



The SMART Program is advancing five rapid transit corridors of the People's Transportation Plan (PTP), implementing an expanded mass transit infrastructure in Miami-Dade County.



Summer 2025

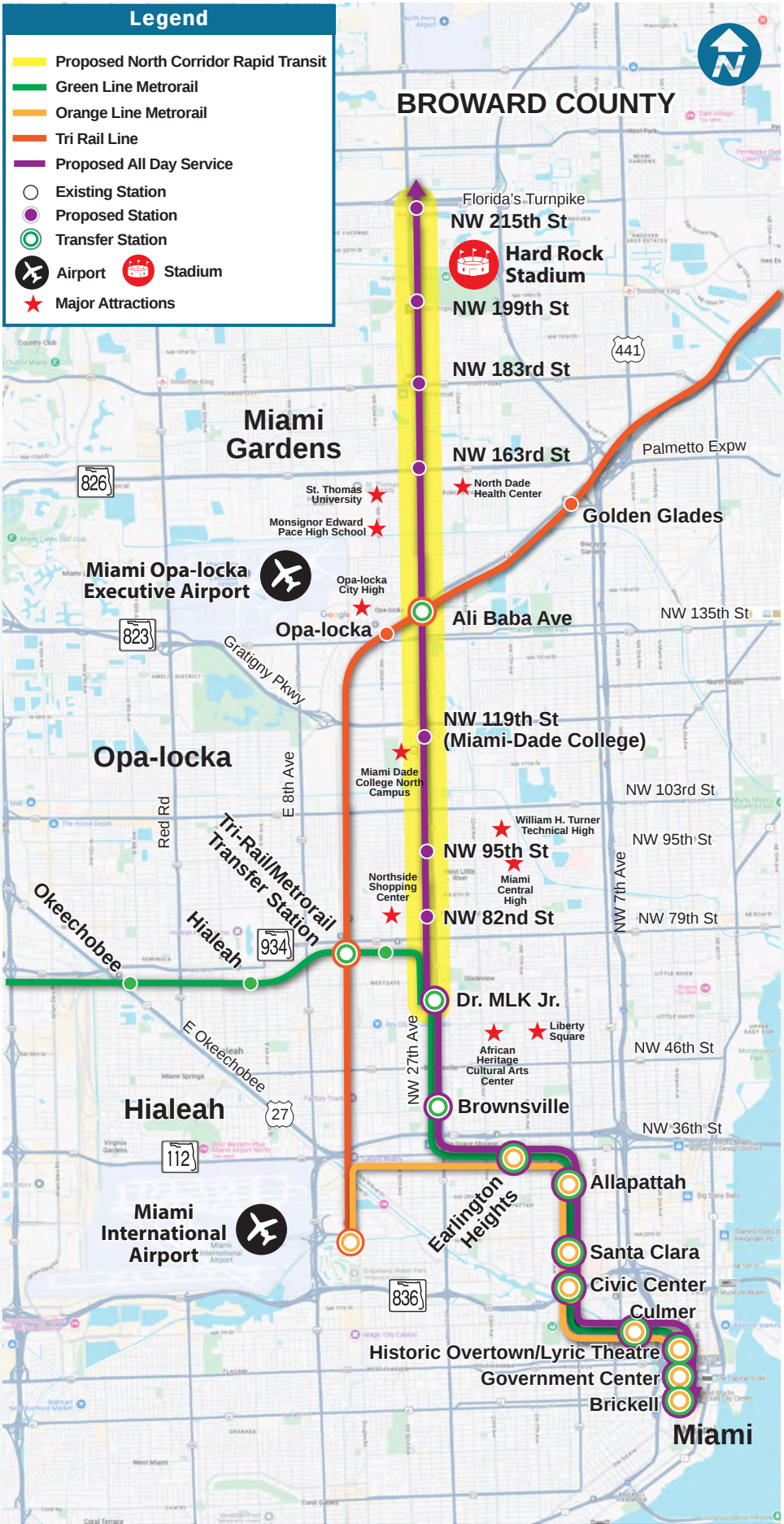
## SR 9 / SR 817 / NW 27th Avenue RAPID TRANSIT CORRIDOR



Project Development & Environment (PD&E) Study  
FM No. 438076-I-22-07

# FACT SHEET





## OVERVIEW

In 2016, the SR 9/SR 817/NW 27th Avenue Corridor (hereafter referred to as the North Corridor) as identified by the Strategic Miami Area Rapid Transit (SMART) Program was prioritized for rapid transit services, including Bus Rapid Transit (BRT), Heavy Rail Transit (HRT) and other appropriate transit modal technologies.

