

SECTION III – DETAILED DESCRIPTIONS OF ALL PTP FUNDED PROJECTS

PTP TRANSIT ORIGINAL PROJECTS

Transit Service Improvements (Fare Programs and Bus Service)

In 2002, the PTP included 23 Transit-related projects identified in Ordinance 02-116. Items 1 and 2 are related to fare policy, Items 3-14 discuss the projects directly related to bus operations and Items 15-22 cover the remaining eight rapid transit projects.

1. Golden Passport Program (Used for both bus and rail service) and Patriot Passport

This is an ongoing program that was implemented with the passage of the PTP in 2002. Prior to passage of the PTP seniors received ½ fare as required by Federal regulations. In 1999 the County developed the Golden Passport program to provide free transit service for low-income seniors, defined as persons over 65 years with an annual income less than \$22,000. The program began in December 1999, and about 16,000 people enrolled. Participation in the program expanded in succeeding years and at the time of the PTP referendum, over 55,000 persons were enrolled.

The passage of the PTP in 2002 expanded the Golden Passport to include free transit service to all persons who are receiving Social Security benefits, regardless of age or income level. Additionally in June 2004, the PTP was amended to include the Patriot Passport Program as a three year demonstration program. The program allows United States veterans who reside in Miami-Dade County, were honorably discharged, and earn an annual income of \$22,000 or less, to ride transit fare-free. In November 2007, the Patriot Passport Program was made permanent.



As of September 2011, 186,939 Golden Passports and 7,302 Patriot Passports have been issued to qualified individuals. MDT has more than 19,144 active participants of the under 65 Golden Passport program, and they are required to renew their eligibility every year by presenting picture identification, a valid, active Golden Passport EASY Card, and a current year print-out from the Social Security Administration (which verifies continued eligibility). The programs have no direct capital fiscal impact. The foregone revenue impact of the programs is estimated at \$10-12 million annually. This is based on the number of FY11 Golden Passport and Patriot Passport boardings and applying similar Metrobus and Metrorail ridership, transfer and monthly pass characteristics as well as the Federally required half-fare for seniors. This estimate does not include a fare inelasticity calculation (potential reduced ridership in response to new or increased fares).

MDT estimates that the annual operating cost of the programs is \$97 million, based on the average cost per boarding multiplied by the number of Golden Passport and Patriot Passport boardings. PTP funding under the unified transit system represents a portion of overall funding for MDT operations and maintenance since the March 2009 BCC approval Resolution R-222-09. In FY 2011-12, the total PTP operations funding established during the budget process was \$109,960,000, and contributes approximately 19% of MDT's total operating budget.

2. Metromover Service

This on-going program is implemented, and has no direct capital fiscal impact. The foregone revenue impact of the program is estimated at \$2.2 million or more annually. This is based on the number of FY11 Metromover riders and applying the previous \$0.25 fare, excluding any fare inelasticity calculation (potential reduced ridership in response to new or increased fares).



During the July 9, 2002 discussion of the Transit Surtax ordinance, the Board approved an amendment which provided for fare-free transportation on Metromover upon voter-approval of the PTP. At that time, the Metromover fare was \$0.25 per boarding which generated \$440,830 in revenues on a ridership of 4,768,592. The Fiscal Year 2011 Metromover ridership has grown by more than 90% to 9,163,979 (highest ever).

MDT estimates that the annual operating cost of the programs is \$25 million based on the average cost per boarding multiplied by the number of Metromover boardings. PTP funding under the unified transit system represents a portion of overall funding for MDT operations and maintenance since the March 2009 BCC approval Resolution R-222-09. In FY 2011-12, the total PTP operations funding established during the budget process was \$109,960,000, and contributes approximately 19% of MDT's total operating budget.

3. Increase Bus Fleet from 700 to 1,335

This project is 24% complete, excluding any municipal participation and based on the revised overall goal of 1,191 buses. MDT increased its bus fleet from 700 to a peak of 1,033 and currently stands at 822. New bus purchases include 31-foot Optare minibuses (31 passenger seats), 32-foot Optima minibuses (26 passenger seats), 40-foot NABI full-size buses (38 passenger seats) and MCI commuter coaches (55 passenger seats). In 2009, Hybrid Electric buses were incorporated into the fleet to include 60-foot articulated buses (60 passenger seats).



These purchases meet the need for over-the-road coaches for use on longer commuter routes; full-sized, conventional buses for busy regular and express bus routes; and minibuses for routes with low ridership. While the original goal was to increase the fleet to 1,335 buses, MDT revised their goal to 1,191. In 2007, the number of buses peaked at 1,033 for a project completion rate of 68%, at that time. As provided in the PTP, municipalities were expected to purchase and operate an additional 200 buses as part of their surtax allocation. To date, the municipal portion has not been fully implemented (refer to the Municipal Activity section of this report for municipal PTP status).

