RESOLUTION NO. 2015-97

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA SUPPORTING THE "MIAMI-DADE CONNECTION 2.0 RECOMMENDATION" AS PROPOSED BY STATE REPRESENTATIVE KIONNE MCGHEE FOR THE PURPOSE OF ESTABLISHING AN EFFICIENT AND FUNCTIONAL TRANSPORTATION SYSTEM FOR THE RESIDENTS OF MIAMI-DADE COUNTY; URGING THE MAYOR & BOARD OF COUNTY COMMISSIONERS TO IMPLEMENT THE WILL OF ITS RESIDENTS IN THIS CURRENT BUDGET SESSION BY ADOPTING THE PROPOSED TRANSPORTATION PLAN AND IDENTIFYING A FUNDING SOURCE FOR SUCH INITIATIVE; AND PROVIDING AN EFFECTIVE DATE (Sponsored by Mayor Eugene Flinn.)

WHEREAS, in 2002, the Miami-Dade County voters elected to tax themselves an additional half-cent for the purpose of creating an efficient and functional county-wide transportation system; and,

WHEREAS, thirteen years later, despite the implementation of the additional tax, the intended transportation system never materialized and the need remains unfulfilled; and,

WHEREAS, the creation of a functional transportation system in Miami-Dade County is in the best interest of its residents; and,

WHEREAS, the adoption of the proposed "Miami-Dade Connection 2.0 Recommendation" fulfills the need for a functional transportation system that will benefit residents, businesses and communities in Miami-Dade County.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND THE VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. The Village Council hereby supports the "Miami-Dade Connection 2.0 Recommendation" as proposed by State Representative Kionne McGhee, attached herein as Exhibit A.

Section 2: The Village Council urges the Mayor and Board of County Comissioners of Miami-Dade County to implement the will of the people and adopt the "Miami-Dade Connection 2.0 Recommendation" and identify appropriate and immediate funding mechanisms to implement the plan.

Section 3. The Village Clerk shall provide executed copies of this Resolution to the Miami-Dade County Mayor & Board of County Commissioners, the Metropolitan Planning Organization and all elected municipal officials in Miami-Dade County.

Section 4. This resolution shall take effect immediately upon approval.

PASSED and ADOPTED this 2nd day of November, 2015.

Attest: _____ _____

Meighan Alexander
Village Clerk

Eugene Flinn
Mayor

APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:

_____

Dexter W. Lehtinen
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Karyn Cunningham	YES
Council Member Tim Schaffer	YES
Council Member Larissa Siegel Lara	YES
Vice-Mayor John DuBois	YES
Mayor Eugene Flinn	YES

Florida House of Representatives

Representative Kionne L. McGhee

District 117

DISTRICT OFFICE:
Cutler Bay Town Center
10720 Caribbean Blvd.
Suite 225
Cutler Bay, FL 33189-2819
Phone: (305) 256-6300

CAPTIOL OFFICE:
1401 The Capitol
402 South Monroe Street
Tallahassee, FL 32399-1300
Phone: (850) 717-5117

COMMITTIES:

Civil Justice Subcommittee
Democratic Ranking Member

Local & Federal Affairs Committee

Veteran & Military Affairs Subcommittee

Justice Appropriations Subcommittee

STAFF:

Veronica Carey Buie
District
Legislative Assistant

Miami-Dade Metropolitan Planning Organization
Stephen P. Clark Center
111 NW 1st Street, Suite 920
Miami, Florida 33128-1916

RE: 3-YEAR MIAMI-DADE CONNECTION 2.0 (MDC 2.0) TRANSPORTATION RECOMMENDATION

Dear Miami-Dade Metropolitan Planning Organization:

In 2002, the Miami-Dade County electorate voted to tax themselves for the purpose of having an efficient functional transportation system. These voters agreed to tax themselves an additional half-cent as the *quid pro quo*; the 2002 referendum increased the tax on purchased goods from 6.5 percent to 7 percent. Thirteen years later, these voters and their families remain faced with the grave reality that the promised Metro-Rail system did not, and may not come to fruition. A solution to this unfulfilled obligation is surely necessary.

With that in mind, State Representative Kionne L. McGhee created and outlined this Miami-Dade Connection 2.0 Recommendation (MDC 2.0). MDC 2.0 will serve to create/utilize four immediate new/existing corridors for the residents of Miami-Dade County. The four corridors are: (1) The US 1 Corridor (running from the Dadeland area to Homestead); (2) The North Corridor (linking northeastern regions of the county); (3) the Dolphin/East-West Corridor (running parallel to the Dolphin Expressway and connecting to the new Miami Intermodal Center); and (4) the Beach Corridor (connecting Miami to Miami Beach and running through Miami Beach).

The new MDC 2.0 transportation system will allow all four corridors to be simultaneously utilized/built and deployed. Strategic partnerships with Miami Dade County, Florida Department of Transportation, Miami Dade Transit, MPO, MDX, State of Florida, Tri-Rail, CSX, the Federal Department of Transportation (FDOT), the Citizens' Independent Transportation Trust, and Career Source, will become key elements to MDC 2.0. The following are the recommendations for MDC 2.0:

1. Construction on the US 1 Corridor, North Corridor, and East-West Corridor shall be consistent with the ***South Florida Regional Transportation Authority's (SFRTA) Miami-Dade County Rail Opportunities Report*** dated May 5, 2015, **Miami-Dade MPO- NW 27th Avenue Enhanced Bus Service Concepts and Environment Plan, 2015 Bus Rapid Transit Implentation Plan Along Transit Corridors,** and completed within 36 months of the start date. Construction and completion of the Beach Corridor shall be consistent with the ***Beach Corridor Transit Connection Study-Final Report,*** dated June 2015. The capital cost for light and commuter rail for the US 1 Extension, North Corridor, and the East-West Corridor, shall be funded from the Citizens' Independent Transportation Trust ("the Trust").

2. The total capital cost for the three corridors shall comply and not exceed the calculations, per project, as found within the ***South Florida Regional Transportation Authority's Miami-Dade County Rail Opportunities report dated May 5, 2015.*** Light and commuter rail for the US 1 Extension Corridor, the North Corridor, and the East-West corridor can be accomplished through bonding the three corridors on a per-year basis upon of the combined cost found within the ***SFRTA*** above-mentioned report.

3. The capital cost for the Beach Corridor shall not exceed the Direct Connect amount found within the ***Beach Corridor Transit Connection Study-Final Report,*** dated June 2015. The Trust shall commit to pay half of the capital cost as found within the ***Beach Corridor Transit Connection Study-Final Report,*** dated June 2015. The remaining funds shall come from a public-private partnership and federal funds. Funding for the Beach Corridor can be accomplished through bonding the Trust's commitment and the remaining funds from a public-private partnership.

4. All PTP funds shall be deposited directly with the Citizens' Independent Transportation Trust ("the Trust"). The Trust shall enter into an agreement with MDX, whereby MDX shall serve as the Regional-Principal Supervising Agency for all corridors. MDX shall advance to the Trust 10% of the capital cost for each corridor. The Trust shall enter into a written agreement with MDX to repay MDX both the advanced amount and the associated interest for the project from the future $2 Billion projected from the PTP funds. Miami-Dade Transit and Tri-Rail shall serve as the sole operators of MDC 2.0 transportation system.

With a commitment to the 36 month construction deadline, control of the total capital costs as previously outlined, the use of appropriate bonds to finance the combined costs, utilization of federal funding and public-private partnerships, this MDC 2.0 Recommendation provides the proper guidance towards meeting the underlying goal and its related strategic objectives. MDC 2.0 can lead to a more productive and vibrant community where all residents, businesses and neighborhoods will economically benefit from the build out of the extended rail lines.

Sincerely,

Kionne L. McGhee
State Representative, District 117

KLM/vcb

MIAMI-DADE EXPRESSWAY AUTHORITY
3790 N.W. 21 St. Miami, FL 33142 T 305.637.3277 F 305.637.3283
www.mdxway.com

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JAVIER RODRÍGUEZ, P.E.
Executive Director
MARIA LUISA NAVIA LOBO
Board Secretary

MEMORANDUM

To: Jesus Guerra, MPO Interim Executive Director

Date: October 1, 2015

From: Javier Rodriguez, MDX Executive Director

Re: MDX's Role in Transportation Infrastructure Plan

MDX has reviewed the 3-year Miami-Dade Connection Transportation recommendation (MDC 2.0) and we commend Representative Kionne McGhee for providing his vision and recommendations for moving Miami-Dade forward in addressing our Transportation and Transit Infrastructure needs.

We are honored that Representative McGhee has identified MDX as the lead public agency to manage and execute the design and construction of his vision for the Miami-Dade County transportation infrastructure system.

Since its creation, MDX has demonstrated its expertise in delivering major public infrastructure projects on time as well as on or under budget. In essence, we are a public entity created as a vehicle to facilitate major infrastructure projects. While retaining the asset in public ownership, MDX has always looked to the public/private sector as partners in fulfilling its mission. MDX has and continues to be willing to partner with Miami-Dade County and/or the State of Florida (FDOT) on transportation infrastructure projects. MDX recognizes that its mission extends beyond operating, maintaining and improving its infrastructure portfolio consisting of five tolled expressways which are 100% paid by user fees, more specifically tolls. MDX does not receive any funding from the State of Florida, proceeds from sales tax, and/or other County revenues. MDX has many financial constraints as a result of issuing debt in the financial market and must adhere to Trust Indenture obligations. Nevertheless MDX has always, within legal and financial constraints, stepped forward to assist Miami-Dade County and the State of Florida with multi-modal transportation infrastructure projects.

Over the years, MDX has contributed and partnered with Miami-Dade County and the State of Florida (FDOT) to advance projects of mutual interest. The following is a list of some of the projects and participation by MDX:

- MDX contributed $86.5 million for the Miami Intermodal Center (MIC) reconstruction of adjacent roadway network and right-of-way acquisition.
- MDX contributed $215 million for the Palmetto/Dolphin Interchange Improvement Project to help FDOT advance the most complex and one of the most important infrastructure projects in the State of Florida which is anticipated to be completed next year.

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- MDX contributed $60 million for the Palmetto/Don Shula Expressways interchange reconstruction.
- MDX contributed $30 million for Central Blvd Project. MDX provided the local funding match and FDOT provided the remaining 50% grant for the reconstruction of the main entrance to Miami International Airport. MDX procured and managed the project. It should be noted that this was a project MDX participated with the Miami-Dade Aviation Department (MIA) at a time that MIA's bond rating was in jeopardy due to cost overruns and the concerns with completing the terminal construction. As a result of not being downgraded, county residents saved millions of dollars in future interest costs on projects. Additionally, MIA estimated the cost of the project at $75 million, however MDX was able to procure the project expeditiously and completed the project for $60 million.
- Assisted the Miami-Dade County Transit Department with the extension of Metrorail to the MIC by acquiring 12 parcels of land that were needed to extend the rail line. The cost of those parcels was $ 4 million.
- MDX partnered with the Miami-Dade Transit Department to provide express bus service on the shoulders of its entire system which includes SR836, SR112, SR924, SR 874 and SR 878.
- MDX has partnered with Miami-Dade County in the design and engineering for the reconstruction of SR 836 from its terminus at 137th Avenue to the Miami River Bridge for the purposed of providing express bus service running the length of the System to Downtown Miami utilizing the inside shoulders closest to the median separator. The new bus lanes will be fully operational upon completion of the removal of the left lane exit onto Lejeune Road at Miami Airport as part of the SR 836 infrastructure project currently under construction. This cost of $3.8 million will be paid by MDX.
- Most recently, MDX agreed to manage the planning, design and construction of the Dolphin Park and Ride facility at the NW quadrant of the HEFT and NW 12th Street interchange, in partnership with MDT and FDOT to reduce the timeframe to deliver this infrastructure project by two years.

