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# **EAST-WEST MULTIMODAL CORRIDOR STUDY**

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## **Policy and Technical Steering Committees' RECOMMENDATION REPORT**

**Dade County, Florida**

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**Florida Department of Transportation**



**District VI**

**U.S. Department of Transportation  
Federal Highway Administration**

in cooperation with:  
**Federal Transit Administration  
Federal Railroad Administration  
Federal Aviation Administration  
Maritime Administration  
U.S. Coast Guard**

**CONNECTING PEOPLE**



**January 1996**

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**EAST-WEST MULTIMODAL CORRIDOR STUDY**

**POLICY AND TECHNICAL STEERING COMMITTEES'  
RECOMMENDATION REPORT**

**WPI No. 6114094  
State Project Number 87200-1539  
FAP No. CM-6182-(11)  
Contract C-4840  
Dade County, Florida**

**JANUARY 1996**

**FLORIDA DEPARTMENT OF TRANSPORTATION**

**Prepared for  
Metropolitan Planning Organization  
Dade County, Florida**



## PREFACE

The Florida Department of Transportation (FDOT), District VI, in cooperation with the Federal Highway Administration (FHWA) as the lead federal agency, and the Federal Transit Administration (FTA), Federal Railway Administration (FRA), Federal Aviation Administration (FAA), Maritime Administration (MARAD) and United States Coast Guard (USCG), have undertaken the preparation of a Major Investment Study and Environmental Impact Statement (EIS) for alternative highway and transit improvements for the East-West Multimodal Corridor in Miami, Florida. The EIS is being prepared in conformance with 40 CFR Part 1500-1508, Council on Environmental Quality, Regulations for Implementing the Procedural Requirements of the National Environmental Policy Act of 1969 as amended; 49 CFR Part 622, Urban Mass Transportation Administration, Environmental Impact and Related Procedures; and the Intermodal Surface Transportation Efficiency Act of 1991. The EIS also fulfills the requirements of State of Florida Environmental Policies concerning the assessment of the environmental impacts of major projects.

### **Project Description**

The project corridor begins at Florida International University (FIU) and extends the length of State Road 836, through downtown Miami, to the Port of Miami, and on to the Miami Beach Convention Center. The study area includes portions of unincorporated Dade County, the City of Miami, the City of Sweetwater, and the City of Miami Beach. The study examines various integrated highway and transit improvement alternatives.

The initial alternatives considered are listed below. They have been refined based on technical information developed and input received from the community. The refined list of alternatives, consisting of Alternatives 1, 2, 3, and 6 and several options, were further refined and are presented in the Draft EIS for public review during the 45-day public review period. In response to community input received during the Public Hearing in December 1995, and technical information presented in this document, a preferred investment strategy, also referred to as a design concept and scope, will be recommended for approval by the Metropolitan Planning Organization.

- Alternative 1:       · No Build
- Alternative 2:       · Transportation Systems Management (TSM)
- Alternative 3:       · Expressway Widening
- Alternative 4:       · Elevated Express Lanes
- Alternative 5:       · Metrorail Earlington Heights
- Alternative 6:       · SR 836 Multimodal
- Alternative 7:       · Flagler Street

### **Study Scope**

The East-West Multimodal Corridor MIS/DEIS comprehensively examined and comparatively evaluated all of the alternatives using a broad set of criteria. These criteria include: environmental concerns, ridership forecasts, engineering feasibility, capital, operating and maintenance costs,

economic and cost-effectiveness considerations, traffic impacts, and impacts on adjacent land uses. How well each alternative does or does not help achieve local goals and objectives will play a major role in the selection of a preferred alternative at the conclusion of the study. Community input has been provided throughout the course of the project by elected officials, agency staff and concerned citizens through a strong public participation program.

### **Purpose of This Document**

The East-West Multimodal Corridor MIS/DEIS has been divided into a number of individual tasks and sub-tasks. As these were carried out, several technical documents were produced for the purpose of providing early information to FHWA, FDOT and others interested in the project's procedures and findings. These have facilitated the interchange of information and provided the basis for comment on the project, both internally among participants and among those who were not directly involved with the project but had an interest in the area's public transportation.

Consequently, the material contained in these technical documents has been revised as comments were received and responded to by the project staff. Ultimately, the final documentation for the project will be contained in a series of technical reports, which this is one, the Preliminary Engineering Report, Draft and Final Environmental Impact Statement. Below is a listing of all the technical reports that support the MIS/DEIS, available for review at FDOT District VI Offices, 1000 NW 111th Avenue, Miami, Florida:

- Travel Demand Forecasting Results Report
- Financial Results Report
- Traffic Report
- Wetlands Evaluation Report
- Air Quality Report
- Noise and Vibration Report
- Location Hydrology Report
- Geotechnical Report
- Historic and Archaeological Resources Report
- Capital Cost Estimates
- Final Definition of Alternatives Report
- Contamination Screening Report
- Public Involvement Results Report
- Technology Assessment Technical Memorandum
- Financial Analysis Report
- Endangered Species Report

### **Project Schedule**

The East-West Multimodal Corridor MIS/DEIS began in June 1993 and will be completed in October 1995. The Draft Environmental Impact Statement (DEIS) will be available for public review sometime in the Fall 1995 until after the Public Hearing is held in early December 1995. During this

formal public hearing FDOT will take testimony and comments on the DEIS which will aid in the recommendation of a preferred alternative and in the preparation of the Final EIS(FEIS).

### **Subsequent Steps**

Once the FEIS is completed, location design approval will be received from FHWA and the project can then proceed into the next engineering phase and final design, followed by a full funding agreement for federal participation in project financing, construction of facilities, procurement of equipment and vehicles, pre-operations testing and the beginning of operations.

### **For Further Information**

The Florida Department of Transportation, District VI, is the main point of contact for information about this project:

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# TECHNICAL RECOMMENDATION REPORT

## 1.0. Introduction

The East-West Multimodal Corridor Study is a Major Investment Study (MIS) conducted under joint Federal Highway Administration/Federal Transit Administration (FHWA/FTA) guidelines. These guidelines were developed by FHWA and FTA for the purpose of implementing the revised planning regulations governing the development of transportation plans and programs for urbanized areas. The East-West MIS was conducted following the Option 2 format which means that a Draft Environmental Impact Statement (DEIS) was prepared, rather than simply an MIS report. The DEIS documents the results of the technical and environmental analysis of several transportation solutions or alternatives to the congestion and mobility problems experienced in the SR 836 corridor.

This Technical Recommendation Report is the culmination of more than two years of planning and engineering studies, environmental evaluations and an unprecedented public involvement program. It contains the results of more than 500 community meetings, hundreds of presentations to public agencies at all levels of government, coordination with elected officials, and consideration of literally thousands of suggestions and comments from interested individuals throughout Dade County.

As indicated in the MIS guidelines, the selection of a preferred alternative is a local responsibility that takes into consideration both the technical as well as the public results of the process. The Board of Directors of the Metropolitan Planning Organization will be requested to approve the recommended alternative at the Board Meeting in March, 1996.

## 1.1 Purpose of this Report

The purpose of this Technical Recommendation Report is to provide an overview of the results of the planning process, present the technical results and the public comments received on the proposed alternatives, and the final analysis of that information. This final analysis was conducted by the study team and endorsed by the study's Technical and Policy Steering Committees at a joint meeting of these committees held on January 12, 1996. The committees unanimously approved the recommended alternative. Minor comments were made and incorporated into this report. The recommended alternative will be presented to the MPO committees and finally to the MPO board for approval, thus modifying the Long Range Transportation Plan (LRTP) to name a specific alternative for implementation in the SR 836 corridor. On December 7, 1995, the 2015 LRTP was approved and a "generic" alternative was included in the plan as a "placeholder" to reserve funds for a yet to be approved alternative.