Funding expended is \$135,102,118. At this time, only replacement buses are scheduled for procurement. If the remaining 374 buses had been procured, the approximate cost would be \$103,000,000.

4. Increase Current Service Miles from 27 Million Miles to 44 Million Miles and Operating Hours from 1.9 Million Hours to 3.3 Million Hours

These projects are implemented and have been adjusted.

The increase in bus service was accomplished by increasing frequencies on existing routes, adding completely new routes in areas without service and adding new service to accommodate changing travel patterns. Prior to the 2002 vote, there were 84 bus routes in the transit network. There are 93 bus routes in 2011, an increase of 13% (excludes 2 contracted routes). Additionally, in order to provide the same frequency of service, additional buses were needed on the routes to compensate for longer run times due to increased traffic congestion.

Due to budgetary limitations, and implementation of service standards evaluation, total revenue miles (primarily with underperforming routes) and operating hours were decreased. In 2007, miles peaked at 38.1 million (for a project completion rate then of 65%) and service hours peaked at 3 million (for a project completion rate then of 76%). Current bus service miles are 29.0 million, or 12% of the targeted increase, and operating hours are at 2.4



million, or 36% of the targeted increase. These levels are adjusted from the planned 44 million miles and 3.3 million hours, respectively. However, there may be future opportunities to increase service miles/operating hours to accommodate future enhanced bus service along the NW 27th Avenue and East/West Corridors. Although there are no plans to increase the current miles or hours, if the service miles and operating hours were increased to 44 million (15.0 additional) and 3.3 million (0.9 additional), respectively, the approximate annual cost increase would be \$167,000,000. A total of \$404,946,360 has been expended to date inclusive of increasing off peak and weekend service (Project #6, page 29), and more frequent peak service and certain 24 hour service (Project #7, page 29).

MDT continuously evaluates the effectiveness and efficiency of the service routes and related economies relative to locally established service standards. The process compares existing routes with peer routes with respect to average boarding's per revenue-hour and net cost per passenger. Using these measures, routes below half the average effectiveness and those with greater than double the average net costs per boarding are examined and services adjusted accordingly without creating undue hardship to passengers. The slight status change for this PTP item versus the FY2011 PTP Five Year Implementation Plan (service miles reduced 0.2 million), while retaining the same operating hours, reflects this continuous review and adjustment including operating service conditions such as traffic and travel times.

5. Utilize Minibuses on All New Bus Routes and in Neighborhood/Municipal Circulator Shuttle Service

This program is implemented and has been adjusted. Commensurate with vehicle capacity and demand (ridership), minibuses have already been assigned to 19 of the 30 new bus routes, or 63% of targeted increase, with \$38,797,769 expended to date. These 19 routes constitute all routes which warrant a minibus. Since it is not feasible to assign full-size buses to all new routes, because the ridership may dictate otherwise, MDT has no plans to do so. However, to assign minibuses to the remaining 11 routes which already have full-size buses, the approximate increase in operations and maintenance costs would be \$16,500,000 per year to provide the same passenger capacity.

6. Add Midday, Saturday and Sunday Service within 30 days of Approval of a Dedicated Funding Source using Existing Buses.

This project is 100% complete and the commitment was kept within 30 days of the November 2002 vote.

These bus system improvements began immediately after the adoption of the PTP. Within one week of the vote, MDT implemented 24 service improvements to add midday, Saturday and Sunday service to routes that did not have such service previously. Adding or increasing weekday, midday and weekend service is an ongoing effort subject to the service standards evaluation process discussed in miles/hours increase (Project #3, page 28) and \$60 million expended to date is already included in the \$404 million "funding expended" figure. This implemented project has an annual fiscal impact of \$8,500,000 and is included in the MDT Operating budget.

7. Provide 15 Minutes or Better Bus Service during Rush Hour; 30 Minutes or Better during Other Periods; 24-hour Service in Certain Major Corridors

This project is implemented as follows: Peak every 15 minutes is 28% implemented; Off-peak every 30 minutes is 55% implemented; 24 hours is 100% implemented. After passage of the PTP, many routes received more frequent headways, however some were later reduced or eliminated due to fiscal constraints, implementation of the truer grid system and/or service not being warranted according to service standards. There are 95 bus routes in 2011. However, to adjust all headways, the approximate annual cost would be \$33,000,000 to have all routes brought to peak headways of 15 minutes or better and \$60,000,000 to have all routes brought to midday headways of 30 minutes or better. Additionally, the \$124 million expended attributable to this project is also included in the miles/hours increase (Project #3, page 28) \$404 million "funding expended" figure.



