

Rapid Transit Improvements

The following describes the progress of the rapid transit projects and programs included in the original PTP. It was initially contemplated that these projects (Project number 15 through 22) would be completed or be under development between 2003 and 2031 and included up to 88.9 miles of countywide rapid transit lines constructed in eight segments. The North Corridor, MIC-Earlington Heights Connector (AirportLink), and the western portion of the East-West Corridor were merged to form one project, the Orange Line comprised of three phases. The Airport Link was the Orange Line Phase 1, the North Corridor was the Orange Line Phase 2 and the East-West Corridor was the Orange Line Phase 3. The remaining 5 Corridors were all identified as needing to complete federal, state and local planning processes to determine feasibility, technology, and corridor alignment.

15. MIC- Earlington Heights/Airport Connector (now known as AirportLink)

The MIC-Earlington Heights Connector, rebranded as AirportLink, is a 2.4-mile heavy rail extension from the existing Earlington Heights Metrorail Station at NW 22nd Avenue and NW 41st Street to the concurrently constructed Miami Intermodal Center (MIC) at Miami International Airport. The project overall is 86% complete as of June 30, 2011 (95% as of 12/31/11). Construction phase of AirportLink started April 2009, was 87% complete as of June 2011 (97% in March 2012), and on time for April 30, 2012 completion. The extension is overall on track for opening Summer 2012 and within budget.



The original estimate for this project was \$207 million; however, the current project budget is \$506 million (\$405 million from PTP and \$101 million from State). The increased total is primarily attributable to the significant escalation in construction costs for labor and materials in recent years, the unprecedented increase in real estate property values that have increased right-of-way acquisition costs, and changes to the scope of work for the project. These scope changes include moving the MIC station and track segments to add approximately 500 feet to the length of the line, and increasing the power supply requirements. These changes also increased the utility relocation costs associated with the new alignment. Purchasing eight additional railcar vehicles is no longer being pursued for a \$20 million reduction from the budgeted level of \$526 million. Amount expended is \$425.3 million as of June 2011 (\$90.7 million remaining).





The Central Control Modernization (PTP Amendment project item 21) to integrate the AirportLink with the existing mainline Metrorail system is discussed on page 105.

The project also features substantial, important improvements to the Earlington Heights Metrorail Station which is the key transfer point for passengers. Improvements include Upgraded lighting, Landscaping and tree trimming, hardscaping, Upgraded signage – static and dynamic, Pressure cleaning and removal of graffiti, adding security cameras and providing additional security guards (24/7).



Corridor funding expended \$303,976,603 as of end of FY2010 is as follows: PTP, \$202,656,675; FDOT, 101,319,928. The Operating and Maintenance Costs are not included in this capital budget. Funding to complete project is \$202 million. Following is detailed information from 2011-2012 Adopted Capital Plan. Note MDT’s bond financing was reduced with the FDOT participation shown below increased by \$1.0 million in June 2010. BCC and CITT approved executing a Supplemental Joint Participation Agreement (SJPA) to reprogram funds from two other projects: the University Pedestrian Overpass (see page 106) and NW 7th Avenue Transit Hub (not PTP funded).

From 2011-2012 Adopted Capital Plan

EARLINGTON HEIGHTS (EH)/MIAMI INTERMODAL CENTER (MIC) CONNECTOR

PROJECT # 6733210

LOCATION: Various Sites

DISTRICT LOCATED: 2, 3, 5, 6

ESTIMATED ANNUAL OPERATING IMPACT: \$7381

DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
FDOT Funds	59,948	41,371	0	0	0	0	0	0	100,319
PTP Bonds	399,325	5,885	0	0	0	0	0	0	405,210
Total Revenue:	459,273	47,256	0	0	0	0	0	0	506,529
Expenditure Schedule:	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Land/Building Acquisition	54,153	1,200	0	0	0	0	0	0	55,353
Planning and Design	23,296	0	0	0	0	0	0	0	23,296
Construction	325,937	34,036	0	0	0	0	0	0	359,973
Equipment Acquisition	1,515	485	0	0	0	0	0	0	2,000
Construction Management	23,525	6,135	0	0	0	0	0	0	29,660
Project Administration	28,647	2,914	0	0	0	0	0	0	31,561
Project Contingency	2,200	2,486	0	0	0	0	0	0	4,686
Total Projected Cost::	459,273	47,256	0	0	0	0	0	0	506,529

