

TIGER VI Project Planning Grant Application Beach Corridor Project Development Study

PROJECT LOCATION

City of Miami • City of Miami Beach • Miami-Dade County, Florida

TIGER VI Funding Request: \$1,500,000



MIAMI BEACH



Submitted by Miami-Dade County, a local government applicant
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I. PROJECT HISTORY AND DESCRIPTION

A. History of Affordable, Incremental Transit Improvements for Miami-Dade County

1. FDOT Project History

In June 1993, the Florida Department of Transportation (FDOT) began a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS) for the State Road (SR) 836 East-West Multimodal Corridor, the major East-West travel corridor in Miami-Dade County. The purpose of the MIS/DEIS was to analyze various alternatives for improving the transportation capacity of the corridor and proposing the best transportation improvements from the alternatives evaluated.

The project corridor began at the Florida International University (FIU) campus, extending the length of SR 836/Dolphin Expressway, past Miami International Airport (MIA), through downtown Miami to the Port of Miami, and ending at the Miami Beach Convention Center. The DEIS was completed in October 1995 and the Federal Transit Administration (FTA) issued a Record of Decision (ROD) in September 1999. While the DEIS addressed the Miami to Miami Beach connection and it was included in the Locally Preferred Alternative (LPA), it was not included in the Minimum Operable Segment (MOS) or advanced through the Final Environmental Impact Statement (FEIS) phase of project development.

2. History of People's Transportation Plan

In 1999, the County sought to pass a one-cent sales tax referendum in order to finance its Rapid Transit Corridors. However, taxpayers opposed the sales tax and the referendum failed.

Subsequently in 2002, the County successfully passed a one-half cent sales tax referendum to finance the same Rapid Transit Corridors in the County. This initiative was identified as the People's Transportation Plan (PTP). The Citizens' Independent Transportation Trust (CITT) is the 15-member body created to oversee the PTP that is funded with the one-half cent sales surtax. Funding obtained from the sales tax referendum is called "Charter County Transportation Surtax Funds".



3. Bay Link Study History

The Miami-Miami Beach Transportation Corridor (Bay Link) developed detailed plans and engineering concepts for each alternative to analyze any project modifications and impact changes from what was previously analyzed in the East-West Multimodal Corridor Study DEIS. The Bay Link Study investigates the feasibility of implementing a rapid transit connection between downtown Miami and Miami Beach. The Federal Transit Administration (FTA) in cooperation with the Miami-Dade Metropolitan Planning Organization (MPO) completed the Alternatives Analysis (AA) and Supplement DEIS in October 2002. The AA/SDEIS documents the Phase I development process for the Bay Link Study. The AA/SDEIS phase of development provided:



- The engineering, conceptual design and analysis necessary to define the proposed alternatives and support the DEIS analysis and evaluation;
- The analysis necessary to identify adverse social, economic, and environmental impacts and opportunities to avoid, minimize, and mitigate those impacts;
- The implementation of a collaborative public involvement program necessary to gain support for the project and to reach consensus on a LPA for advancement into the Preliminary Engineering and Final Environmental Impact Statement (PE/FEIS) phase of development;
- Documentation of the development, selection, and adoption of the LPA; and
- The development of a financial plan.

After an extensive public outreach process based on the goals and objectives supporting the Purpose and Need and the analysis contained in the SDEIS, the public hearing for the Bay Link project was held on December 3, 2002. The MPO selected the LPA on September 25, 2003. The adopted light rail technology (streetcar) system was endorsed by the cities of Miami and Miami Beach.



In April 2004, the MPO began Phase 2 of the project, consisting of refining the LPA description. Consideration of connecting the mainland to the Beach with a premium service transit line has been included in Long Range Transportation Plan (LRPT), but has not been further addressed since 2004. The Bay Link Study can be found at the following web link:

<https://www.miamidade.gov/mpo/documents/default.htm#BAYLINK2002>

B. Project Description

Miami-Dade County is requesting \$1,500,000 in TIGER VI Discretionary Grant Program funding towards the Beach Corridor Project Development Study. The Beach Corridor transit service will provide a premium transit link between downtown Miami and Miami Beach, two of the major economic activity centers in Miami-Dade County. This is a high transit ridership corridor and has been identified as a candidate project and considered for premium transit in the last past two decades.



In downtown Miami, the proposed project will interface with the existing Metrorail, Metromover and Metrobus systems. In Miami Beach, the proposed system will connect to the County's major convention center and provide improved transit service within a highly dense and transit-oriented area. The need to provide rapid transit connectivity between the cities of Miami Beach and Miami is vital to the economic and environmental sustainability of both cities. Miami-Dade Transit (MDT) and the MPO have been working together with the FDOT and the cities of Miami and Miami Beach in several short-term transit improvements that enable residents and visitors to improve the mobility to and from the mainland.

In 2013, the Miami-Dade MPO joined in a partnership with MDT, Miami Downtown Development Authority (MDDA), FDOT and the Cities of Miami and Miami Beach to conduct the Beach Corridor Transit Connection Study. The MPO serves as the lead agency overseeing the study/consultants. The objective of the Beach Corridor Transit Connection Study is to update and refine past studies, which examined a premium connection between the cities of Miami and Miami Beach given current and future conditions and to evaluate how best to advance a rapid transit connection through the project development process. The anticipated completion of the study is June 2014.

The Miami-Dade MPO will continue managing the study's Project Development phase as a sub-recipient to MDT. The Project Development effort will culminate with the selection of a preferred alternative for modal technology and alignment. There has been extensive and recent planning activities related to this transit corridor to formulate various assumptions on a project scope. The project characteristics shown in Table 1 are based upon the lowest light rail technology (LRT) cost "Direct Connection" Alternative developed as part of the Beach Corridor Transit Connection Study and the refined LPA developed under the Bay Link Study in 2004, representing the most extensive and robust alternative. Maps depicting the two options are included as *Appendices A and B* of this application.

Table 1

Project Characteristics	Alternatives	
	Direct Connection Appendix A	Bay Link Refined LPA Appendix B
Corridor Length (Miles)	6.5	6.5
Project Length (route miles)	6.75	18.04
Stations	14	42
Headways		
Peak	5	5
Midday	10	10
Estimated Capital Costs (2013)	\$ 532 M	\$ 774 M
Estimated O&M Costs (2012)	\$ 22 M	\$ 45 M
Number of Routes	1	3
Round Trip Travel Times (minutes)	41	55

C. Project Study Location

1. Study Area

The study area for the Beach Corridor is located in Miami-Dade County, which is part of the south Florida region. The study corridor includes Watson Island, the Venetian, MacArthur (US 41/SR A1A) and Julia Tuttle (I-195/SR 112) Causeways, Terminal Island and Star, Palm and Hibiscus Islands. The study area boundaries are as follows:



- The northern boundary includes NW 41st Street, I-195/SR 112
- To the east, the boundary is the Atlantic Ocean from 41st Street to South Pointe area in Miami Beach
- To the south, the study area includes SE/SW 13th Street
- I-95 serves as the western border of the study area

The boundaries for the local study area, which encompasses portions of Miami Beach and downtown Miami are shown below in Figure 1 and included as *Appendix C* of this application. The physical environment in the local study area is mostly “built-out” urban with a high-intensity of commercial development located in the downtown core and adjacent to some of the major arterials along Flagler

Street, Biscayne Boulevard, Washington Avenue, Lincoln Road and Alton Road. The development in Downtown Miami tends to be largely retail, office, residential and government services with Flagler and Bayside Marketplace serving as large shopping attractors. On Miami Beach, the distribution of land use clearly shows the area's adaptation to support the large tourist influx. Hotel, restaurant and retail trade dominate along Washington Avenue, Ocean Drive and Lincoln Road Mall. There is also a good mix of relatively high-density residential development concentrated in Miami Beach along West Avenue. Medium residential densities are found around Flamingo Park, Bayshore Golf Course and the various islands in the bay.

Figure 1



The study area's natural features are part of what draws so many people to the region, but they also create mobility barriers for travelers. Water bodies such as the Miami River and Biscayne Bay in the study area create natural barriers that result in limited throughways in an otherwise grid roadway network, and it would be very expensive and environmentally undesirable to provide additional routes. Minimal access points constrain mobility for people trying to cross Biscayne Bay, the waterway separating downtown Miami and Miami Beach. All traffic across must be funneled on to the MacArthur, Venetian and Julia Tuttle causeways. In addition, the project area includes or is bordered by several freeways including I-

95, I-395, I-195 and SR 970 (downtown distributor from I-95) offering limited entrance-exit ramps, thereby further restricting access and mobility.

2. Land Use

The Beach Corridor is the most densely developed area in Miami-Dade County and has historically provided the economic foundation for the development of the entire county. The tremendous private investment in the study area, including high-rise condominiums, entertainment venues, and office and retail space is being augmented by significant public infrastructure investment including the PortMiami Tunnel and water and sewer system upgrades.

In Miami Beach, development has been focused more on residential and tourist growth. Building permits increased nearly 25% between 2010 and 2012, to 12,580 permits, back to levels not seen since before the recession. The number of hotel rooms increased 19% between 2007 and 2012, up to over 16,000 rooms. Additionally, the following amount of development is proposed or currently underway in the corridor is shown in Table 2.

Table 2

Proposed or Current Study Area Development, 2013

Residential Units	Hotel Rooms	SF office	SF retail
10,989	2,001	1,290,500	1,353,127

These investments all share the need for continued mobility in the study area if the return on these investments is to be realized. While the integration of land use and transportation planning has taken place as demonstrated by the Comprehensive Master Development Plans developed by the County and cities in the study area, attention must now be paid to implement the transit link needed to add the core capacity to respond to the articulated goals to promote safe, efficient and integrated connections for pedestrians and public transit.

The *Miami Downtown Development Authority's Decade of Change: Downtown Miami Area 2001-2011 Report* highlights the development growth in the study area. In 2000, there was approximately 62.0 million square feet of building space; by 2011, that had risen to 96.72 million, an extraordinary 56% increase. The districts surrounding the Central Business District, Brickell and Arts & Entertainment, increased 67.1% and 79.4%, respectively. Overall, the total square footage of building space on the downtown Miami side of the study area increased rapidly in the last decade.

In 2009, the City of Miami adopted a new zoning code, known as Miami 21. A form-based code, which regulates development to achieve a specific urban form, emphasizes the relationship between buildings and the public realm – streets, and

sidewalks. Miami 21 was created to expand mixed-use development, and promote pedestrian activity and transit usage. Through Miami 21, the city has a publicly adopted vision for downtown that encourages high-density, mixed-use land development. In sum, the city's adopted land use code is designed to ensure the success of a mass transit linkage to Miami Beach.