## 1.2 Overview of Study

For a number of years the SR 836 corridor and the areas to the west and southwest have been experiencing a high rate of growth, resulting in increased traffic on SR 836 and adjoining major east-west arterials. It is expected that by the year 2020, this growth will result in unacceptable levels of service on these roads and the potential for east-west movements will come to a halt. Projected development and land use changes in the western end of the corridor, the lack of existing parallel

arterials, and a projected 200 percent increase in airport-seaport traffic are the main factors contributing to an expected 25 percent increase in peak hour traffic. In addition to this lack of roadway capacity, operational deficiencies on SR 836 will continue to cause safety and merging problems at a number of location along the expressway. To accommodate projected traffic in 2020 through parts of the SR 836 corridor at an acceptable level of service, at least 8 lanes in each direction would be required to move the estimated 15,000 to 16,000 vehicles per hour. By comparison, a rail transit system could provide capacity for 18,000 to 20,000 passengers per hour.

As a result of these statistics, the unacceptable community impacts associated with a massive expressway widening effort, and the recently adopted Florida Intrastate Highway System statute that allows for a maximum of 6 general use lanes on a major state roadway, the Florida Department of Transportation (FDOT) came to the decision that highway improvements alone will not improve capacity significantly and congestion will only get worse. The only solution was to look for "mobility options."

Building on studies previously conducted by the MPO and the City of Miami Beach, FDOT identified a number of alternatives that would solve the existing and future problems in the corridor by providing the needed capacity. These alternatives include a number of modes, including rail rapid transit, safety and operational improvements to SR 836, automation of the toll facility, bicycle and pedestrian paths, and a restructured bus feeder system.

Under the auspices of FHWA and FTA the MIS was conducted and total of 25 alternatives were evaluated based on a number of technical and non-technical criteria.

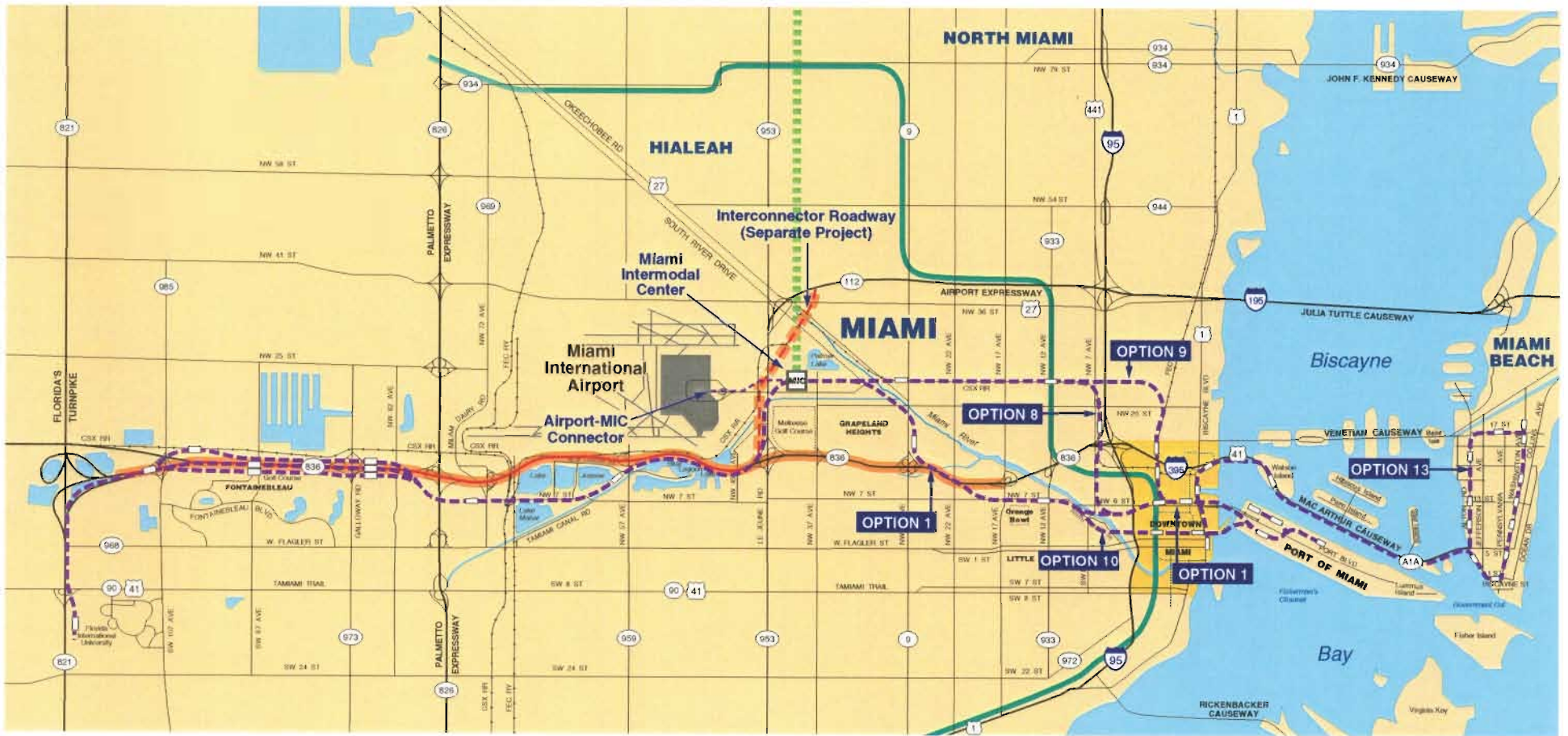
## **2.0. Technical Recommendation**

### **2.1 Recommended Alternative**

The alternative recommended by the study's Policy and Technical Committees is the SR 836 Multimodal Alternative, also known as the "Orange Bowl option" (Alternative 6c(1)). Alternative 6c is depicted in Figure 1 and Option 1 is shown in Figure 2. The Orange Bowl alternative combines the following improvements:

- operational and safety improvement to SR 836 and its interchanges, including
  - ⇒ improving the SR 836 toll plaza and adding automatic vehicle identification equipment,
  - ⇒ adding one westbound lane between NW 107th and NW 87th Avenue,
  - ⇒ adding one lane to eastbound exit and a triple left turn to northbound NW 87th Avenue,
  - ⇒ adding on and off lanes between NW 72nd to NW 57th Avenue,
  - ⇒ adding an eastbound on and off lane between NW 57th and NW 45th Avenue,
  - ⇒ major changes to the SR 836/Le Jeune Road interchange,
  - ⇒ reconstructing the SR 836/NW 57th Avenue interchange,
  - ⇒ widening lanes and shoulders between NW 32nd and NW 27th Avenue,
  - ⇒ improving interchange at SR 836 and NW 27th Avenue, and
  - ⇒ adding one lane in each direction between NW 27th and NW 17th Avenue.

