

Rendering of Elevated Rubber Tire Transit on the Bay Crossing/Trunkline



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Rendering of the Miami Design District Extension



Beach Corridor Rapid Transit Project FACT SHEET

Summer 2022

Project Overview and Status



Rendering of Transit Station at 5th Street and Washington Avenue

The **Project Development and Environment (PD&E) Study** for the Beach Corridor Rapid Transit Project is a study of rapid transit options to connect the Miami Design District/Midtown to Downtown Miami and Miami Beach. The Beach Corridor is one of the five rapid transit corridors in the Strategic Miami Area Rapid Transit (SMART) Program and the study is being conducted by the Miami-Dade County Department of Transportation and Public Works (DTPW) and funded by both DTPW and the Florida Department of Transportation (FDOT).

The study began in 2017 with an analysis of seven rapid transit modes with different alignments along the corridor. After analysis of transit demand, environmental impacts, engineering and social considerations, a recommended alternative was presented to the Miami-Dade County Transportation Planning Organization (TPO). On January 30, 2020, the TPO selected the **Locally Preferred Alternative (LPA)** of elevated rubber tire technology such as Metromover or Monorail along the Bay Crossing/Trunkline; an extension of the existing Metromover system in the median of North Miami Avenue to NW 41st Street for the Miami Design District Extension; and dedicated bus/trolley lanes within the existing right-of-way of Washington Avenue for the Miami Beach Convention Center Extension.

The study team then moved forward with additional evaluation of the potential effects the locally preferred alternative would have on the natural, physical, and social environment. Findings from the additional evaluation will be presented at a public meeting on August 9, 2022. Public comments will be collected, documented, and addressed.



Next Steps for the Beach Corridor Rapid Transit Project

The analysis confirmed the need for rapid transit solutions in the three subareas in the Beach Corridor study area and that each have an independent purpose and meet the needs of each subarea. As a result, the three rapid transit solutions selected for the three subareas of the Beach Corridor Rapid Transit Project will move forward as separate projects to be further evaluated, designed and implemented.

An **Environmental Assessment (EA)** document has been prepared for the Bay Crossing/Trunkline to be considered by the lead federal agency, the United States Coast Guard. If the EA is approved, then the project would move forward into the design and permitting phase.

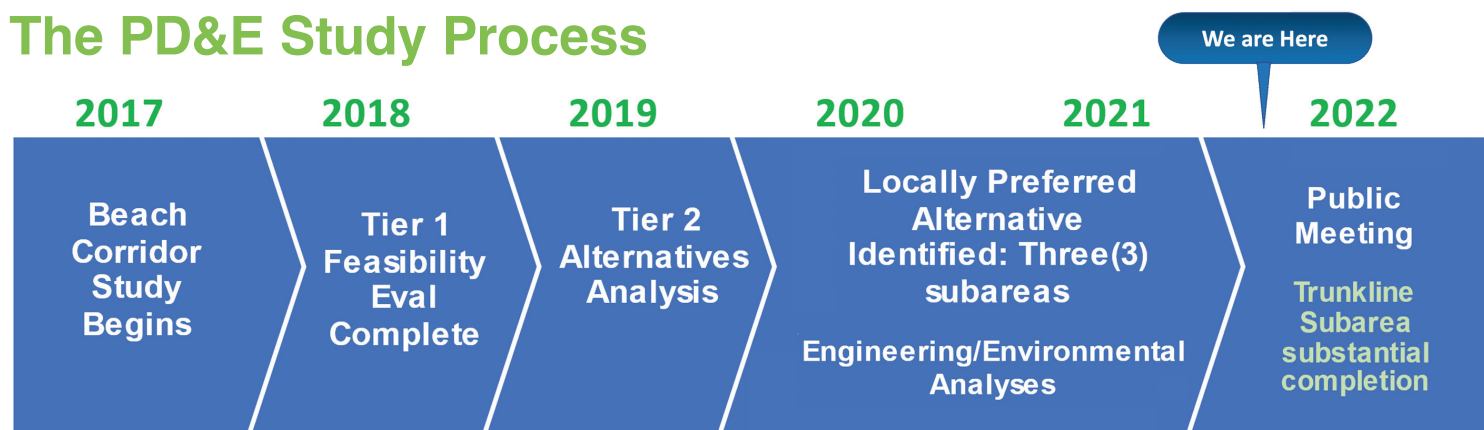
For the Miami Design District Extension, the DTPW will complete the **National Environmental Policy Act (NEPA)** process in 2023/2024 to then begin project development in coordination with the Federal Transit Administration (FTA).

The Miami Beach Extension on Washington Avenue will require further analysis and approval by the Florida Department of Transportation and City of Miami Beach before it can be designed and constructed.