The SMART Program was adopted by the Miami-Dade Transportation Planning Organization (TPO) Governing Board in April 2016, formally setting the plan into action. On October 19, 2017, the TPO Governing Board passed TPO Resolution #47-17, which established the North Corridor Rapid Transit Extension as the number one priority for the SMART Program.

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study for the implementation of Rapid Transit along NW 27th Avenue. The FDOT PD&E Study is fully funded (FM# 438076-1-22-07). The North Corridor project is also included in Miami-Dade TPO's Fiscal Year 2026-2030 Transportation Improvement Program (TIP) and the 2050 Long Range Transportation Plan.

## STUDY OBJECTIVE

This study evaluated the implementation of a cost-effective, rapid transit system and infrastructure within the NW 27th Avenue Corridor as part of the overall interconnected SMART Program rapid transit network. A focus on providing multimodal street improvements to accommodate rapid transit service was determined through an evaluation of transit mode, alignment, and station stop locations.

## LOCALLY PREFERRED ALTERNATIVE (LPA)

The selection of the LPA is an essential step in the pursuit of federal funds for transit projects. The LPA provides a general description of the mode and alignment that local authorities believe will be the most competitive in achieving support and ultimately delivering the best service. The final decision by the TPO Governing Board on the LPA is based on:

- » **Dec. 6, 2018** - Resolution #52-18 selecting an elevated fixed guideway transit system as the Locally Preferred Alternative (LPA) for the North Corridor.
- » **Oct. 31, 2019** - Resolution #55-19 confirming the selection of Elevated Heavy Rail as the preferred transit technology.

## MOVING FORWARD: NEXT STEPS!

Using the decisions made at the May 2025 Joint Workshop, a foundation was laid out for the proposed North Corridor Heavy Rail Transit. This will be used to continue developing the project, coordinate with the Federal Transit Administration (FTA) on the level of environmental analysis, and develop a funding strategy with local, state, and federal agencies.

## PD&E PROJECT SCHEDULE

| 2019 - 2022                                                                                                                                                                                    | 2023                    | 2024 - 2025                                                                                                                                                             | 2026                                                                                                         | 2027                                                                                                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| - TPO LPA Selection                                                                                                                                                                            | - LPA Value Engineering | - Structure Type Selection<br>- Station Location Optimization<br>- Light Maintenance Facility Feasibility<br>- Alignment Refinement<br>- Analysis of VE Recommendations | - FTA Class of Action Determination (NEPA)<br>- Preliminary Design (15%)<br>- Draft Environmental Assessment | - Public Hearing<br>- Final Preliminary Engineering Report/Environmental Assessment<br>- 30% Plans Development |
| <div>PUBLIC INVOLVEMENT</div> <div>Partners Kick-off Meetings, Project Advisory Group Meeting, Commissioners' Meetings and Briefings, TPO Governing Board Meetings, Stakeholder Meetings</div> |                         |                                                                                                                                                                         |                                                                                                              |                                                                                                                |

## PROJECT GOALS

- » Maximize mobility by offering an alternate transportation mode with competitive travel times, which improves the corridor's people-carrying capacity.
- » Enhance connectivity with local and other regional transit systems that improves transportation system efficiency.
- » Realize economic opportunities within the project corridor through transit-oriented development.
- » Improve access to regional attractors in Miami-Dade and Broward Counties.

## PROJECT UPDATE

On Nov. 15, 2022, the Miami-Dade County Board of County Commissioners (BCC) approved Resolution R-1139-22 directing the County Mayor or designee to take all actions necessary to accelerate the implementation of the North Corridor as an elevated fixed guideway solution per the TPO's adopted LPA and urging FDOT to complete the National Environmental Policy Act (NEPA) process.

In May 2023, FDOT and the Department of Transportation and Public Works (DTPW) collaborated to conduct a Value Engineering (VE) Workshop to identify the most cost-effective methods of implementing the project. The final VE Report, published in October 2023, includes 19 recommendations that were used to restart the PD&E in early 2024.

Extensive work focusing on vetting the VE Recommendations culminated in a **Joint Workshop held in May 2025 between FDOT and DTPW**. This resulted in decisions made on improvements to the critical elements of the previously approved LPA, including alignment, station locations, type of structures, light maintenance facility components and access, as well as roadway design considerations.

## PUBLIC INVOLVEMENT

The involvement of the community has been and continues to be vital to the success of this project, making the comprehensive Public Involvement Program a key component of this study. The extensive coordination will be re-initiated, and community and stakeholder input will be sought upon finalization of the improvements to the previously approved LPA.