# East - West Multimodal Corridor Study



## LEGEND

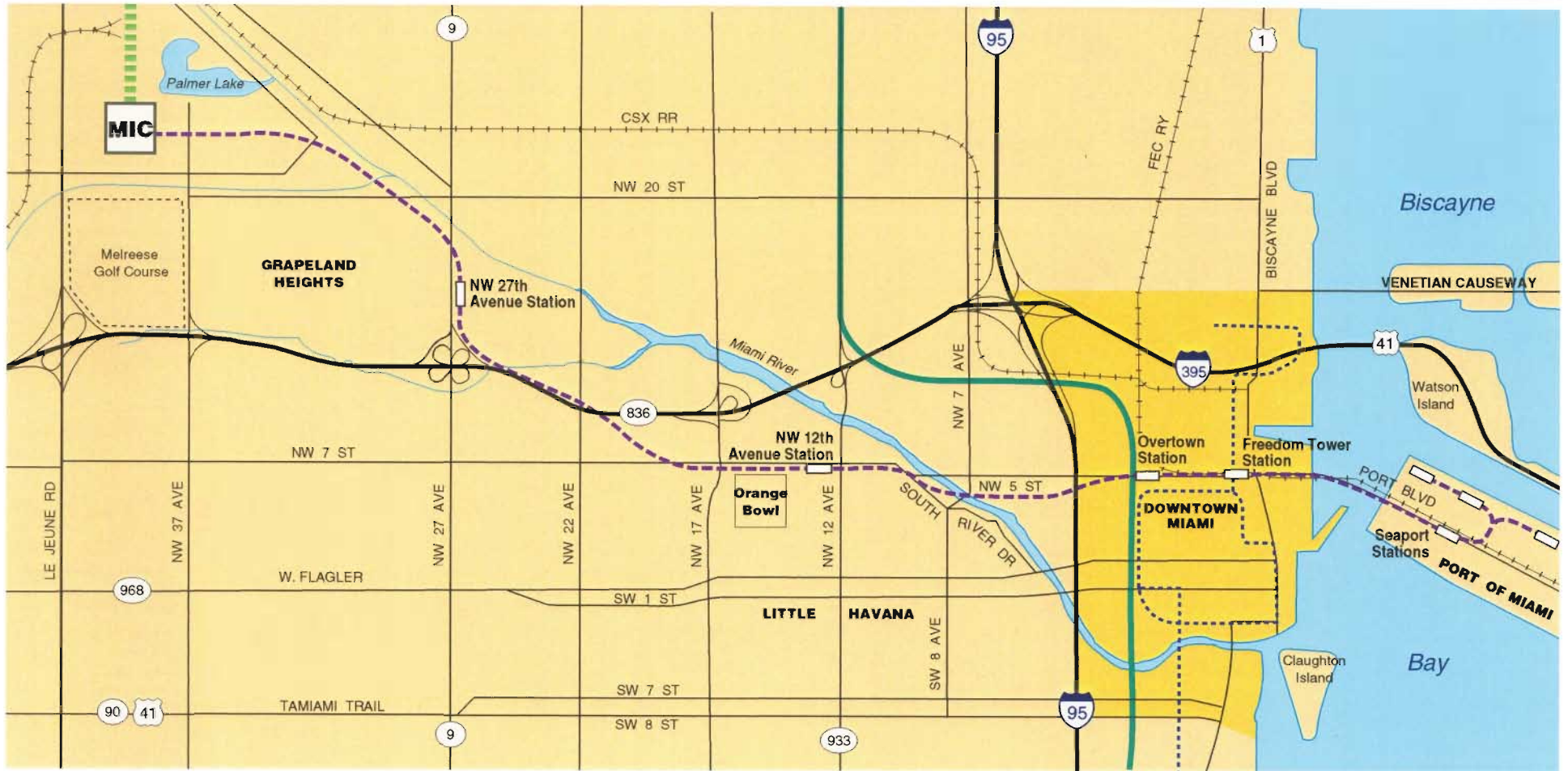
- |                                 |  |                          |
|---------------------------------|--|--------------------------|
| Miami Central Business District | Highway Improvements                   | } Alternative 6C Options |
| Metrorail                       | HOV Lanes                              |                          |
| Tri-Rail                        | Transit Alignment Options and Stations |                          |
| Miami Metromover                |  |                          |

Figure 1  
**SR 836 MULTIMODAL ALTERNATIVE 6C:  
 ALL OPTIONS**

0 0.8 1.6km  
 SCALE  
 0 0.5 1mile



# East - West Multimodal Corridor Study



## LEGEND

- Miami Central Business District
- Miami Metromover
- Tri-Rail
- Transit Alignment Option and Stations
- Metrorail

NOTE: Only MIC to Seaport portion is shown on this map.

Figure 2  
**ALTERNATIVE 6C:  
OPTION 1**

0.4 .8 km  
SCALE   
0.25 .5 mile





- a new elevated rail transit line from Florida International University to the Port of Miami, via the Orange Bowl, with a maintenance facility located in the southwest quadrant of the SR 836/SR 826 interchange, and with full pedestrian and bicycle facilities the entire length of the elevated line;
- a street-running, at-grade light rail transit (LRT) line on Biscayne Boulevard extending from Flagler Street in downtown Miami to the Miami Beach Convention Center via Washington Boulevard; plus
- two high occupancy vehicle (HOV) lanes in the median of SR 836 from the Turnpike to SR 112 via the proposed SR 836/SR 112 Interconnector.

As part of the staff recommendation it is also suggested that the start-up or first phase of the project be selected, and that it be Minimum Operable Segment A (MOS A). MOS A is the segment of the Orange Bowl option that extends from just west of the Palmetto Expressway to the Port of Miami, and depicted in Figure 3. This phase is a cost-effective, fully operational segment of the alternative that is justifiable as a stand alone piece in the event that future funding is not secured for the full build-out of the Orange Bowl option. MOS A would include the following improvements:

- operational and safety improvement to SR 836 and its interchanges identified above;
- a new elevated rail transit line from the Palmetto Expressway to the Port of Miami, via the Orange Bowl, with a maintenance facility located in the southwest quadrant of the SR 836/SR 826 interchange and a station at NW 7th Street and NW 72nd Avenue, and full pedestrian and bicycle facilities the entire length of the elevated line; and
- two high occupancy vehicle (HOV) lanes in the median of SR 836 from the Turnpike to SR 112 via the proposed SR 836/SR 112 Interconnector.

The overwhelming message heard from all communities in the corridor is that something needs to be done quickly to solve the problems in the corridor and that one of the Alternative 6 multimodal options should be selected. Very few public comments suggested that another alternative or that no action at all was the best solution to solving the East-West mobility problems.

A number of community recommended elements are also included in the staff recommendation and are listed below:

- to work closely with the communities located adjacent to stations and critical line segments for the purpose of minimizing impacts, developing aesthetically acceptable station designs, and facilitating access;
- to coordinate with businesses adjacent to the proposed station and line segments between the Palmetto and NW 57th Avenue to avoid impacts;
- to work with local merchants to minimize construction impacts and maximize development, in particular at the NW 27th Avenue station north of SR 836;
- to work with the Miami River businesses located north of SR 836 to avoid impacting riverfront commercial activities;
- to work with neighborhoods adjacent to NW 7th Street in the Little Havana area to minimize residential displacements and promote commercial development along NW 7th Street;
- to work with the Overtown community to facilitate and promote economic development in the community, to minimize noise and visual impacts of the alignment along NW 5th Street, and to maximize development at the Overtown station;
- to continue working with the Fontainebleau residential community and Miami Beach merchants to arrive at acceptable recommendations for subsequent phases of the alternative; and
- to work closely with Dade County and City of Miami planners through the Station Area Aesthetics, Design and Development Committee formed for the study.

