Status Report

January, 1992

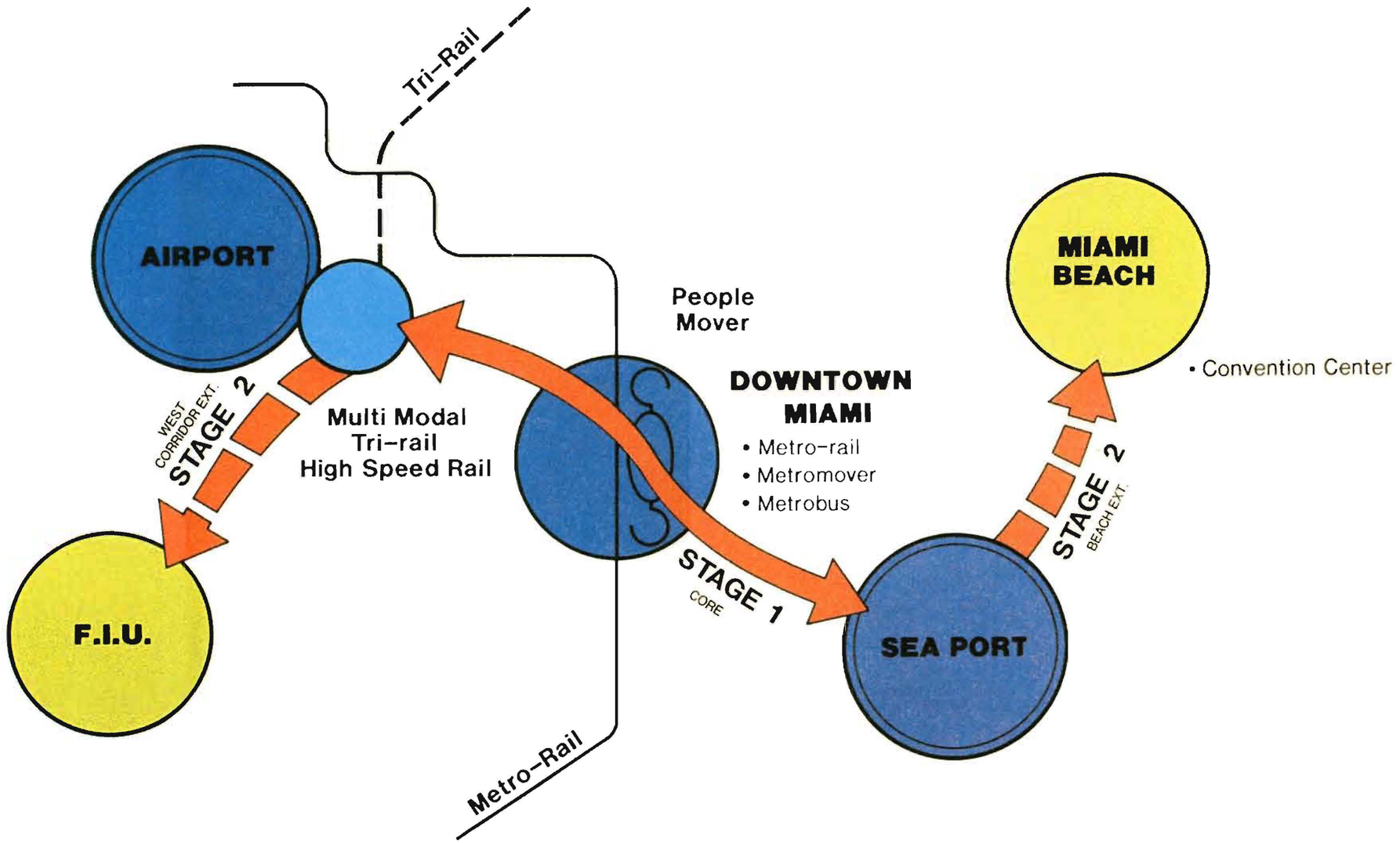
Miami International Airport - Port of Miami Seaport Rail Connection
and
Airport Multimodal Facility

METRO-DADE

Metropolitan Dade County

Metropolitan Planning Organization

AIRPORT – SEAPORT TRANSIT PHASING DIAGRAM



MEMORANDUM

103.01-14

Not On
Agenda Item No. 5(g)(14)