Downtown Miami is a transportation hub for the region, which is expected to grow significantly in the next decade. Served by three MDT Metrorail stations, downtown Miami is also served by the local fully automated people mover system, and houses three bus terminals serving several major bus lines, with routes stretching to the north, south and west. Additionally, passenger rail is expected to return through two proposed projects: All Aboard Florida, a private passenger rail service by Florida East Coast (FEC) that proposes to connect Miami with other major cities along the coast, and Orlando, and the Tri-Rail Coastal Service, a commuter rail line currently under study by the South Florida Regional Transit Authority (SFRTA).

Presently, downtown Miami is in the midst of a transition. Miami is departing from the Post-World War II Era central business district model, one with limited mixed-use development and an emphasis on readily available parking and convenient ingress and egress for automobiles. The city is transitioning to a modern urban metropolis that facilitates walking and transit usage.

3. Transportation Facilities (Roadways)

The roadways throughout the study area form a grid pattern oriented north-south and east-west with collectors that link to the major arterials. Biscayne Bay situated between the City of Miami and the Island of Miami Beach, results in the need to use one of the three east-west causeways to travel between the two cities in the study area. The study area and roadway network resemble a barbell, with the City of Miami on one end, south Miami Beach on the other end and the MacArthur Causeway connecting the two. This funnel effect is one of the primary transportation issues in the corridor area.



Many roadways are heavily congested, and continue to worsen. Traffic analyzes show that no roadways are expected to exhibit less congestion in coming years, despite significant investment anticipated as part of the Miami-Dade County's LRTP. As per the Miami-Dade MPO's Arterial Grid Analysis Study, all major roadways are expected to operate at level of service (LOS) D or worse.

4. Bicycle and Pedestrian Facilities

The Beach Corridor area has a strong pedestrian infrastructure, which encourages and promotes multimodalism, including transit. This infrastructure is encouraged by the planning efforts in the City of Miami and the City of Miami Beach. Sidewalks, crosswalks, and pedestrian signal heads are found throughout the area. Major pedestrian areas in Downtown Miami include:

- Flagler Street between Biscayne Boulevard and NW 1st Avenue with its shopping venues
- NE 4th Street and the pedestrian mall connecting the Miami Dade College (MDC) and the Federal Government Complex
- NW 9th Street through Overtown Park West with its office and residential sites integrated into a well landscaped park-like setting
- Biscayne Boulevard, especially near Bayside Market Place and the Miami Arena
- Bayfront Park
- Museum Park (Bicentennial Park)

One of the distinguishing characteristics of Miami Beach is its pedestrian activity. As opposed to the majority of Miami-Dade County, the orthogonal grid and the mixture between commercial and residential land use have made Miami Beach one of the great walking cities in Florida. Particularly in the South Beach area, the 2012 City of Miami Beach Community Satisfaction Survey indicated that 26 percent of the residents of the city utilize walking and/or cycling as their primary method of transportation. Using the real state tool Walkscore.com, the South Beach area ranges between 80 points and 91 points. Other less dense parts of the county hover around 55 points. The high walking score indicates the pedestrian friendliness and activity in the City.

Based on the 2010 U.S. Census, research shows that Miami Beach is the number ten city in the country where people are more likely to use bicycles to commute to work. The City of Miami Beach enters the list with an estimated 6.3% of total workers using bicycles as their mode of transportation to reach their workplace. It is important to note that the country's average for commuter bicycle trips is 0.56% and the figure is even lower for Miami-Dade County.

Miami Beach is also home to Decobike, a public bike-sharing program. Decobike has a fleet of approximately 1000 bicycles and over 100 stations. The program plans to expand to the City of Miami in the very near future.

Additionally, Miami Beach is currently in the process of updating the Atlantic Greenway Network Master Plan. The intent of the master plan update is to create a comprehensive plan to develop a complete streets network. The Plan aims to re-balance transportation priorities and ensure bicycle and pedestrian connectivity and walkability by taking into account the input of pedestrians, cyclists, tree canopy advocates, and the community. The Plan will use previous mobility, bicycle, pedestrian, and traffic safety studies and plans to help the City of Miami Beach determine how to best integrate bicycle and pedestrian travel into the transportation network.

5. Existing Transportation Services

A number of Miami-Dade County operated transit modes, including heavy rail (Metrorail), automated people mover (APM) and bus (Metrobus) currently serve the study area. In addition, the City of Miami operates a trolley system with seven routes. Three of the Miami trolley system routes traverse the Beach Corridor Project Development study area.

Metrorail currently operates over 25 miles of elevated rail in Miami-Dade County on two lines (Orange and Green) serving a total of 23 stations using a fleet of 136 cars with a standard capacity of 166 passengers per car. The Green Line runs from Dadeland South, through downtown Miami, to Medley. The Orange Line, which was opened July 28, 2012, provides passenger rail service to the Miami International Airport (MIA) Metrorail station via the MIA Mover operated by Miami-Dade Aviation Department. Trains run every 10 minutes during weekday peak hours, every 15 minutes during weekday midday hours, and every 20 minutes after 8 p.m. on weekdays, Saturdays, and Sundays. Weekend service runs every 20 minutes before 8 p.m. Metrorail had approximately 18,706,102 weekday boardings in 2012, as reported in the National Transit Database.

Metromover service is a 4.4-mile elevated, automated people mover line. The Metromover consists of a loop serving the Downtown Miami Central Business District (inner loop) and two extensions (outer loops) reaching the Omni area to the north and the Brickell area to the south. Stations occur at key destinations such as the James L. Knight Convention Center, Bayside Marketplace, MiamiDade College, and Bayfront Park, among others. The Metromover runs every 90 seconds during peak hours and every 3 minutes during off-peak hours and connects to Metrorail service at the Government Center and Brickell stations. Operations begin at 5:00 a.m. and end at midnight. Metromover had approximately 9,102,431 weekday boardings in 2012, as reported in the National Transit Database.

Currently, MDT buses provide the only public transit link between Miami and Miami Beach in the study area. MDT bus services in the Beach Corridor area includes local, feeder, circulator, limited-stop and express service. The South Beach Local is the local service with the highest ridership in the MDT's system. Other key routes such as the Route S (119) and the Beach MAX (Route 120) serve the

Collins Avenue corridor and provide key connections between downtown Miami, Miami Beach, and Aventura Mall. The majority of the east-west bus routes within the study area terminate within the Central Business District (CBD). MDT buses currently make approximately 500 one-way trips along the MacArthur Causeway averaging 8,250 passenger trips each day.

The 2012 City of Miami Beach Community Satisfaction Survey specified that 12% of Miami Beach residents currently use transit as their primary mode of transportation. Weekday boardings for the MDT bus system totaled 77,828,274 in 2012, as reported in the National Transit Database.

The congestion that strangles the primary roadways is making the corridor a victim of its own success. To maintain the mobility essential to the continued economic success of the area, it is critical that additional capacity and reliability be added through an improved public transit link. Tremendous investments have been made in transportation improvements in Miami-Dade County. The transit investments include Metrorail, Metromover and an extensive regional bus system. In addition, Tri-Rail the regional commuter rail line for South Florida also serves Miami-Dade County and connects to its Metrorail system. A viable transit link between Miami and Miami Beach is critical to effectively complete the connection of the system and realize the benefit of the transportation investment.

D. Project Demographics

1. Resident Population

The Beach Corridor is an epicenter for population and economic growth in a region typified by growth. Miami-Dade County has undergone rapid population increases, a pattern that projects to continue into the next 20 years. Table 3 below contains the County's population growth figures provided by the Miami-Dade Planning and Zoning Department. It shows that between 2000 and 2010, County population increased 10.8%, and is projected to increase another 31% by 2035. However, this growth rate is still less than that found in the study area. The Beach Corridor area had approximately 62,000 residents in 2000. By 2010, the same area population rose to over 100,000, a 10-year increase of over 45%. The Downtown Miami portion of the study area saw a particularly large population increase over that decade, from 18,500 to nearly 44,000, an increase of over 130%.

As reported in the Miami-Dade MPO 2035 LRTP, the study area's population is expected to grow another 75% to 175,769, in the next 20 years. Despite being only 1.4% of the total land in Miami-Dade County, the study area currently accounts for just over 4% of the total population, and this will grow to 5.4% by 2035.

Table 3
Resident Population Growth (2000 – 2035)

Year	Miami-Dade County		Beach Corridor Area	
	Population	Growth Rate (%)	Population	Growth Rate (%)
2000	2,253,362	16.3		
2010	2,496,435	10.8	100,286	45.4
2035	3,278,155	31.3	175,769	75.3

Source: US Census Bureau (2000 and 2010 Decennial Census),
Miami-Dade MPO (2035 Long Range Transportation Plan)

The population densities in the study area are among the highest in the nation, with Downtown Miami at 17,833 persons/square mile and Miami Beach at 12,502 persons/ square mile, per the 2010 Census.

2. Visitor Population

Due to the region's appealing qualities such as its temperate climate, attractive beaches and convenient access to the Caribbean and Latin America, Florida has become a primary tourist destination for both national and international visitors.

Miami-Dade County in general and the study area in particular, hosts millions of annual visitors and seasonal residents. Visitors typically access the study area by tour bus and rental cars. The *Greater Miami Convention and Visitors Bureau's 2013 Visitor Industry Overview Report* stated that there were an estimated 14.2 million overnight visitors to the region in 2013, up over 1 million from 2011.

Miami Beach and Downtown Miami were the two most popular locations for overnight stays, combining to lodge 60% of all 2013 visitors, with approximately 5,838,000 and 2,446,400 overnight guests, respectively. Additionally, four of the six most visited attractions were in the study area (South Beach, The Beaches, Lincoln Road, and Downtown Miami). The study area also contains the PortMiami. Approximately, 4.1 million cruise ship passengers used the port in 2013, up from 3.4 million in 2000.

The tourism industry is critical to the local economy, with overnight visitors to greater Miami estimated to have spent approximately \$21.8 billion in direct expenditures during 2013. This high rate of tourism and visitor expenditure provides economic benefit to a number of industries such as hotels, restaurants, transportation, entertainment and shopping, which generates additional demand for travel, produces additional trips within the study area, and contributes to lower levels of visitor satisfaction.

An annual visitor survey conducted as part of the Visitor Industry Overview found that traffic is the top listed negative aspect of trips to Greater Miami. This survey reached approximately 13.4% of all visitors in 2013. Traffic has been the top ranked problem in surveys conducted over the last five years.

E. Transportation Challenges

Ensuring an effective transportation network by maintaining good connectivity and high levels of mobility in all modes is important for the success of any region. The high growth rates that have been projected for population and employment in Miami-Dade County can be expected to result in a proportionally large increase in travel demand. More importantly, this higher travel demand will result in a higher number of daily person-trips, which will increase the pressure on an already strained transportation system. Some of the main transportation issues that are applicable to the study area include:

- Regional and local study area roadway deficiencies as demonstrated by poor levels of service (LOS) which are likely to worsen with the projected growth in travel demand.
- The congested levels of service on roadways also impact bus travel time and reliability; buses currently provide the transit link between Miami and Miami Beach.
- The natural barrier of Biscayne Bay, limited space on the island of Miami Beach and the confined City of Miami CBD preclude an addition of roadway capacity.