Contracts: NCP004-TR06-CT2, TR05-EHT-PE and NCP004-TR07-CT1 (See Appendix for fuller listing of Trust-approved contracts)

It is important to note that on a separate but related project, the County is building FDOT’s four MIC components as part of the County’s construction contract. These MIC components are the MIC Central Station Vestibule, MIC Central Station West Concourse, MDT Bus Plaza and Bus Plaza Roadway. The budget for these components is \$28.3 million (\$22 million from State, \$5.6 million from FTA and \$0.8 million from CILOGT). The Project budget including FDOT’s four MIC components is \$535 million.

16. North Corridor

The North Corridor has long been a priority transit corridor in Miami-Dade County. As initially approved, a 9.5-mile heavy rail extension of Metrorail was to open in 2016 from NW 27th Avenue at the existing Dr. Martin Luther King, Jr. Metrorail Station to the Broward/Miami-Dade County Line, including seven stations. The cost of the Locally Preferred Alternative (LPA) for the Corridor was estimated to be \$1.1 billion.

Funding for the project relied on federal participation. The Federal Transit Administration (FTA), after 10 years of participating in the New Starts process, had not yet entered into negotiations for a Full Funding Grant Agreement for the North Corridor after MDT's applications of 2007, 2008 and 2009 received a "Medium Low" rating from the FTA primarily because of an insufficient financial plan. It should be noted, any project receiving below "Medium" rating will not be recommended by the FTA for federal funding. The FTA published comments in 2010 that it would remove the project from the New Starts program if a robust financial plan was not provided, and subsequently communicated removal by FTA would be viewed as a negative action and could potentially affect future federal funding. The County voluntarily removed the heavy rail project, officially withdrawing from the FTA New Starts Process, and continues to work on the NW 27th Avenue Corridor. It has chosen to improve service incrementally until such time that the construction of heavy rail in the corridor is deemed feasible.

The Near-Term Transportation Plan for Miami-Dade County endeavors to program transit improvements within the priority transit corridors defined in the PTP and focuses on the next two-to-five year time frame. The purpose is to improve transit services and to develop transit ridership within the PTP corridors so that when a rail transit system is deemed feasible it can be implemented successfully. Enhanced bus service in the North and East-West Corridors is recommended, featuring incremental implementation of Bus Rapid Transit (BRT) which is a mode of public transportation that uses buses to provide faster, more efficient service than an ordinary bus line. This is achieved by making improvements to the existing infrastructure, vehicles and scheduling – thus providing the quality of rail service while maintaining the cost savings and flexibility of a bus.



Today two routes serve NW 27th Avenue. The proposal for enhanced bus service is beginning in June 2012 to modify the current Route 97 that has more limited accessibility (averages 2 stops per mile) but greatly improved running times compared to Route 27 (averages 6 stops per mile). Initial implementation features streamlined bus operations, park-and-ride lots at potential station areas, and improved passenger amenities. Streamlined operations are accomplished by adding two more buses to the current five for improving headways from 20 to 12 minutes peak, from 40 to 30 midday, and route restructuring. The routing would be extended south with opening of the MIA Mover to the MIC and completing the bus plaza in June 2012. The new alignment at the north end would incorporate the parcel at NW 215th Street (acquired in 2010, see item page 121) that is planned initial park-and-ride development/transit terminal and future transit oriented development. Streamlining is also via consolidating stops to eight (total of 15 stations) and benefiting from Transit Signal Priority (TSP). The enhanced bus service also



features distinctive branding for the buses and for the stations (improved passenger amenities with large seating area, real time arrival information, power and lighting). Unique aspects of these buses include being equipped with CAD/AVL systems; they are initially 40-foot hybrids with the replacement of five buses by 60-foot articulated hybrids in FY14 and six buses by 60-foot articulated hybrids in FY15. These buses will be funded by FDOT, for distinctive looks, low-floor design for faster loading/unloading, larger seating capacity and leg room, and tighter turning radius.