TO Honorable Mayor and Members
Board of County Commissioners

DATE February 4, 1992

SUBJECT Airport- Multi-Modal
Transportation Facility

FROM
Robert A. Ginsburg
County Attorney

The attached resolution was prepared and placed on the agenda at the request of the Transportation Committee.

for: Robert A. Ginsburg
County Attorney

RAG/ydl

Not On
Agenda Item No. 5(g)(14)
2-4-92

RESOLUTION NO. R-157-92

RESOLUTION ENDORSING CONCEPT OF AN AIRPORT-AREA MULTI-MODAL TRANSPORTATION FACILITY WITH A DIRECT TRANSPORTATION LINK TO THE AIRPORT TERMINAL BUILDING; AND ENDORSING CONCEPT OF PROVIDING RAIL TRANSIT SERVICE BETWEEN MIAMI INTERNATIONAL AIRPORT AND THE PORT OF MIAMI; AND DIRECTING THE COUNTY MANAGER AND THIS BOARD'S TRANSPORTATION COMMITTEE TO EXPLORE OPTIONS FOR FINANCING SUCH A FACILITY AND TRANSIT LINK, INCLUDING FEDERAL AND STATE GRANTS TO BE MATCHED LOCALLY WITH PASSENGER FACILITY CHARGES TO BE IMPOSED AT MIAMI INTERNATIONAL AIRPORT AND OTHER LOCAL FUNDS AS MAY BE AVAILABLE.

WHEREAS, one of the most critical capacity issues facing Miami International Airport is ground access. The terminal curbside areas are congested and airport access roads are inadequate to handle the airport's near-term and long-term needs; and

WHEREAS, traffic is particularly congested on the weekends when the airport must accommodate the sizeable cruise-fly operation in addition to peak Saturday and Sunday airline travel. At present, fly-cruise passengers are transported by bus utilizing approximately 175 buses to transport nearly 8,000 passengers on a typical weekend day; and

WHEREAS, this large number of buses congest the roadways at both the airport and seaport and the expressway between the two facilities and scarce, large parking areas on airport and seaport property are required for the staging of these buses; and

WHEREAS, the Intermodal Surface Transportation Act of 1991 recently enacted by Congress provide new opportunities for funding multi-modal transportation projects; and

WHEREAS, the 1990 Omnibus Transportation Act, the most comprehensive transportation package ever adopted in Florida, also provides new opportunities for funding multi-modal transportation projects; and

WHEREAS, the Aviation Safety and Capacity Expansion Act of 1990 enacted by Congress authorized domestic airports to impose a Passenger Facility Charge (PFC) on enplaning passengers, reversing a 17-year old policy prohibiting such charges. PFC revenue can be used as the local match for federal grants.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY FLORIDA, that this Board:

1) endorses the concept of an airport-area multi-modal transportation facility with a direct transportation link to the Airport Terminal Building; and

2) endorses the concept of providing rail transit service between Miami International Airport and the Port of Miami; and

3) directs the County Manager and this Board's Transportation Committee to explore options for financing such a facility and transit link, including federal and state grants to be matched

STATE OF FLORIDA)
) SS:
COUNTY OF DADE)

I, MARSHALL ADER, Clerk of the Circuit Court in and for Dade County, Florida, and Ex-Officio Clerk of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Resolution No. R-157-92, adopted by the said Board of County Commissioners at its meeting held on February 4, 19 92.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this 5th day of February, A.D. 19 92.

MARSHALL ADER, Clerk
Board of County Commissioners
Dade County, Florida

By _____
Deputy Clerk

COUNTY COMMISSIONERS DADE COUNTY FLORIDA

Board of County Commissioners
Dade County, Florida

Resolution

ALTERNATE III.A

RESOLUTION NO. MPO 33-91

RESOLUTION ENDORSING THE 1992/93 - 1996/97 FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TENTATIVE WORK PROGRAM AND URGING PROVISION OF THE STATE ASSISTANCE NECESSARY TO EXPEDITE COMPLETION OF PUBLIC TRANSPORTATION PROJECTS ALONG THE WEST DADE-TO-MIAMI BEACH URBAN TRAVEL CORRIDOR