The status slight change for this PTP item versus the FY2011 PTP Five Year Implementation Plan (15 minutes peak bus service increased 1 percentage point, 30 minutes peak reduced 5 points), while retaining the same operating hours, reflects the continuous review and adjustment based on traffic and travel times as noted in Project # above.

Metrorail and Metromover 24 hour service were discontinued and replaced by overnight Metrobus service per PTP Amendment BCC R-421-04 in 2004, saving a net of (\$3.15 million) annually.



8. Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability

This program was implemented and is on-going through the County's Bus Replacement/Expansion Plan. Transit buses have a life expectancy of 7 to 14 years, depending on vehicle type, size and construction. The County endeavors to adhere to Federal regulations addressing bus replacement in order to keep maintenance costs low and to maintain service reliability. MDT has budgeted an average of \$67 million for the next five years, or \$335 million total (approximately \$300 million for bus replacement; \$35 million for enhancement/expansion of routes exceeding service standards). The Approved Capital Budget shows the following funding for acquiring these replacement buses.

From 2011-2012 Adopted Capital Plan

BUS ENHANCEMENTS

PROJECT # 6730101

Purchase hybrid buses for route expansion/enhancements such as I-95 Managed Lanes, Biscayne Enhanced Bus Service, Flagler Enhanced Bus Service and South Miami Dade Busway Service Expansion

LOCATION: Countywide

DISTRICT LOCATED: Countywide

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 5309 Discretionary Grant	0	0	1,700	0	0	0	0	0	1,700
FDOT Funds	0	4,028	10,020	952	0	0	0	0	15,000
PTP Bonds	0	18,112	10,020	952	680	2,850	2,040	0	34,654
Total Revenue:	0	22,140	21,740	1,904	680	2,850	2,040	0	51,354
Donation Schedule:	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
FDOT Toll Revenue Credits	0	0	0	0	433	0	0	0	433
Expenditure Schedule:	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Equipment Acquisition	0	22,140	21,740	1,904	680	2,850	2,040	0	51,354
Total Expenditures:	0	22,140	21,740	1,904	680	2,850	2,040	0	51,354

A total of \$135,102,118 expended to date, with \$78,608,000 further planned. In addition to purchasing buses for service expansion under the PTP (see Project # 2 above), MDT purchased 315 buses to replace older, less reliable vehicles. The systematic replacement of buses and the addition of new buses have lowered the average age of the bus fleet. The newer fleet and the introduction of MDT's improved Bus Maintenance Program have increased fleet reliability. Prior to implementation of the PTP, MDT's mean distance between road calls (a measure of reliability) was 2,053 miles. However, by 2010, the mean distance between road calls increased to 5,039 miles, a 145% improvement. For reference, below is additional information from Adopted Capital Plan of bus fleet purchases.

From 2011-2012 Adopted Capital Plan

BUS REPLACEMENT

PROJECT # 673800

Lease replacement hybrid buses to maintain the bus fleet replacement plan

LOCATION: Countywide

DISTRICT LOCATED: Countywide

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
Lease Financing - County Bonds/Debt	0	0	50,320	34,680	42,160	74,800	67,320	0	269,280
Total Revenue:	0	0	21,740	1,904	680	74,800	67,320	0	269,280
Expenditure Schedule:	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Equipment Acquisition	0	0	50,320	34,680	42,160	74,800	67,320	0	269,280
Total Expenditures:	0	0	21,740	1,904	680	74,800	67,320	0	269,280

9. Construct Bus Pull-out Bays on Major Streets to Expedite Traffic Flow

This project is implemented and on-hold. In 2002, 186 bus pull-out bays were earmarked for construction improvements. To date, 44 bus pull-out bays have been completed (24% of total, cost of \$1,286,118). Due to budgetary limitations, this project was placed on hold in February 2008. However, to construct the remaining 142 bus pull-out bays, the estimated cost was \$4,250,000.

MDT buses operating on busy streets without pull-out bays stop in the right lane of traffic to pick up and drop off passengers. Blocking the right lane at bus stops reduces traffic flow and adds to congestion. To address this issue, bus pull-out bays are built to allow buses to pick up and drop off passengers out of the flow of traffic. MDT continues to actively work with Miami-Dade Public Works Department (PWD) and FDOT to identify additional locations where bus pull-out bays could be constructed.

10. Implement Grid System for Bus Service (north-south and east-west) on Major Streets and Avenues with Circulator Service Feeding Main Line Bus Service and Rapid Transit Lines

This project is completed. While a modified grid system was in place at MDT prior to the passage of the PTP, a trunk and feeder style (resulting in a truer grid system) was implemented in December 2009 and represented an overall reduction in service/routes and provided a savings to the Department of approximately \$12,300,000.