One of the biggest misconceptions being conveyed publicly is that MDX has surplus revenues of $20 to $50 million each year. However, due to the obligations of the Trust Indenture, all revenues are collateralized to the bondholders and the remaining funds are the cash portion of completing the projects on the "pay as you go" basis. The financially responsible decision by MDX's Board of Directors not to tie the entire infrastructure work program to bond debt was specifically implemented to reduce or eliminate the pressure of increasing tolls in the future. MDX has been accountable and transparent with the toll dollars to the public, the bondholders, and elected officials. MDX has been a trustworthy steward for the public toll payers' dollars. There is no rational reason that MDX would needlessly seek to endure the public, political and media backlash it have borne for the past 3

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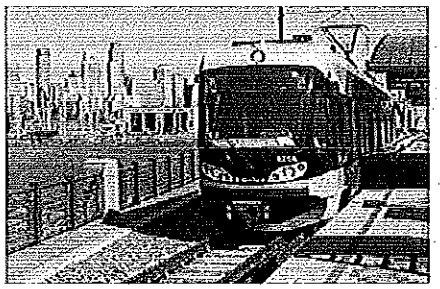
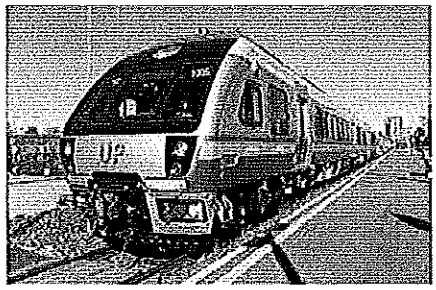
years by tolling the previously un-tolled segments of SR 836. The tolling of the previously free movements was for the purpose of funding infrastructure so MDX could reconstruct the oldest portions of SR 836 to serve the current and future traffic needs of our County's commuters, businesses, international trade, freight transportation and tourism industries. MDX implemented its ORT plan on SR 836 that increased revenue to be able to fund several major improvements from 87th Avenue to I-95, knowing that the State was trying to secure its funding for the 395/I-95 project as well. What is not widely publicized is that many commuters pay less for their use of the system. The tolling points have been strategically located so that everyone equitably pays for the use of the system. MDX understands that there is no one mode of transportation that will be the solution to relieve traffic congestion. While we must aspire to deliver a network of transit infrastructure as a mobility option for the community; we must not fall into the same quagmire that in the past has kept us from delivering the transportation infrastructure alternatives that can meet their needs and expectations.

The MPO must continue to work diligently on approving a transportation plan and setting priorities. The plan needs to be practical and realistic and focus on deliverables, including project costs (construction as well as operations and maintenance). The plan should also identify financing options and anticipated ridership rates. Once this comprehensive plan is approved and priorities established, MDX can help execute that plan. The MDX pledge, which is genuine and unwavering, is to assist our State, County and municipal leaders to deliver those transportation alternatives within our legal and financial constraints to the residents, businesses and visitors of Miami-Dade County. We recommend moving forward collectively with a responsible plan to provide tangible transportation solutions for our community.

MDX has been working with Mayor Carlos Gimenez, Commissioner Esteban Bovo, Commissioner Dennis Moss, Commissioner Pepe Diaz, Commissioner Rebeca Sosa and all the members of the MPO on identifying opportunities for MDX to assist Miami-Dade County in doing what we do best, which is delivering large and complex infrastructure projects on budget and significantly quicker than other public agencies.

Again, MDX is honored by Representative McGhee's proposal. MDX wants to be a meaningful partner of the transportation network solutions in Miami-Dade County. We believe with the appropriate legislative support, MDX can play a key role. MDX has the tools in place to procure, execute and deliver infrastructure projects timely and within budget. MDX looks forward to being part of a fiscally responsible and realistically attainable transportation infrastructure system plan for Miami-Dade County.





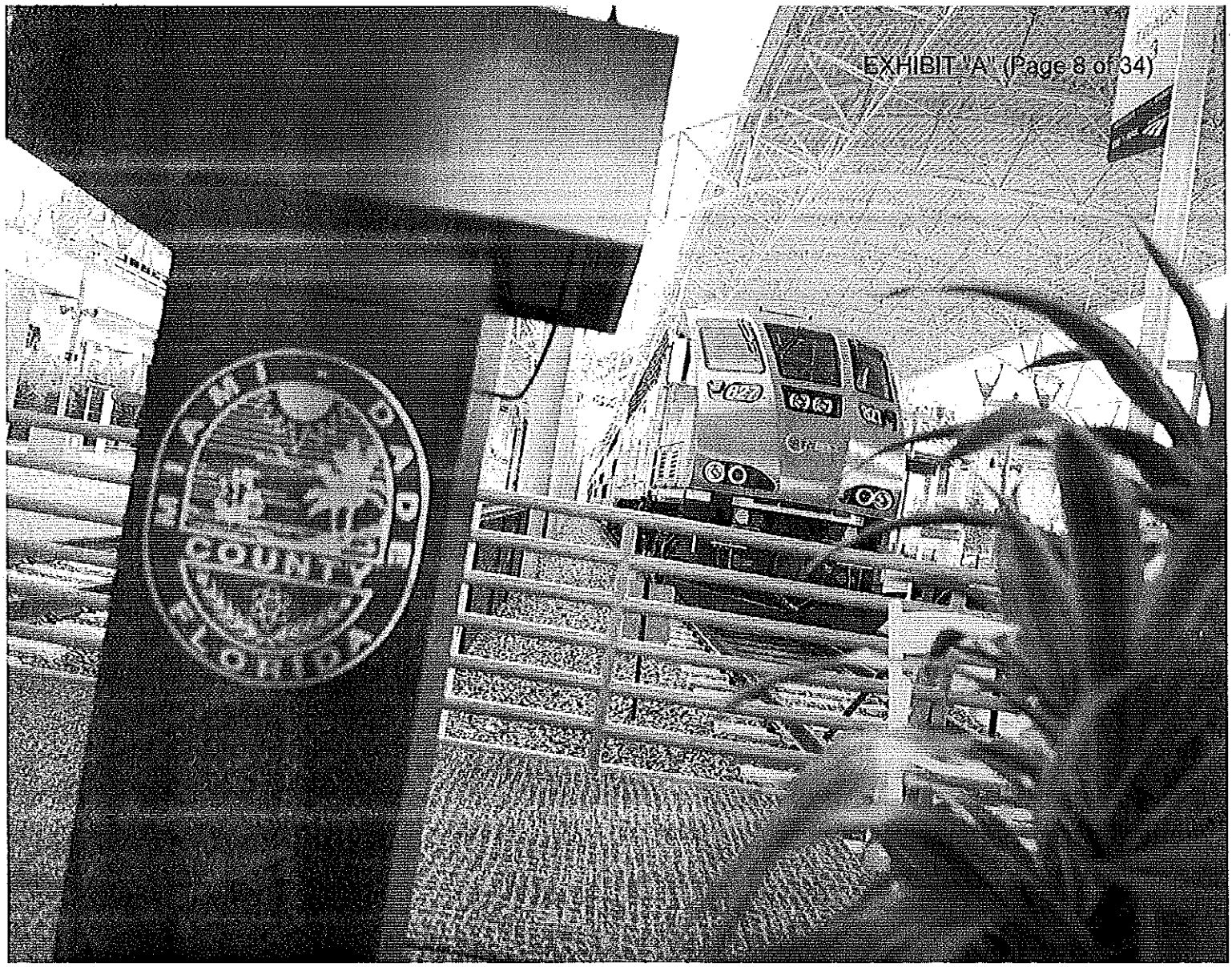
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

MIAMI-DADE COUNTY RAIL OPPORTUNITIES

Improving Mobility in Miami-Dade County

April 2015

RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY



SFRTA Board of Directors

Commissioner Steven L. Abrams
Palm Beach County Commissioner

Chair, Commissioner Bruno Barreiro
Miami-Dade County Commissioner

Vice-Chair, James A. Cummings
Broward County Representative

Andrew Frey
Governor's Appointee

Frank Frione
Governor's Appointee

Marie Horenburger
Palm Beach County Representative

Nick Inamdar
Miami-Dade County Representative

Gerry O'Reilly
FDOT Secretary District IV

Mayor Tim Ryan
Broward County Mayor

James A. Scott
Governor's Appointee

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
800 NW 33rd Street | Pompano Beach, Florida 33064 | P 954/942-7245 | F 954/788-7870 | www.sfrta.fl.gov

May 5, 2015

The Honorable Carlos A. Gimenez
Mayor of Miami-Dade County
Office of the Mayor
111 NW 1st Street
Miami, FL 33128

Commissioner Esteban L. Bovo, Jr., Chair
Transit and Mobility Services Committee
111 NW 1st Street
Miami, FL 33128

Subject: Miami-Dade County Rail Opportunities

Dear Mayor Gimenez and Commissioner Bovo:

On behalf of the South Florida Regional Transportation Authority (SFRTA), I am pleased to present the enclosed "Miami-Dade County Rail Opportunities" plan for your consideration.

Miami-Dade County is a rapidly growing and vibrant County. Your economy drives the growth of South Florida. SFRTA shares your belief that the population and economic growth of Miami-Dade County will continue in the next 30 years.

Because of this current and future growth, Miami-Dade County needs targeted, strategic transportation investments to help reach your full economic potential.

The Rail Opportunities profiled in this document provide a menu of future rail investments that can be tailored to the County's specific mobility needs. The suggestions in the plan include your choice of commuter rail, diesel multiple unit, and light rail options. Additional information can be developed for selected projects.

SFRTA hopes these suggestions will be helpful, and looks forward to working with you to make the best choices a reality.

Sincerely,

Jack L. Stephens
Executive Director

Enclosure: SFRTA Miami-Dade County Rail Opportunities

cc: SFRTA Board of Directors
Gus Pego, Secretary, FDOT District 6
Jesus Guerra, Interim Executive Director, Miami-Dade MPO
Ysela Llort, Director, Miami Dade Transit

GOVERNING BOARD Commissioner Steven L. Abrams | Commissioner Bruno A. Barreiro | James A. Cummings | Andrew Frey | Frank Frioce | Marie Horenburger | Nick A. Iannuzzi | Gerry O'Reilly | Commissioner Tim Ryan | James A. Scott | EXECUTIVE DIRECTOR Jack L. Stephens

