savings in in-vehicle travel time, walk time, transfers and mode specific constants.
- Jobs and households served within ½ mile of the stations on the proposed system are estimated and reported as jobs pre station and low income households per station.

FTA LAND USE RATING FACTORS

- Land use ratings are high if:
  - Current levels of population, employment, and other trip generators in station areas are sufficient to support a major transit investment.
  - Most station areas are pedestrian-friendly and fully accessible.
  - Adopted and enforceable growth management and land conservation policies are in place throughout the region.
  - Existing & planned densities, along the market trends in the region and corridor are strongly compatible with transit.
  - Local jurisdictions have adopted zoning changes that strongly support a major transit investment in most or all transit station areas.

FTA COMMUNITY FACTORS

- In general, a community will have a better ranking than others if:
  - The project leads to considerable overall savings in travel time, wait time or transfers.
  - It is accompanied with transit supportive land use policies.
  - It serves large numbers of low income households and jobs.
  - It uses multiple funding sources that lower the Federal new starts share.

PROJECT JUSTIFICATION

- FTA asks for information on the following criteria to compare competing projects:
  - Cost effectiveness.
  - Transportation, supportive land use policies and future patterns
  - Mobility improvements
  - Environmental benefits
  - Financial information
  - Operating efficiencies, and
  - Other factors
- Economic Development and reliability of the forecasting methods used are also required

Miami-Dade Transit Presentation