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization for the Miami Urbanized Area requires that the Metropolitan Planning Organization Governing Board provide a structura to evaluate the adequacy of the transportation planning and programming process, and take action to ensure that legal and procedural requirements ere met, as more fully described in the Prospectus for Transportation Improvement for the Miami Urbanized Area, and

WHEREAS, the Metropolitan Planning Organization has established the Trensportation Planning Council (TPC) to advise it on actions needed to meet the requiremente of the planning and programming procees, and

WHEREAS, the Transportation Planning Council has reviewed the 1992/93 - 1996/97 Florida Transportation Tentative Work Program and finds that such program is consistent with the goals and objectives of the Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the attached 1992/93 -1996/97 Florida Department of Transportation (FDOT) Tentative Work Program is hereby endorsed by the MPO Governing Board.

SECTION 2. That the MPO Governing Board urges the Florida Department of Transportation to program additional funds to expedite the complstion of the Airport Multimodal Transit Corridor System (Project No. 6823074) as well as all other public transportation projects currently defined for the West Dade-to-Miami Beach urban travel corridor.

The foregoing resolution wes offered by Commiseioner Larry Hewkins, who moved its adoption. The motion was seconded by Commiesioner Mary Collins, and upon being put to vote, the vote was as follows:

Board Member Mary Collins	-	aye
Board Member Charles Dusseau	-	aye
Board Member Joseph M. Gersten	-	aye
Board Member Allen C. Harper	-	absent
Board Member Larry Hawkins	-	aye
Board Member Alexander Penelas	-	aye
Board Member Harvey Ruvin	-	aye
Boerd Member Xavier L. Suarez	-	absent
Board Member Arthur E. Teele, Jr.	-	aye
Board Member Sherman Winn	-	absent
Mayor Stephen P. Clark	-	aye

The Chairman thereupon declared the resolution duly passed and adopted this 3rd day of December, 1991

METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA

By _____
Jose-Luis Mesa
MPO Secretariat

Project Background

The project provides east-west rail transit service from Florida International University (FIU) in West Dade to Miami Beach, linking Miami International Airport and the Port of Miami through downtown. Other major activity centers served include Blue Lagoon offices and hotels, the Orange Bowl, Downtown Miami, Bayside, Miami Beach Convention Center and hotels, and interfaces with Metrorail, Metromover, and Tri-Rail. The system provides a unique opportunity to connect the County's principal local, regional, and international transportation facilities and create an integrated high quality transportation system.

The proposed Airport Multimodal Facility improves access to the airport and ties together a variety of transportation and airport services into one convenient center.

AIRPORT MULTIMODAL FACILITY

Plans for airport improvement include a Multimodal Access Facility to be located just east of Miami International Airport. The multi-level facility may combine bus, Metrorail, Tri-Rail, Amtrak, high speed rail, car rental services, auto pick-up/drop-off areas, and parking. The facility may also contain retail space, restaurants, and other services.

An elevated transit loop connects the Multimodal Facility to the Airport terminal, making a number of stops adjacent to the terminal. This loop can be compatible with the Airport-Seaport Rail Connection to provide through service from the Airport terminal to downtown and the seaport.

AIRPORT-SEAPORT RAIL CONNECTION

The core of the proposed transit system is a new rail line connecting Miami International Airport and the Seaport via downtown Miami. The line operates through the Airport Multimodal Facility, providing access to its many services.

Two options are identified for the Airport-Seaport Rail Connection, one along SR 836 and the other using part of the existing Metrorail line.

Rail Line via SR 836
In this alternative a rail line extends from the Airport terminal through the Airport Multimodal Facility along SR 836 and the Miami River to downtown. Stations are located near the Orange Bowl, adjacent to the Government Center Metrorail and State Plaza Metromover stations, and at other points along the line.

The alignment then continues across the Seaport Access Bridge to the Seaport. Independent loops between the airport terminal and Multimodal Access Center and at the Seaport connect to the main line for through service.

Airport-Seaport Connection Using Existing Metrorail Line
Airport-downtown-Seaport service via the existing Metrorail line utilizes two branches off that line. The first branch extends from the Earlington Heights Metrorail station west along the Airport Expressway (SR 112), then south to the Airport Multimodal Facility.

The second branch extends from the Overtown Metrorail station east along the Florida East Coast Railway right-of-way to the Seaport.