For this bus service project, capital costs are currently estimated at \$27 million. Timing of the construction of the NW 215th Street Park-and-Ride Lot (parcel purchase is post-unification project item 11 on page 121) by the County using FDOT funding would be complete by end of 2017. However, the County may pursue a Public-Private Partnership as an opportunity that can improve this implementation timing and budget. Delivery of five articulated buses is scheduled for Q2 2015 and stations completion is scheduled for Q4 2017. Operating costs will add \$.5 million (2012-2016) and \$1.0 million starting in 2017 to MDT budget, funded in part via Job Access/Reverse Commute (JARC) grant of \$500,000 for FY12.

See PTP post-unification project item 12 on page 122 for further discussion of the project listing funded by the 10% Capital Reserve Fund supporting the Incremental Improvements for the North and East-West Corridors.

North Corridor funding total \$66,152,830 expended is as follows: People's Transportation Plan (PTP), \$50,272,972; Federal Transit Administration (FTA), \$9,801,000; and Florida Department of Transportation (FDOT), \$6,078,858. The funding expended amount was spent on Planning, Preliminary Engineering and Right-of-Way Engineering services work which are federal requirements for capital projects, and did not include any Operating or Maintenance costs. The funding required to complete the project amount is \$1,342,769,558; it is the Year of Expenditure (YOE) Capital Project Budget and does not include Operating and Maintenance Costs. This project is currently shown in the 2010-2011 Capital Budget among Unfunded Projects as the first of the two items on the list for Transit.

Additionally, funding for the heavy rail project has to be reassessed because the FTA has limited funding support for this project to a maximum of \$700 million. The County anticipated that funding for this project will include \$870 million in FTA Section 5309 Discretionary Grants, \$290 million from the FDOT and \$290 million from the PTP.

17. East-West Corridor

The East-West Corridor was initially proposed to be a 17.2 mile heavy rail line constructed in two segments at a cost of \$2.8 billion and estimated to be completed by 2023. One segment was to be a six-mile rail line from the Florida Turnpike east to the Palmetto Expressway (SR 826) while the other segment (11.2 miles) was to extend from the Palmetto through Miami International Airport and through downtown Miami to the Port of Miami, with eleven stations total for the two segments.

A proposed new alignment constructed a 10.1-mile heavy rail corridor from the FIU campus along the Dolphin Expressway (SR 836) to the MIC. The project consisted of six Metrorail Stations and possibly a rail maintenance yard. The original portion from the MIC to Downtown Miami was deferred to a future date while the portion from Downtown Miami to the Seaport was eliminated.

Currently the heavy rail project is on hold (0.6% complete); however, MDT is pursuing incremental improvements along the same corridor in the interim.

The Near Term Transportation Plan, in addition to those for the North Corridor described above (page 45), includes recommendations for East-West. There are 4 MDT routes (7, 8, 11, 51) that currently run east-west through the corridor, plus east of NW 27th Avenue two MDT circulators (207, 208) enhance today's service. Enhanced bus service is proposed with two premium bus route services based upon results of analyzing origin/destination patterns. These two routes similarly feature incremental implementation of Bus Rapid Transit (BRT), with stations instead of merely shelters, branding, etc.