A number of the major roadways in the study area already are saturated with a high volume of buses operating on the congested roadways. Significantly improving capacity from levels on the current public transportation system will need to include an alternate mode that has a higher carrying capacity.

Significant public investment has been made in the region's public transit system. An improved connection between Miami and Miami Beach is required to maximize the return on this investment. Resultant effects from high traffic volumes include:

- Delays, unreliable travel times
- Decreased quality of life
- Unsustainable economic growth
- Poor air quality
- Reduced safety as a result of high vehicle congestion

Downtown Miami and Miami Beach, the economic engines of Miami-Dade County, have experienced an extended upsurge in growth – residential, commercial, and

tourism that projects to only accelerate in the coming years. This growth generates travel demand that the area's natural geographic constraints and fully built-out transportation network, both roadway transit, can no longer meet. For the area and region to succeed and to realize its full potential, there is a clear need for adding core capacity through a major transit investment.

II. PROJECT PARTIES

A. Miami-Dade Metropolitan Planning Organization (MPO)



The MPO is part of the Miami Urbanized Area. It is a semi-independent Board that guides the transportation planning process in Miami-Dade County, Florida. Federal Statutes mandate the establishment of MPO's as a precondition for the flow of federal transportation funds to urban areas. The Miami-Dade MPO was established in 1977 under Chapter 163 of the Florida Statutes, and is responsible for approving all federally required plans for the deployment of highways, mass transit, and other surface transportation facilities and services in the Miami area.

B. Miami Dade County/Miami Dade Transit (MDT)



Miami-Dade County encompasses more than 2,000 square miles. Located along the southeast tip of the Florida peninsula, one-third of Miami-Dade County is located in Everglades National Park. As of the 2010 census, the county had a population of 2,496,435, making it the most populous county in Florida and the seventh-most populous county in the United States. The county contains approximately half of the Miami metropolitan area's population and several of its largest cities. The county seat is located in the City of Miami.

MDT is the 15th largest public transit system in the United States, and the largest transit agency in the state of Florida. In addition, MDT is one of the largest departments of Miami-Dade County government and is responsible for planning for and providing all public transit services in the county. The Department is guided by its mission statement, "To meet the needs of the public for the highest quality transit service: safe, reliable, efficient and courteous."

MDT provides accessible transit services via four modes of transportation, which include Metrobus, Metrorail, Metromover, and Paratransit service. This integrated transportation system consists of the Metrobus fleet, connecting most areas of Miami-Dade County, Metrorail, an electrically-powered, elevated, rapid-transit system stretching 24.8 miles, from Kendall to Medley, Metromover, a 4.4 mile elevated automated people mover (APM) that serves the downtown central business district of Miami, including Omni and Brickell, and Special Transportation Service (STS), which serves persons with disabilities who are unable to use regular fixed route transit services. Currently, MDT records over 352,000 daily (weekday) boardings on its unified transit system. The STS Paratransit service averages approximately 5,700 daily trips.

C. Florida Department of Transportation (FDOT)



FDOT is a State agency, which reports directly to the Governor. FDOT's primary statutory responsibility is to coordinate the planning and development of a safe, viable, and balanced state transportation system serving all regions of the state, and to assure the compatibility of all components, including multimodal facilities. A multimodal transportation system combines two or more modes of movement of people or goods. Florida's transportation system includes roadway, air, rail, sea, spaceports, bus transit, and bicycle and pedestrian facilities.

D. City of Miami



The City of Miami is located on the Atlantic coast in southeastern Florida and is the county seat of Miami-Dade County. With a population of around 500,000, the City of Miami is the 2nd largest city in the state of Florida. It is the principal, central, and most populous city of the Miami metropolitan area, which in turn, is the most populous metropolis in the southeastern United States after Washington, D.C. According to the U.S. Census Bureau, Miami's metropolitan area has a population of around 5.5 million.

Tourism is Miami's largest industry. The area boasts almost 350 hotels with more than 42,000 rooms, making it one of the top hotel markets in the United States. More than 12 million people visit Miami annually and spend in excess of \$17 billion. The tourism industry employs more than 100,000 people in the hotel, restaurant and entertainment sectors.

E. City of Miami Beach

MIAMI BEACH Miami Beach is a 7.1 square mile island with Biscayne Bay and the City of Miami to the West and the Atlantic Ocean to the East. The City has three major activity areas: North, Middle and South Beach. The City limits are from Government Cut at the southern tip to 87th Terrace at the northernmost boundary. When incorporated in 1915, there were just over 100 people residing in Miami Beach. The first census in 1920 listed 644 residents. By 1940, the population expanded to 28,012 and today as of the 2010 census there were 87,933 people residing year-round in this oceanfront community. The median age of Miami Beach has fallen from 65 years in 1980 to 40 years old today. Today Miami Beach provides a variety of experiences for both residents and visitors; from dazzling nightclubs to unique family experiences; from world class shopping to cultural events and art venue.

The City is home to several museums and art galleries, as well as the New World Symphony Orchestra and Miami City Ballet. Walking the streets and esplanades of Miami Beach provides a world of artistic treasures including Neon welcome signs,

monuments and sculptures, and colorfully painted bridges and bandshells. International art shows, boat and car shows, and wine and food festivals make their home here every year while streets such as Lincoln Road, Espanola Way, Ocean Drive and Collins Avenue provide a wide variety of boutiques, popular retailers and restaurants.

The City of Miami Beach's mission statement states, "We are committed to providing excellent public service to all who live work and play in our vibrant, historic, and tropical community." The City's rich history in consistently striving to deliver outstanding, enhanced services has been evidenced in their biennially conducted community surveys since 2005.

III. GRANT FUNDS AND SOURCES/USE OF PROJECT FUNDS

A. Funding Request

Miami-Dade County is requesting \$1,500,000 in TIGER VI Discretionary Grant Funding to cover 50% of the Project Development phase costs for the proposed Beach Corridor Project Development. This funding will be used to identify and analyze potential LPA refinements from a previous study and new Concept Alternatives, which address route alignment, technology, environmental impacts, stations locations and potential phasing components.

B. Funding Sources

Miami-Dade County and the cities of Miami and Miami Beach join the FDOT in committing the local match for the Planning TIGER Grant application. The County proposes to provide its portion \$250,000 towards the local match with People's Transportation Plan (PTP) Charter System Sales Surtax Bond proceeds. The cities of Miami and Miami Beach will each contribute \$250,000 and the remaining \$750,000 will be provided by FDOT. The total estimated project cost is \$3,000,000 of which 50% will be non-federally funded as shown in Table 4 below.

Table 4

Participating Agency	Funding Contribution	%
FDOT	\$ 750,000	25%
Miami-Dade Transit	\$ 250,000	8.33%
City of Miami	\$ 250,000	8.33%
City of Miami Beach	\$ 250,000	8.33%
FTA TIGER Grant	\$ 1,500,000	50%
Total Project Cost	\$3,000,000	100%

The letters of support and commitment from the various funding partners are attached in *Appendix D*.

IV. SELECTION CRITERIA

A. Primary Selection Criteria

1. State of Good Repair

The Beach Corridor is a new capacity project that addresses the existing State of Good Repair issues by relieving stress on an aging bus fleet when in operation allowing the buses currently providing service between Miami and Miami Beach to be used elsewhere in MDT's system. This would improve the reliability of the existing bus system routes and could enable MDT to increase service on routes needing additional capacity to handle current passenger loads. MDT buses currently make approximately 500 one-way trips along the MacArthur Causeway averaging 8,250 passenger trips each day.

The study team will be preparing a funding analysis to assess a Public-Private Partnership (P3) and other available options (*see Financial Feasibility Section*) to implement the proposed project, as it is widely understood that existing funding sources are fully allocated and a new funding source would need to be identified. Long term funding is one of the major policy areas to be decided upon by the Policy Executive Committee and the Miami-Dade MPO for this project.

One possible alternative to secure constant funding for the operation and maintenance of the Beach Corridor project will be through a P3 arrangement. Local and state transportation officials are familiar with major P3 transportation projects with the recently opened 595 Express project in Broward and the soon to open PortMiami Tunnel project being the most recent. This corridor poses a multitude of attributes that make a P3 proposition more plausible. These attributes include a strong existing transit market and transit supportive development, robust growth in residential, commercial and tourism sectors, and limited access points to Miami Beach.

2. Economic Competitiveness

The Beach Connection project will enhance the economic competitiveness of the cities of Miami and Miami Beach by providing a fast, reliable and convenient means of transportation between two major activity centers in central Miami-Dade County. The study area includes over 122,000 workers and more than 100,000 residents (Miami-Dade MPO Interactive Planning Tool).

The City of Miami is in the midst of a second construction boom in the last 10 years. The first, which occurred in the mid 2000s, brought in large amounts of housing development without the balance of commercial development. Current construction resurgence is more balanced – mixed-use developments are creating urban spaces that foster pedestrian and transit-oriented activities.

Large parcels of undeveloped land remain in Downtown Miami. While developers have plans for most of the sites, some parcels remain unplanned. The development potential of the land would benefit from a mass transit infrastructure project. Miami 21, the City's newly implemented zoning code ensures that future development will be transit and pedestrian oriented.

Within the study area is the Overtown neighborhood, one of the oldest African-American communities in Miami. Overtown's beginning dates back to the extension of the Florida East Coast Railway to Miami. It was a vibrant center of African-American culture, business, religious and civic activity during most of Miami's history. Due to the construction of various freeways in the 1960's and 1970's, the Overtown neighborhood became geographically fragmented. Economic activity declined and the area's population became poorer. Recent activities have sought to improve the Overtown area and new development has occurred or is in the planning stages. However, the area is still economically distressed. Overtown's boundaries are:

- North: NW 20th Street
- South: NW 5th Street
- West: I-95
- East: NW 1st Avenue/Florida East Coast Railway

Demographic Information (from Miami-Dade MPO's Transportation Outreach Planner based on the 2010 Census) is provided below:

- Approximately 72% of the residents are African-American
- Of persons 25 and over, nearly 38% have not received a high school diploma.
- The average per capita income is \$11,075.
- Less than 13% of occupied housing units are owner occupied.

The Overtown neighborhood would benefit from construction of the Beach Corridor project. The benefits would include improved transit access to employment opportunities Miami Beach and in new businesses that locate in close proximity to the corridor in downtown Miami.

The proposed Beach Corridor will serve the South Beach area of the City of Miami Beach. South Beach is a hub of tourist activity attracting visitors from around the world. The tourism industry employs many local residents from the mainland in the City of Miami and beyond. The City is planning the renovation and expansion of the Miami Beach Convention Center, a major destination for visitors to Miami-Dade County.