EXTENSIONS TO WEST DADE AND MIAMI BEACH

Extensions of the Airport-Seaport Rail Connection serve West Dade and Miami Beach.

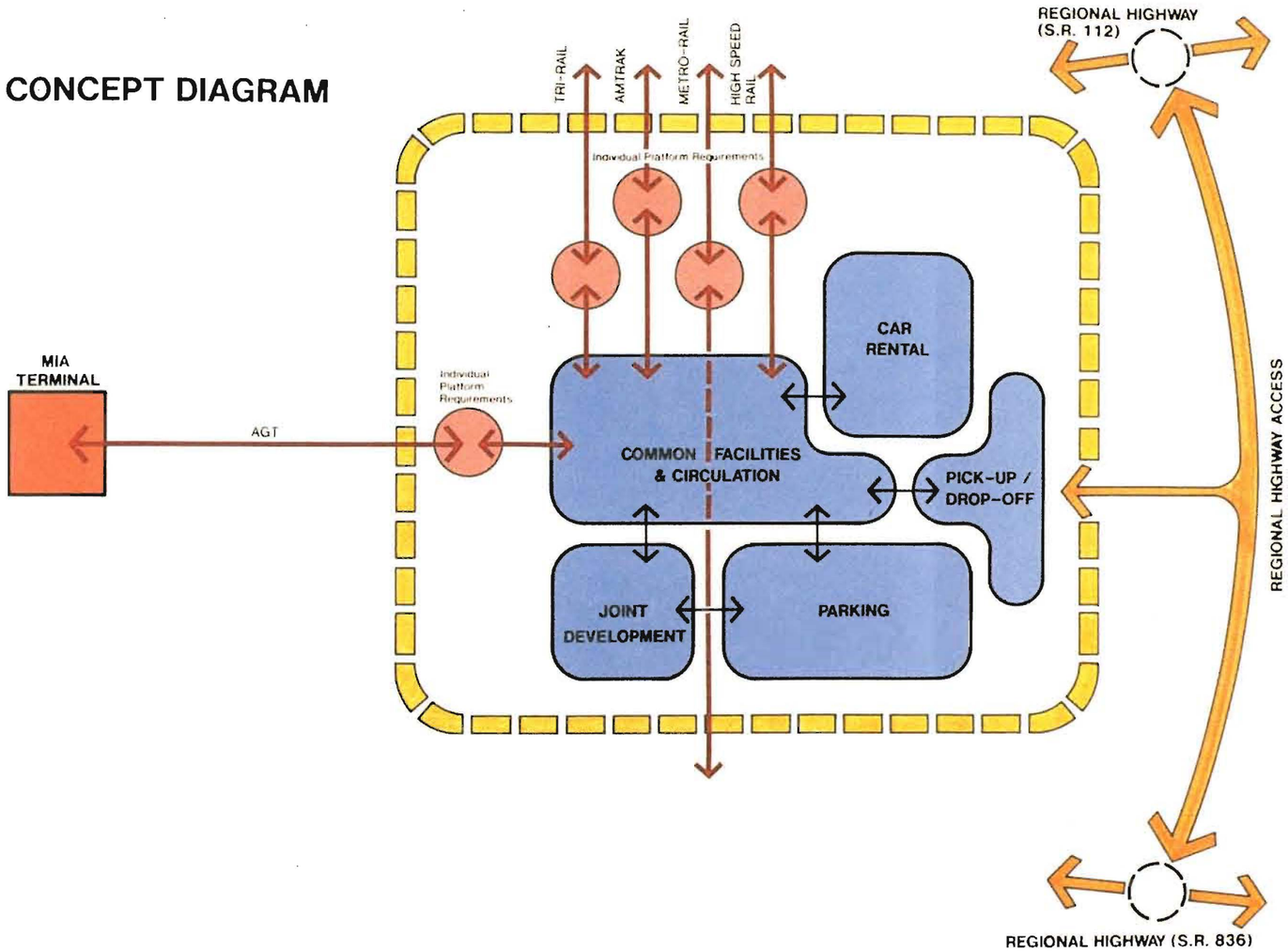
West Extension
The extension to West Dade diverges from the Airport-Seaport line in the vicinity of the Airport Multimodal Facility then continues west to Florida International University. Stations are provided at intermediate points in West Dade.