The first route, the "SR 836 Express Enhanced Bus", will operate from a proposed park-and-ride lot at SW 147th Avenue and SW 8th Street and would provide a couple of stops along SW 8th Street before heading north on SW/NW 107th Avenue. The route services the transit hub at NW 12th Street and NW 107th Avenue (Dolphin Station), then accesses SR 836 running express to the MIC. Dolphin Station is being provided by a developer as part of a 2007 CDMP application, will be turned over to the County, and will initially provide a 189 space surface park-and-ride facility with 10 sawtoothed bays for the buses. In Phase 1 of this service, starting in 2012, this route will operate between 5:30 AM and 8:00 PM, at a 12-minute headway. Ultimately, for the Phase 2 in 2016, the route will operate at a 10-minute headway using 11 new 60-foot articulated diesel-electric hybrid buses (one in FY15 and ten in FY16, all funded by FDOT), transit signal priority, robust stations, Wi-Fi, real-time "Where is the Bus?" information, real time arrival information, and branding of buses and stations. The proposed alignment will provide stops approximately every mile along the 13-mile route and the more frequent service during weekday rush hours. This route would be unique in that it has the potential to not only feed trips from the west to Metrorail and the Airport but also provide reverse commute services from the MIC to job rich areas in the west side of Doral. A total of eight stations are proposed. Estimated total capital cost for both phases is \$24.6 million. Development of this plan has featured close coordination among many stakeholders including the City of Sweetwater, Florida International University, the Miami-Dade MPO, Miami-Dade Expressway Authority (MDX), FDOT and other area transportation agencies. The County also in late 2011 is submitting an application for partial funding through the US Department of Transportation TIGER III grant program, including that MDX is working to complete the required environmental (NEPA) documentation necessary for the implementation of the SR-836 Express Enhanced Bus Service project.

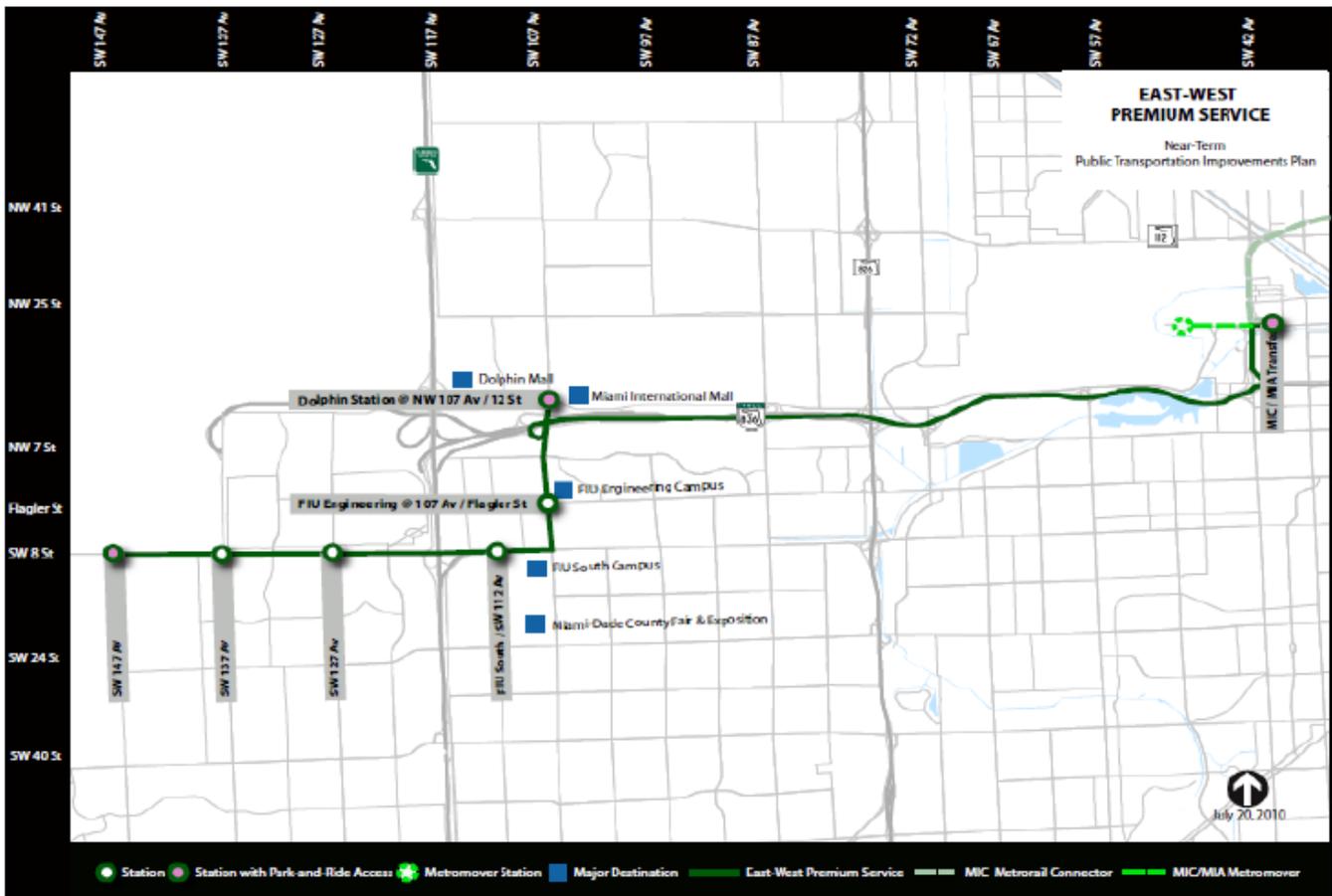
The "Flagler Enhanced Bus" will provide limited-stop bus service beginning FY2014. It will operate from the park-and-ride lot at SW 147th Avenue and SW 8th Street and provide stops along SW 8th Street, before heading north on SW/NW 107th Avenue to West Flagler Street, from which it heads east to downtown. There will be a total of 27 stops along the modified route, which will operate at a 12-minute headway. Other BRT components include TSP, branding and streamlined operations (alignment, improved headway). Two buses need to be acquired and are currently funded by FDOT in FY13.