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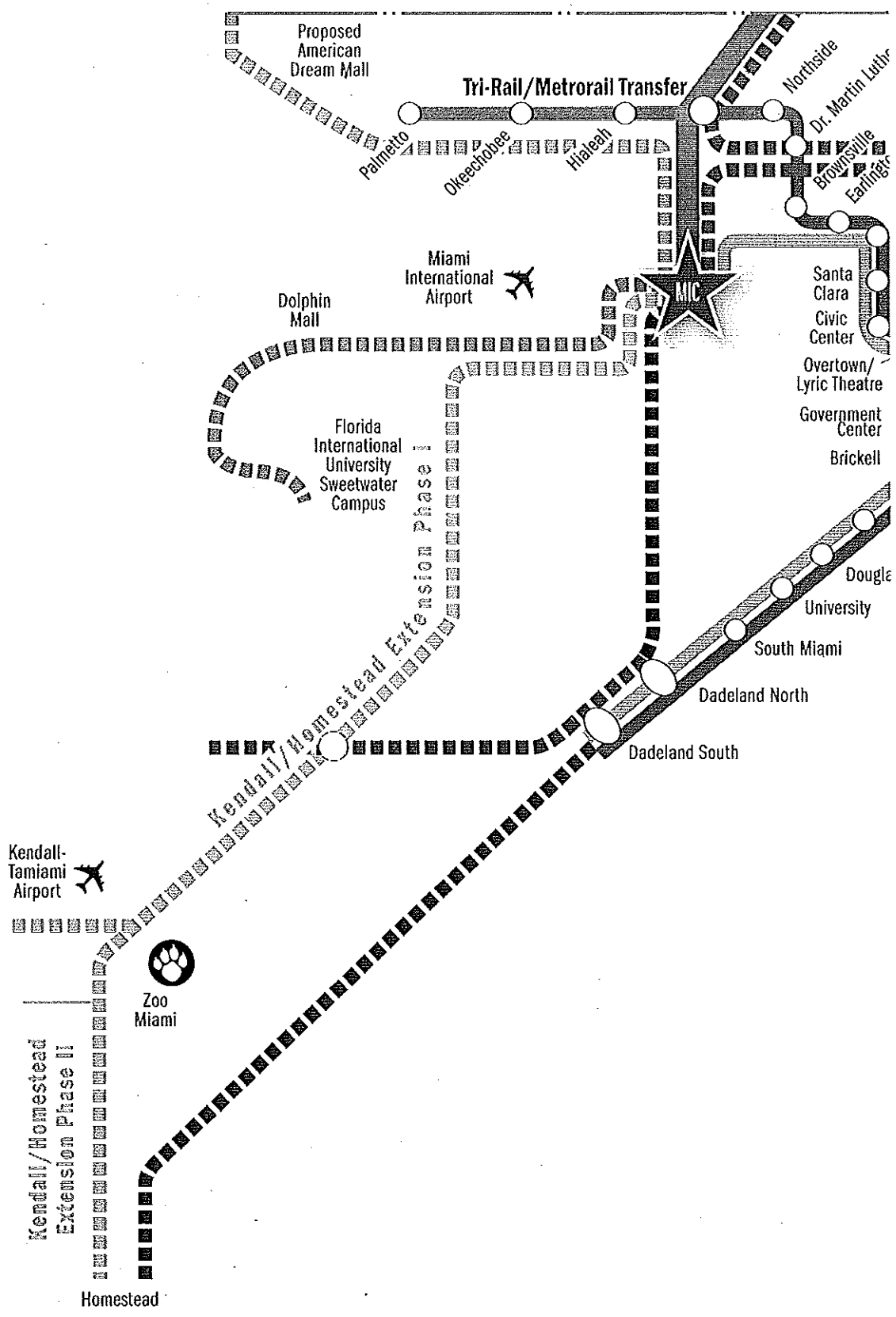
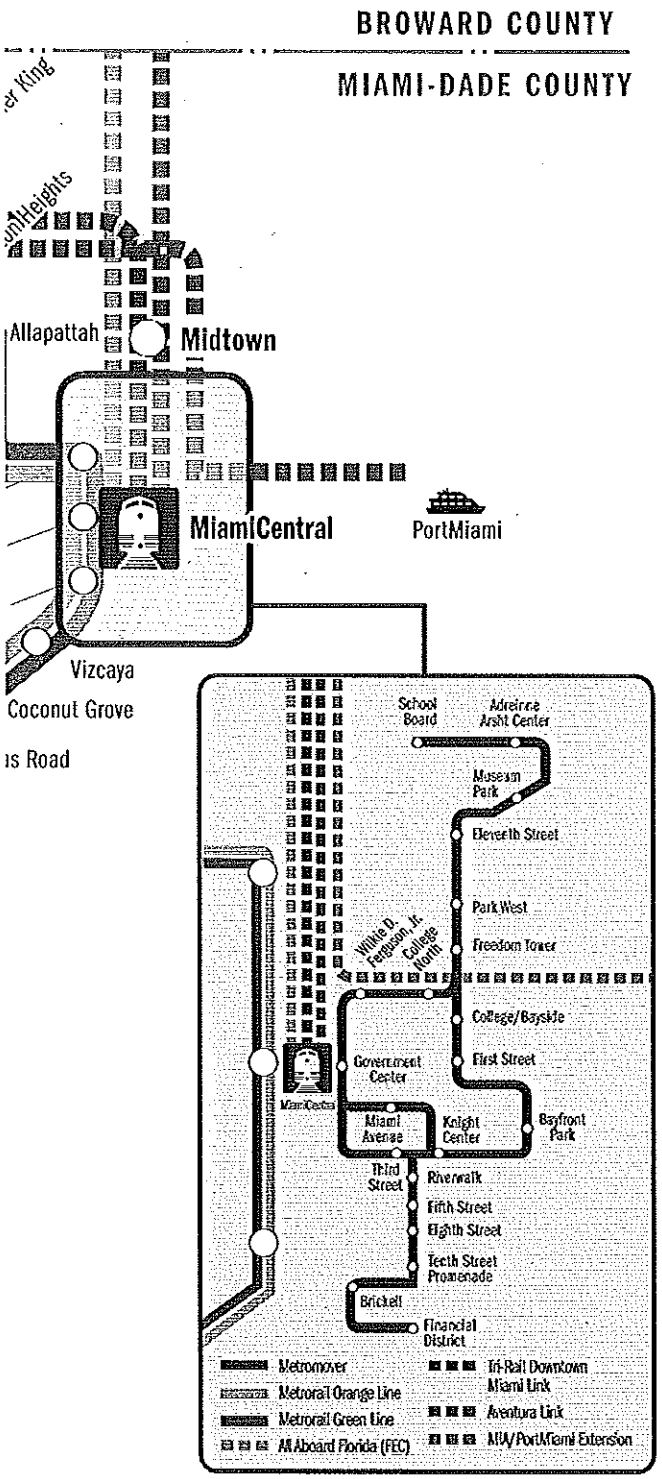
Miami-Dade Rail Opportunities

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

RTA



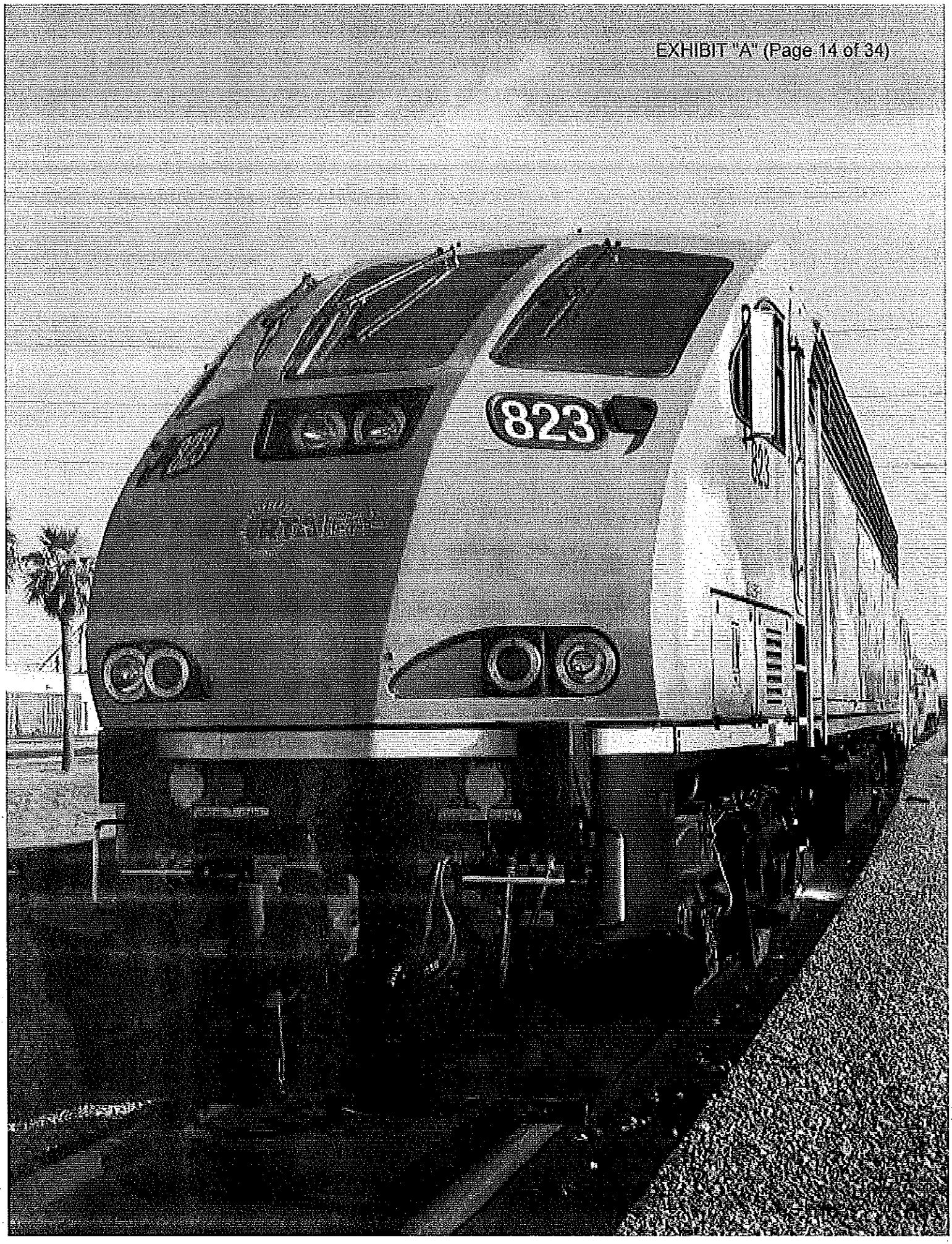


Existing Rail Transit Facilities

- Tri-Rail
- Metrorail Orange Line
- Metrorail Green Line
- Metromover
- Miami Intermodal Center
- Existing Transit Station

Proposed Rail Transit Facilities

- MiamiCentral
- Future Transit Station
- Tri-Rail Downtown Miami Link
- All Aboard Florida (FEC)
- Dolphin/East-West Extension (CSX)
- Kendall/Homestead Extension
- Aventura Link
- US 1 Extension (FDOT)
- Ludlam Corridor (FEC)
- MIA/PortMiami Extension
- Kendall Link
- Okeechobee Link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Introduction

Goal of the Miami-Dade Rail Opportunities Plan

The goal of the Miami-Dade Rail Opportunities plan is to provide a menu of mobility options that can help Miami-Dade County achieve its future growth. Leaders can choose which commuter rail, diesel multiple unit (DMU), or light rail mobility options will work best for Miami-Dade County. SFRTA looks forward to working with Miami-Dade County leaders to make these ideas a reality.

SFRTA History

The South Florida Regional Transportation Authority (SFRTA) was created on July 1, 2003, when legislation passed by the Florida Senate and the Florida House of Representatives and signed by Governor Jeb Bush transformed the Tri-County Commuter Rail Authority (Tri-Rail) into SFRTA. Tri-rail began operations in 1989.

SFRTA Mission

The SFRTA, with cooperation from our transportation partners, works diligently to plan, develop, fund and operate a seamless, safe and efficient regional transportation system. A regional transportation system in South Florida will ensure mobility, advance sustainable growth and improve the quality of life for our current and future residents.

SFRTA Governance

The SFRTA is led by a Governing Board, consisting of ten members: one County Commissioner from each county (three appointments); one citizen appointee from each county commission (three appointments); a Florida Department of Transportation (FDOT)-District Secretary (one appointment); and one governor's appointee from each of the three counties (three appointments).

