

FYs 2017 AND 2018 UNIFIED PLANNING WORK PROGRAM (UPWP)

Task 5.15: Implementation of the Strategic Miami Area Rapid Transit (SMART) Plan

#	CORRIDOR	STATUS	ESTIMATED COST	
			ENVIRONMENTAL DOCUMENT	SMART PLAN IMPLEMENTATION ACTIVITIES
1	North Corridor (NW 27 th Ave.)	PD&E in-progress	\$4.2M	\$840,000
		<ul style="list-style-type: none"> • MPO Resolution #01-15 authorized the development of the PD&E • FDOT-6 lead agency • Funding Source: 100% State • Start Date: March 2016 • Completion Date: February 2018 		
2	Beach Corridor	PD&E to start in 2016	\$10.0M	\$2.0M
		<ul style="list-style-type: none"> • MPO Resolution #40-16 authorized the development of the PD&E • DTPW lead agency • Funding Source: <ul style="list-style-type: none"> ✓ FDOT-6 (\$5.0M) ✓ CITT (\$3.75M) ✓ Miami-Dade County (\$417,000) ✓ City of Miami (\$417,000) ✓ City of Miami Beach (\$417,000) • City of Miami Beach started the environmental study from the Convention Center to Alton Road and 5th Street 		
3	East-West Corridor (SR-836)	Planning Phase	\$9.0M	\$1.2M
		<ul style="list-style-type: none"> • MPO Resolution #34-16 authorized the development of the PD&E • DTPW lead agency • Funding Source: 100% Local 		
4	South Dade TransitWay	PD&E to start in 2016	\$7.0M	\$1.2M
		<ul style="list-style-type: none"> • MPO Resolution #35-16 authorized the development of the PD&E • DTPW lead agency • Funding Source: 100% Local 		
5	Tri-Rail Coastal Link (Northeast/FEC Corridor)	PD&E in-progress	\$5.7M	\$1.14M
		<ul style="list-style-type: none"> • FDOT-4 lead agency for the Tri-Rail Coastal Link (TRCL) • All Aboard Florida (AAF) project is under construction (private sector) • DTPW is improving transit services along Biscayne Blvd. 		
6	Kendall Drive	PD&E in-progress	\$4.0M	\$800,000
		<ul style="list-style-type: none"> • MPO Resolution #01-15 authorized the development of the PD&E • FDOT-6 lead agency • Funding Source: 100% State • Start Date: June 2016 • Completion Date: May 2018 		
7	Total		\$39.9M	\$7.18M
<p>The purpose of these funds are to conduct any activity/effort necessary to support the implementation of the SMART Plan, including but not limited to: corridor transportation and land-use vision plan, economic development plan, financial plan and funding profiles, ridership, first and last mile, complete streets, etc.</p>				

This Plan is consistent with the FDOT Vision Element as updated in August 2015.