A new park-and-ride facility/transit terminal at SW 147th Avenue and SW 8th Street would be developed to serve these new bus service operations. FDOT will convey the property to MDT after all required planning and zoning, environmental clearance and permitting approvals have been obtained.

Operating costs are estimated at \$500,000 (2012-2016) and \$1M (after 2017) for the proposed new express service additional to the MDT Budget, funded via Job Access/Reverse Commute grant from FTA of \$1 million for FY12. Other operating costs total \$613,000 (\$500,000 for O&M of Flagler Enhanced Bus).

Capital costs are \$27.3M overall, which is \$25.3M for both phases of SR836 Express Enhanced plus \$2.2M for Flagler Enhanced. This \$27.3M overall total is slightly revised versus previous \$26.67M estimate and reflects SR836 estimate reduced by \$0.7M. It is important to note the SR836 portion includes the SW 147th Avenue transit terminal property valued at \$5M conveyed by FDOT at no cost to MDT. The buses and terminal also are funded by FDOT (\$12.9 million for additional SR 836 express and Flagler Enhanced buses; \$5.8M cost for the construction of the park-and-ride facility/transit terminal at SW 147 Avenue and SW 8 Street). However, the 8 express service stations (\$3.8 million) are currently unfunded pending approval of items for the Capital Reserve Fund.



See PTP post-unification project item 12 on page 122 for further discussion of the project listing funded by the 10% Capital Reserve Fund supporting the Incremental Improvements for the North and East-West Corridors.

East-West Corridor funding expended is \$16,686,491, 100% PTP. The funding expended amount was spent on Planning (Alternative Analysis) services which are federal requirements for capital projects, and did not include any Operating or Maintenance costs. Funding required to complete heavy rail project is \$2,446,371,509; it is the Year of Expenditure (YOE) Capital Project Budget and does not include Operating and Maintenance Costs. This project is currently shown in the 2010-2011 Capital Budget among Unfunded Projects as the second of the two items on the list for Transit.

18. Bay Link (Future Project)

The Bay Link Corridor is proposed to be a 5.1-mile future light rail or streetcar segment from downtown Miami to South Miami Beach. This project was planned for completion after 2031 and was initially estimated to cost \$510 million.