Miami Beach Extension
The extension to Miami Beach diverges from the Airport-Seaport line at Biscayne Boulevard in downtown Miami, then follows Biscayne Boulevard and the MacArthur Causeway across Biscayne Bay. Once in Miami Beach, the alignment turns north on Washington Boulevard to the Miami Beach Convention Center at 20th Street.

RAIL TRANSIT MODE

A "hybrid" Light Rail Transit mode is envisioned for the Airport-Seaport Connection. This flexible mode allows vehicles to operate on existing Metrorail tracks, on exclusive right-of-way with crossings, or in mixed traffic. Through operation of some vehicles on the airport terminal loop and a loop serving the various passenger ship terminals is also possible. Between the airport and seaport the service will likely be on an exclusive, grade-separated alignment. West of the airport, the alignment may combine exclusive rights-of-way with operation through grade crossings, while the Beach extension involves many street crossings.

CONCEPT DIAGRAM



Airport-Seaport Rail Connection and Multimodal Facility

Status Report
January, 1992

METRO-DADE

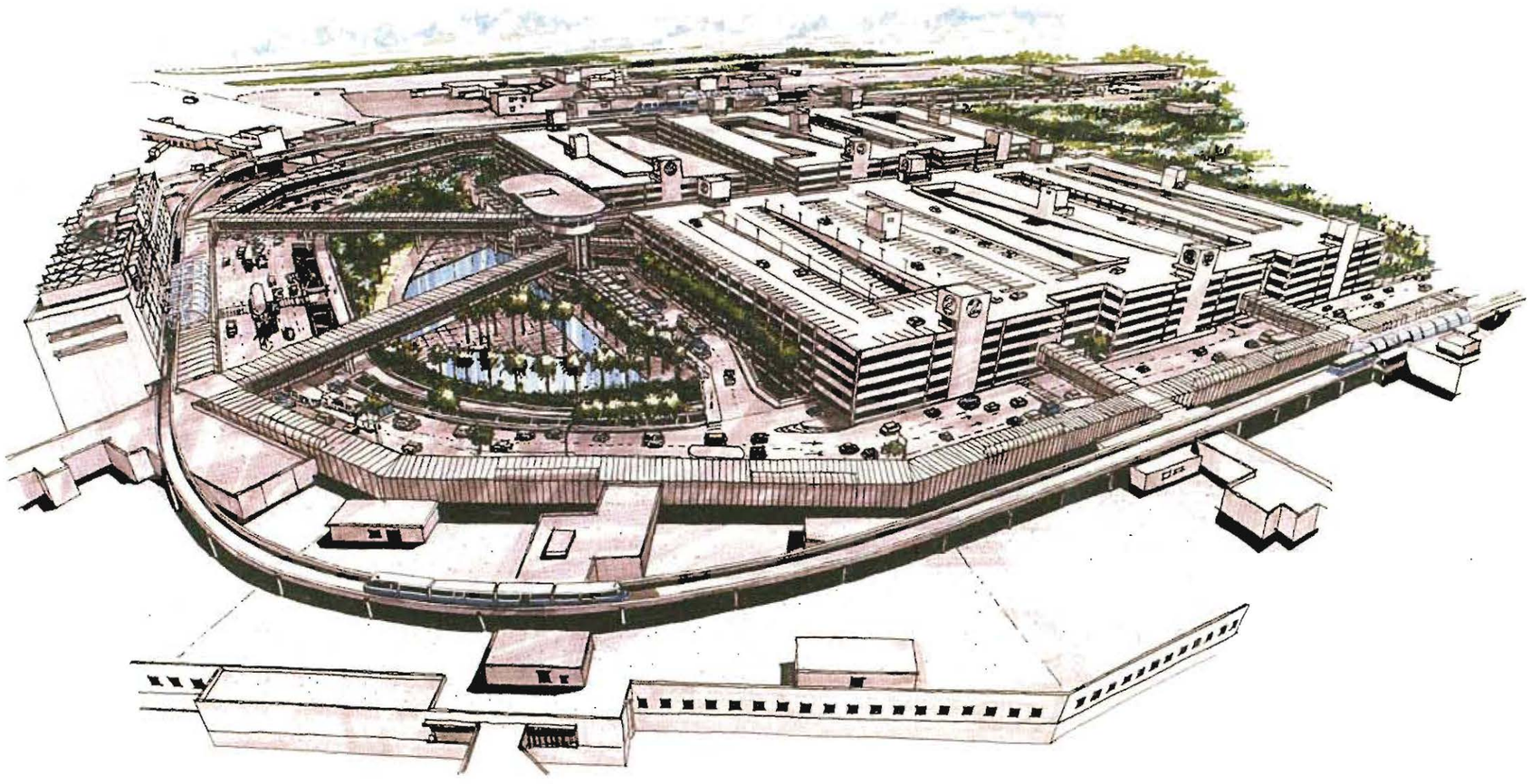
MULTI-MODAL CENTER

Airport-Seaport
Rail Connection
and
Multimodal Facility

Status Report
January, 1992

METRO-DADE

AIRPORT LOOP



Airport-Seaport
Rail Connection
and
Multimodal Facility

Status Report
January, 1992

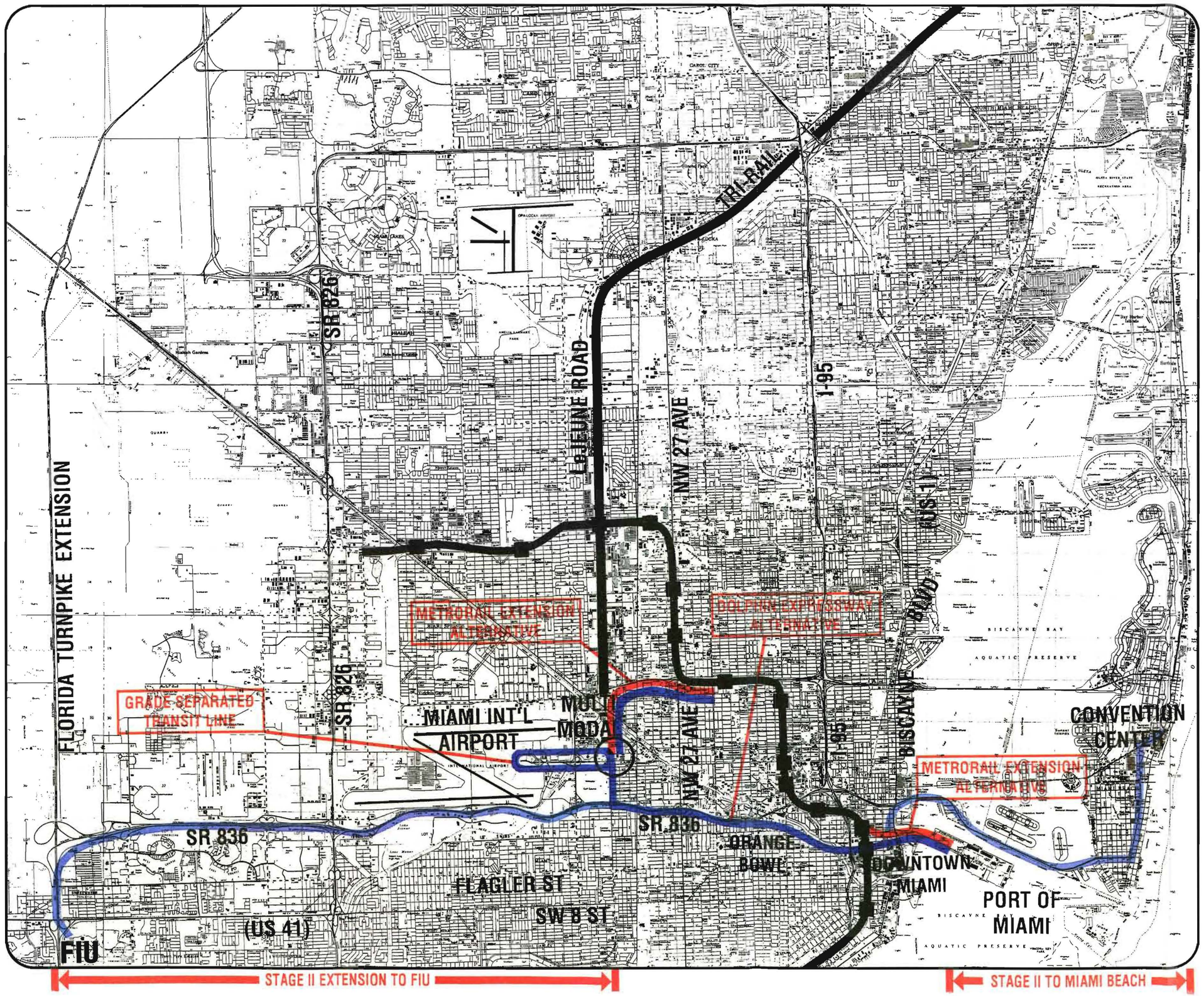
METRO-DADE

METRO-DADE

Airport - Seaport
Rail Connection
and
Multi-Modal Facility

Status Report

January 1992



LEGEND

- LRT "HYBRID"
- HEAVYRAIL
- LRT "HYBRID" STAGE II

Benefits

The Airport-Seaport Connection and extensions will benefit local residents and visitors to the state by linking major trip generators and hubs in the county. Several travel markets are served, reducing congestion on area streets and highways. The connection will:

