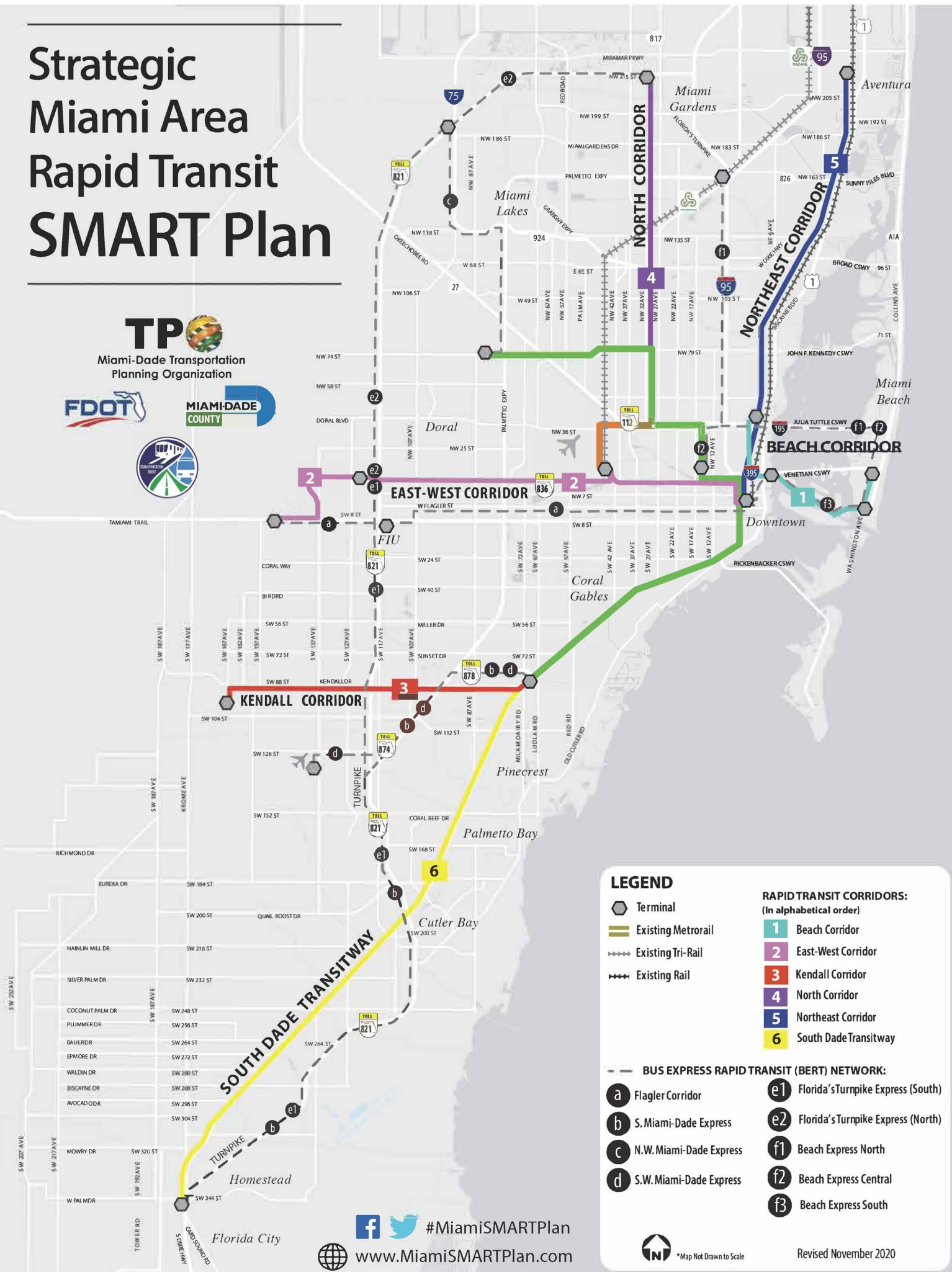


Strategic Miami Area Rapid Transit SMART Plan

TP
Miami-Dade Transportation
Planning Organization



LEGEND

- Terminal
 - Existing Metrorail
 - Existing Tri-Rail
 - Existing Rail
- RAPID TRANSIT CORRIDORS:
(In alphabetical order)**
- 1 Beach Corridor
 - 2 East-West Corridor
 - 3 Kendall Corridor
 - 4 North Corridor
 - 5 Northeast Corridor
 - 6 South Dade Transitway
- BUS EXPRESS RAPID TRANSIT (BERT) NETWORK:**
- a Flagler Corridor
 - b S. Miami-Dade Express
 - c N.W. Miami-Dade Express
 - d S.W. Miami-Dade Express
 - e1 Florida's Turnpike Express (South)
 - e2 Florida's Turnpike Express (North)
 - f1 Beach Express North
 - f2 Beach Express Central
 - f3 Beach Express South