# East - West Multimodal Corridor Study



## LEGEND

- |  |  |         |
|--|--|---------|
|  Miami Central Business District |  Highway Improvements           | } MOS A |
|  Metrorail                       |  HOV Lanes                      |         |
|  Tri-Rail                        |  Transit Alignment and Stations |         |
|  Miami Metromover                |  Maintenance Facility           |         |

• Figure 3  
**MINIMUM OPERABLE SEGMENT A**

0.8 1.6km  
SCALE   
0.5 1mile



It should be noted that an alignment between NW 107th Avenue and NW 82nd Avenue is not being recommended. Since there are a number of unresolved issues in this area and this is a later phase of the project which will not be implemented for some time, it is recommended that this decision be delayed. This will not preclude proceeding with MOS A. Furthermore, implementation of MOS A will not in any way affect a future decision on the alignment location in this area.

## **2.2 Justification for Recommending Alternative 6c(1)**

During the evaluation of all alternatives, it became apparent very early that the No-Build Alternative (Alternative 1) and the low cost improvements associated with the Transportation Systems Management (TSM) Alternative (Alternative 2) would not provide the capacity required to solve the congestion and mobility problems in the corridor. Alternative 3d, which includes only safety and operational improvements to SR 836 plus two HOV lanes from the Turnpike to downtown, also will not solve the congestion and mobility problems. Similarly, Alternative 6a, which includes transit but no HOV lanes, did not provide sufficient highway capacity to alleviate traffic congestion. The solution lies not only in a combined highway, HOV, rail transit, but also in a county-wide strategy to promote the use of public transportation. The Multimodal Alternative 6c includes the highway improvements, HOV lanes and new transit service that will provide the overall capacity necessary in the corridor. Figure 2 shows Alternative 6c and its numerous options.

All six of the Alternative 6c options studied in Tier II were found to be feasible, but with varying degrees of costs and benefits (see Figure 1). The following options were found to be less desirable because of their substantially higher cost and additional impacts, without sufficient added benefit:

- Option 6c(2): No transfer through service to Miami Beach
- Option 6c(10): CBD Tunnel
- Option 6c(13): Miami Beach Loop

The other three options were very comparable in many respects, each with its own set of compensating advantages and disadvantages. These include:

- Option 6c(1): Via NW 27th Avenue and the Orange Bowl
- Option 6c(8): Via the CSX Railroad corridor and the FEC Railway
- Option 6c(9): Via the CSX Railroad corridor and NW 7th Avenue

However, weighing all of the pros and cons of these three options, the staff recommends Alternative 6c(1), the Orange Bowl option. Comparing the Orange Bowl option with the CSX/NW 7th Avenue option, and with the CSX/FEC option, the most significant reasons for recommending the Orange Bowl option are listed below. (Additional details can be found in the East-West Multimodal Corridor MIS/DEIS report.)

- Highest transit ridership
- Lowest capital cost
- Lowest operating and maintenance costs
- Most cost-effective (measured using FTA Cost-Effectiveness Index)
- Highest overall public acceptance

- Mitigation measures available to address adverse environmental and community impacts
- Provides premium transit service to broadest new geographical area

The ridership and cost of each alternative are found in Table 1.

To penetrate the densely populated areas between the airport and downtown, the Orange Bowl alignment has the highest business and residential impacts. However, the intense public involvement program has been very successful in listening to public concerns, finding compromises for locating the alignment, and mitigating adverse impacts.

The differences in environmental impacts between the alternatives was insignificant, as shown in Table 2. Therefore, impacts to the natural environment were not determining factors in recommending an alternative.

### 2.3 Funding plan

Given the scarcity of federal funding available and limited local sources of funds, a strategy was developed for financing the project that focuses on Minimum Operable Segment A, a start-up segment of the full Orange Bowl Alternative. This is equivalent to Phase I of the project. This approach is consistent with the project planning and implementation process currently used in Dade County. The funding plan in the MIS/DEIS assumes the following funding needs in 1995 dollars:

#### FUNDING NEEDS (1995 dollars)

Description	1996-2015
SR 836 Highway Improvements	\$ 136,000,000
MOS A - Palmetto to Port	<u>\$1,177,000,000</u>
TOTAL	\$1,313,000,000

This funding scenario is depicted in detail in Table 3 and assumes the following:

- Receipt of FTA Section 3 funds covering up to 32 percent of project costs.
- Receipt of state and local match of 68 percent of project costs, including
  - ⇒ Contributions from the Port of Miami
  - ⇒ Joint development revenues
- Conversion of long-term revenue streams into up-front funding through the issue and sale of revenue-backed bonds or other capitalization techniques.
- A premium fare on the proposed Airport-Seaport service of at least \$4.25 in each direction, revenues which will be used to partially offset operating expenses.
- A long term commitment of 25 percent of net toll revenues to the project.

During the PE/FEIS phase, the funding plan prepared for the MIS/DEIS will be updated and more detailed financing strategies will be developed. These strategies will be closely coordinated with the construction phases of the Minimum Operable Segment.

**Table 1  
COMPARISON OF RIDERSHIP & COSTS OF TRANSIT ALTERNATIVES**

CATEGORY	Alt. 6c(1) Base Rail w/ Hwy Improvements	Alt. 6c(2) Base Rail + Through Service to Miami Beach	Alt. 6c(8) CSX NW 7th Ave NW 5th St	Alt. 6c(9) CSX FEC	Alt. 6c(10) Base Rail + CBD Tunnel	Alt. 6c(13) Base Rail + Miami Beach Loop
<b>RIDERSHIP<sup>1</sup></b>						
2020 Ave. Weekday Boardings						
North-South Metrorail	102,100	106,200	101,711	101,400	96,200	102,200
East-West Transit	55,100	49,700	55,900	50,000	56,400	54,700
Miami Beach Transit	24,900	19,400	24,800	23,900	24,500	25,200
Metromover	56,500	55,300	55,900	57,300	55,600	55,900
<i>Net Rail Boardings excl. transfers</i>	170,400	168,800	169,500	169,300	170,600	170,800
<b>COSTS (\$millions)<sup>2</sup></b>						
Highway Improvements	136	136	136	136	136	136
Transit Facilities	1,496	1,511	1,517	1,528	1,757	1,591
Transit Vehicles	275	295	275	275	275	291
<i>Total Capital Cost</i>	1,907	1,942	1,928	1,939	2,168	2,018
Annual Operating & Maintenance	47.9	49.1	49.5	49.2	45.7	47.4
<b>FTA COST EFFECTIVENESS INDEX<sup>3</sup></b>						
Annual Cost Index Per New Rider	11.82	11.88	12.30	12.54	13.06	12.22