- Provide fast, direct, non-stop or one-stop through service between the airport and seaport when cruise ship passengers are arriving and departing.
- Provide frequent, rapid service between the airport, downtown Miami, and Metrorail at all times.
- Provide direct service between the seaport, downtown Miami, and Metrorail.

The Airport-Seaport Rail Connection serves the following markets:

Miami International Airport
- Rail transit access for residents and visitors, especially those headed for downtown, the seaport, Miami Beach, and points on Metrorail.
- Employees and visitors at the airport and related services.

Airport Multimodal Facility
- Connections to Tri-Rail, Amtrak, Metrorail, and possible high speed rail services.
- Access to car rental and other services for customers and employees.

Downtown Miami
- Employees and visitors to downtown offices, retail, entertainment, and government.
- Connection with Metrorail to north and south.
- Connection to Metromover service around downtown.
- Connection with Metrobus service throughout the county.

Seaport
- Connection to cruise ships and related services for passengers and employees.

The Stage II extensions serve West Dade and Miami Beach destinations including:

West Dade
- Park-and-ride commuters and local travel to downtown, points on the Metrorail system, and intermediate points such as Blue Lagoon.
- Students and employees of Florida International University.

Miami Beach
- Miami Beach Convention Center visitors and employees.
- Miami Beach residents.
- Visitors and employees of Miami Beach hotels and restaurants, the beach, and other recreation and cultural facilities.

Project Cost

Capital Costs for the Airport-Seaport Rail Connection and extensions have been calculated very conservatively for this preliminary report and may be reduced as the technical work is refined. The cost estimates have been developed using recent experience from other North American rail projects and considering local conditions.