Overall, the City of Miami Beach has a higher per capital income (\$48,001 in 2012) than the national average of \$42,693. Despite this fact, there is significant localized

economic disparity within the City of Miami Beach, with areas of concentrated wealth located adjacent to neighborhoods with an older housing stock and lower incomes. Some Census Tracts in the City of Miami Beach have annual per capita incomes as low as \$18,366, or 43% of the national per capital income. These neighborhoods provide housing for many of the lower paid employees of the City's significant service sector economy. These areas fall within the definition of an Economically Distressed Area as applied under the Federal guidelines. Twelve of the City's 28 Census Tracts meet this criteria. (US Census (2012 5-Year ACS Est.)

The proposed Beach Corridor project will benefit economically distressed areas by providing local residents, tourists and commuters, connections between regional residential areas, transit and parking facilities and the primary regional destinations including business districts, and cultural/tourism centers.

3. Livability/Quality of Life

The project connects and supports the two highest density urban areas in the county and encourages development near stations and system lines. Additionally, the project implements one of the many steps recommended in the Seven50 Prosperity Plan produced by the Southeast Florida Regional Partnership with a HUD Sustainable Communities Regional Planning Grant. The Seven50 Prosperity Plan is available for review at <http://seven50.org/>.

The proposed Beach Corridor Transit Connection project will interconnect area business districts, cultural/tourism centers, residential neighborhoods, parking facilities, parks, schools and the beaches. Development of parking and transit facility improvements will encourage greater utilization of public and alternative modes of transportation for daily commuting lower transportation costs and free critically needed parking spaces. The project will significantly enhance recreational facility access and provide an excellent transportation network for persons with disabilities.

4. Environmental Sustainability

The proposed project attempts to realize the county's serious commitment towards an environmental sustainable community by providing alternate transportation, thus reducing traffic congestion in a heavily congested corridor.

In 2004, the MPO prepared a New Starts Criteria Reports, which included a LPA Environmental Benefits Worksheet for the Beach Corridor. This worksheet included data based on the Vehicle-Miles of Travel (VMT). The information provided in this worksheet is used by Federal Transit Administration (FTA) to evaluate environmental benefits (rating of project merit) based on the change in VMT resulting from the implementation of a proposed project. Additionally, the worksheet reflects the Environmental Protection Agency's (EPA) air quality

designation for four air quality criteria pollutants for the proposed project area location. The four air quality criteria pollutants are as follows: Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Volatile Organic Compounds (VOC) and Particulate Matter (PM-10).

A reduction in emissions is reflected based on the data provided in the Environmental Benefits Worksheet, which include calculations taking into account overall the following factors:

- vehicle class;
- emissions factors (CO, NO₂, VOC and PM-10);
- annual emissions;
- Change in emissions (Build vs. Baseline);
- energy consumption;
- change in BTU per year (Thermal Unit in millions);
- CO₂ Consumption; and
- Change in CO₂ Emissions per year

The New Starts Criteria Reports report may be reviewed on the following web link:

<https://onedrive.live.com/view.aspx?resid=CB30042F1B5FAF4F!3309&app=WordPdf&wdo=2>

In 2010, Miami-Dade County published GreenPrint, a framework and action plan focusing on long-term vision and goals that reflect Miami-Dade's serious commitments to prepare for a sustainable future (<http://www.miamidade.gov/greenprint/pdf/plan.pdf>). One of the GreenPrint initiatives is Responsible Land Use & Smart Transportation where one of the goals is to provide more transportation options, reducing the time we spend in our cars. Accomplishment of this GreenPrint goal includes adding 10 million boardings to our public transportation through increased services, and enhancing convenience, comfort and timely service.

As part of GreenPrint, Miami-Dade County established the Climate Change Action Plan (CCAP), which focuses on the steps Miami-Dade County will take in the next five years to further reduce Green House Gas (GHG). Under the CCAP, the Responsible Land Use and Smart Transportation initiative is expected to achieve crosscutting benefits from reducing emissions by facilitating a shift in trips made in the personal automobile to walking, biking and public transportation. This trips-shift initiative under the CCAP is to increase transit ridership, prioritize sustainable modes of transportation in the long term while continuing to provide increased connectivity, improved traffic flow on the existing transportation network.

Miami-Dade County has made serious commitments towards a sustainable future beyond GreenPrint and CCAP include the following: Implementation of programs

such as the Long-term CO2 Reduction Plan, creation of the Climate Change Advisory Task Force (CCATF), membership in the Chicago Climate Exchange (CCX) pilot program, participation in the U.S. Cool Counties Program, and joint establishment of the Southeast Florida Regional Climate Change Compact (<http://www.miamidade.gov/greenprint/>).

5. Safety

The Beach Corridor project will enhance traveler safety by providing a convenient alternative to single occupant vehicle travel for residents and visitors to Miami-Dade County between Miami and Miami Beach. The proposed Beach Corridor Project will result in approximately 14M less Vehicle Miles Traveled (VMT) on a regional basis. Although this is a small fraction of the trips made in the region, safety along the Beach Corridor's route should be incrementally improved as people make the choice to use transit instead of privately-owned vehicles to reach their destinations.

In 2012, according to Florida Department of Transportation's Crash Analysis Report System, there were 677 crashes on roadway segments to be served by the proposed route. The economic value of these crashes totaled \$64,257,677. According to FDOT Traffic Online data, Average Annual Daily Traffic (AADT) on these routes is 167,000.

Safety will improve as congestion on the roadway is reduced; thereby reducing the occurrence of rear-end and sideswipe collisions, which are typically attributed to congested conditions during peak-periods. The Beach Corridor project will also assist in mitigating traffic congestion during special events that frequently occur on Miami Beach-when traffic is especially overcapacity. Plans include running the Beach Corridor in an exclusive right-of-way, which will lead to an improved measure of safety due to limited interface with vehicular traffic along the route.

B. Secondary Selection Criteria

1. Innovation

Local officials are strongly considering wireless technologies for the proposed LRT/Streetcar system. The corridor alignment traverses within the National Register of Historic Places' Miami Beach Architectural District. There have been numerous requests to limit the visual impact of the proposed transit infrastructure throughout this district in order to preserve its historic character. Many of these concerns with an overhead catenary system (OCS) were expressed during the Bay Link Study in the early 2000's. A detailed vehicle assessment will be completed as part of the Beach Corridor Transit Connection Study now under way and will include the various wireless technologies in operations and development.

2. Partnership

a) Jurisdictional and Stakeholder Collaboration

Miami-Dade County is coordinating the proposed Project Development phase for the Beach Corridor project with its area stakeholders including FDOT, the City of Miami, and the City of Miami Beach. A joint letter in support of this project was received from the Mayors of Miami-Dade County, City of Miami and City of Miami Beach:

- Honorable Carlos A. Gimenez, Miami-Dade County, Mayor
- Honor Tomas P. Regalado, City of Miami Mayor
- Honor Philip Levine, City of Miami Beach, Mayor

Additional letters were received from the following supporters:

- Florida Department of Transportation
- Miami-Dade Metropolitan Planning Organization
- Citizens' Independent Transportation Trust
- Miami Downtown Development Authority

These letters are included in *Appendix D* of this application.

b) Disciplinary Integration

The project includes two non-transportation public agencies, the Cities of Miami and Miami Beach. Implementation of the Beach Corridor Project supports the adopted land use/comprehensive plans/zoning codes as well as the goals, objectives and policies of both cities to work with transportation partners to provide residents and visitors with an efficient public mass transportation system, and to allow for the provision of safe and convenient on-site traffic flow, vehicle parking, variety of transportation modes, including walking, bicycling, automobiles and transit as evidenced by excerpts from their comprehensive plans shown below:

City of Miami

(<http://www.miamigov.com/planning/comprehensiveplan.html>)

Policy LU-1.6.10: *The City's land development regulations and policies will allow for the provision of safe and convenient on-site traffic flow and vehicle parking and will provide access by a variety of transportation modes, including pedestrianism, bicycles, automobiles, and transit.*

Policy LU-3.1.2: *Create Regional Activity Centers if appropriate in Urban Infill Areas and Urban Redevelopment Areas to facilitate mixed-use*

development, encourage mass transit, reduce the need for automobile travel, provide public open space and parks as required in the Parks, Recreation and Open Space element of this plan, provide incentives for quality development, and give definition to the urban form. The permitted uses and density and intensity of uses within a RAC shall be governed by the underlying future land use map designations of the subject property, except as otherwise limited by the designation of the RAC in the comprehensive plan. A designated RAC shall routinely provide service to, or be regularly used by, a significant number of citizens of more than one county; contain adequate existing public facilities as defined in Rule 9J-5, F.A.C., or committed public facilities, as identified in the capital improvements element of the City's comprehensive plan; and shall be proximate and accessible to interstate or major arterial roadways.

Miami Beach

<http://web.miamibeachfl.gov/planning/scroll.aspx?id=25706>

Objective 4: Mass Transit

The City shall work with transportation partners, specifically Miami-Dade Transit, to provide residents and visitors with an efficient public mass transportation system.

Policy 4.5: Intermodal Centers

The City shall continue to coordinate with the MDT to construct intermodal transit facilities to serve transportation uses, which shall include the South Beach Local and Miami-Dade Transit buses, and other means of transportation that may be available in the future; and the intermodal transit centers to be located in North Beach and South Beach.

C. Results of Benefits Cost Analysis

While a detailed Benefit-Cost Analysis is not required for this TIGER Planning Grant application, it is recommended to quantify potential benefits and outcomes of the resulting proposed project. An updated Benefit-Cost Analysis will be carried out as part of the Project Development effort.

As part of the Bay Link Study performed in 2004, there were various technical analyses conducted that quantified the benefits derived from a proposed light rail transit project. However, these figures have not been updated since the recent Beach Corridor Transit Connection Study since it did not include travel-forecasting tasks. The previous Bay Study Link results are summarized below and the data depicted in Appendix E.

Ridership

The ridership forecasts were performed based upon a 2025 horizon year. The LPA LRT/Streetcar system was estimated to carry approximately 20,000 riders per day and

over 6 million boardings annually. Total system-wide annual linked trips were expected to increase by almost 1.9 million from the baseline alternative. Total annual VMT decreased slightly by 12 million.

Operational Efficiencies

The proposed LPA operating plan assumed a significant reduction of local bus services that operated in the same roadway segments particularly within Miami Beach and the MacArthur Causeway. Consequently, transit operating costs were lower system-wide with the LRT project than under the baseline scenario by \$885,000. Cost per passenger mile was lowered from \$0.843 in the baseline to \$0.829 for the (LRT) build alternative. This represented that the project is expected to improve operational efficiencies.