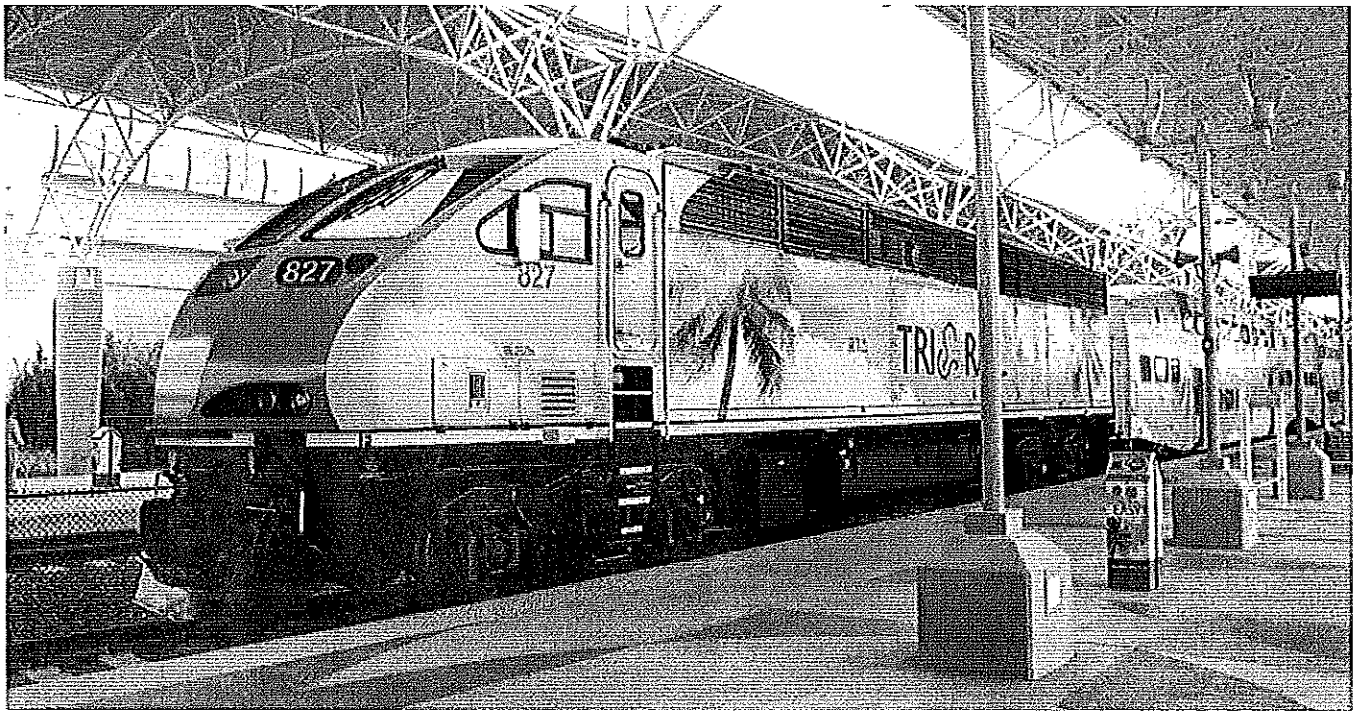
TRI-RAIL™

SFRTA Operations

The SFRTA operates Tri-Rail in Palm Beach, Broward, and Miami-Dade counties, serving 18 stations from Mangonia Park to the Miami International Airport. SFRTA is proud of the quality of its work, and has successfully completed its 2015, 2012, and 2009 Federal Transit Administration Triennial Reviews with zero findings.

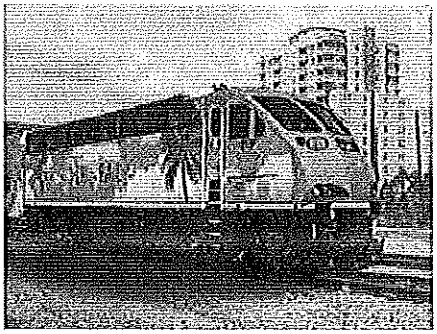
SFRTA Dispatch and Maintenance

In order to minimize passenger delays and more efficiently maintain the corridor, SFRTA recently achieved a long standing goal, and assumed responsibility for dispatch and maintenance for the South Florida Rail Corridor.



PROPOSED TECHNOLOGIES

COMMUTER RAIL



Vehicle Cost: $5-$9 million

Capital Cost/mile: $8-$15 million

Service Life: 30 Years

Power Source: Diesel/Biodiesel

Capacity: 100-150 seats per train car

Service Distance: 20-80 miles

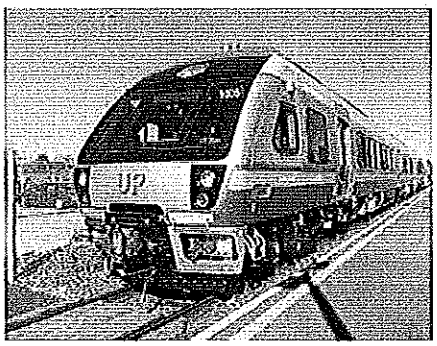
Service Type: Regional, Intra-urban

Right-of-Way: Rail corridor (exclusive or existing)

Proposed Corridors:

- Tri-Rail Downtown Miami Link
- Tri-Rail Aventura Link
- Tri-Rail Fort Lauderdale Airport Link
- Dolphin/East-West Extension
- Okeechobee Link
- Miami Intermodal Airport/ PortMiami Extension
- Kendall/Homestead Extension

DIESEL MULTIPLE UNIT (DMU)



Vehicle Cost: $4-$8 million

Capital Cost/mile: $8-$15 million

Service Life: 30 Years

Power Source: Diesel

Capacity: 60-185 seats per train car

Service Distance: 20-80 miles or less

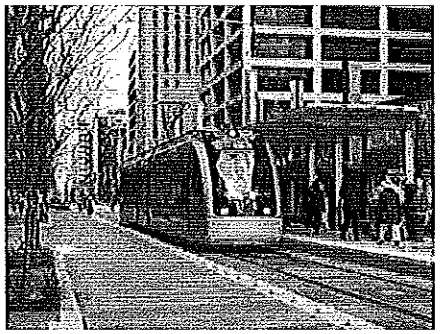
Service Type: Regional, Intra-urban

Right-of-Way: Rail corridor (exclusive or existing)

Proposed Corridors:

- Dolphin/East-West Extension
- Kendall/Homestead Extension

LIGHT RAIL



Vehicle Cost: $2+ million

Capital Cost/mile: $25-$30 million

Service Life: 30 Years

Power Source: Electric (overhead)

Capacity: 30-90 seats

Service Distance: 5-20 miles

Service Type: Regional, Urban

Right-of-Way: separate right-of-way (typically on center or side of streets) or mixed traffic.

Proposed Corridors:

- Ludlam Corridor
- US-1 Extension
- Kendall Link

Sources: SFRTA and Jacobs/Carter Burgess Transit Guide

SUMMARY OF PROJECTS

MODE	PROJECT	REGION	TIMEFRAME	CAPITAL COST	OPERATING COST	MAP
	Tri-Rail Downtown Miami Link	Countywide	Short-term	$68.9 M	TBD	1
	Miami River – Miami Intermodal Center Capacity Improvement Project	Central	Short-term	$26.9 to $50.3 M Depending on Alternative	N/A	3
	Midtown Miami Station	Northeastern	Short-term	$15 M	$150,000 anually	5
	Tri-Rail Aventura Link	Northeastern	Mid-term	$119 M	$8 M anually	6
	Dolphin/East-West Extension	Western	Mid-term	$150 to $190 M	$5 M annually	7
	Okeechobee Link	Western	Long-term	$325 M	TBD	8
	Kendall/Homestead Extension	Southwestern	Mid-term	$300 M	$15 M annually	9
	Kendall Link	Southwestern	Mid-term	$275 M	TBD	10
	US-1 Extension	Southwestern	Mid-term	$500 M	TBD	11
	Ludlam Corridor	Central	Mid-term	$300 M	TBD	13
	Miami International Airport/ PortMiami Extension	Central	Mid-term	$25 M	TBD	14

Notes:

- ◇ Short-term: less than three years
- ◇ Mid-term: three to six years
- ◇ Long-term: more than six years

Source: SFRTA

NEAR-TERM PROJECTS

TRI-RAIL DOWNTOWN MIAMI LINK

Tri-Rail Downtown Miami Link is an exciting opportunity to extend current Tri-Rail service to downtown Miami as early as December 2016. New service is possible by leveraging All Aboard Florida's (AAF's) private rail and station investment to create "MiamiCentral."

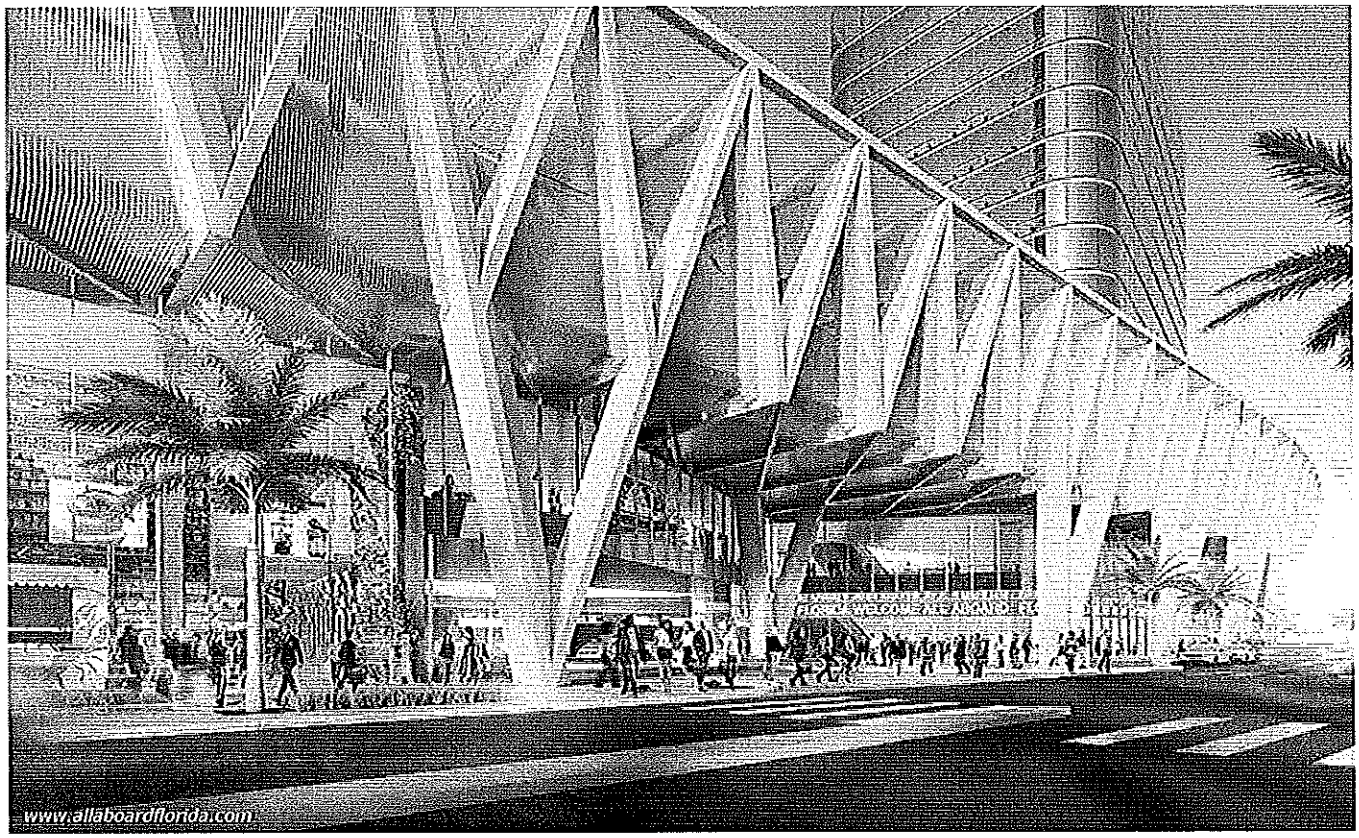
Once in a Lifetime Opportunity

Public Private Partnership

To leverage this private investment in Downtown Miami, the public is being asked to participate in the incremental construction costs for the MiamiCentral Station and new rail infrastructure to support the Tri-Rail Downtown Miami Link.

Fast-Track Implementation

"MiamiCentral" will serve as downtown Miami's multimodal hub, providing connections to AAF, Tri-Rail, the existing Miami-Dade County bus system, Metrorail, and Metromover. Commuter service could begin as early as December 2016, or when MiamiCentral opens and AAF becomes operational, with a day one ridership estimate of 2,000 per day.

