

CITT Municipal Workshop

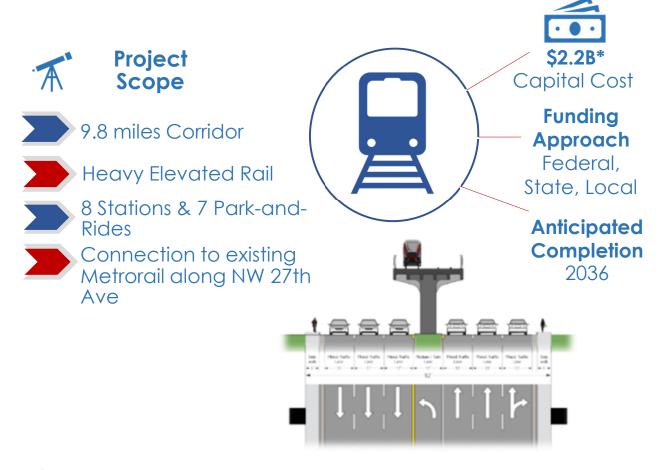
October 28, 2024



NW 183 St / SR 860 (Miami Gardens Dr)



SMART Program – North Corridor





SMART Program – North Corridor

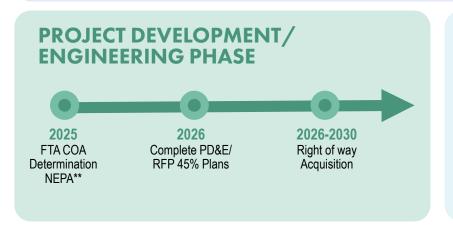
Anticipated Funding Structure & Project Costs (based on 2018 costs)		
Total Capital Cost (\$YOE):	\$2.2 Billion	
Local Match (\$YOE):	\$440 Million (20%)	40%
State Match (\$YOE):	\$440 Million (20%)	40%
New Starts Section 5309 (\$YOE):	\$1.32 Billion (60%)	60%



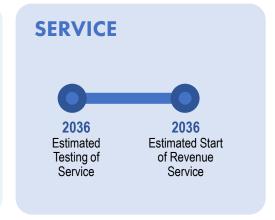


SMART Program – North Corridor Timeline*

WE ARE HERE PROJECT HISTORY (2016-2022) PD&E PHASE (2023-2024) Dec 2018 Feb 2020 June 2020 Dec 2023 -**May-October** Nov 2022 Apr/May 2023 Jun 2016 Oct 2019 Oct 2023 Apr 2024 Initial Value FDOT PD&E P3 terminated. Value Engineering PD&E Elevated rail Modal Final Value Mar 2024 PD&E restart. 2024 Engineering placed on Request to restart Workshop held. initiated, and recommended technologies Engineering LPA Refinement Preparation for conducted. hold - 94% BRT and HRT as LPA. evaluated. Heavy PD&E. Report completed. Median Closures PD&E restart. Public-Private options Rail selected as complete Analysis Structural Partnership RFP evaluated. LPA. Analysis issued by BCC.









^{**} Dependent on FTA's approval





SMART Corridor - North Corridor 12 Month Look-Ahead

PD&E Phase

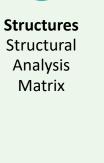


Traffic/Travel **Demand Median Closures Analysis SERPM Validation**

Roadway and **Transit: Update Base** Map, Existing **Conditions Roll** plot, Alignment Needs/Station

Footprints







15% Plans 15% Design Roll Plot/Exhibit

Environmental Conditions

FTA Update Existing Submit updated NEPA checklist Obtain Class of action (COA) determination





SMART Program – North Corridor VE Recommendations

- √#I Adjust Railway and Stations Alignment
- √#2 Modify Railway Design Speed to Improve Operations
- √#3 Use Innovative Roadway Design Strategies
- √#4 Adjust Bus Routes and Stations/Stops Locations
- √#5 Partner with Private Industries to Generate Revenue
- √#6 Re-engage with Broward County for Rail Extension
- √#7 Utilize Alternative Drainage Strategies
- √#8 Improve Light Maintenance/Cleaning Operations
- √#9 Resize and Relocate Parking Areas

- √#10 Locate a Rail Pocket Track
- √#II Utilize Alternative Superstructure and Substructure Strategies
- √#12 Use Packaged Power Substations
- √#13 Deploy a Hybrid Operating Model for Express Service
- √#14 Generate and Use Solar Energy
- √#15 Maintain Operations while maintaining railway
- √#16 Apply Roadway Speed Management Strategies
- √#17 Overlap PD&E and Design Phases
- √#18 Create a Con-Ops & Ops-Con Outline
- √#19 Create an MOA/MOU Outline