Measures of Effectiveness

A calculation of travel time savings was conducted utilizing FTA's SUMIT software. The estimated annual travel time savings between the baseline and (LRT) build alternative was 2.5 million hours saved. Based on the annualized incremental cost for the LRT project of \$32.5 million, the cost per user benefit hour was estimated at \$13.05.

V. PROJECT READINESS

A. Technical Feasibility

The Beach Corridor Project Development Phase project will complete the environmental process and other activities that will result in the MPO selecting a locally preferred alternative. Miami-Dade County has the technical capability to complete the consultant selection processes and manage the work through completion.

A detailed scope of work is not available. However, the project will address the items required to complete an environmental impact statement including: Purpose and Need, Alternatives Considered, Transportation Impacts, Affected Environment/Environmental Consequences, Section 4 f Evaluation, Community Involvement, Financial Analysis and Comparison of Alternatives, Response to Comments Received.

Miami-Dade County through the Miami-Dade Transit and the Miami-Dade MPO have completed numerous studies of this nature including:

NW 27th Avenue Enhanced Bus Service (NEPA Approval Received April 2014), Park and Ride Lot at SW 344 Street (Project Now Under Construction), Airport Link (Orange Line to Miami International Airport).

The Miami-Dade MPO completed the Bay Link SEIS studies in the early 2000's. The MPO also worked with MDT on the NW 27th Avenue Enhanced Bus Service Environmental Assessment (EA).

B. Financial Feasibility

At the time that the Bay Link LPA was selected in 2003, this corridor was identified as 1 of the 8 rapid transit corridors in the People's Transportation Plan for which the half of a percent sales surtax served as the local funding source. The capital-funding scenario included a 50% federal, 25% State, and 25% local. Local funding would cover 100% of the operating expenses. Existing funding sources have been virtually committed to other projects and expenses. A funding analysis is now being conducted as part of the Beach Corridor Transit Connection Study. A new funding stream is expected to be established in order to implement a rapid transit project along the Beach Corridor. Several options are being examined as possible new funding sources such as:

- Tax Increment Financing (value capture along corridor)
- Special Countywide Property Tax Levy and Assessment
- Toll Revenues along the Corridor Causeways
- Parking Revenues
- Community Redevelopment Agencies (CRAs)
- FTA New Starts/Small Starts, Section 5307
- Florida FDOT New Starts Program
- TIGER Capital Grant Program
- Private-Public Partnerships (including concessionaire model)
- TIFIA Loan
- Florida State Infrastructure Bank

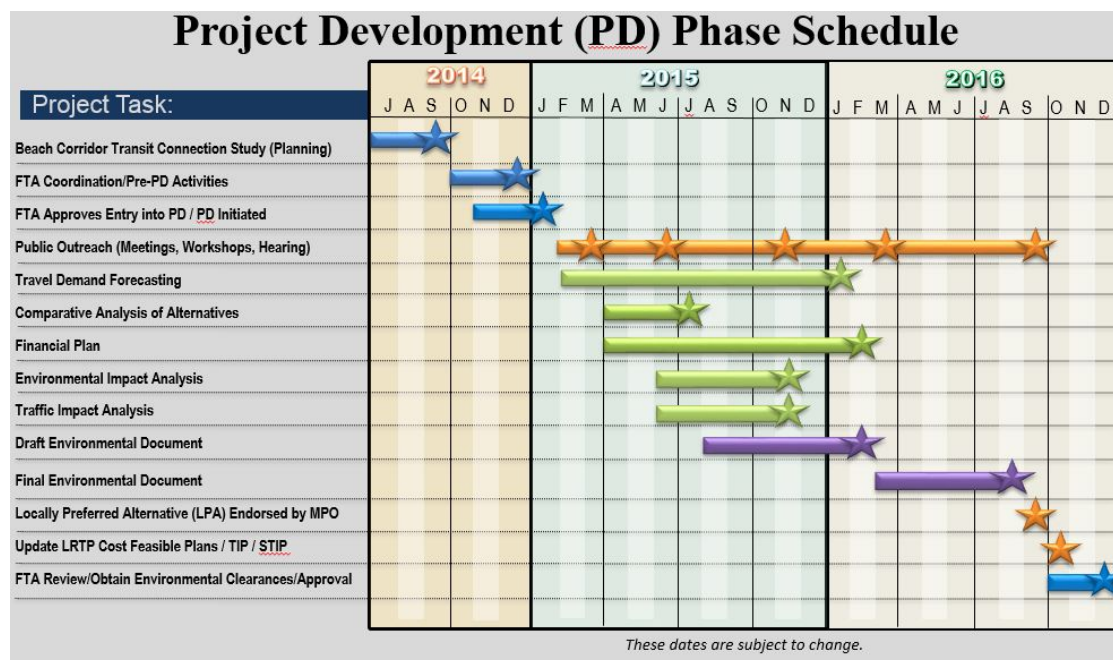
It is anticipated that the current study will evaluate the various options and provide recommendations on which options to further explore during the Project Development phase based upon each source's funding capacity to cover the estimated operating and capital annual cost outlays, equity, ease of implementation, suitability, public and political support. A mix and matching of strategies may emerge as a preferred means to

fund the project, which is why it is expected that the effort to refine and develop a detailed project-funding plan will continue through the Project Development phase.

C. Project Schedule

The refined schedule shown below in Figure 2 for those activities that are part of the Project Development phase was prepared based upon completing the Beach Corridor Transit Connection Study, addressing all pre-Project Development issues and the FTA's approval to enter Project Development by the end of 2014. Concurrent to these activities, a consultant selection and negotiation process would be conducted to allow for an issuance of a Notice-to-Proceed (NTP) by January 2015.

Figure 2

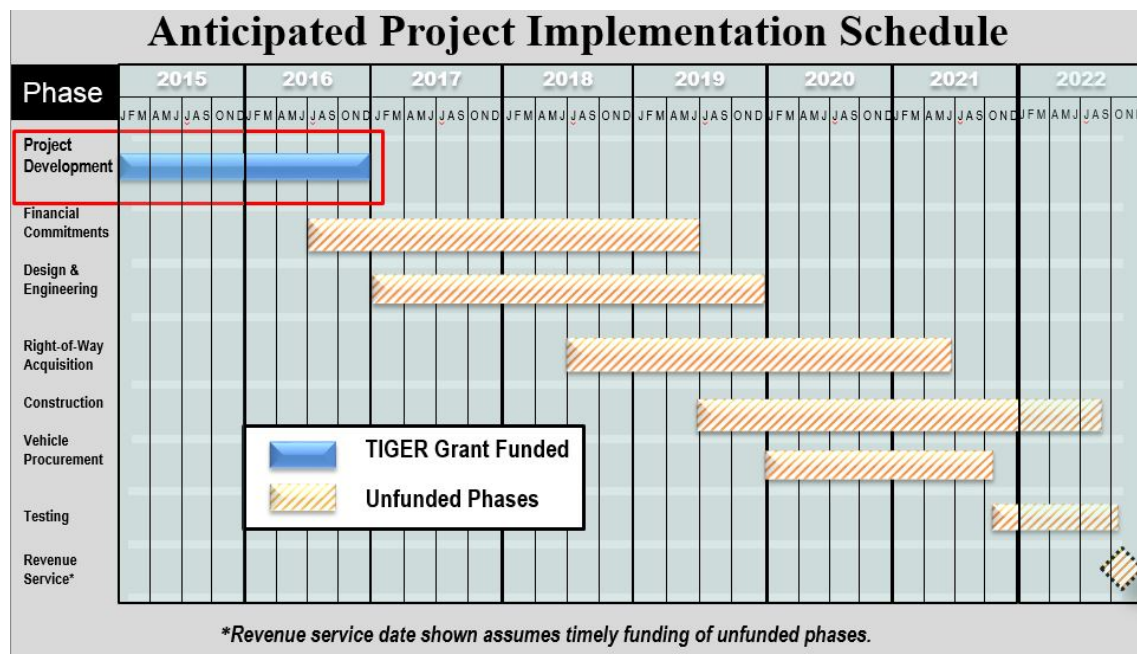


Early and continued public outreach is a key task for the Project Development phase and will occur throughout this phase with a series of meetings at major project milestones outlined in the proposed schedule. The intent is to ensure public input into the decision-making process culminating with the selection of a LPA in September 2016.

The proposed Project Development schedule recognizes the need to begin the travel demand forecasting from the start of the effort as many of the subsequent impact analysis such as the traffic, environmental and financial rely on the forecasting results. The MPO will have completed a system-wide transit origin-destination analysis and the LRTP model would be validated and ready for use at the anticipated beginning of Project Development.

Environmental documents are estimated to be prepared in draft form by February 2016 and by finalized by August 2016. This schedule highlights the need to identify, advance and secure a funding mechanism during the Project Development phase. The inclusion of the Beach Corridor project into the LRTP, Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) is expected by the end of year 2016.

Figure 3



The proposed project schedule shown above in **Figure 3** represents a reasonable timeframe as to how a transit connection as currently considered along the Beach Corridor may be implemented if funding is identified and secured at major project milestones. The implementation does not assume any particular project delivery method such as the federal New Starts program given that the financial analysis has not been completed as part of the Beach Corridor Transit Connection Study.

The anticipated implementation of the project is November 2022. The project implementation schedule may be accelerated and lengthen depending on the project delivery method ultimately chosen.

D. Assessment and Project Risks and Mitigation Strategies

The project parties are committed to completing the next stage of planning to prepare the project development documents that will lead to a locally preferred alternative. At that point, the project faces its greatest risk of not moving forward due to lack of funding.

Since a local funding source has not been identified to cover implementation costs, the project partners will consider multiple approaches to obtain funding or financing including private public partnerships. A combination of funding strategies may be employed including seeking state and federal funding, or tolling roadways to pay for the increased capacity.

The project partners have established the Project Executive Committee with the Mayors of Miami-Dade County, Miami and Miami Beach to assist in making any major political decisions regarding revenue generation for the project. The Miami-Dade MPO, and FDOT would play critical roles especially with regard to innovative funding strategies employed to implement the project.

E. Environmental Reviews and Approvals

1. National Environmental Policy Act

The required environmental assessment (NEPA) study will be completed as part of the project for which TIGER funding is being requested.

2. Legislative Approvals

If this project is successful in securing the requested TIGER Grant funding, the project will be added to the MPO Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

3. State and Local Planning

The Beach Corridor has been identified in various plans and policies as follows:

- The 2035 Miami-Dade LRTP as a premium transit corridor for LRT/Streetcar.
- The Miami-Dade People's Transportation Plan (PTP), as one of eight rapid transit corridors eligible for half percent sales surtax funding.
- The 2035 Regional Transportation Plan(RTP) as a project of regional significance.

The corridor has been examined under various studies during the course of the last 25 years including a Supplemental DEIS prepared in 2002. This corridor is also identified as part of which received voter's approval in 2002. LPA for a LRT/Streetcar system was selected by the MPO Governing Board in 2003.