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The PD&E Study Process

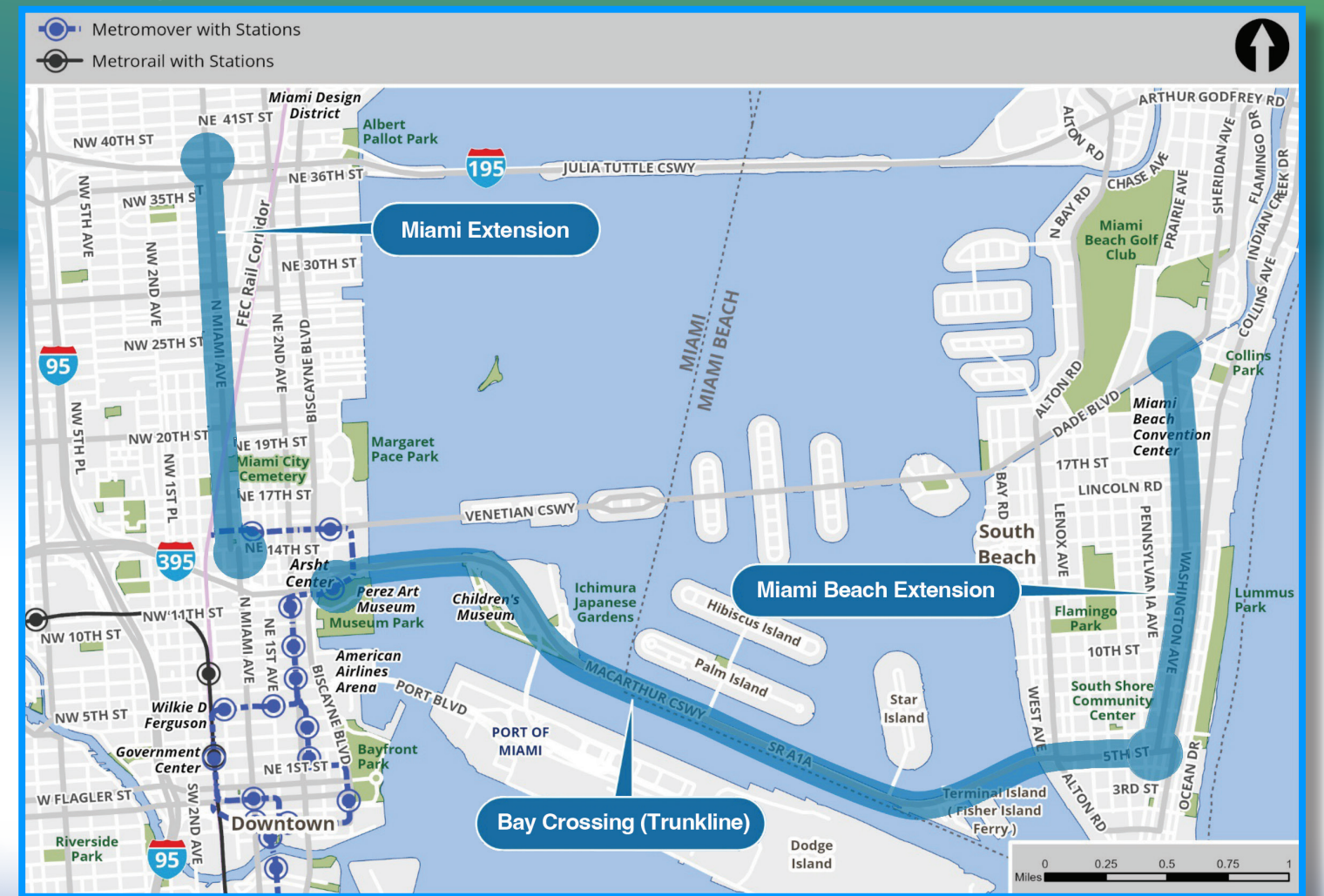


Public Outreach and Agency Coordination

P3 Contract and Process

Separate from the PD&E/NEPA process for the Beach Corridor Trunkline, in October 2020, the Miami-Dade County Board of County Commissioners approved an Interim Agreement (IA) with a Public-Private Partnership (P3) concessionaire. This phase consists of pre-development work such as utility, environmental and geotechnical surveys, permit coordination, and conceptual design. Negotiations for a long-term Project Agreement with the concessionaire to design, build, finance, operate and maintain the rapid transit system along the Trunkline are ongoing. A recommendation regarding the Project Agreement is expected to be presented to the Board of County Commissioners in 2023.

Locally Preferred Alternative Map



Rendering of the Miami Design District Extension



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