Items Not Recommended to Move Forward After VE Study

Item #19 Being Addressed Separately By FDOT and DTPW





SMART Program – Addressing VE Recommendations

Alternative Superstructure and Substructure Strategies

Steel Plate
Girders

Segmental Box
Girders

Spliced
Girders



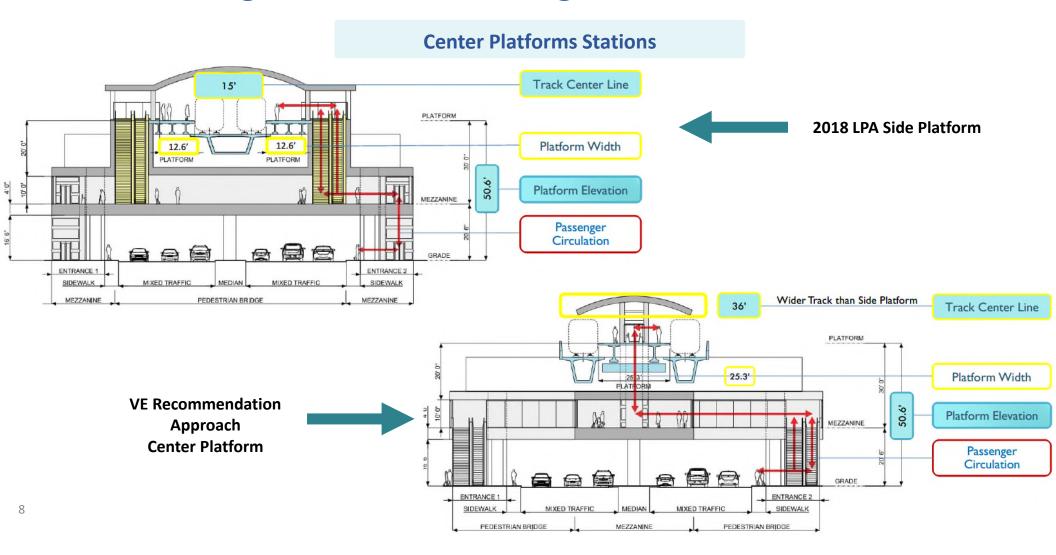




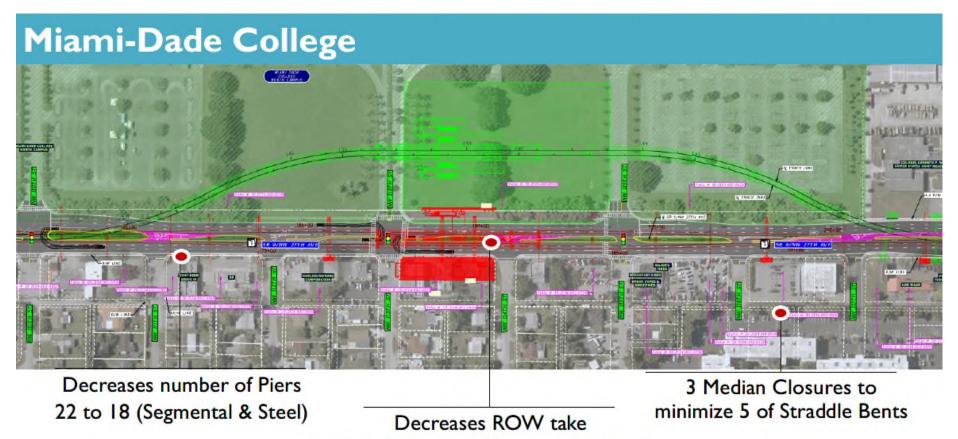




SMART Program – Addressing VE Recommendations



SMART Program – Addressing VE Recommendations



6.3 to 0.45 acres (Segmental & Steel)





SMART Program - Flagler Corridor Feasibility Study



January 2024
TPO Resolution
to place PD&E on
HOLD

February –
April 2024
FDOT
developed
scope and
project cost for
Feasibility
Study

May –
September
2024
Project
Programming

October 2024 – January 2025 Procurement

WE ARE HERE

February 2025
Anticipated
Notice to
Proceed

(7.A - Board Member Reports)

Board Member Eileen Higgins requested the Florida Department of Transportation place the Bus Rapid Transit Flagler Street Project Development and Environment feasibility study in abeyance and use the funds to initiate a study to evaluate an elevated fixed guideway system along Flagler Street from Downtown to Florida International University to provide direct or intermodal connectivity to the existing transit system.

TPO Governing Board Meeting – 01/25/2024 Board Directives

The feasibility study will evaluate alternatives for an elevated fixed guideway system along Flagler Street from Downtown Miami to Florida International University (FIU).





SMART Program – Flagler Demonstration

Project \$7.3M Scope Capital Cost 2.1 miles Corridor **Funding Bus Rapid Transit** State anes Utilizing existing Bus Stops/Routes **Anticipated** Completion Demonstration for 2027* upcoming Flagler PD&E

Proposed Flagler Street - Looking West

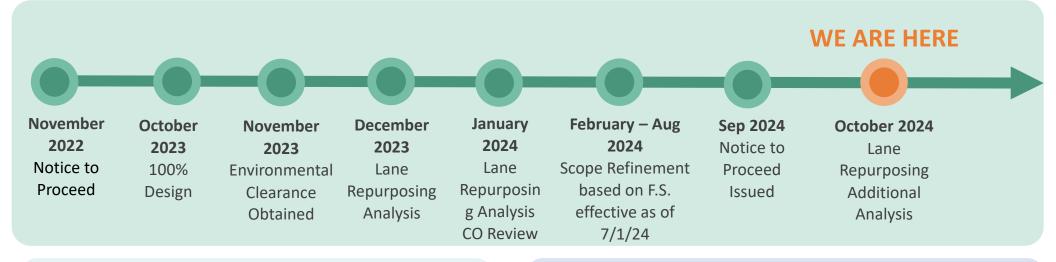








SMART Program – Flagler Demonstration



Construction Phase



April 2026
Construction
Contract
Awarded *

July 2026 Begin Construction April 2027
Completion of
Construction

Monitoring/Evaluation



July 2027
Begin
Project
Monitoring

July 2028
Project
Evaluation





^{*} Dependent on Central Office approval of the Lane Repurposing Analysis