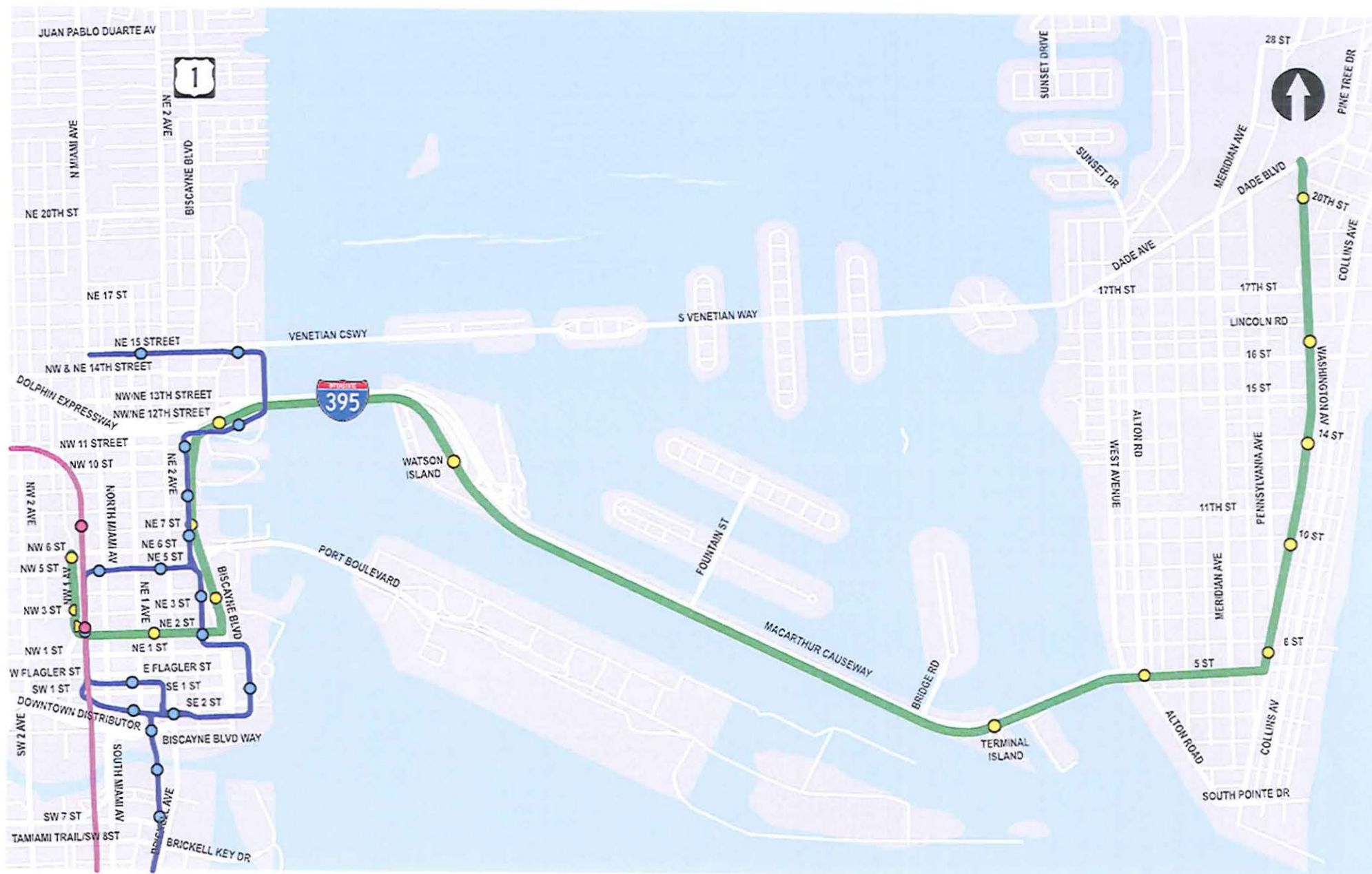
VI. FEDERAL WAGE RATE CERTIFICATION

Please refer to *Appendix F*

VII. LIST OF REFERENCES

Please refer to *Appendix G*

Appendix A



Direct Connection Map (Beach Corridor Transit Connection Study)
Miami-Dade County, Florida
April 2014 – TIGER IV Planning Grant

Appendix B

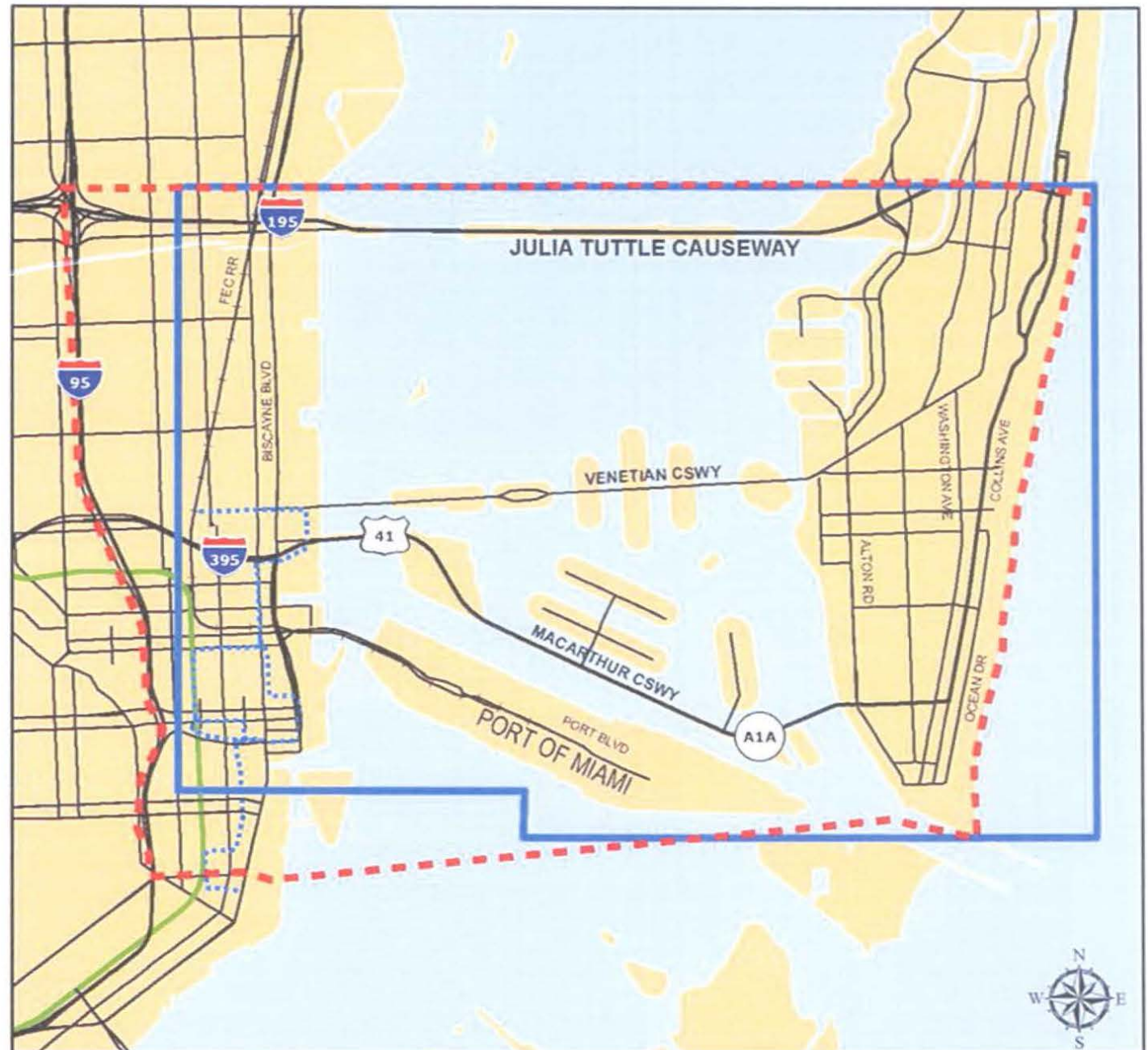


Refined LPA Map (Bay Link Study)
Miami-Dade County, Florida
April 2014 – TIGER IV Planning Grant

Appendix C

Legend

- Study Area
- 2002 Boundaries
- ... MetroMover
- MetroRail
- Rail



Project Study Area Map
Miami-Dade County, Florida
April 2014 – TIGER IV Planning Grant

Appendix D



CARLOS A. GIMENEZ

MAYOR
MIAMI-DADE COUNTY

April 23, 2014

Secretary Anthony Foxx
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Subject: FY 2014 TIGER Grant Application for Miami-Dade County Beach Corridor Transit Connection Project Development Study

Dear Secretary Foxx:

I am pleased to write this letter in support of Miami-Dade County's Fiscal Year (FY) 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program funding request for the Beach Corridor Transit Connection Project Development Study. This study will research a number of transportation alternatives for a direct connection from downtown Miami to Miami Beach, two major economic generators in Miami-Dade County.

The cities of Miami and Miami Beach continue to experience rapid growth and densification that has exceeded earlier population and employment projections. Downtown Miami is one of the region's major employment hubs, containing a large number of the government and financial services, as well as entertainment and retail venues. Somewhat in contrast to downtown Miami, economic activity in Miami Beach is focused almost exclusively around a vibrant tourism/service industry, followed by hospitals and the entertainment industry.

The popularity of both Miami and Miami Beach as tourist attractions and the location of major residential, commercial, and office developments, have generated substantially higher travel demand between the two cities. The growth of these cities, when combined with relatively narrow streets and chronic lack of parking results in severe local congestion, make access by automobile progressively more difficult. Increased capacity and reliable transportation is necessary to support and continue economic prosperity, sustainable growth and quality of life standards valued throughout the region.

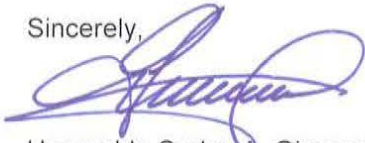
The proposed Beach Corridor Transit Connection project will interface with the existing Metrorail, Metromover and Metrobus systems in downtown Miami. It also will provide a connection to the Miami Intermodal Center/Miami International Airport via Metrorail, to Broward and Palm Beach counties via Tri-Rail, and to the future All Aboard Florida train service that will connect Orlando to Miami via its station in downtown Miami. In Miami Beach, the proposed system will connect to the County's major convention center and provide improved transit service within a highly dense and transit-oriented area.

Completion of the proposed development study will provide a solid foundation to advance the proposed Beach Corridor Transit Connection Project plan to the design and construction phase.

In an unprecedented effort, the Florida Department of Transportation (FDOT), the cities of Miami and Miami Beach, and Miami-Dade County, are all working together to move this project forward, to benefit the entire region. Towards this end, Miami-Dade County and the cities of Miami and Miami Beach are each pledging \$250,000 toward the \$1.5M TIGER grant local match, with FDOT pledging \$750,000.