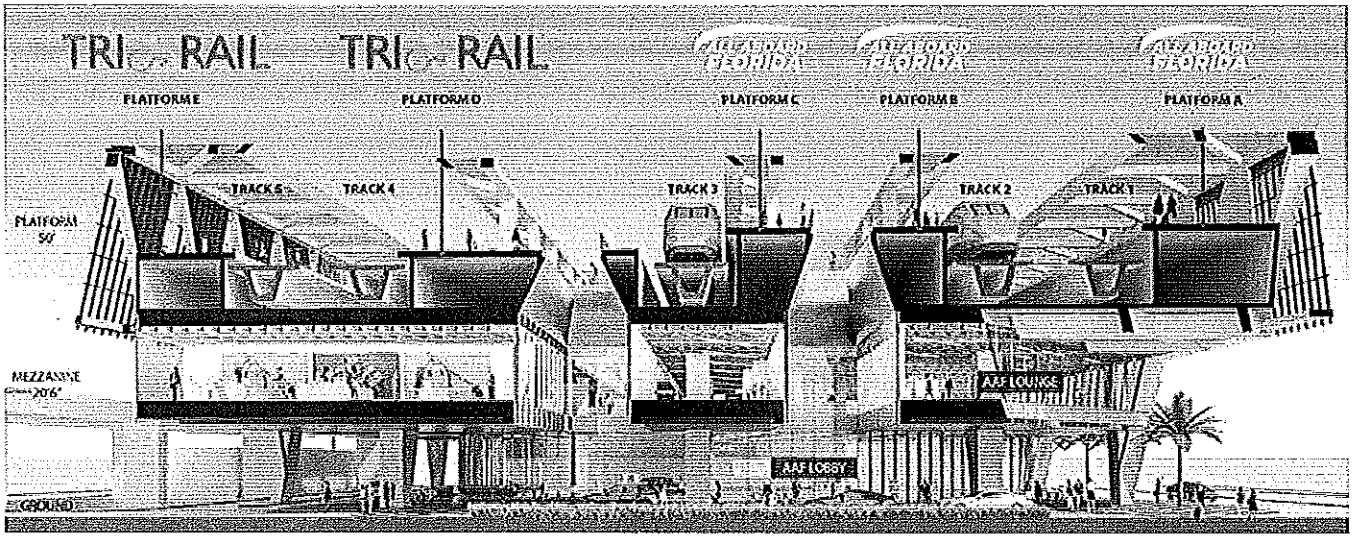


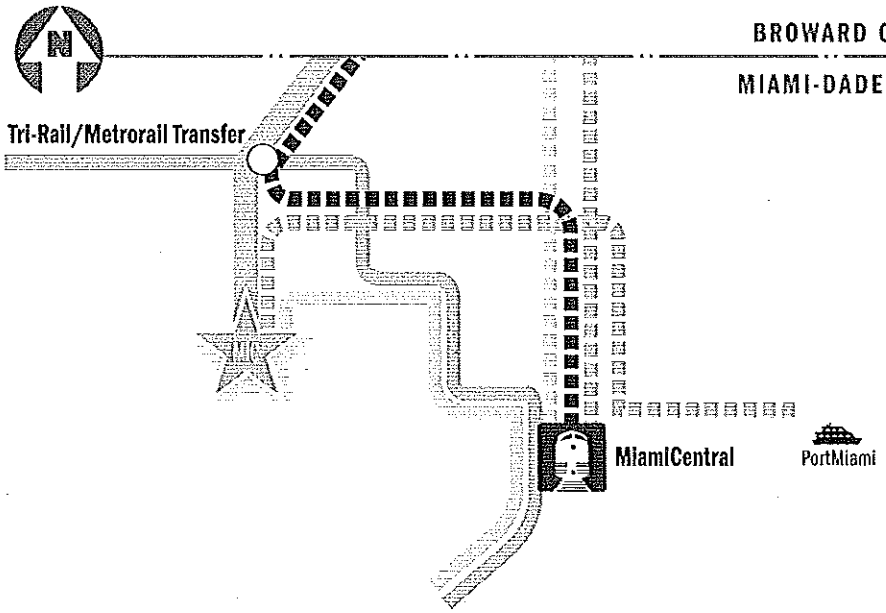
KEY FACTS

FEC RAILWAY Ownership	**1** Number of Potential New Stations	**18** One-way Travel Time (minutes)
8 Corridor Length (miles)	**19** Number of Grade Crossings	**$68.9 M** Estimated Cost
8 Average Station Spacing (miles)	**40/120** Headways (minutes)	**AS EARLY AS DECEMBER 2016** Opening Date

Sources: SFRTA

TRI-RAIL DOWNTOWN MIAMI LINK





Existing Rail Transit Facilities

- Tri-Rail
- Metrorail Orange Line
- Metrorail Green Line
- Miami Intermodal Center
- Existing Transit Station

Proposed Rail Transit Facilities

- MiamiCentral
- Tri-Rail Downtown Miami Link
- All Aboard Florida (FEC)
- Aventura Link
- MIA/PortMiami Extension

MIAMI RIVER-MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENT PROJECT

Currently, Tri-Rail traverses the Miami River on a single track bridge resulting in a critical capacity constraint. The Miami River – Miami Intermodal Center Capacity Improvement (MR-MICCI) project will add rail capacity across the Miami River and the last 1.25 miles of the South Florida Rail Corridor (SFRC) to greatly improve access and connectivity to the Miami Intermodal Center (MIC).

With extensive coordination among partner agencies, the MR-MICCI will evaluate the addition of a second main line railroad track, a new bridge across the Miami River, and signal upgrades, which will improve SFRC capacity for Tri-Rail, freight trains, and the extension of Amtrak intercity rail service to the MIC and improved connections between rail and air travel. Furthermore, the Hialeah Market Tri-Rail station will be enhanced with a new center platform and new continuous canopies for existing passenger shelters.

Included in the Miami-Dade MPO's 2040 Long-Range Transportation Plan and the MR-MICCI will:

- ◇ Improve Tri-Rail travel time and schedule adherence.
- ◇ Improve connectivity to MIA and associated employment centers.
- ◇ Improve passenger access to the MIC and its numerous transit connections.
- ◇ Relieve potential bottlenecks for Tri-Rail, Amtrak, and freight services.

KEY FACTS

STATE OF FLORIDA
Ownership

PROJECT DEVELOPMENT AND ENVIRONMENTAL PHASE
Current Project Status

$26.9-$50.3M (DEPENDING ON ALTERNATIVE)
Estimated Capital Cost (Right of way costs included)

2019
Opening Date

Sources: SFRTA, MR-MICCI website [www.mrmicci.com/index.html]

RAPE

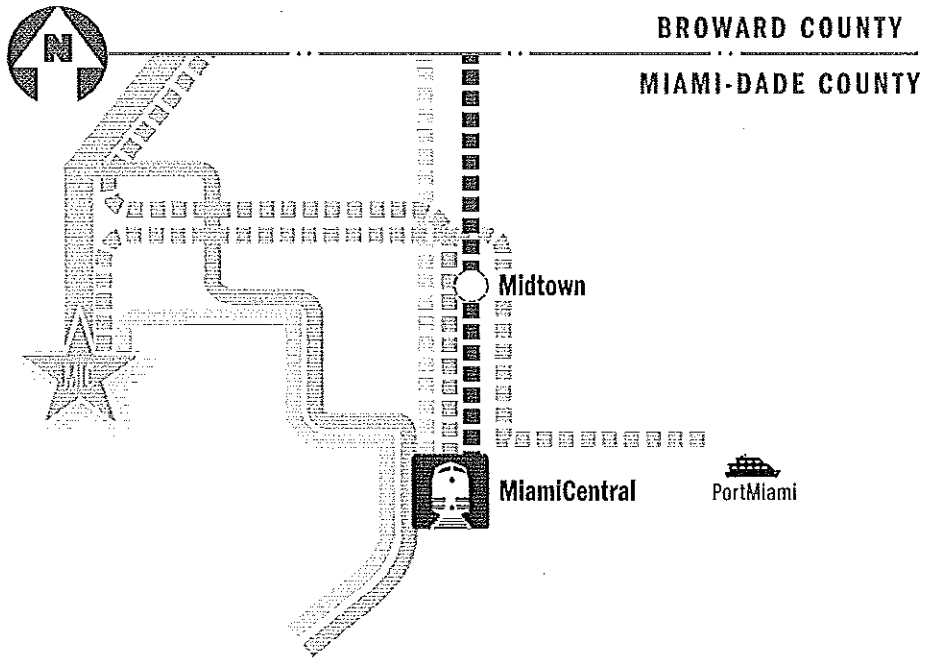
NORTHEASTERN PROJECTS

MIDTOWN MIAMI STATION

The Midtown, Design District, and Wynwood areas of the City of Miami have experienced tremendous growth and transformational change in recent years. These dynamic communities are now places to live, work, and play.

The proposed Downtown Miami Link route on the Florida East Coast (FEC) railway corridor runs along these communities. The community has always envisioned the area between NE 36th and NE 29th Streets as an attractive location for a new commuter rail station. When the Tri-Rail Downtown Miami Link service begins, a new Tri-Rail station could fit seamlessly into the community, with little or no public land acquisition.

Tri-Rail travel time between the new station and Downtown Miami will only be 7 minutes. Direct fast service to points north in Broward and Palm Beach counties will also become possible in the future.



Existing Rail Transit Facilities

- Tri-Rail
- Metrorail Orange Line
- Metrorail Green Line
- Miami Intermodal Center

Proposed Rail Transit Facilities

- MiamiCentral
- Future Transit Station
- Tri-Rail Downtown Miami Link
- All Aboard Florida (FEC)
- Aventura Link
- MIA/PortMiami Extension

KEY FACTS

FEC RAILWAY	PRE-PROJECT DEVELOPMENT	TBD
Ownership	Current Project Status	Opening Date
7	$15 M	
Travel Time to Downtown Miami (minutes)	Estimated Cost	

Sources: SFRTA, FDOT TRCL

TRI-RAIL AVENTURA LINK

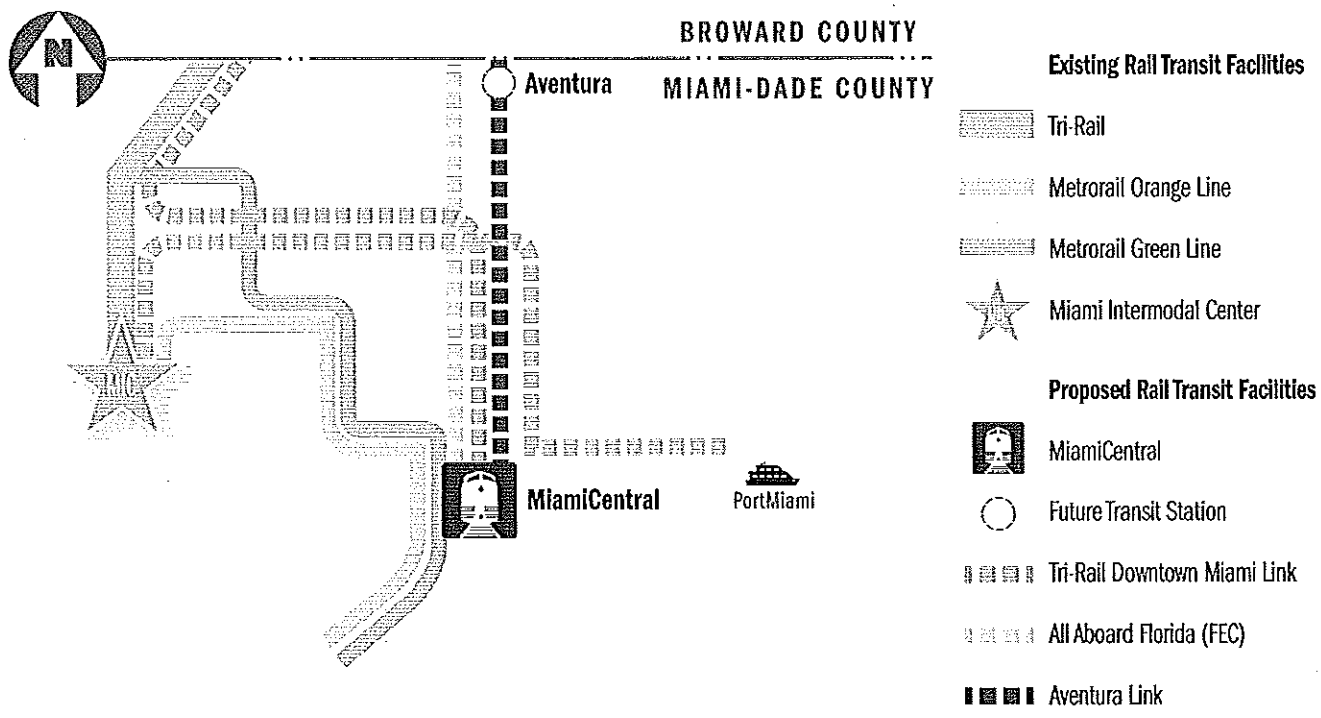
Northeastern Miami-Dade County currently experiences significant roadway congestion and has limited rapid transit options. Fortunately, the historic Florida East Coast (FEC) Railway corridor runs through the heart of northeastern Miami-Dade, allowing the opportunity for a new and transformational transit option known as the Tri-Rail Aventura Link.