Revised November 2020

www.MiamiSMARTPlan.com



FACT SHEET

Summer 2023

FM# 438076-1-22-01

SR 9 / SR 817 / NW 27th Avenue

RAPID TRANSIT

Project Development & Environment (PD&E) Study



Stay Informed:

Project Website
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- ▶ Project Overview
- ▶ Study Objective
- ▶ Public Involvement
- ▶ Project Goals
- ▶ Locally Preferred Alternative
- ▶ Project Schedule
- ▶ Project Map

OVERVIEW

In 2016, the SR-9/SR-817/NW 27th Avenue Corridor (hereafter referred to as the North Corridor) as identified by the Strategic Miami Area Rapid Transit (SMART) Plan was prioritized for rapid transit services (Bus Rapid Transit (BRT), Heavy Rail Transit (HRT) and other appropriate transit modal technologies).

The SMART Plan was adopted by the Miami-Dade Transportation Planning Organization (TPO) Governing Board in April 2016 formally setting the plan into action. On October 19, 2017, the TPO Governing Board passed TPO Resolution #47-17 which established the North Corridor Rapid Transit Extension as the number one priority for the SMART Plan.

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study for the implementation of Rapid Transit along NW 27th Avenue. The FDOT PD&E Study is fully funded (FM# 438076-1-22-01). The North Corridor project is also included in Miami-Dade TPO's Fiscal Year 2022-2027 Transportation Improvement Program (TIP) and the 2045 Long Range Transportation Plan.

PROJECT SCHEDULE

2019 - 2022	2023	2024	2025	2026 - 2030	2030 - 2036	2036
TPO LPA Selection	LPA Value Engineering	FTA Class of Action Determination (NEPA)	Public Hearing	Right-of-Way Acquisition	Final Design	Begin Revenue Service
		Preliminary Design (15%)	Final Preliminary Engineering Report/ Environmental Assessment		Construction	
		Draft Preliminary Engineering Report/ Environmental Assessment	Preliminary Engineering (45% Plans)			
Public Involvement						

PROJECT GOALS

- » Maximize mobility by offering an alternate transportation mode with competitive travel times, which improves the corridor's people-carrying capacity.
- » Enhance connectivity with local and other regional transit systems that improves transportation system efficiency.
- » Realize economic opportunities within the project corridor through transit oriented development.
- » Improve access to regional attractors in Miami-Dade and Broward Counties.

STUDY OBJECTIVE

This study evaluated the implementation of a cost-effective, rapid transit system and infrastructure within the NW 27th Avenue Corridor as part of the overall interconnected SMART Plan rapid transit network. A focus on providing multimodal street improvements to accommodate rapid transit service was determined through an evaluation of transit mode, alignment, and station stop locations.

PUBLIC INVOLVEMENT

The involvement of the community has been and continues to be vital to the success of this project, making the comprehensive Public Involvement Program a key component of this study. Public involvement has consisted and will continue to consist of formal and informal meetings with the general public, elected officials, and representatives of governmental agencies, municipalities, transportation providers and other interested stakeholders throughout the duration of the study.

LOCALLY PREFERRED ALTERNATIVE (LPA)

The selection of the LPA is an important step in the pursuit of federal funds for transit projects. The LPA is a general description of the mode and alignment which local authorities think will be the most competitive in achieving support, and ultimately will provide the best service. Final decision by the TPO Governing Board on the Locally Preferred Alternative is based on:

- » **Dec. 6, 2018** - Resolution #52-18 selecting an elevated fixed guideway transit system as the Locally Preferred Alternative (LPA) for the North Corridor.
- » **Oct. 31, 2019** - Resolution #55-19 confirming the selection of Elevated Heavy Rail as the preferred transit technology.

PROJECT UPDATE: THE PD&E RESTARTS!

On Nov. 15, 2022, the Miami-Dade County Board of County Commissioners (BCC) approved Resolution R-1139-22 directing the County Mayor or designee to take all actions necessary to accelerate the implementation of the North Corridor as an elevated fixed guideway solution per the TPO's adopted Locally Preferred Alternative and urging the Florida Department of Transportation (FDOT) to complete the National Environmental Policy Act process (NEPA).

In May 2023, FDOT and DTPW collaborated to conduct a Value Engineering (VE) Workshop to identify best and most cost effective methods of implementing the project. Results of the VE Workshop will be completed in September 2023 and will be used to restart the PD&E in early 2024.