Project is currently on hold. Corridor funding expended \$1,850,000 is 100% Congestion Mitigation and Air Quality (CMAQ). The funding expended amount was spent on Planning services work which is a federal requirement for capital projects, and did not include any Operating or Maintenance costs. The East-West Multimodal Corridor Study Draft Environmental Impact Statement (DEIS) completed in 1995 merged two high priority corridors from the 1994 Dade County Transit Corridors Transitional Study – the West Corridor and the Beach Corridor. The Metropolitan Planning Organization (MPO) Board selected a Locally Preferred Alternative (LPA) that excluded the portion of the project going to Miami Beach. Therefore, a stand-alone analysis of the transit connection between downtown Miami and Miami Beach was undertaken in 2002 as the Miami-Miami Beach Corridor (Bay Link) Supplemental Draft Environmental Impact Statement (SDEIS). The study examined a light rail connection between downtown Miami and the Miami Beach Convention Center along the McArthur Causeway. The study found that the corridor was already saturated with local bus service and the corridor was ready to evolve to the next higher form of transit – light rail service. An LPA was selected by the MPO Board in 2003. However, MPO Board was unwilling to program the funds to advance the project into the Preliminary Engineering/Final Environment Impact Statement stage due to other funding priorities in Miami-Dade County. Additionally, the City of Miami Beach did not support heavy rail. Funding required to complete project is \$482 million in 2004 dollars; it is the Year of Expenditure (YOE) Capital Project Budget and does not include Operating and Maintenance Costs.

19. Kendall Corridor (Future Project)

This project originally included a 15-mile Bus Rapid Transit (BRT) corridor from the Dadeland area to SW 157 Avenue and a North-South connection to the East-West Corridor described in Project #17 above. This project was anticipated to be implemented after 2031 and the original estimated cost was \$877 million (\$863 million for the rail segment and \$14 million for the BRT segment). Additionally, this corridor is identified in the 2030 Long Range Transportation Plan as a premium transit corridor and connects to the southern portion of the Metrorail system.

Corridor funding expended \$873,500 is 100% PTP, as an originally conceived heavy rail project which was never advanced beyond preliminary planning, as required by the FTA.

In June 2010 MDT implemented enhanced bus service operations with branded articulated diesel/electric hybrid buses, improved transit stops, Wi-Fi, Transit Signal Priority to communicate with traffic signal controllers that allows the equipped buses to save time at intersections while operating in mixed traffic, future park and ride lots and improved headways. The Kendall Enhanced Bus Service (KEBS) is branded as the Kendall Cruiser featuring 22 stops along Kendall Drive over the 9-mile alignment from Dadeland North to the West Kendall Transit Terminal on SW 162nd Avenue, which replaced the corridor's Kendall KAT and included purchase of nine hybrids. This is the first step in the evolution of the corridor toward Bus Rapid Transit (BRT) and sets a model for premium transit service. Phase 1 of project is 100% complete (implement the nine stylized buses for KEBS). Phase 2 is also complete and included the negotiation of an additional lease for a park-and-ride, and completion of bus shelters. The new West Kendall Transit Terminal opened February 2011. The cost and ARRA funding source for TSP portion of scope (\$2.320 million) are now included within the CAD/AVL project (Project # 12, page 33). A prior FDOT \$552,000 funding shortfall for Phases 1 and 2 was offset by PTP funding. A total of \$7.475 million expended as of June, 2011 for completed phases.



MDT reports average daily ridership of the Kendall Cruiser in July 2011 was 67% higher than July 2010. The enhanced service also now features real-time bus arrival information (see discussion of Bus Tracker as part of "Enhance and Expand Transit Bus Stop Signage Countywide; Incorporate Information Technology at Bus Stop and Rail Stations", page 33).