11. Expand the Bus Passenger Shelter Program throughout the County



This program is ongoing. Prior to the adoption of the PTP in November 2002, only 454 (11%) of the 4,018 bus stops in Unincorporated Miami-Dade County had bus passenger shelters. Bus stops located in municipalities were not included in the program as municipalities are responsible for providing their own bus shelters and other passenger amenities at the bus stops within their municipal boundaries.

The bus shelter program is revenue-generating and there is no cost to Miami-Dade County. Since 2002 an additional 576 remain installed, for a current total of 1,030 bus shelters throughout Unincorporated Miami-Dade County. Miami-Dade Transit is planning to install an additional 200 bus shelters over the next five years using the Slim shelter design or new cantilever shelter design, both of which will better suit bus stop locations with limited space in the public right-of-way to meet requirements of the Americans with Disabilities Act (ADA) for wheelchair passage in front of the bus shelters.

Please refer to the next project item for further discussion of electronic signs incorporated in the new Bus Passenger Shelter Program.

The RFP (#784) for the bus shelter program's replacement contract, which will include the electronic signage discussed later, is currently in the procurement process. Award date currently is estimated by May 2012.

12. Enhance and Expand Transit Bus Stop Signage Countywide; Incorporate Information Technology at Bus Stop and Rail Stations

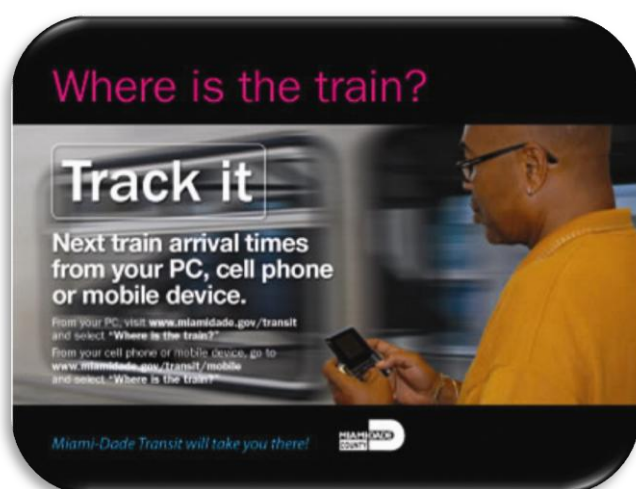
Aspect	Implemented	Funding	
		Expended	To complete
Enhancement of bus stop signage	91%	\$1,619,489	\$160,138
Train Tracker System	100%	\$0	\$0
Bus Tracker System	0%	\$0	\$0
Electronic Signage Information System (ESIS)	22%	\$46,407	\$5,600,000
WiFi on Rail, Mover and Express Bus	100%	\$324,967	\$0
Traffic Signal Prioritization (TSP)	0%	\$0	\$2,320,000
Total	--	\$1,990,863	\$8,080,138

As of September 2010, 8,141 out of 8,946 (91%) bus stops feature new bus stop signage in the program that began July 2004. This ongoing program is to replace or newly install signs that display route information, schedules, fares, maps and general transit information in English, Spanish and Creole. MDT has replaced or newly installed a total of over 10,000 new bus stop signs.



The County is now overcoming several challenges in facilitating predictive arrival information to MDT riders. The PTP and other funding sources are supporting investments in infrastructure for: “real time” communication between vehicles and the back office; legacy systems replacement with more modern, flexible and expandable technology; and, integration among MDT, traffic and other systems with the internet.

Train Tracker is a completed project. A Train Tracker pilot was launched in 2007 utilizing all in-house resources with a display at the Government Center station of next train arrival times. The subsequent production level of the Train



Tracker service launched in 2008 is 100% implemented and allows users to see, over the web and on mobile devices, the estimated time of arrival of the next train. The software application also provides other useful transit information such as service alerts, rail and mover station information and elevator/escalator status. As discussed below the next train information is being incorporated in Electronic Signage Information System (ESIS). In September 2011, MDT deployed a free downloadable application (“app”) in the Apple store, which provides real-time accurate Metrorail arrival/departure and Metrobus/Metromover route and schedule information. There will be an evaluation process to determine cost/benefit and feasibility of proceeding with software development in other platforms, such as Android.

By the Spring of 2012, MDT will deploy a real-time Metromover Tracker System using the same web-based technology and available via computer desktops, cell phones/smart phones, personal digital assistants (PDAs) and tablets.

A Bus Tracker System pilot project was implemented on the Kendall Cruiser utilizing all in-house resources. In January 2012, MDT advertised the Request for Proposal that will implement the system and infrastructure for a



"state-of-the-art" real-time Bus Tracking System. The system will be accessible via the Internet, cell phones/smart phones, PDAs and electronic signs at select bus stops. The MDT Bus Tracker system is similar to the Train Tracker which will provide bus patrons with accurate real-time predictive arrival and departure information.