Estimated construction costs for each of the project's major components are broken down into major cost categories in the table below.

Item / Component	**Cost** (Millions)
Airport Multimodal Facility	
Engineering	$ 10
Right-of-Way	$ 70
Construction	$ 50
Total	$ 130
Multimodal Facility to Airport Terminal Rail Link	
Engineering	$ 15
Right-of-Way	$ 0
Construction	$ 105
Total	$ 120
Airport-Seaport Rail Connection	
Engineering	$ 60
Right-of-Way	$ 65
Construction	$ 510
Total	$ 635

Item / Component	**Cost** (Millions)
West Extension	
Engineering	$ 35
Right-of-Way	$ 5
Construction	$ 290
Total	$ 330
Beach Extension	
Engineering	$ 25
Right-of-Way	$ 20
Construction	$ 140
Total	$ 185
Complete Project	$ 1,400

Funding Sources

Funding for the Airport Multimodal Facility, Airport-Seaport Rail Connection, and extensions will come from a variety of federal, state, and local sources. With enactment of the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), unique opportunities exist for securing federal funding given the strong intermodal nature of the project. Federal highway, transit, aviation, and, perhaps, railroad funds are eligible sources.

The following division of funding sources is envisioned for the project:

Source	Share	Amount (millions)
Local	20 %	$ 280
State	20 %	$ 280
Federal Highway Administration	31 %	$ 428
Federal Transit Administration	29 %	$ 412
Total	100 %	$ 1,400

Given the variety of funding sources, a truly unique opportunity exists to identify and seek a corridor funding "package" that can maximize the use of federal funds, taking advantage of both the strong intermodal nature of the project and the new provisions for flexibility in the use of federal transportation funds afforded by ISTEA.