Phase 3 features the purchase and construction of a strategic, two-acre park-and-ride located at SW 88 Street and SW 150 Avenue, as well as the procurement of three stylized, diesel/electric hybrid buses that will be used as spares for the KEBS. The cost of this phase is approximately \$6.61M, 50% of which is funded by FDOT through a Supplemental Joint Participation Agreement approved by the BCC June 7, 2011, increasing the total State contribution toward capital cost to \$4.95 million. The current budget of \$15.4 million was revised from \$11.04 million and reflects the revised scope (added Phase 3 partially offset by Transit Signal Prioritization shifted), with revised prior and future funding of all three sources. The park-and-ride is expected to be complete by January 2014.

Funding required to complete project is \$442 million in 2006 dollars for the original heavy rail option (full build out of rail/exclusive bus lanes beyond 2035).

The following presents more detailed information from 2011-2012 Approved Capital Budget for the Kendall Enhanced Bus Service. The project includes ARRA funding.

From 2011-2012 Adopted Capital Plan

KENDALL ENHANCED BUS SERVICE

PROJECT # 675550

Purchase nine hybrid buses equipped with Standard Intelligent Transportation Systems to include Transit Signal Priority to communicate with traffic signal controllers

LOCATION: Kendall Drive, Various Sites

DISTRICT LOCATED: 7, 8, 9, 11

ESTIMATED ANNUAL OPERATING IMPACT: Minimal

DISTRICT(S) SERVED: Countywide

Revenue Schedule	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
FTA Section 5307/5309 Formula Grant	4,331	0	0	0	0	0	0	0	4,331
FDOT Funds	1,643	1,250	2,107	0	0	0	0	0	5,000
PTP Bonds	2,747	1,250	2,107	0	0	0	0	0	6,104
Total Revenue:	8,721	2,500	4,214	0	0	0	0	0	15,435
Expenditure Schedule:	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Equipment Acquisition	8,721	0	2,400	0	0	0	0	0	11,121
Land/Building Acquisition	0	2,500	0	0	0	0	0	0	2,500
Construction	0	0	1,814	0	0	0	0	0	1,814
Total Expenditures:	8,721	2,500	4,214	0	0	0	0	0	15,435

Contract FP-7038R/JWW (See Appendix for fuller listing of Trust-approved contracts)

20. Northeast Corridor (Future Project).

This project is now known as the South Florida East Coast Corridor (SFECC) Project. The project was planned to be a 13.6-mile heavy rail corridor from downtown Miami along Biscayne Boulevard and the Florida East Coast Corridor to the Broward County Line at NE 215th Street. This project was estimated to cost \$795 million. The project is being managed by the Florida Department of Transportation (FDOT) and was initially anticipated to be completed after 2031.

Corridor funding expended \$2,000,000 is 100% CMAQ. The funded expended amount was spent on planning services work which is a federal requirement for capital projects, and did not include any Operating or Maintenance costs. FDOT District 4 is leading the effort for this corridor and is conducting an Alternatives Analysis/Programmatic Environmental Impact Statement for the FEC Corridor from Jupiter (in northern Palm Beach County) to Downtown Miami. The study has examined heavy rail, light rail, commuter rail and bus rapid transit options along the corridor. The study progressed to a Locally Preferred Alternative (LPA) as recommended as consultants that was accepted by the Palm Beach and Broward MPOs, for an integrated service running parallel to US1 with up to 10 local stops in Miami-Dade. The Miami-Dade MPO deferred decision in November 2010 on the presented LPA recommendation. The current Phase 3 of the study includes FDOT District 4 leading the development of a refined LPA with phased implementation plans and finance alternatives.

The SFRTA alternative approach is the Fast Start Tri-Rail Coastal Service to provide passenger service on the FEC railroad in 3-5 years. It proposes using state funds for capital (\$272 million), local and regional funds for operating costs, and implementing service quickly due to speedier process from omitting the need for federal funding. The service would use existing and ordered equipment and splitting Tri-Rail service to operate trains on the FEC between Government Center and Fort Lauderdale including seven stops in Miami-Dade. The Southeast Florida Transportation Council (SFETC) by Summer 2012 will conduct a comparative independent analysis clarifying issues of FDOT South Florida East Coast Corridor Study and SFRTA "Fast Start" implementation strategies for this rail corridor. Both the FDOT and SFRTA projects are in the planning stage and require corridor use fee negotiations. The separate project already underway by the FEC, in partnership with the Port of Miami and FDOT, for reconstruction of track from downtown Miami to NE 71 Street to transport cargo, should help the feasibility of either project.