MDT plans full implementation of the Bus Tracker System by leveraging the investments of its funded on-board integrated Computer Aided Dispatch/Automated Vehicle Locator (CAD/AVL) technology project – the systems currently used to manage and monitor the transit fleet. Note, the related workforce management system is also funded and addressed in the separate TOS Replacement project, page 112. Upgrading and replacing the on-board, back-office and communications hardware and software will greatly improve managing and dispatching the transit fleet including remote vehicle diagnostics, and without additional or recurring costs will facilitate delivery of real time bus predictive arrival/departure to multiple consumer devices using the County's satellite/radio technologies. The project is currently in the selection process, with implementation targeted to complete by December 2013.

Through the new Bus Passenger Shelter Program, selected bus shelters will be equipped with electronic signs allowing the dissemination of predictive arrival/departure information. Bus shelter locations in unincorporated Miami-Dade County will be equipped with predictive arrival LED signs located at major bus transfer points, Metrorail stations, park and ride lots and at those key transit destinations served by multiple bus routes.



The ESIS is to "provide excellent riding environment for transit passengers." MDT is implementing wireless connectivity and "Next Train" arrival information (i.e., incorporating Train Tracker) at all station platforms. As part of this project, MDT will replace the existing analog clock units at station platforms with state-of-the-art LCD signs capable of reading information in a wide array of formats. These enclosures will house two (2) wireless radios each (one private, one public) which will provide patrons and MDT staff wireless internet access at the station platforms. With this implementation, it will also be possible to provide real-time arrival times, emergency information, elevator/escalator status and other service announcements (dynamic

messaging). This information will also be provided in an audible format to support ADA compliance. ESIS will include 196 Liquid Crystal Display (LCD) signs at 23 Metrorail stations, which includes 8 LCD signs at the AirportLink station. The system also can accommodate advertising messages for help to offset its cost. The ESIS contract was awarded the first quarter of 2011, and the first electronic signs are to be installed and operational at the Government Center by the 3rd quarter of 2012. There are also electronic kiosks at several stations providing real time information and other passenger amenities like trip planning.

Free public Wi-Fi is now deployed on all Metrorail and Metromover cars, plus 133 buses on Express Routes (as of 6/11, 100% implemented).

Traffic Signal Priority (TSP) – through integration with the County's Advanced Traffic Management System (ATMS), major corridors and vehicles will be equipped with TSP technology allowing for improved on-time performance in bus services. Note \$2.320 million ARRA funding for this aspect of the project scope was shifted from the Kendall Enhanced Bus Service project (Item 19 on page 50).



Funding required to complete ESIS is \$5.6 million funded by State Joint Participation Agreement (JPA), Local Option Gas Tax (LOGT), CBS Contract and American Recovery and Reinvestment Act (ARRA); WiFi on Bus and Rail Vehicles, \$324,967 funded by MDT Operating; and TSP, \$2.32 million funded by ARRA. The ESIS estimated operating and maintenance cost is \$618,588, and revenue from sale of advertising through the CBS contract is \$180,000. Contract was awarded in 2011 and full implementation is projected for July 2012.

From 2011-2012 Adopted Capital Plan

UPGRADE AND/OR REPLACE BUS TRACKER AND AUTOMATIC VEHICLE LOCATING SYSTEM

PROJECT # 672830

Upgrade network infrastructure to support a state of the art, real-time Bus Tracking System that is accessible via the Internet, cell phone, PDA and electronic signs at select bus stops; includes Kendall Drive Signalization

DISTRICT LOCATED: 5

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	0	1,834	486	0	0	0	0	0	2,320
PTP Bonds	5,564	11,546	0	0	0	0	0	0	17,110
Total Revenue:	5,564	13,380	486	0	0	0	0	0	19,430
Expenditure Schedule:	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Equipment Acquisition	4,786	12,602	486	0	0	0	0	0	17,874
Project Administration	778	778	0	0	0	0	0	0	1,556
Total Expenditures:	5,564	13,380	486	0	0	0	0	0	19,430

The following is from Unfunded Needs section of TIP.

MPO Project Num.	Facility/Project Name		Type of Work	Project Cost (\$000s)	Unfunded Projects				
Agency Project Num.	From/Location	To/Location	Remarks						
Detailed Project Description									
TA0000079	Bus Stop Signage		Procurement and Installation		2,196	Activity /Phase	Required Project Funding by Phase (where available)		
	Systemwide Systemwide		This was an approved PTP project. Due to budgetary con				(in \$000s)		
0000079	Procure and install signage for bus stops throughout the department.								
						OTHER	0		

13. Expand Transit's Public Information Program through Enhanced Marketing and Advertising

This ongoing program is implemented, has an annual fiscal impact of \$250,000 and is included in MDT's Operating budget. As part of the PTP, MDT expanded and improved its customer information and marketing initiatives to increase ridership and to ensure that the community is advised and educated on transit improvements, new projects and programs.