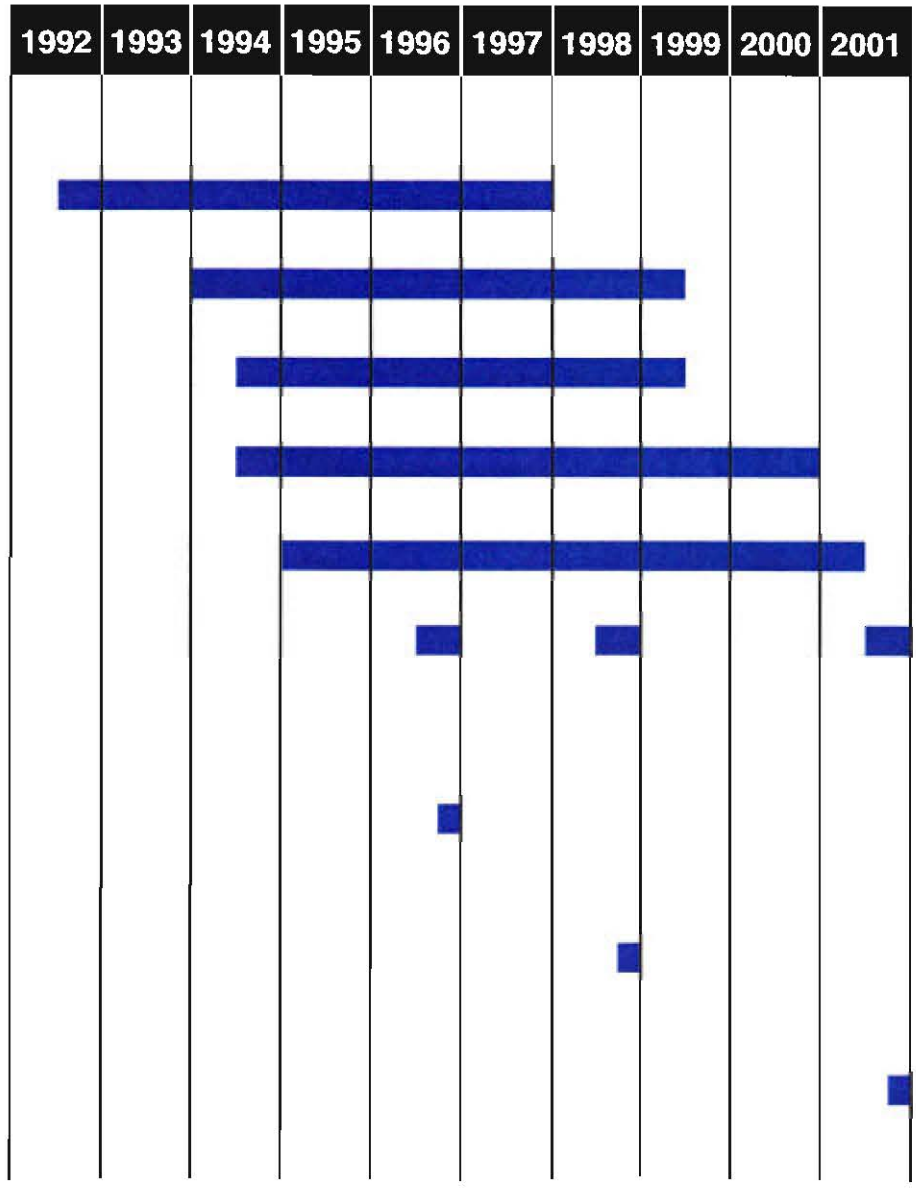
Implementation

GENERAL APPROACH

Dade County is seeking to implement the Airport Multimodal Facility and Airport-Seaport Rail Connection as quickly as possible in order to capture the many benefits at the earliest date and coordinate with other projects including work on SR 836. A fast schedule has been successfully applied to other rail projects of this kind.

IMPLEMENTATION SCHEDULE

Major activities in the implementation of the project are shown on the following chart. The Airport Multimodal Facility and transit link to the Airport Terminal will be in operation by late 1996. The Airport-Seaport Rail Connection is expected to be operational in 1998 and the two extensions can commence service approximately two to three years later.

Implementation

Key Milestone Schedule