We appreciate your consideration of this letter and Miami-Dade County's TIGER Application for this important project.

Sincerely,



Honorable Carlos A. Gimenez
Miami-Dade County Mayor



Honorable Tomas P. Regalado
City of Miami Mayor



Honorable Phillip Levine
City of Miami Beach Mayor

cc. Honorable Chairwoman Rebeca Sosa, District 6, Miami-Dade Board of County Commissioners
Honorable Commissioner Bruno Barreiro, District 5, Miami-Dade Board of County Commissioners
Honorable Commissioner Audrey M. Edmonson, District 3, Miami-Dade Board of County Commissioners
Honorable Commissioner Sally A. Heyman, District 4, Miami-Dade Board of County Commissioners
Honorable Chairman Dennis Moss, Miami-Dade County Transportation Aviation Committee, District 9, Miami-Dade County Board of County Commissioners
Honorable Commissioner Xavier Suarez, District 7, Miami-Dade Board of County Commissioners
Alina T. Hudak, Deputy Mayor, Miami-Dade County
Ysela Llort, Director, Miami-Dade Transit
Alice Bravo, Assistant City Manager, City of Miami
Jimmy Morales, City Manager, City of Miami Beach
Irma San Roman, Executive Director, Miami-Dade Metropolitan Planning Organization
Ananth Prasad, P.E., Secretary, Florida Department of Transportation
Gus Pego, P.E., District 6 Secretary, Florida Department of Transportation



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

March 27, 2014

Ms. Irma San Roman, Director
Miami-Dade Metropolitan Planning Organization
111 NW 1 Street, Suite 920
Miami, FL 33128

Subject: FDOT Commitment to Miami-Dade MPO Bay Link Study

Dear Ms. San Roman:

The Florida Department of Transportation (FDOT) has partnered in the planning of the Miami-Dade MPO Bay Link Study. The MPO has requested that the Department reaffirm a proposed financial commitment as the study team prepares to apply for the 2014 TIGER grant. This correspondence addresses that request.

The financial responsibilities associated with this study have been addressed in prior discussion with FDOT and represent a critical part of the TIGER grant application. FDOT intends to commit state funds for up to 50% of the non-federal share of the eligible cost of the Project Development Phase (PD&E). It is our understanding that Miami-Dade County, City of Miami, and City of Miami Beach, are also participating stakeholders in achieving the matching requirements.

The Department will program state funds to the PD&E study in an amount not to exceed \$750,000, consistent with the project schedule once the TIGER grant has successfully been awarded.

Please continue to coordinate with Mr. Gus Pego, P.E., District Six Secretary, and his staff to advance this project. The Department awaits a favorable evaluation from the TIGER grant committee and we look forward to participating in the efforts to enhance mobility and economic development in downtown Miami and Miami Beach.

Sincerely,

Ananth Prasad, P.E.
Secretary

cc: Gus Pego, P.E.
Harold Desdunes, P.E.
Aileen Boucle, AICP



**METROPOLITAN PLANNING ORGANIZATION
(MPO)**

111 N.W. 1 STREET, SUITE 920
MIAMI, FLORIDA 33128-1904
(305) 375-4507
www.miamidade.gov/mpo

April 24, 2014

Secretary Anthony Foxx
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

**Subject: FY 2014 TIGER VI Planning Grant Application for the Miami-Dade County
Beach Corridor Project Development Study**

Dear Secretary Foxx:

I am pleased to write this letter in support of Miami-Dade County's Fiscal Year (FY) 2014 Transportation Investment Generating Economic Recovery (TIGER) VI Planning Grant Program funding request for the Beach Corridor Project Development Study. This study will analyze the impact of alternatives for a rapid transit connection from downtown Miami to Miami Beach, two major economic generators in Miami-Dade County. The proposed system would provide premium transit access for residents, employees and tourist to the many activity centers along the corridor. Completion of the Beach Corridor Project Development Study will provide a solid foundation to advance the project into the design/engineering and construction phases.

The Miami-Dade Metropolitan Planning Organization (MPO) Governing Board has supported the development of a rapid transit connecting Miami to Miami Beach. The MPO approved a locally preferred alternative in 2003 for a light rail transit/streetcar system. This corridor has been identified for premium transit improvements under the approved Long Range Transportation Plan. More recently, the MPO commissioned in partnership with Miami-Dade Transit (MDT), Downtown Development Authority (DDA), Cities of Miami and Miami Beach, the Beach Corridor Transit Connection Study to update and refine the prior work conducted in the Bay Link Study. The MPO formed the Policy Executive Committee (PEC) to provide policy level guidance during the course of the Beach Corridor Transit Connection Study. The Beach Corridor PEC is comprised by the mayors of Miami-Dade County, City of Miami and the City of Miami Beach, and two representatives from the MPO Governing Board. The Beach Corridor PEC supported the TIGER Planning Grant application requesting funding for the Project Development Study.

We appreciate your consideration of this letter and Miami-Dade County's TIGER Planning Grant application for this important project.

Sincerely,

Irma San Roman
Executive Director, MPO

c: Alina T. Hudak, Deputy Mayor, Miami-Dade County
Ysela Llort, Director, Miami-Dade Transit



Citizens' Independent Transportation Trust

111 NW 1st Street • Suite 1010

Miami, Florida 33128

T 305-375-1357 F 305-375-4605

Transportation Trust @GoCITT

miamidade.gov/citt

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* Hon. Linda Zilber

Executive Director

Charles Scurr

* Past Chairperson

April 22, 2014

Secretary Anthony Foxx

U.S. Secretary of Transportation

U.S. Department of Transportation

1200 New Jersey Ave. SE

Washington, DC 20590

Subject: FY 2014 TIGER Grant Application for Miami-Dade County Beach Corridor Transit Connection Project Development Study

Dear Secretary Foxx:

On behalf of the Citizens' Independent Transportation Trust (CITT), I am pleased to write this letter in support of Miami-Dade County's Fiscal Year (FY) 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program funding request for the Beach Corridor Transit Connection Project Development Study. This study will research a number of transportation alternatives for a direct connection between downtown Miami and Miami Beach, two major economic generators in Miami-Dade County.

The citizens of Miami-Dade County approved a ½ Cent Charter County Sales Surtax on November 5, 2002. The purpose of the Surtax is to partially fund the projects of the People's Transportation Plan (PTP). The PTP included a broad range of projects including extensions to the Metrorail system. The voters also approved, as part of the ballot question, the CITT to oversee Surtax proceeds and PTP implementation.

The CITT also has been providing support toward the development of the PTP Corridors. The Trust has been exploring, in collaboration with the County and other transportation partners, innovative funding opportunities in order to maximize the impact of limited Surtax fund availability.

The proposed Beach Corridor Transit Connection project will interface with the existing Metrorail, Metromover, Metrobus and Miami Trolley systems in downtown Miami. It also will provide a connection to the Miami Intermodal Center/Miami International Airport via Metrorail, to Broward and Palm Beach counties via Tri-Rail, and to the future All Aboard Florida train service that will connect Orlando to Miami via its station in downtown Miami. In Miami Beach, the proposed system will connect to the County's major convention center and provide improved transit service within a highly dense and transit-oriented area.

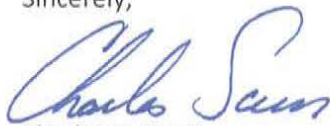
The Cities of Miami and Miami Beach continue to experience rapid growth and densification of both population and employment, in addition to continued popularity

Delivering Excellence Every Day

as tourist attractions. The increased capacity and reliable transportation of premium transit is necessary to support and continue economic prosperity, sustainable growth and quality of life standards valued throughout the region. Completion of the proposed development study will provide a solid foundation to advance the proposed Beach Corridor Transit Connection project plan to the design and construction phase.

I appreciate your consideration of this letter and Miami-Dade County's TIGER Application for this important project.

Sincerely,



Charles D. Scurr
Executive Director
Citizens' Independent Transportation Trust

cc: Alina T. Hudak, Deputy Mayor, Miami-Dade County
Ysela Llort, Director, Miami-Dade Transit
Irma San Roman, Executive Director, Miami-Dade Metropolitan Planning
Organization

April 25, 2014

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Secretary Anthony Foxx
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Subject: FY 2014 TIGER Grant Application for Miami-Dade County Beach
Corridor Transit Connection Project Development Study

Dear Secretary Foxx:

On behalf of the Miami Downtown Development Authority (DDA), I am pleased to write this letter in support of Miami-Dade County's FY 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program funding request for the Beach Corridor Transit Connection Project Development Study (f.k.a. "Baylink"). This study will research a number of transportation alternatives for a direct connection between Downtown Miami and Miami Beach, two major economic generators in Miami-Dade County.

The Cities of Miami and Miami Beach continue to experience rapid growth and densification that have exceeded earlier population and employment projections. Downtown Miami is the region's major employment center, containing a large number of government and professional services, as well as major arts, cultural, entertainment, and retail venues, such as the American Airlines Arena (home of the NBA's Miami Heat), Arsht Center for the Performing Arts, and Museum Park. Downtown has also witnessed exponential growth in its residential population – from 35,000 to 75,000 residents and counting – and is home to Miami-Dade College's 23,000 student Wolfson Campus and other educational institutions (see enclosed fact sheet). Miami Beach is focused around a vigorous tourism/service industry, followed by hospitals and the entertainment industry.

The popularity of both Miami and Miami Beach as tourist attractions, and the location of major residential, commercial, hospitality and educational uses, have generated substantially higher travel demand between the two cities. The growth of these cities, when combined with relatively narrow streets and chronic lack of parking, results in severe local congestion, making access by automobile progressively more difficult. Increased capacity and reliable transportation is necessary to support and continue economic prosperity, sustainable growth and quality of life standards valued throughout the region.

Recognizing this, the 2025 Downtown Miami Master Plan calls for the extension of premium transit service to Miami Beach as one of the DDA's major objectives (see enclosed). While the need to connect these major centers is already at an urgent stage as a result of recent growth and development, it will only become more critical in the future as Downtown and Miami Beach continue to grow. In Downtown alone,

we are experiencing a new wave of development with dozens of new projects under construction or in the pipeline (see enclosed). These developments are, by their nature, transit-oriented development projects that would complement, support and benefit from existing and future transit service.

The proposed Beach Corridor Transit Connection project will also interface with the existing Metrorail, Metromover and Metrobus systems in Downtown Miami, as well as the City of Miami's trolley system. It would further provide a connection to the Miami Intermodal Center/Miami International Airport via Metrorail, to Broward and Palm Beach counties via Tri-Rail, and to the future "All Aboard Florida" train service that will connect Orlando to Miami via its grand central station in Downtown Miami. In Miami Beach, the proposed system will connect to the County's major convention center and provide improved transit service within a highly dense and transit-oriented area.