Extensive marketing campaigns supported new bus routes like the Airport Flyer, the I-95 Dade-Broward Express and the Kendall Cruiser, as well as MDT's new Wi-Fi service. These services were promoted through advertising on in-house devices, such as bus shelters, exterior and interior bus and rail, and through press releases, direct mail, and advertising in locally-targeted newspapers.



Strong efforts also have been made to build awareness for key capital projects, such as the new Automated Fare Collection System and the AirportLink Metrorail Extension projects. For example, progress of the AirportLink project is documented on a regular basis through MDT's public website, and through a quarterly newsletter that is distributed at various community locations. This project also has received substantial news coverage in local and national media (in print, television and radio format).

Transit programs (such as the College and Corporate Discount Programs, Bike and Ride Program and the Golden and Patriot Passport Programs) continue to be publicized at transit facilities and on MDT's public website. MDT also distributes information at all Metrorail stations, bus facilities, transit kiosks, as well as in local government offices and private companies. Publications also can be ordered by phone or on-line.

In total, through the 3rd quarter of FY 2011, MDT has printed 420,100 publications. Since the inception of the PTP, MDT has spent \$4.9 million to promote transit.

14. Expand on Successful Municipal Circulator Program

This is an ongoing program. There are currently 31 municipalities that are eligible to receive surtax funding with 30 participating in the program. (Indian Creek is not participating.) Funding expended of \$60.7 million is the audited amounts and budgeted amounts for circulator and transit expenditures through FY 2009-2010. It includes direct operating and capital expenses for those municipalities operating circulators, and for those municipalities not directly operating a circulator it includes expenses for items that support transit in those areas such as bus shelters along MDT bus routes. The current 22 municipalities are listed below that operate a circulator, partner with another municipality or partner with Miami-Dade Transit. Opa-Locka started operating its circulator in February 2011, and Pinecrest in January 2012. Biscayne Park ended its agreement with North Miami to focus its transit set aside funds on infrastructure such as bus shelters. The City of Miami trolley service is anticipated to launch in 2012.

- City of Aventura
- Village of Bal Harbour
- Town of Bay Harbor Islands
- City of Coral Gables
- City of Hialeah
- City of Hialeah Gardens (ILA with the City of Hialeah)
- City of Homestead
- Town of Medley
- City of Miami Beach (ILA with Miami Dade Transit)
- Miami Shores Village
- City of Miami Springs
- City of North Bay Village
- City of North Miami
- City of North Miami Beach
- City of Opa-Locka
- Village of Palmetto Bay
- Village of Pinecrest
- City of Sunny Isles Beach
- Town of Surfside
- City of Sweetwater
- Village of Virginia Gardens (ILA with the City of Miami Springs)
- City of West Miami

The annual ridership of the six largest circulator systems - Miami Beach, Coral Gables, Hialeah, North Miami, Aventura and Sunny Isles Beach - totaled 4,221,000 in 2010. It should be noted that many of the municipalities operating circulator systems exceed the 20% minimum transit expenditure requirement (see page 81). The amount budgeted by the municipalities for FY 2010-2011 is \$11.9 million. Additionally, a number of municipalities have multi-year debt obligations to complete capital projects.

The **City of Aventura** is utilizing a portion of their one-half percent surtax monies to fund a circulator, the Aventura Express. Transit service consists of routes that connect retail, grocery, and medical centers with a central transfer point at the Aventura Mall. Transfers to any Miami-Dade and/or Broward County Transit route are available at the Mall. Shuttle buses conform to ADA requirements. In 2006, the City procured new buses and added a fifth route. The City is currently averaging over 20,000 boardings a month and annual ridership for FY10 was 241,273.

In addition, the City utilized surtax funds to install bus shelters at Biscayne Boulevard and NE 210th Street and at Yacht Club Drive has and installed ADA compliant curbing to six (6) bus shelters.

The **Village of Bal Harbour** initiated the “Bal Harbour Express” circulator bus system using PTP surtax funds. Recently, the Village expanded their circulator service to include Friday night, Saturday night and weekend service. The Village, through Limousines of South Florida, operates Bal Harbour Express. The cost for operation is \$108,360. The shuttle goes through Bay Harbor, Surfside, to Aventura mall, and to Lincoln Road on Sundays. Additionally, the Village is studying the possibility of purchasing a second bus to meet increased passenger demand.

The **Town of Bay Harbor Islands** operates a highly successful circulator. Town officials have been in discussion with Bal Harbour Village on entering into an Interlocal agreement for circulator service.

The **Village of Biscayne Park** previously contracted with the City of North Miami to operate the NOMI express circulator system into Biscayne Park. Now the Village is focused on the proposed bus shelters, which are in the design and planning stage.

