

South Corridor Rapid Transit Project
Miami, Florida
Small Starts Project Development
(Rating Assigned November 2019)

Summary Description	
Proposed Project:	Bus Rapid Transit 20 Miles, 16 Stations
Total Capital Cost (\$YOE):	\$299.81 Million
Section 5309 CIG Share (\$YOE):	\$100.00 Million (33.4%)
Annual Operating Cost (opening year 2022):	\$39.28 Million
Current Year Ridership Forecast (2018):	14,700 Daily Linked Trips 4,623,600 Annual Linked Trips
Horizon Year Ridership Forecast (2040):	20,600 Daily Linked Trips 6,452,200 Annual Linked Trips
Overall Project Rating:	High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	High

Project Description: The Miami-Dade County Department of Transportation and Public Works (DTPW) proposes to implement a bus rapid transit (BRT) project along the existing South Dade busway from the Dadeland South Metrorail Station to SW 344th Street in Florida City. DTPW plans to upgrade the existing busway by implementing signal preemption for buses and installing crossing gate arms at street crossings to enable buses to travel more rapidly and efficiently. The service is planned to operate every 7.5 minutes during the weekday peak period, 20 minutes during weekday evening and off-peak periods and every 30 minutes on weekends.

Project Purpose: The upgrades to the busway are expected to improve safety, operating efficiency, travel times and passenger comfort. DTPW anticipates that the project will improve access to the Metrorail system for the corridor's downtown commuters, as well as to major destinations in the corridor.

Project Development History, Status and Next Steps: DTPW completed the environmental review process with receipt of a Categorical Exclusion (CE) for busway upgrades in July 2017. The locally preferred alternative was selected, then adopted into the region's fiscally constrained long range transportation plan in August 2018. The project entered Project Development in October 2019. DTPW anticipates receipt of a Small Starts Grant Agreement in 2020, and the start of revenue service in 2022.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$100.00	33.4%
State: Florida Department of Transportation New Starts Program	\$99.90	33.3%
Local: Miami-Dade County People's Transportation Plan Sales Tax Revenue	\$99.90	33.3%
Total:	\$299.80	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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LAND USE RATING: Medium

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- The average population density across all station areas is 5,000 persons per square mile, corresponding to a Medium-Low rating according to FTA benchmarks. An estimated 51,000 jobs would be served by the project, which corresponds to a Medium-Low rating.. The proportion of LBAR housing in the project corridor compared to the proportion in the county through which the project travels is 3.1, corresponding to a High rating.
- Commercial strip development prevails along the immediate project alignment. Residential development in adjacent neighborhoods is generally single-family with some areas of multi-family development. Some areas in the central and southern parts of the corridor include industrial, agricultural and vacant parcels.
- Sidewalks exist along streets in most of the corridor.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