The Tri-Rail Aventura Link can provide a convenient and cost-effective new commuter rail service in northeastern Miami-Dade by leveraging investments in All Aboard Florida and Tri-Rail Downtown Miami Link service. The project has the additional benefit of serving one of the original People's Transportation Plan (PTP) corridors.

Travel time between Aventura and Downtown Miami would be less than 30 minutes, which is far faster than peak-hour travel times on the highway network and existing transit services.

Communities Served

- Communities Served
- Midtown/Design District/ Wynwood
- City of Miami Upper Eastside
- North Miami
- North Miami Beach
- Aventura



KEY FACTS		
FEC RAILWAY Ownership	5 Number of Potential New Stations	29 One-way Travel Time (minutes)
13 Corridor Length (miles)	26 Number of Grade Crossings	$119 M Estimated Cost
2.6 Average Station Spacing (miles)	20/30/60 Headways (minutes)	TBD Opening Date

Sources: SFRTA, FDOT TRCL

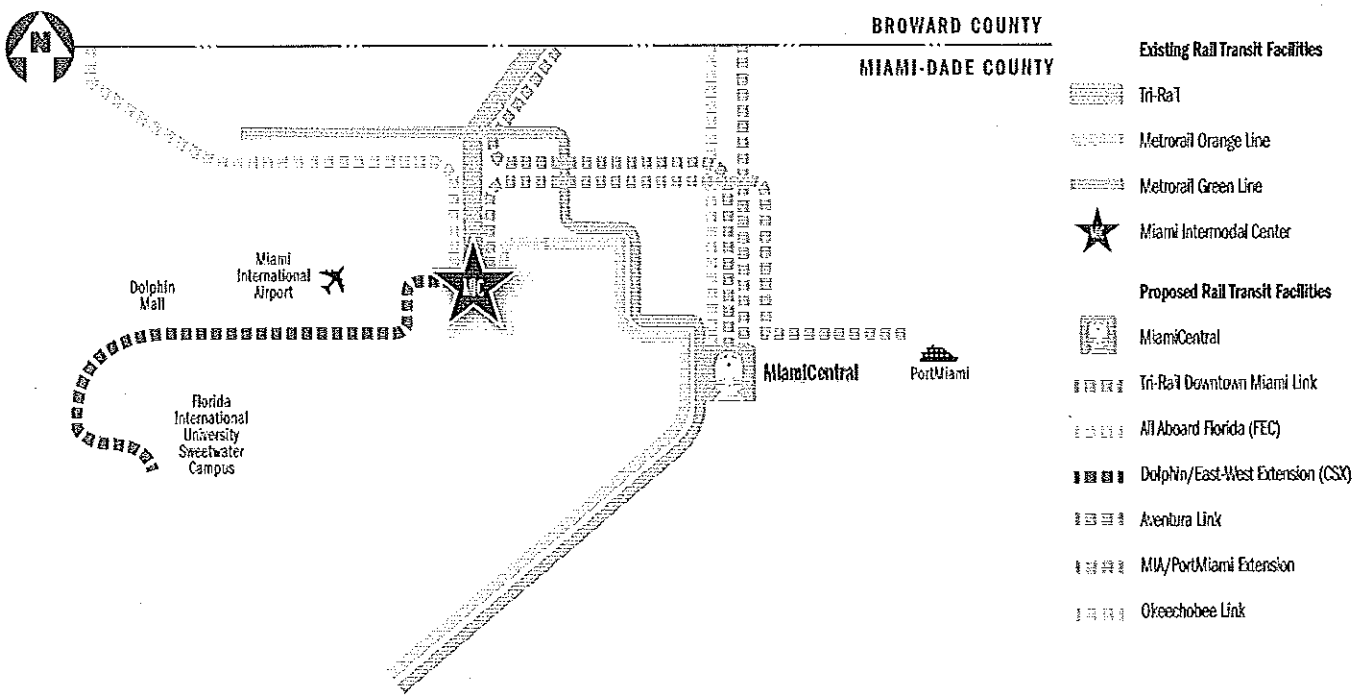
WESTERN PROJECTS

DOLPHIN/EAST-WEST EXTENSION

The Dolphin Expressway (SR 836) is the heaviest traveled east-west highway in South Florida, connecting major employment centers, shopping destinations, educational facilities, and large western residential areas.

Frequent congestion and travel delays are experienced on SR 836. Fortunately, an existing rail corridor runs immediately parallel to the Dolphin Expressway and connects with the new Miami Intermodal Center (MIC), allowing for the development of a much needed transit alternative.

Dolphin/East-West Extension would utilize commuter rail or diesel multiple unit (DMU) vehicles to provide a new mobility option between western Miami-Dade County and the Miami Intermodal Center. Travelers could then connect to the new Orange Line Metrorail service to reach Downtown Miami and the Civic Center/Health District.



KEY FACTS

STATE OF FLORIDA AND CSX Ownership	**6** Number of Potential New Stations	**15** One-way Travel Time (minutes)
9 (TO TURNPIKE) **11 (TO FIU)** Corridor Length (miles)	**12** Number of Grade Crossings	**$150 to $190 M** Estimated Cost
2 Average Station Spacing (miles)	**20/30/60** Headways (minutes)	**TBD** Opening Date

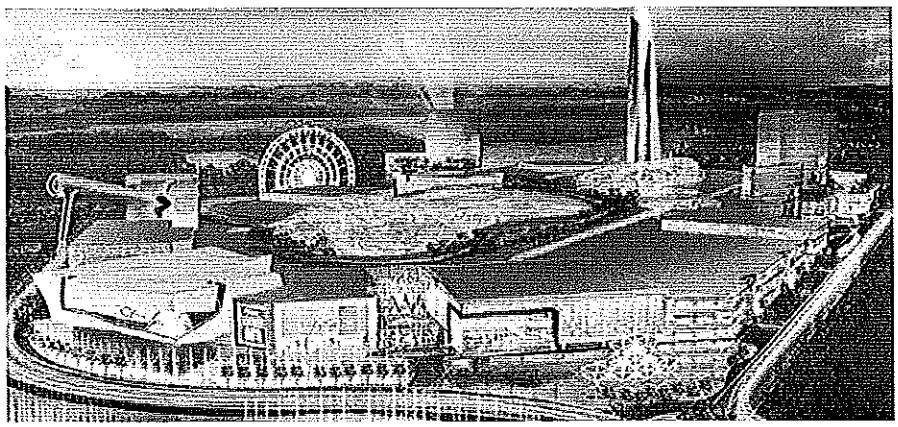
Source: SFRTA

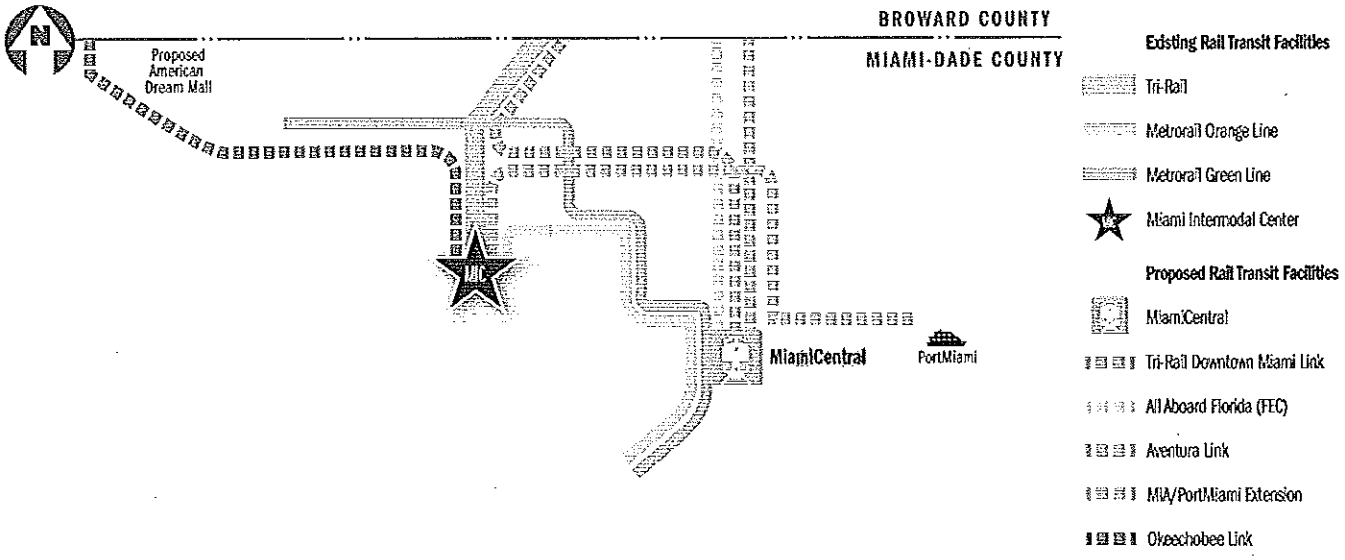
OKEECHOBEE LINK

Developer Triple Five has announced plans to construct a new entertainment destination to Northwest Miami-Dade County: American Dream Miami. This megamall will be the largest mall in the United States and will include hundreds of stores, a theme park, indoor ski slope, and a sea lion habitat. It is estimated that the megamall will cost $4 billion to complete and create 25,000 construction jobs, and as many permanent jobs.

The proposed American Dream mall is planned to be built in Miami Lakes, at the intersection of the Florida Turnpike and I-75. Planned IRIS connection improvements create an opportunity for a new Tri-Rail service to the American Dream mall to serve its 25,000 new employees.

The Okeechobee Link would connect the mall to the Miami Intermodal Center at Miami International Airport, serving the travel and tourism market.





KEY FACTS

FCC RAILWAY Ownership	**3** Number of Potential New Stations	**TBD** One-way Travel Time (minutes)
9.5 Corridor Length (miles)	**TBD** Number of Grade Crossings	**$325 M** Estimated Cost
TBD Average Station Spacing (miles)	**TBD** Headways (minutes)	**TBD** Opening Date