The Trolley of the **City of Coral Gables**, first implemented on November 25, 2003, now transports about 5,000 passengers per day – a figure that represents an almost five-fold increase over initial program projections. The program not only provides a transportation alternative to residents, commuters and visitors, but it also has reduced the parking demand and number of vehicle trips within the City’s downtown business district. The City spends all of its surtax allocation on the trolley. As of October 2010, the City reported over 4.4 million boardings since the inception of service. For 2010, an estimated 1.25 million boardings were expected. Approximately, thirty-five percent (35%) of the boardings are generated from the Douglas Road Metrorail Station and eighteen (18%) from the Metrobus stop at the intersection of SW 8 Street and Ponce de Leon. In a study the City conducted, 83% of trolley passengers were leaving their automobiles at home, resulting in 2,200 fewer vehicle trips per day.



In 2008, the City of Coral Gables made the Trolley available for private rental. The Trolleys were used as a promotional element: the “Green Your Commute” campaign that encouraged commuters to leave cars at home during the week of November 10-14, 2008 and was presented by Coral Gables in cooperation with South Florida Commuter Services to promote the use of alternative modes of transportation as a green initiative.

In order to keep pace with ridership demand, the City purchased four new low-floor, diesel powered trolleys in 2006 at a total cost of \$1,209,000 with the assistance of a State Grant and matching County surtax funds in the amount of \$609,000. The City’s Bus Maintenance Facility was renovated in 2006-2007 to provide for an additional storage bay and four new vehicle access doors. In addition, new bathroom facilities were constructed and additional space was provided for bus storage. The project total construction cost was \$265,000 and was funded by a State matching grant (\$132,500) and County Surtax funding (\$132,500).

The **City of Florida City** is currently constructing ADA compliant bus shelter citywide. In addition, the City is considering the feasibility of commencing a circulator service and of partnering with the City of Homestead for shuttle service to future extension of the South Dade Busway.

The **City of Hialeah** will have over 450,000 passengers by the end of this year. The City operates two routes (Marlin and Flamingo) and is partnering with the City of Hialeah Gardens to provide much needed service to the citizens of that area. Hialeah modified its transit system as a result of an Enhancement Study,. The old system operated nine buses on three circular routes (running in one direction) and one linear route (running bi-directional). The new system operated eight buses on two linear routes running bi-directional. The result is in an increase of 300 boardings per day. In fact, boardings on the Flamingo and Dolphin routes have reached over 4 million. In less than three years after the transit system went into operation, the buses carried their one millionth passenger. The transit system charges \$2.00 full fare; \$1.00 reduced fare for students and disabled riders. Commuters over 65 ride free with a special Golden Passport pass provided by the County. Other efforts in 2010 included replacing bus benches, adding shelters with better sun protection and meeting with MDT to avoid service duplication and to assist the County in providing better service to area residents. The city is also considering expanding its service to nights.



Recently, utilizing Surtax funds as a match, the City received an MPO grant and State of Florida monies to increase and upgrade its transit fleet. The City will be replacing its current bus fleet next year and increasing the Flamingo route from 4 to 5 buses. In total the City will operate 9 buses on two routes (Flamingo and Marlin).

In 2003, the **City of Hialeah Gardens** entered into an Interlocal Agreement with the City of Hialeah to provide transit service in their municipality. The Marlin route will cost the City of Hialeah Gardens approximately \$206,000 annually.

In July of 2010, the **City of Homestead** started circulator service designed to serve the City's historic downtown area and connect with the South Dade Busway. As of September 2011, the City was averaging over 7,500 boardings per month. The City has also been in talks with the City of Florida City to partner on a circulator system.

The **Village of Key Biscayne** used PTP funds to construct a bus pull-out bay along southbound Crandon Boulevard in the entry block. In addition, they redesigned the intersection at Crandon Boulevard/Harbor Drive/Ocean Lane Drive with tighter corner radii, longer dedicated turn lanes, wider ADA-compliant sidewalks and curb cuts, well-defined pedestrian crosswalks with countdown lights, bicycle lanes in both directions, and contrasting paver/concrete/asphalt resurfacing, and is performing well for pedestrians and drivers.

The **Town of Medley** of is currently using surtax funds to operate a city wide circulator serving residents and visitors.

City of Miami commissioners approved spending \$550,000 for a study of a proposed streetcar in the Midtown Miami area. The money came from the city's share of Miami-Dade County's half-cent transportation surtax. A revised agreement between the City and Midtown Miami Community, Inc. include \$613,000 for conceptual and final design services and permit modification. The study is to evaluate the feasibility of a streetcar operation between downtown Miami and Northeast 79th Street along a north-south corridor and the redeveloping Buena Vista Rail Yard Area.