1. From DEIS Table 6.1
2. From DEIS Table 4.6
3. From DEIS Table 7.3

**Table 2**  
**SUMMARY OF ENVIRONMENTAL IMPACTS OF ALTERNATIVE 6c & OPTIONS**

ITEM	Alt. 6c(1) Base Rail w/ Hwy Improvements	Alt. 6c(2) Base Rail + Thru to Miami Beach	Alt. 6c(8) CSX NW 7th Ave NW 5th St	Alt. 6c(9) CSX FEC	Alt. 6c(10) Base Rail + CBD Tunnel	Alt. 6c(13) Base Rail + Miami Beach Loop
Air Quality Impacts	Low	Low	Low	Low	Low	Low
Water Quality Impacts <sup>1</sup>	High <sup>2</sup>	High <sup>2</sup>	High <sup>2</sup>	High <sup>2</sup>	Med <sup>2</sup>	High <sup>2</sup>
Noise and Vibration Impacts	Med	Med	Med	Med	Med	Med
Displacement/Relocation						
Residential Relocations	350	350	199	300	316	406
Business Relocations	233	238	197	204	247	326
Other	1	1	10	8	4	1
Ecological Impacts						
Wetlands (hectares)	11.09	11.09	10.31	10.85	10.31	11.09
Threatened/Endangered Species	Med <sup>3</sup>	Med <sup>3</sup>	Med <sup>3</sup>	Med <sup>3</sup>	Med <sup>3</sup>	Med <sup>3</sup>
Ecosystems	Med	Med	Med	Med	Med	Med
Vegetation	Med	Med	Med	Med	Med	Med
Contamination						
Number of Sites	111	111	140	145	100	112
Aesthetics						
Visual Impacts	Med	Med	Med	Med	Med	Med
Historic/Cultural Resources						
No. of Historic Districts	3	3	2	1	3	1
No. of Historic Sites <sup>4</sup>	12	12	9	9	15	6
No. of Parks 4(f)	2	2	2	2	2	2
Community Issues						
Community Support	High	Low	Med	High	Low	Low
Relative Impact	Med	Med	Med	Low	Med	Med
Drainage Impacts	Low	Low	Low	Low	Low	Low

<sup>1</sup> These alternatives would cross Biscayne Bay, designated an Outstanding Florida Waterway and Aquatic Preserve by the State of Florida.

<sup>2</sup> Although impervious surface area will increase, stormwater will be treated as per SFWMD and DERM regulations.

<sup>3</sup> These alternatives would cross Biscayne Bay, a known habitat for the endangered Florida Manatee.

<sup>4</sup> "Sites" includes archaeological sites, buildings, and others (i.e., cemeteries).

Table 3

## CAPITAL CASH FLOW SUMMARY

(Millions of Constant 1995 Dollars)

	Subtotal 1996-2000	Subtotal 2001-2010	TOTAL 1996-2010	Percent of Total
<b>FUNDING NEEDS (OUTLAYS)</b>				
SR 836 Highway Improvements	\$108.1	\$27.9	\$136.0	7.1%
MOS-A - Palmetto to Port	76.3	1,100.7	1,177.0	61.7%
Transit Extensions	0.0	594.0	594.0	31.1%
<b>TOTAL NEEDS</b>	<b>\$184.4</b>	<b>\$1,722.6</b>	<b>\$1,907.0</b>	<b>100.0%</b>
<b>FUNDS POTENTIALLY AVAILABLE</b>				
<b>Existing Federal, State, and Local Sources</b>				
1996-2000 TIP Set-Aside	184.4	0.0	184.4	9.7%
Long-Range Revenue Set-Aside (From LRTP Revenues)				
Pay-As-You-Go (\$250M Over 10 Years)	0.0	250.0	250.0	13.1%
Capitalized (\$333M Over 20 Years/2001-2020)*	0.0	269.2	269.2	14.1%
FTA Section 3 (35% of Transit Elements)	0.0	605.4	605.4	31.7%
Subtotal Existing Sources	\$184.4	\$1,124.6	\$1,309.0	68.6%
<b>Potential New State and Local Sources</b>				
Dade County Expressway Authority (25% of Net Revenues)				
Capitalized Value**	0.0	234.2	234.2	12.3%
Joint Development	0.0	25.0	25.0	1.3%
Seaport Contribution	0.0	159.0	159.0	8.3%
County General/Economic Development Funds	0.0	9.8	9.8	0.5%
Other State and Local Funding***	0.0	170.0	170.0	8.9%
Subtotal New State and Local Sources	\$0.0	\$598.0	\$598.0	31.4%
<b>TOTAL SOURCES</b>	<b>\$184.4</b>	<b>\$1,722.6</b>	<b>\$1,907.0</b>	<b>100.0%</b>
<b>Annual Surplus/Gap</b>	--	--	--	
<b>Cumulative Surplus/Gap</b>	<b>\$0.0</b>	<b>\$0.2</b>	<b>\$0.2</b>	

\*Yield is based on \$16.7 million in annual revenue, capitalized at 6.5% over 20 years with reinvestment of idle funds. Annual revenue is calculated as that amount totaling \$250 million over 15 years (2001-2015).

\*\*Yield is based on \$19.3 million in annual revenue (midpoint of escalated revenue stream), capitalized at 7.5% over 20 years with reinvestment of idle funds.

\*\*\*FDOT discretionary funds, including but not limited to rail/intermodal, airport, seaport, economic development, and environmental.

### **3.0. Study Process**

The East-West Multimodal Corridor Study followed the MIS process promulgated under the Intermodal Surface Transportation Efficiency Act of 1991. According to FHWA and FTA, MISs have three important benefits:

- improved transportation investment decision making;
- broader understanding by state and regional decision makers of the impacts and options for different investment strategies; and
- public access early in the project planning process.

### **3.1 MIS/DEIS Process**

An MIS is a comprehensive assessment of multimodal alternatives in a corridor or sub-area where federal major capital funds are contemplated. The key elements of the study process include:

- interagency participation that begins even before the study actually begins;
- a proactive public involvement program initiated early in the process;
- consideration of a wide range of multimodal alternatives;
- travel demand forecasting;
- an environmental and financial assessment of alternatives to the extent needed to answer community concerns and arrive at a defensible decision;
- cost estimating that includes capital, operating and maintenance costs;
- peer reviews as necessary as a substitute for ongoing federal oversight;
- effectiveness in attaining goals; and
- response to study justification criteria if seeking FTA Section 3 funding.

The East-West Multimodal Study incorporated each of these elements.

### **3.2 Public Involvement**

One of the key elements of a Major Investment Study is early, active and frequent public participation.

To this end, the Public Involvement Program for the East-West MIS has provided information to the public through project update booklets, newsletters, project fact sheets, artistic renderings, computerized imaging, videos, colorful graphics, and extensive mapping. In addition, the program has provided opportunities for an exchange of information at various meetings with community leaders, business and property owners, focus groups, community organizations and advisory committees.

Approximately 500 meetings have been held since the beginning of the study. These meetings included public scoping meetings, public workshops, neighborhood meetings, student workshops, meetings with elected and public officials, government agencies, civic, business and professional organizations, and with local universities. In addition to these meetings, another 250 coordination meetings were held with study/project teams for projects located within the study area; progress meetings; and monthly meetings with the technical and policy committees for the study. These study committees are made up of all key Dade County agencies and select federal agencies.



The wealth of information received from the public allowed the project team to accurately and adequately address issues of importance to the community, while finalizing the assessment criteria, preliminary alternatives and design attributes, and bringing forward recommendations on local preferences.

The collateral materials produced for the project have served as vehicles to communicate with the various interested publics. The project update booklets are in-depth summaries of the developments of the study and are mostly distributed to agencies, elected officials, oversight committee members and are also accessible to the general public. The project newsletter is sent to everybody that has expressed interest in the project or may be impacted by it. The project video is shown at presentations and community meetings to provide a concise overview of the project.

#### **4.0 Alternatives Considered**

Seven alternatives were identified at the beginning of the study. As a result of public input, this list was expanded to 25 alternatives plus two minimum operable segments, or start-up phases. After refining the cost estimates for each alternative, it became apparent that a reasonable way to finance any of the “build” alternatives would be to construct the alternative ultimately selected in phases, called minimum operable segments. Two start-up sections were identified and evaluated as stand-alone, operable segments (MOS A and MOS B).