Source: SFRTA

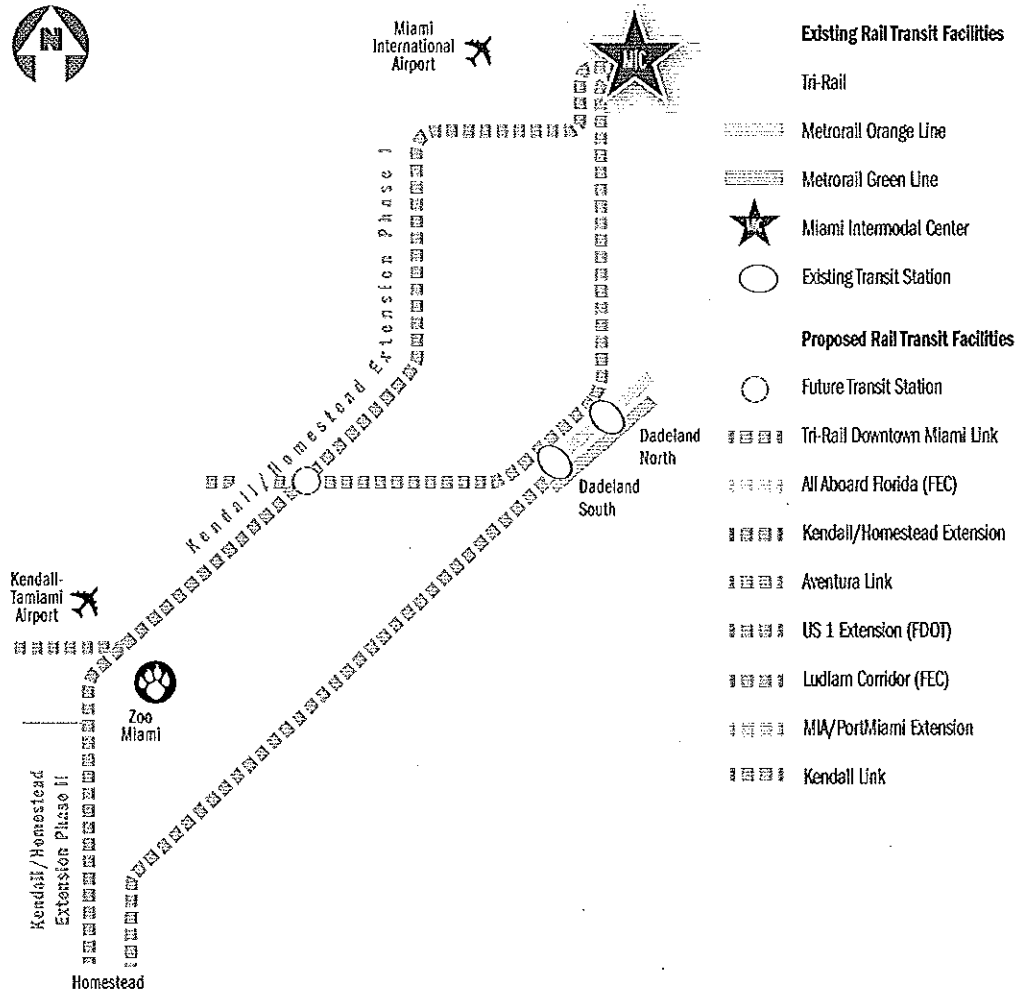
SOUTHWESTERN PROJECTS

KENDALL/HOMESTEAD EXTENSION

Kendall experienced massive growth in recent decades. Severe roadway congestion plagues the area, with most residents enduring long commutes to the region's major employment centers. This situation causes financial hardship for commuters and negatively impacts the Kendall area's quality of life.

The Kendall/Homestead Extension provides a needed new travel option by connecting Kendall to the Miami Intermodal Center (MIC) and other premium transit services.

New Kendall Corridor service would utilize existing rail rights of way (some of which are already in state ownership) for cost-effective diesel multiple unit (DMU) or commuter rail service.



KEY FACTS

STATE OF FLORIDA AND CSX	2.25	30
Ownership	Average Station Spacing (miles)	One-way Travel Time (minutes)
16 (TO ZOO MIAMI)	34	300 M
29 (TO HOMESTEAD)	Number of Grade Crossings	Estimated Cost
Corridor Length (miles)		
	20/30/60	TBD
8	Headways (minutes)	Opening Date
Number of Potential New Stations		

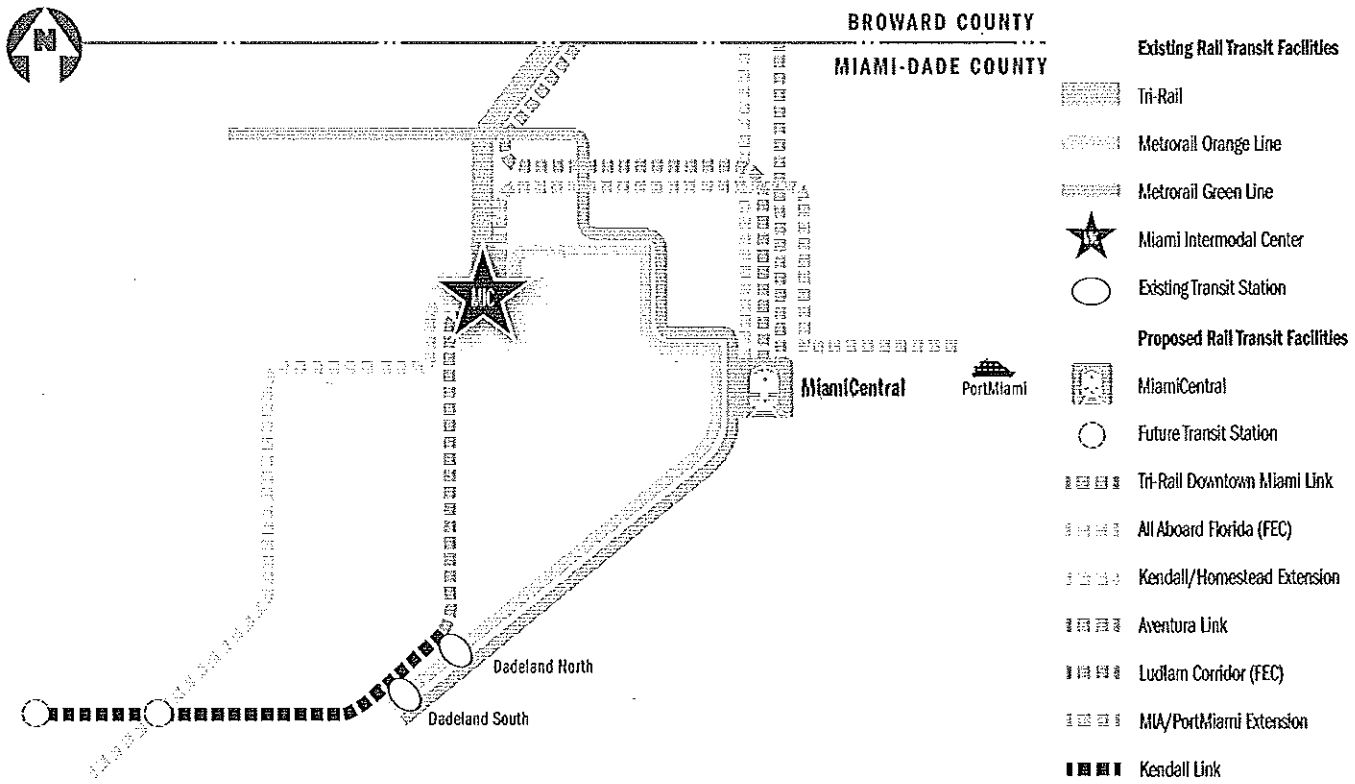
Source: SFRTA

KENDALL LINK

New premium transit services are needed to provide relief from Kendall's severe traffic congestion. The Kendall Link, a new light rail or DMU service along the Kendall Drive, can be an effective solution to the area's mobility challenges.

The Kendall Link would extend west along the Kendall Drive corridor from Dadeland, connecting to existing Metrorail service and serving the Dadeland area, Baptist Hospital and numerous residential communities.

Cost-effective, phased implementation could occur by extending first to the Don Shula Expressway (SR 874) and CSX corridor, then later past Florida's Turnpike. Connections are also envisioned with transit service on the Kendall/Homestead Extension and Ludlam Corridor.



KEY FACTS

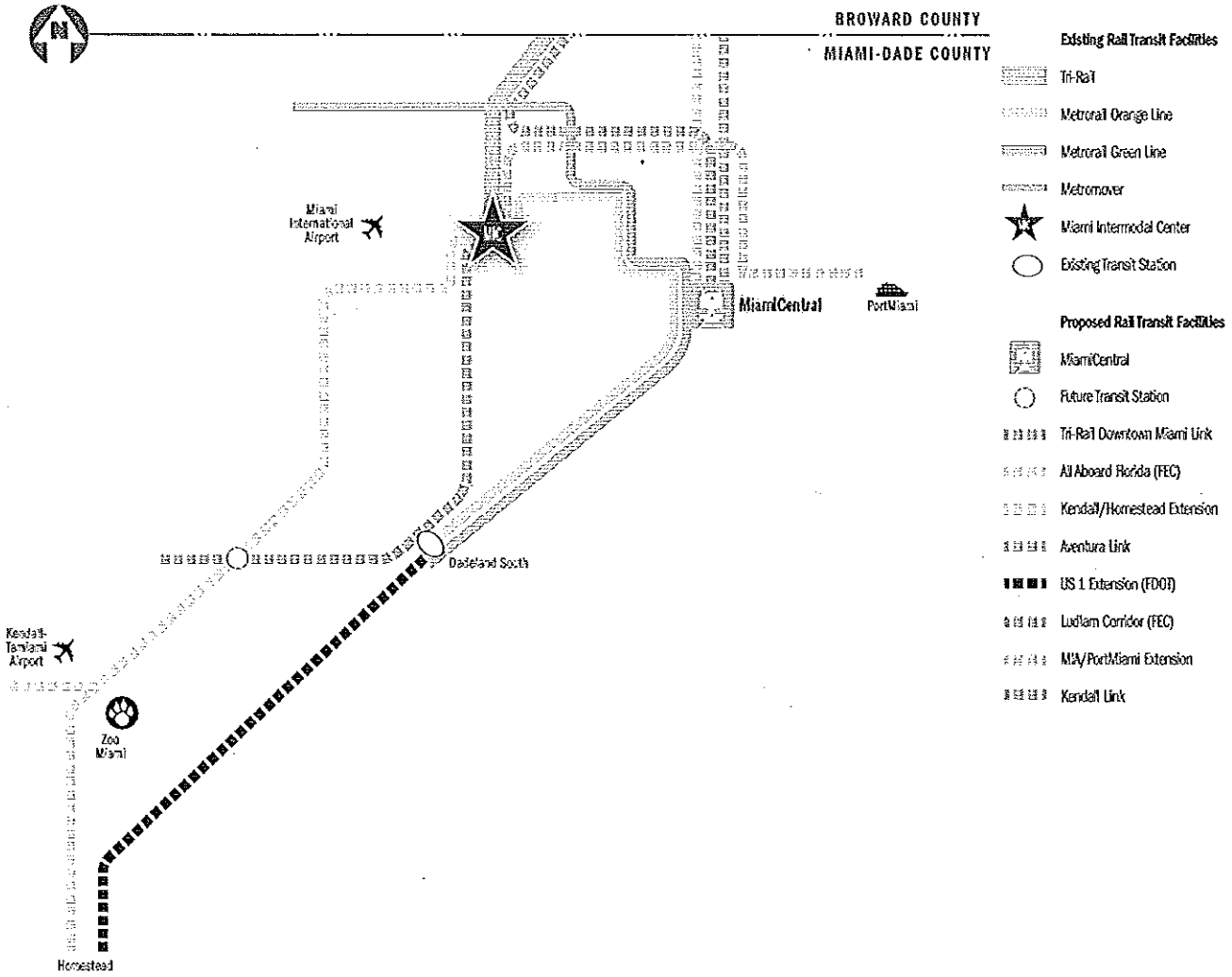
STATE OF FLORIDA	5-8	8 (TO DON SHULA & CSX),
Ownership	Number of Potential New Stations	15 (TO TURNPIKE)
		One-way Travel Time (minutes)
3 (TO DON SHULA & CSX),	N/A	
5.5 (TO TURNPIKES)	Number of Grade Crossings	$150 M (TO DON SHULA & CSX),
Corridor Length (miles)		$175 M (TO TURNPIKES)
	TBD	Estimated Cost
0.5	Headways (minutes)	
Average Station Spacing (miles)		TBD
		Opening Date

Sources: SFRTA, Miami-Dade MPO

US-1 EXTENSION

The South Dade Busway, which was built on the former FEC Railway right-of-way, was designed to allow for potential future rail expansion. The population of southern Miami-Dade County continues to grow, along with public desire for new premium transit options that are not part of highway expansion projects.

The US-1 Extension would bring new rail service from Dadeland area to Homestead and Kendall. The expansion of rail service could be done as light rail or DMU service connecting to other initiatives such as the Kendall/Homestead Extension and Ludlum Corridors.