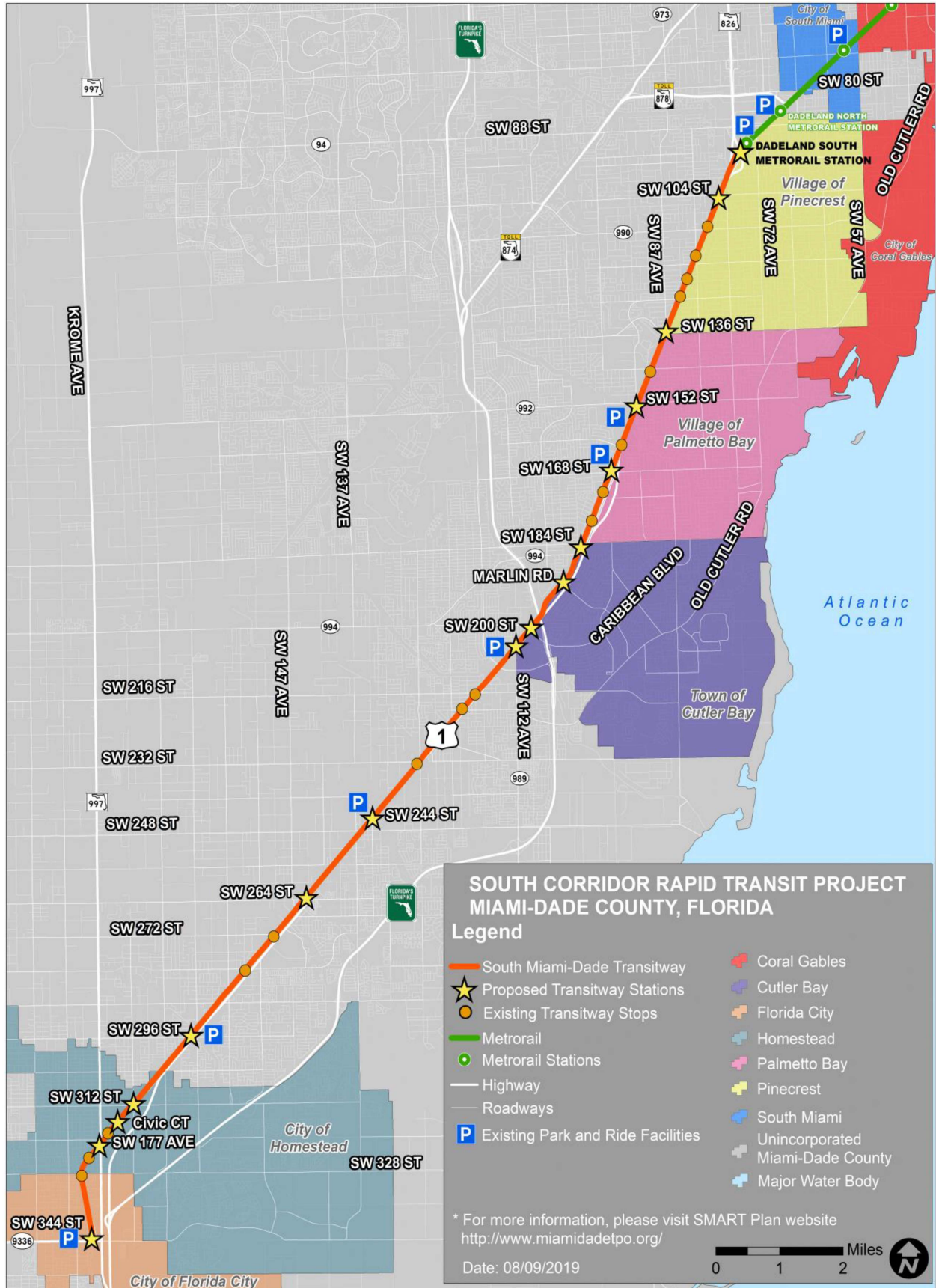
- *Transit-Supportive Corridor Policies:* Most municipalities have prepared comprehensive plans to include transit-supportive policies. Miami-Dade County, which has jurisdiction over nearly half the land in station areas, has adopted minimum residential and commercial density targets applying to all its station areas that rate Medium on FTA benchmarks, with High densities allowed. The five other corridor municipalities have adopted land use policies that also call for at least moderately supportive densities in most of the station areas. A number of districts have been designated that encourage compact, mixed-use, pedestrian friendly development, but design guidelines in existing plans are fairly general and are not always strongly transit-supportive.
- *Supportive Zoning Regulations Near Transit Stations:* The northern and central station areas have comparatively higher density zoning than the stations at the southern end of the corridor. A Miami-Dade County overlay zone supports high densities in about one-quarter of the station areas, and three of the five other municipalities also have districts applying to large portions of their station areas that support Medium to High densities and include pedestrian-friendly design guidelines. Base parking requirements are generally typical for suburban areas, although there are provisions in some areas for reductions of up to 30 to 50 percent for proximity to transit.
- *Tools to Implement Land Use Policies:* Outreach specifically regarding transit-supportive land use has been limited, although a visioning and economic development study is underway. Miami-Dade County applies a variety of density bonus options and has tax increment financing authority.

Performance and Impacts of Policies: Medium

- *Performance of Land Use Policies:* Transit-supportive development and redevelopment in the area around the South Dadeland Metrorail station has been underway for years. However, other areas in the corridor have only recently been designated as urban centers and have yet to see substantial new transit-supportive development. One example was provided of a mixed-use project underway in the proposed station areas, with six other developments with transit-supportive characteristics proposed.
- *Potential Impact of Transit Investment on Regional Land Use:* Significant capacity for new development or redevelopment exists in the station areas, with 84 million square feet of “high potential” parcels and 51 million square feet of “medium potential” parcels. The corridor includes a high concentration of vacant parcels that could accommodate transit-supportive densities under current zoning.

Tools to Maintain or Increase Share of Affordable Housing: Medium

- Comprehensive plans generally acknowledge the need for affordable housing but little information is available on implementation of policies proposed in municipal plans. Miami-Dade County has an affordable housing trust fund as well as density bonuses that provide some incentives for affordable housing. Five affordable housing projects that are under construction or recently completed in station areas were identified, providing about 580 units of housing, including two senior housing projects and two public/Section 8 housing projects.



**SOUTH CORRIDOR RAPID TRANSIT PROJECT
MIAMI-DADE COUNTY, FLORIDA**

Legend

- South Miami-Dade Transitway
- ★ Proposed Transitway Stations
- Existing Transitway Stops
- Metrorail
- Metrorail Stations
- Highway
- Roadways
- P Existing Park and Ride Facilities
- Coral Gables
- Cutler Bay
- Florida City
- Homestead
- Palmetto Bay
- Pinecrest
- South Miami
- Unincorporated Miami-Dade County
- Major Water Body

* For more information, please visit SMART Plan website
<http://www.miamidadetpo.org/>

Date: 08/09/2019