A three tier evaluation process was used to select the most promising alternatives, with the analysis increasing in detail with each tier. Alternatives were dropped along the way, resulting in a shorter list of feasible options.

#### **4.1 Tier 1 Alternatives**

A preliminary analysis of social, environmental, traffic and transportation effects of the alternatives was performed, along with transit ridership potential, capital, maintenance and operating costs, and community impacts. The scoping process and public input received during the Tier 1 stage contributed to the elimination of three of the seven initial alternatives. Upon completion of Tier 1, Alternatives 1, 2, 3 and 6 were retained for further study. These are described in Table 4.

#### **4.2 Tier 2 Alternatives**

The four alternatives retained were advanced to the Tier 2 analysis for further refinement and evaluation. Analysis shifted increasingly from qualitative assessments to quantitative impacts. Additional detail, much of which was developed in response to public input, resulted in a number of options in Alternatives 3 and 6. Several of these options were not viable and were dropped from further consideration, which is why there appear to be gaps in the numbering sequence of the remaining alternatives. The Tier 2 alternatives are also described in Table 4. Since each of these options required the same level of work, the study team referred to them as “alternatives.” Therefore, a total of twelve “alternatives” were presented in detail in the MIS/DEIS for public review and comments.

**Table 4  
ALTERNATIVES AND OPTIONS EVALUATED IN EACH TIER**

Alternative	General Description	Initial Set	Tier 1	Tier 2	Tier 3*
1	No-Build	1	1	1	
2	TSM Highway Improvements	2	2	2	
3a	10 general-purpose lanes	3a	3a	-	
3b	4 barrier HOV lanes		3b	-	
3c	2 buffer HOV lanes to I-95		3c	-	
3d	2 buffer HOV lanes to SR 112		3d	3d	
4a	6 elevated express multi-use lanes	4a	4a	-	
4b	4 elevated express HOV lanes		4b	-	
5	Rail transit via Earlington Heights + 2 buffer HOV lanes to I-95 + highway improvements	5	5	-	
6a	Rail transit via SR 836 + highway improvements	6	6a	6a	
6b	Rail transit via SR 836 + 2 buffer HOV lanes to I-95 + highway improvements		6b	-	
6c(1)	SR 836 Multimodal Alternative (Base rail alignment, 2 HOV lanes to SR 112) + highway improvements		6c(1)	6c(1)	
6c(2)	SR 836 Multimodal Alternative (Base rail alignment with through service via downtown connection, 2 HOV lanes to SR 112) + highway improvements		6c(2)	6c(2)	
6c(3)	SR 836 Multimodal Alternative (Base rail alignment with 6th Street Option, 2 HOV lanes to SR 112) + highway improvements		6c(3)	-	
6c(4)	SR 836 Multimodal Alternative (Base rail alignment with Miami River Option, 2 HOV lanes SR 112) + highway improvements		6c(4)	-	
6c(5)	SR 836 Multimodal Alternative (Base rail alignment with Culmer/I-95 Option, 2 HOV lanes to SR 112) + highway improvements		6c(5)	-	
6c(6)	SR 836 Multimodal Alternative (Base rail alignment with 11th Street Option, 2 HOV lanes to SR 112) + highway improvements		6c(6)	-	
6c(7)	SR 836 Multimodal Alternative (Base rail alignment with Civic Center Option, 2 HOV lanes to SR 112) + highway improvements		6c(7)	-	
6c(8)	SR 836 Multimodal Alternative (Base rail alignment with CSX/NW 7th Avenue Option, 2 HOV lanes to SR 112) + highway improvements		6c(8)	6c(8)	
6c(9)	SR 836 Multimodal Alternative (Base rail alignment with CSX/NW 22nd Street/FEC Railway Option, 2 HOV lanes to SR 112) + highway improvements		6c(9)	6c(9)	
6c(10)	SR 836 Multimodal Alternative (Base rail alignment with CBD Tunnel Option, 2 HOV lanes to SR 112) + highway improvements		6c(10)	6c(10)	
6c(11)	SR 836 Multimodal Alternative (Base rail alignment with CSX/CBD Tunnel Option, 2 HOV lanes to SR 112) + highway improvements		6c(11)	-	
6c(12)	SR 836 Multimodal Alternative (Base rail alignment with Government Cut Option, 2 HOV lanes to SR 112) + highway improvements		6c(12)	-	
6c(13)	SR 836 Multimodal Alternative (Base rail alignment with Miami Beach Loop Option, 2 HOV 2 lanes to SR 112) + highway improvements		6c(13)	6c(13)	
7	Rail transit via Flagler Street + 2 buffer HOV lanes + highway improvements	7	7	-	
MOS A	Rail transit via SR 836 from SR 826 to Seaport + 2 buffer HOV lanes + highway improvements			MOS A	
MOS B	Rail transit via SR 836 from MIC to Seaport + 2 buffer HOV lanes + highway improvements			MOS B	

\* Tier 3 will be refinement of preferred alternative selected after public hearings.

Brief descriptions of the viable Tier 2 alternatives evaluated in the MIS/DEIS are provided below:

- Alternative 1:** No-Build. Maintains current transit service plus transit and roadway improvements committed for implementation by the year 2020. These projects are assumed in all other alternatives.
- Alternative 2:** Transportation Systems Management (TSM). Includes relatively low-cost transit and roadway improvements. This alternative is not only a stand-alone alternative, but is also required by the Federal Transit Administration (FTA) as a baseline for cost-effectiveness comparisons against the other build alternatives.
- Alternative 3d:** Expressway Widening. Includes widening SR 836 to provide six continuous general-purpose lanes plus two buffer-separated high occupancy vehicle (HOV) lanes to the SR 836/SR 112 connector, a proposed facility that is being evaluated in the Miami Intermodal Center (MIC) MIS/DEIS.
- Alternative 6a:** SR 836 Multimodal. Includes a new rail transit line from FIU to the Port of Miami via the proposed Miami Intermodal Center (MIC), NW 27th Avenue, the Orange Bowl, downtown Miami, and on to the Miami Beach Convention Center along Washington Avenue. Includes highway operational improvements to SR 836.
- Alternative 6c(1):** SR 836 Multimodal (Orange Bowl option). Combines the rail transit line and highway improvements described above plus 2 HOV lanes from the Turnpike to the SR 836/SR 112 connector.
- Alternative 6c(2):** SR 836 Multimodal. Same as Alternative 6c(1) except that a connection between the East-West and Miami Beach Lines is provided in downtown Miami to allow for through service trains, thus eliminating a transfer.
- Alternative 6c(8):** SR 836 Multimodal (via CSX/NW 7th Avenue). Same as Alternative 6c(1) except that after leaving the MIC, the rail transit line continues east along the CSX Railroad right-of-way (at NW 22nd Street) and uses NW 7th Avenue and NW 5th Street to enter downtown Miami, the Port of Miami, and Miami Beach.
- Alternative 6c(9):** SR 836 Multimodal (CSX/FEC). Same as Alternative 6c(8) except that the rail line from the CSX Railroad right-of-way continues east crossing over I-95, through the Garment District to the Florida East Coast (FEC) Railway south to the Miami Arena and east to Biscayne Boulevard before entering the Port of Miami.
- Alternative 6c(10):** SR 836 Multimodal. Same as Alternative 6c(1) except that from the Orange Bowl the alignment enters a tunnel at NW 12th Avenue passing under the Miami River into downtown Miami, Bayfront Park, and under the Intracoastal Waterway to the Port of Miami where it surfaces.