KEY FACTS

FDOT Ownership	TBD Number of Potential New Stations	TBD One-way Travel Time (minutes)
20 Corridor Length (miles)	TBD Number of Grade Crossings	$500 M Estimated Cost
TBD Average Station Spacing (miles)	TBD Headways (minutes)	TBD Opening Date

Source: SFRTA

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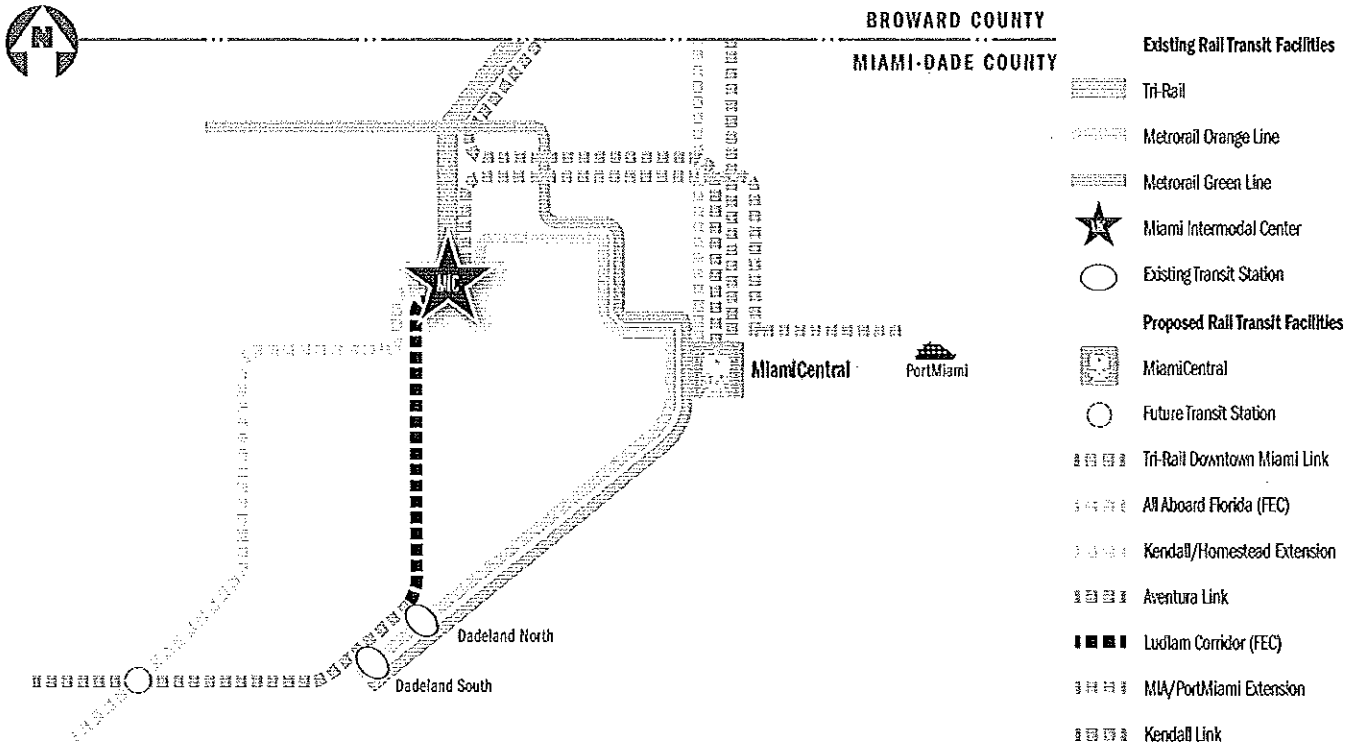
CENTRAL PROJECTS

LUDLAM CORRIDOR

The Ludlam Corridor is an inactive railroad corridor owned by the Florida East Coast (FEC) railway that links two of the region's busiest actvitiy centers – Miami International Airport (MIA) and Dadeland.

The corridor also connects to the South Florida Rail Corridor and the new Miami Intermodal Center (MIC). This could allow for a potentially quick, easy, and attractive extension of light rail service.

Light rail or DMU service could share the corridor with the new bicycle & pedestrian trail desired by the community. Analysis by the Miami-Dade MPO has demonstrated that both a trail and transit can effectively fit in the corridor, which is generally 100 feet in width.



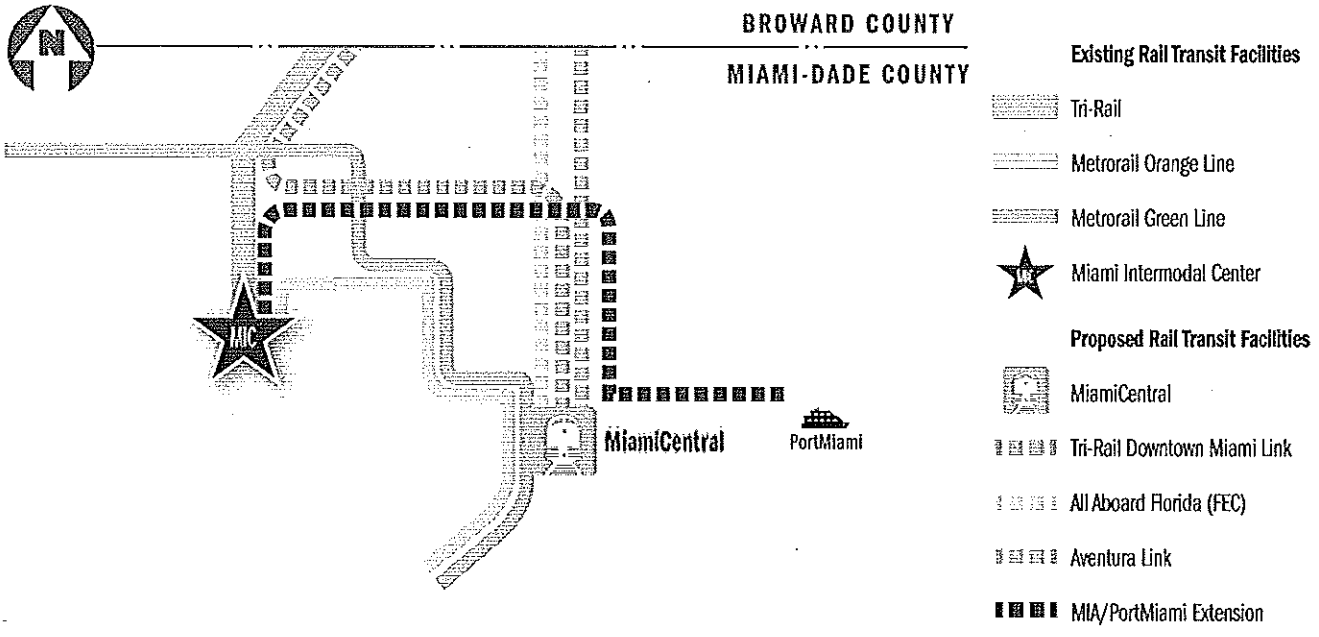
KEY FACTS

STATE OF FLORIDA AND FEC Ownership	**1.5** Average Station Spacing (miles)	**20** One-way Travel Time (minutes)
10 Corridor Length (miles)	**22** Number of Grade Crossings	**$300 M** Estimated Cost
7 Number of Potential New Stations	**20/30/60** Headways (minutes)	**TBD** Opening Date

Source: SFRTA, Miami-Dade MPO

MIAMI INTERNATIONAL AIRPORT/ PORTMIAMI EXTENSION

This concept would provide strategic Tri-Rail service during high travel demand periods (usually weekends) between the new Miami Intermodal Center (MIC) at Miami International Airport (MIA) and PortMiami. Using the new MIC Central Station, South Florida Rail Corridor (SFRC), and Florida East Coast Railway (FEC) tracks, the service would provide a new congestion free route to cruise ship departure and arrivals at PortMiami. This off-peak service would result in minimal new infrastructure being required.



KEY FACTS

STATE OF FLORIDA AND FEC Ownership	**6** Average Station Spacing (miles)	**25** One-way Travel Time (minutes)
12 Corridor Length (miles)	**37** Number of Grade Crossings	**$25 M** Estimated Cost
1 OR 2 Number of Potential New Stations	**N/A, SPECIAL SERVICE** Headways (minutes)	**TBD** Opening Date

Source: SFRTA

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SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

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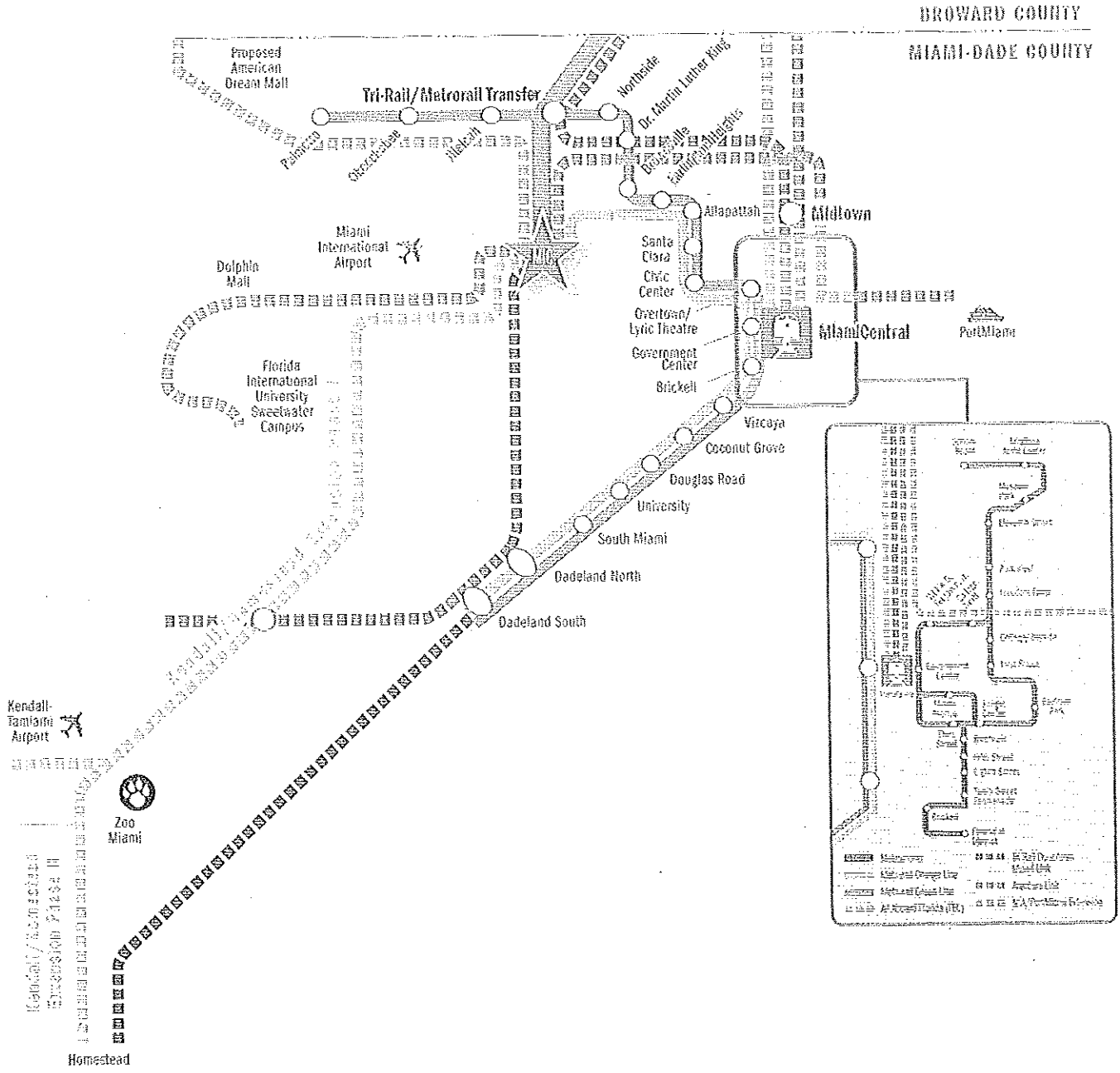
DEPARTMENT OF PLANNING AND CAPITAL DEVELOPMENT

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY



April 2015

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

MIAMI-DADE COUNTY
RAIL OPPORTUNITIES

Improving Mobility in Miami-Dade County