In addition, MDT plans to implement enhanced bus service by 2014 along Biscayne Boulevard that will complement the rail project with improved headways, branded buses and improved bus stops, similar to what has been implemented in the Kendall Corridor.

Two bus routes currently serve Biscayne Boulevard between the Aventura Mall and Government Center in Miami. They are relatively direct and provide for ease of understanding for the passenger. Route 3 offers local bus service with about 6 stops per mile including the 163rd Street Mall. Route 93 (Biscayne MAX) operates limited-stop bus service averaging about 2 stops per mile which provides more limited accessibility but greatly improved running times.

In FY 2014 service on Route 93 is planned to increase during the peak period from 20 minutes to 15 and the off peak frequency from 30 minutes to 20. These modifications will require 7 additional buses (articulated buses will be used) at a cost \$6.65 million, which is fully funded in the TIP. There is nearly \$18 million in the TIP from FDOT for funding buses for Biscayne Boulevard of a total of 18 new buses including one 60-foot bus in FY12, 13 60-foot buses in FY13 and four 60-foot buses in FY14. Approximately \$11 million of that amount is planned to be reprogrammed to pay for buses for the East-West Corridor (enhanced bus service described on page 47), leaving sufficient funds for the purchase of the buses for this service. Please see item 8, “Replace Buses on a Systematic Basis **to Reduce Operating Cost and Increase Reliability**” on page 30 that includes amounts within Bus Enhancements project of 2011-2012 Approved Capital Budget. The O&M cost of this additional service will be \$1,092,000 annually. Funding required to complete SFEECC project is \$2,553,000,000 for the 3 County area; it is the Year of Expenditure (YOE) Capital Project Budget and does not include Operating and Maintenance Costs.

21. Douglas Road Extension (Future Project and now to be known as Douglas Road Connector)

The Douglas road extension consists of a 4.5-mile heavy rail corridor extension from the existing Douglas road Metrorail Station to the MIC along NW 37th Avenue/Douglas Road, originally estimated to cost \$280 million. This project is anticipated to be implemented after 2035, however it has not yet been studied. No funds expended yet and updated cost estimates are not available.

22. Rail Extension to Florida City (Future Project and now known as South Dade Corridor)

This project has been renamed the South Dade Corridor and will consist of a 21-mile heavy rail, two-segment corridor south along US 1. The first segment was planned from the Dadeland South Metrorail Station south to Cutler Ridge while the second segment will be constructed from Cutler Ridge south to Florida City. This project was planned for completion after 2031 and was originally estimated to cost \$946 million at time of passage of PTP.

Corridor funding expended \$1,500,000 is 100% FTA. The funded expended amount was spent on Planning services work which is a federal requirement for capital projects, and did not include any Operating or Maintenance costs. In 2006 the Miami Dade MPO Board selected an LPA for the South Link Corridor, which runs along the South Dade Busway/US-1 from the Dadeland South Metrorail Station to SW 344th Street in Florida City. The study examined several modes of transit along the corridor including grade separating key intersections along the Busway, light rail and a partial or full extension of the Metrorail along the corridor. The LPA for the South Link included a Metrorail extension to SW 104th Street and the construction of grade separations at key intersections along the Busway. Following the selection of the LPA, the MPO Board requested that the MPO staff look at the feasibility of providing managed toll lanes along the Busway to help fund transit improvements in this corridor. Subsequent to the completion of a feasibility study to convert the Busway, the Miami-Dade Expressway Authority (MDX) is conducting a Project Development & Environment (PD&E) study to determine if it is possible for that agency to proceed with implementation. Funding required to complete project is \$1.65 billion in 2005 dollars; it is the Year of Expenditure (YOE) Capital Project Budget and does not include Operating and Maintenance Costs.