**Alternative 6c(13):** SR 836 Multimodal. Same as Alternative 6c(1) but provides a loop in Miami Beach which follows 1st Street, Washington Avenue, 17th Street, and Alton Road.

**MOS A:** Minimum Operable Segment A. Includes a new rail transit line from SR 826 (Palmetto Expressway) to the Port of Miami, operational improvements to SR 836 and two HOV lanes from the Turnpike to the SR 836/SR 112 connector.

**MOS B:** Minimum Operable Segment B. Includes a new rail transit line from the proposed MIC just east of Miami International Airport to the Port of Miami, operational improvements to SR 836 and two HOV lanes from the Turnpike to the SR 836/SR 112 connector.

The physical and operational characteristics of the transit elements of these alternatives are summarized in Table 5.

### **4.3 Tier 3 Alternative**

During Tier 3, the alternative approved by the MPO will be refined and alignment shifts may occur as a result of ongoing public involvement and detailed environmental testing.

## **5.0. Public Comments**

### **5.1 Comments from Communities and Agencies**

Over 500 meetings have been held since the beginning of the study to inform the public about the study and the potential impacts of the various alternatives. Following is a summary of the comments received from each community along the East-West Corridor.

#### **Fontainebleau Park**

The transit alignments in this area follow SR 836 east of NW 107th Avenue, on the north, median or south side, but crosses to the middle of the SR 836 interchange at NW 107th Avenue. Stations with park-and-ride, bus, and walk in access would be located in the median of SR 836 at NW 107th Avenue and on the south side of SR 836 and NW 97th Avenue. Both stations would serve the residential community of Fontainebleau and the office and commercial areas of SR 836.

Seven meetings have been held in this community. Residents of the community are concerned about impacts that would result from the extension of 97th Avenue across SR 836, as proposed in the East-West study and by an area developer. They also expressed concern about the potential for added traffic through their neighborhood that could result by locating a station on the south side of SR 836.

**Table 5**  
**PHYSICAL AND OPERATIONAL CHARACTERISTICS OF TRANSIT ALTERNATIVES**

CATEGORY	Alt. 6c(1) Base Rail w/ Hwy Improvements	Alt. 6c(2) Base Rail + Through Service to Miami Beach	Alt. 6c(8) CSX NW 7th Ave NW 5th St	Alt. 6c(9) CSX FEC	Alt. 6c(10) Base Rail + CBD Tunnel	Alt. 6c(13) Base Rail + Miami Beach Loop
<b>PHYSICAL CHARACTERISTICS</b>						
Roadway Lane Miles						
At-Grade	23.4	23.4	23.4	23.4	23.4	23.4
On Retained Fill	18.1	18.1	18.1	18.1	18.1	18.1
On Structure	2.3	2.3	2.3	2.3	2.3	2.3
<b>Total Miles</b>	<b>43.8</b>	<b>43.8</b>	<b>43.8</b>	<b>43.8</b>	<b>43.8</b>	<b>43.8</b>
Transit Route Miles						
At-Grade	6.3	6.7	6.4	6.3	6.3	7.8
On Retained Fill	0.5	0.5	0.6	0.5	0.6	0.5
On Structure	17.5	17.4	17.9	17.9	14.9	17.5
Tunnel	0.0	0.0	0.0	0.0	2.4	0.0
<b>Total Miles</b>	<b>24.3</b>	<b>24.6</b>	<b>24.9</b>	<b>24.7</b>	<b>24.2</b>	<b>25.8</b>
Number of Transit Stations						
East-West Line	15	15	16	16	15	15
Miami Beach Line	11	11	11	11	11	15
Park & Ride Lots						
Number of Lots	10	10		10	10	10
Total Number of Spaces	8,360	8,360	8,360	8,360	8,360	8,360
<b>OPERATIONAL CHARACTERISTICS</b>						
Annual Transit Vehicle Miles (millions)						
Bus	33.3	33.3	33.3	33.3	33.3	33.3
Rail	21.1	21.1	21.2	21.1	21.1	20.9
Annual Revenue Hours (thousands)						
Bus	2,881	2,881	2,879	2,879	2,881	2,877
Rail	239	241	244	243	239	257
Vehicle Requirements						
Bus	809	809	808	808	809	809
Rail	108	115	108	108	108	114

At the public hearing it was evident that this community is in favor of the project but strongly opposes the south side transit alignment. The perception is that the south side option will bring more traffic through the neighborhood and bring unacceptable levels of “noise, pollution and loss of peace.” They favor the north side option as the best option for that area. Several members of the community expressed this opinion during the public hearing and through letters sent to the public involvement office. Also, a formal written comment was submitted by the Fontainebleau Park Federation, Inc. which includes 40 communities within the area.

Clearly, the strongest potential market for transit users lies in the densely populated south side of SR 836, and stations located on the south side would better serve those users. It is recommended at this time to retain all of the options (i.e. the south, median and north options). The implementation of the segment from the Palmetto west to FIU is in the unfunded portion of the Long Range Transportation Plan, and an alignment decision is not critical at this time. Further coordination is needed with the community to clarify and resolve their concerns before a fair recommendation can be made.

#### **Grapeland Heights**

Over five meetings and two public workshops have been held in this community. A number of transit alignments on all sides of this neighborhood have been studied. The community expressed strong opposition to any alignment that would divide and disrupt any portion of their neighborhood or that would require taking any part of the Melreese Golf Course or Grapeland Heights Park. As a result of their input an alignment to the north of the community was recommended for this segment of the East-West Corridor transit line, and endorsed by Grapeland Heights residents. This alignment will provide service to the community along its periphery while not directly impacting the area.

#### **Allapattah**

Three meetings have been held with the Neighborhood Enhancement Team of this area. The Allapattah community is mostly light industrial and business. Three alignments under consideration (Options 8, 9 and 10) travel through this community, following the CSX Railroad right-of-way in an east-west direction. If one of these alignments is selected, impacts to this neighborhood would be minimal because the transit line would be constructed over the existing railroad right-of-way. On the other hand, the neighborhood currently has excellent accessibility by bus plus three Metrorail stations that connect the residential and industrial areas within the region.

#### **Grove Park**

At least three meetings have been held in the Grove Park community. Protecting the unique character of this potentially historic neighborhood while serving the transportation needs of the Greater Miami community is a key concern in this area. A number of options that had negative impacts on Grove Park and had strong community opposition were rejected. Three options remain for study. Two follow the same alignment south of the community with a station in the vicinity of the Orange Bowl. The third option follows the CSX Railroad alignment far north of the neighborhood and does not provide new transit service to Grove Park or surrounding the communities.

### **Spring Garden**

Three meetings have been held with the Spring Garden Homeowners' Association. Many transit alignments have been studied in the vicinity of this historic riverfront community. There was strong community opposition to some of the alignments and they were dropped from further consideration. An initial alignment, which crossed the Miami River at the southern tip of the neighborhood, has been modified to pass slightly further south, avoiding Spring Garden. Two additional options that completely avoid the community include a tunnel located south of the community and an alignment that follows the CSX Railroad north of the Civic Center.

### **Wynwood**

The Neighborhood Enhancement Team (NET) Administrator for this area has been briefed on the project and in his opinion the merchants of the area would support the proposed alignment that travels through the southern part of the community. This alignment (Option 9) follows the CSX railroad corridor east from the Miami River and passes over I-95 at NW 22nd Street. In his view a station in the Wynwood area would boost the redevelopment that is already taking place in the community.