Completion of the proposed development study will provide a solid foundation to advance the proposed Beach Corridor Transit Connection project plan to the design and construction phase.

We appreciate your consideration of this letter and Miami-Dade County's TIGER Application for this important project. Please do not hesitate to contact me with any questions or concerns at 305-579-6675 or robertson@miamidda.com.

Sincerely,



Alyce M. Robertson
Executive Director

cc: Alina T. Hudak, Deputy Mayor, Miami-Dade County
Ysela Llort, Director, Miami-Dade Transit
Irma San Roman, Executive Director, Miami-Dade Metropolitan Planning Organization

Enclosures

- Downtown Miami/DDA Fact Sheet
- 2025 Downtown Miami Master Plan excerpt
- Downtown Miami Market Insights



DWNTWN Miami: Epicenter of the Americas

"Miami is turning into something that Florida has never had: a densely populated city where professionals live and work" (Business Week, 7.19.2010 edition)

LIVE

Over **75,000 people** live in Downtown Miami, up from the 2000 Census figure of 39,176 and marking an 90% increase in less than a decade. Projections indicate the population will increase to 85,000 by 2014.

Miami DDA studies show that **95%** the 22,079 residential units built in Downtown Miami since 2003 are occupied with primarily full-time residents.

WORK

220,000 people come into Downtown Miami each workday, making it the State's largest employment center. Over 4 million sq. ft. of new office space has been developed in the past decade, attracting new businesses from around the world, concentrated in the international finance and legal services industries.

SHOP

Retailers are flocking to the district to capitalize on the new residential population. Over the past five years, more than **300 new restaurants and retail shops** have opened up shop on Flagler Street, Bayside, Mary Brickell Village, and elsewhere, placing Downtown Miami amongst the top five downtowns in the nation with the lowest retail vacancy rates.

VISIT

Downtown Miami is Florida's largest **transit-oriented neighborhood** with 3 Metrorail stations, a 20-station Metromover system, and two major bus terminals, supported by and serving the highest density and commercial intensity in the state. It will also soon be home to the main station of the "All Aboard Florida" express passenger rail service connecting Miami to Orlando.

Downtown has welcomed the arrival of several new **luxury hotels**, including the JW Marriott Marquis, Mandarin Oriental, Epic Hotel, Four Seasons, and Viceroy, adding to its allure as a top visitor and meeting destination. Overall, downtown contains over 30 hotels featuring 7,000+ rooms and 400,000+ sq. ft. of meeting space.

PLAY

Downtown Miami is home to world class **cultural and entertainment destinations**, including the American Airlines Arena (Go Heat!), Adrienne Arsht Center for the Performing Arts, Live Nation Amphitheater at Bayfront Park, Gusman Center for the Performing Arts, and Miami Art Museum.

The district is also host to a number of internationally renowned events, such as the Miami Book Fair International, Ultra Music Festival, Miami International Film Festival and ING Miami Marathon.

LEARN

Quality educational opportunities abound in downtown that serve families and professionals alike. Long home to Miami-Dade College's Wolfson Campus (23,000 students) the district has since attracted Florida International University, Miami International University of Art and Design, Manchester Business School, and other **institutions of higher education**, offering downtown professionals and families an array of options for continued learning.

Downtown families are also served by quality public, private, and specialty k-12 schools within and around the district.

The Miami Downtown Development Authority

The Mission of the Miami Downtown Development Authority is to grow, strengthen and promote the economic health and vitality of Downtown Miami.

As an autonomous agency of the City, the Miami DDA advocates, facilitates, plans and executes business development, planning and capital improvements, and marketing and communication strategies.

The Miami DDA is a resource you can count on. If we can ever be of any assistance – research, expertise, advocacy, marketing, etc – please do not hesitate to contact us. Alyce Robertson, Executive Director, robertson@miamidda.com, 305-579-6675.

For more info, please visit us at www.miamidda.com

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& Visitors Bureau



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Representative
Commissioner, Miami-Dade
County



Jose Goyanes
Owner, Tre Italian Bistro,
Metro Beauty Center,
Churchill's Barbershop and
Downtown Miami Resident



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Florida East Coast Realty



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Vice Chairman
Blanca Commercial
Real Estate, Inc.



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Blanca Commercial
Real Estate, Inc.



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Lydecker - Diaz Attorneys
& Counselors At Law



Dr. Rolando Montoya
Provost
Miami Dade College



Nitin Motwani
Managing Director
Miami Worldcenter Group, LLC.



Alan Ojeda
President
Rilea Development Group



Kim Stone
Executive VP & GM
The Heat Group and
American Airlines Arena



Alicia Cervera
Managing Partner
Cervera Real Estate



Jay Solowsky
Special Counsel to the Board

Executive Team



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Executive Director
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Javier A. Betancourt
Deputy Director
betancourt@miamidda.com

DOWNTOWN MIAMI

DWNTWN MIAMI...

Epicenter of the Americas

2025 Downtown Miami Master Plan

October 2009

5. Promote transit & regional connectivity

5.3 Promote **Metropolitan** Level Transit such as **Baylink**, **Expanded Metrorail** and **Light Rail**



Miami Metrorail

www.flickr.com

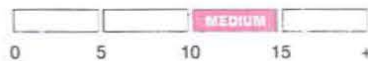


Proposed BayLink Route

Miami-Dade MPO

- Actively promote greater connectivity between Downtown Miami and the City of Miami Beach attractions through Baylink, bus rapid transit (BRT) and water taxis.
- Expand Metrorail service to connect Downtown Miami to Miami International Airport and other major Miami attractions, such as the Miami Marlins Ballpark and Florida International University

- Ensure quality operations and maintenance of existing and expanded systems.



Appendix E

Quantified Potential Benefits				
	Factor	Alternative		Comparison
		New Starts Baseline	LRT Build Alternative	New Starts Build vs. Baseline
1	Total Annual Ridership in Linked Trips 2025 (millions)	90.7	92.6	1.9M
2	System Annual Passenger-Miles (millions)	611.0	620.2	9.2
3	Cost per Passenger-Mile (\$/mi)	\$ 0.843	\$ 0.829	\$ (0.014)
4	Annualized Capital Cost (Constant 2004 dollars)	\$ 6.05	\$ 39.35	\$ 33.30
5	Total Systemwide Annual Operating and Maintenance Cost (Constant 2004 dollars)	\$ 515.2	\$ 514.4	\$ (0.80)
7	Weekday Transportation System User Benefits (Hours) Increment			8,152
8	Total Annual User Benefits (in hours)			2,494,512
9	Cost-Effectiveness - Incremental Cost (\$) / User Benefits (hours)			\$ 13.05
10	System Vehicle Miles Traveled VMT/year (millions)	16,205	16,193	\$ (12.0)

Appendix F



CARLOS A. GIMENEZ

MAYOR
MIAMI-DADE COUNTY

Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Federal Wage Rate Certification and Compliance Letter

Dear Secretary Foxx:

This certification letter for Federal Wage Rate compliance is provided by Miami-Dade County (MDC), as a requirement for a grant application to the U.S. Department of Transportation for the "National Infrastructure Generating Economic Recovery" Program (TIGER) Discretionary Grants. Miami-Dade County's Metropolitan Planning Organization, combined with our Transit Department, seek Planning grant funding for a "Beach Corridor Project Development Study."

Please know that MDC will comply with, and require that all contractors and subcontractors comply with and abide by all applicable Federal and state laws, including prevailing wage rate requirements set forth in subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2014 Continuing Appropriations Act.

This Federal wage rate certification represents my pledge to insure that TIGER Consolidated Appropriations Act grant funds received by the County will be used in compliance with prevailing wage rate requirements set forth in the United States Code.

Sincerely,

A blue ink signature of Carlos A. Gimenez, written in a cursive style.

Carlos A. Gimenez
Mayor

Appendix G

LIST OF REFERENCES

Agencies/Organizations:

CITT - Citizens' Independent Transportation Trust

<http://www.miamidade.gov/citt/>

Greater Miami Convention & Visitors Bureau

<http://press.miamiandbeaches.com/tools-and-resources/press-releases/record-visitors-2013>

MPO - Miami-Dade County Metropolitan Planning Organization

<http://www.miamidade.gov/mpo/>

MPO's Interactive Planning Tool

<http://www.miamidade.gov/mpo/mytools/m13-mytools-itpt.htm>

MPO's Bay Link (Miami – Miami Beach Transportation Corridor Studies)

<https://www.miamidade.gov/mpo/documents/default.htm#BAYLINK2002>

MPO's East-West Corridor Study

<https://www.miamidade.gov/mpo/documents/default.htm#e>

Legislation:

City of Miami's Form-based Zoning Code

http://www.miami21.org/zoning_code.asp

City of Miami's Comprehensive Neighborhood Plan (MCNP)

<http://www.miamigov.com/planning/comprehensiveplan.html>

Downtown Development Authority's *Decade of Change in Downtown Miami Area 2001-2011*

http://www.miamidda.com/pdf/DwntwnMiami_Decade-of-Change04202012.pdf

City of Miami Beach's Neighborhood Planning

<http://web.miamibeachfl.gov/planning/scroll.aspx?id=25706>

Plans/Projects/Reports/Studies/Initiatives:

FDOT – Florida Department of Transportation's 595 Express Project

<http://www.i-595.com/index.php>

FDOT's Major Investment Study/Draft Environmental Impact Statement for SR836

Only available on hard copy from FDOT

People's Transportation Plan

<http://miamidade2035transportationplan.com/>

Port of Miami Tunnel Project

<http://www.portofmiamitunnel.com/>

Southeast Florida Prosperity Plan

<http://seven50.org/>

Southeast Florida Regional Climate Change Compact

<http://www.miamidade.gov/greenprint/>

Appendix H

Beach Corridor Project Development Study

Project Summary



Miami-Dade County in partnership with the Florida Department of Transportation, the City of Miami, the City of Miami Beach and the Miami-Dade Metropolitan Planning Organization is requesting TIGER Planning Grant funding in the amount of \$1,500,000 to complete the Project Development Phase of the Beach Corridor Project. The Beach Corridor Project proposes to link Miami and Miami Beach with premium transit service to improve the transportation services between these regional activity centers in Miami-Dade County. As evidence of their support the Cities of Miami and Miami Beach along with Miami-Dade County are each contributing \$250,000 to the effort. The Florida Department of Transportation has committed to providing one-half the non-federal share if the application is successful. Depending on the actual alignment, the proposed Beach Corridor Project is approximately six miles in length, and would provide frequent service that is superior to existing transit service between the cities. The proposed Beach Corridor Project will support the economic development of the areas to be served and benefit residents, visitors and commuters in Miami-Dade County.



MIAMI BEACH



Submitted by Miami Dade County, a local government applicant
April 25, 2014