### **Little Havana**

Many alignments have been studied in the vicinity of Little Havana. Some of the alternatives provide new transit service to Little Havana while others pass to the north, providing no new service to the community. Providing new high quality service to outlying employment, recreation, and educational facilities to the residents of Little Havana is a key concern of the East-West Multimodal Corridor Study. Two options follow a similar alignment along NW 7th Street with a station in the vicinity of the Orange Bowl. One of these continues through downtown on an elevated alignment while the other enters a tunnel through downtown. The third option follows the CSX Railroad alignment far north of the community and does not provide new premium transit service to Little Havana or surrounding communities.

Over 10 meetings have been held with Little Havana citizens, community leaders and organizations. The key concern in this community is for the properties that would be displaced north of NW 7th Street west of NW 17 Avenue; along the south side of NW 7th Street; and along 27th Avenue north of SR 836. Initially, two of the proposed alignments would travel south in the median of NW 27th Avenue, impacting a number of businesses. Following meetings with community organizations that expressed strong opposition to this route, the alignment was shifted to the east side of 27th Avenue, behind the businesses, thus minimizing negative impacts. A station proposed for this area would encourage redevelopment that could result in a positive economic impact for this community.

The residents of West Little Havana would like to see the project serve their area, but strongly oppose the alignment that diagonally traverses the Huntington neighborhood located north of NW 7th Street and west of NW 17 Avenue. Subsequent to the public hearing, a meeting with this community was held and a variation to this option was presented. The new option lessens the impact to the neighborhood by traveling on SR 836 and curving south between the Lawrence Waterway and NW 17th Avenue. A statement in support of this new option signed by over 100 area residents was submitted. In the statement the group emphasized that they are not opposed to the rail system going to the Orange Bowl area, but stress the importance of not splitting the neighborhood. The group also expressed their desire for strong joint development along NW 7th Street.

### **Miami River Area**

The Miami River Coordinating Committee (MRCC) supports the East-West Multimodal Corridor Study but has many concerns regarding the impacts on the Miami River. They are concerned that both the proposed northern alignment and the southern alignment pose serious impacts for the River and its shipping industry and riverfront properties. The southern route adversely affects a major terminal and then continues along the riverfront until 27th Avenue. The River is further impacted where the southern corridor rejoins NW South River Drive just before it crosses the River into downtown Miami. The northern alignment crosses into two of the most important terminals on the River. These two terminals are responsible for approximately 75% of the yearly River cargo. The MRCC urged FDOT to address the following concerns as the project proceeds:

- Realign the proposed routes to areas of riverfront that do not have major shipping terminals.
- Adjust the southern route so that a setback from the River's edge is established and water dependent activities are preserved along the riverfront.
- Encourage the City of Miami and Metro Dade County Planning Departments to study carefully the neighborhoods and industries affected and advise their elected officials and FDOT about the best routes.
- Create architecturally sensitive designs for the elevated transportation network.
- Provide landscaping and other amenities for the entire East-West Corridor.

In addition, similar comments have been received from attorneys representing businesses on the River and concerned citizens with vested interests in the shipping industry on the river.

### **Overtown**

Many transit alignments have been studied in the vicinity of Overtown. Protecting the hard won advancements in this community while providing new high quality service to outlying employment, recreation, and educational facilities are key concerns of the study.

Approximately 40 meetings have been held in Overtown. In consultation with residents and leaders of the Overtown community a number of options that negatively impacted Overtown have been rejected. A task force representing a cross-section of the community was formed by the study team and has been very active in trying to reach a consensus on which alignment is best for the area. The group advised the study team that they prefer Option 9, the CSX/FEC alignment, because in their view, it is the least disruptive to their community.

Several members of this community attended the public hearing. The consensus for this area is that the residents favor Option 6c(9). Donald Benjamin, President of the Overtown Advisory Board said that his group believes that Option 6c(9) is the least destructive of all routes proposed and would cause the least inconvenience for everyone and at the same time accomplish the purpose of the system.

### **Downtown**

Many transit alignments through downtown Miami have been studied. Three alignments remain under study. Several meetings have been held with organizations and businesses in the area. The key concerns in this area are to provide the most convenient and direct access to downtown activity centers, minimize disruption and visual impacts, and offer an impetus of new investment and growth to secure downtown's position as the focus of Miami.



## **Miami Beach**

A light rail line is recommended for the historic South Beach portion of Miami Beach. After studying a number of routes across Biscayne Bay and within Miami Beach, an at-grade alignment on the south side of MacArthur Causeway and in the median of Washington Avenue was recommended and endorsed by the community. The major concern in Miami Beach is to provide an attractive transit service that fits the Art Deco Historic District and services both short trips within Miami Beach and easy access to the mainland.

The merchants on Washington Avenue expressed concern about losing parallel parking on Washington Avenue to accommodate the two-way rail line. In an effort to address their concern, the study team included in the DEIS modifications to the alignment along Washington Avenue as options to avoid the removal of parallel parking.

Comments received from business owners on Washington Avenue reflect a strong opposition to a rail transit line on Washington Avenue and in some instances even on any street on Miami Beach.

The City of Miami Beach staff and the City Commission recognize the need for and the importance of the East-West Multimodal Corridor Project for the future of Miami Beach and enthusiastically support the overall project and its connection to Miami Beach via the south side of MacArthur Causeway. They believe that the transit line will greatly benefit the Miami Beach Convention Center, and will fuel the local economy by generating business for the local hotels, retail shops, restaurants and other service oriented enterprises.

The City Administration requested that FDOT and its consultants continue to meet with the appropriate City Staff and Neil Fritz, District Manager for the Washington Avenue Association, to discuss the issues and reach a mutually agreeable compromise.

## **Agencies**

Several groups including government agencies, professional, civic and business organizations have expressed their general support for the study. Following are some of the organizations that have submitted letters of support for the study:

- Latin Chamber of Commerce (CAMACOL)
- Greater Miami Chamber of Commerce (GMCC)
- Miami Beach Chamber of Commerce (MBCC)
- Downtown Development Authority (DDA)
- Tri-County Commuter Rail Authority
- Dade County Transit Coalition

## **6.0. Next Steps**

### **6.1 Approval of a Locally Preferred Alternative by MPO**

Upon approval of the Staff Recommended Alternative by the Technical and Policy Steering Committees for the East-West corridor, the recommendation will be taken through the MPO review

process starting in late January 1996. This will culminate with a presentation to the full MPO board in March 1996 for approval of the recommended alternative. The planned schedule is as follows:

Citizen Transportation Advisory Committee (CTAC):	January 22, 1996
Transportation Aesthetics and Review Committee (TARC):	February 7, 1996
Transportation Plan Technical Advisory Committee (TPTAC):	February 7, 1996
Transportation Planning Council (TPC):	February 12, 1996
MPO Policy Committee:	February 21, 1996
MPO Board:	March 7, 1996

## **6.2 Complete Preliminary Engineering/Final Environmental Impact Statement (PE/FEIS)**

After selection of a preferred alternative by the MPO, the next phase of the study will commence. Preliminary engineering will be completed along with the Final Environmental Impact Statement (FEIS) for the Minimum Operable Segment.

## **6.3 Secure Funding**

As indicated previously, detailed funding/financing scenarios will be developed and a proposed plan for securing those funds will be presented to local officials.