Additionally, the City operates a circulator (services the Brickell Metrorail Station, the Vizcaya Metrorail Station, south Brickell area, Mercy Hospital, Allapattah and parts of Little Havana), is developing a four-route trolley system anticipated to launch in Spring 2012, and is considering an on-demand service based on the allowable use now permitted under the Florida Legislature's 2010 revision of the Charter County Surtax statute.

The South Beach Local (SBL) Circulator for the **City of Miami Beach** has been in operation since 2005. This local circulator averages between each year between 1.5 and 2 million boardings. To date the Local has had over 10



million boardings since its inception in 2005. It is a bi-directional transit circulator route providing seven-day service in South Beach. By virtue of its low fares (25 cents since inception), low headways and route selection, it provides a high level of service transit operation for the South Beach area, which is reflected in its increasing popularity and ridership by both residents and visitors alike. The SBL is the forerunner of a major conceptual shift in the provision of transit service within the city, whereby local circulators will interface with trunk routes, which in turn are linked to (or are a component of) routes connecting to mainland Miami-Dade County. By coordinating and combining the transit resources of the City and County, a greater level of service can be provided. The second ILA between Miami Beach and Miami-Dade, for an initial five year period with two renewal terms of five years each, for MDT to operate the SBL and the City to reimburse a portion of operating cost, is currently being presented for Board approval.

On March 9, 2004, the Council of the **Town of Miami Lakes** adopted a Transportation Master Plan. Since its inception the Town has instituted a number of steps to implement transit improvements and guidelines specified in the Plan to improve transportation and transit-related development. On December 5, 2005, the Town of Miami Lakes began operating a new shuttle service. The Lakes Express provided free transportation for individuals who need a ride to the grocery store, bank, library, medical facilities and other public places. Currently, the Town no longer runs a circulator. Miami Lakes is actively planning a new Town Circulator service.

On October 17, 2006, the **Village of Miami Shores** commenced a new circulator service. The circulator provides service to business areas and community activity centers.

The **City of Miami Springs** utilized Surtax funds to pay for a transit study designed to study the feasibility of providing a circulator for the area. After studying the feasibility of operating a circulator, the City began operating a circulator last year. Additionally, the City contracted with the Village of Virginia Gardens to have the City circulator service the residents of Virginia Gardens.

The **City of North Bay Village** initiated a minibus system in 2004. The City is working with the County on an Interlocal agreement to expand the service outside of North Bay Village. Future plans include Saturday shopping at Aventura Mall, and twice a week, the minibus will take folks to Publix Supermarket in Miami Shores. The minibus runs weekdays from 7 to 10:45 a.m. and from 2 to 6:45 p.m. Stops are every 15 to 20 minutes and include major points along East and West Drives on Harbor Island, the Kennedy Causeway and East and South Treasure Drives on Treasure Island.

The **City of North Miami** initiated the “NOMI Express” mini-bus circulator system on July 19, 2004 using PTP surtax funds and FDOT funds. The four routes currently provide service to various locations including the Aventura mall. In 2008, the City negotiated an ILA with Biscayne Park to operate a circulator system that ran within the Village’s limits. The “NOMI Express” continues to gain in ridership, with a record 28,000 riders in September 2010. Also, the City rolled out new bus wraps intended to capture the attention of riders. The wraps reinforce the improved route maps and logo design. North Miami allocated money in 2010 for increasing the level of bus service and planning for the future of the service. The City is re-advertising its Bus Shelter contract, with assistance from MDT. The City was the first municipality in the County to offer subsidized MDT and Tri-Rail passes to its employees.



Recently, the **City of North Miami Beach** circulator service was expanded to Saturdays. In addition, the City will offer a free bus service following established routes on different weekdays. The routes include stops at major area destinations, such as the Mall at 163rd Street, Publix and Winn-Dixie supermarkets, North Miami Beach City Hall and Performing Arts Theater, the NMB library, Lorenzo's Market and Aventura Mall. The circulator operates 8:30 a.m.-4:30 p.m. weekdays. The expansion includes a newly purchased 22-passenger minibuss. The additional services are funded by Miami-Dade County's half-cent Surtax and the City's general fund. The total cost for the transportation program is \$200,000 annually, of which the Surtax funds \$150,000. On transit matters two new bus shelters are in the pre-construction and preparation phase. The location will be on Biscayne Boulevard at the intersection of NE 140 Street. Additionally, the City's circulator continues to operate Monday through Friday 8:30 a.m. to 5:00 p.m., Tuesday and Thursday evenings 5:00 p.m. to 9:00 p.m. Lastly the City's circulator is providing Bus-to-Bus service in conjunction with the municipal shuttles of the Cities of Aventura and Sunny Isles Beach at selected transit stops.

The **City of Opa-Locka** launched its circulator system as a 3-mile loop that connects with Tri-Rail and the County bus system, after support and coordination with MDT as well on the route's development. The service does not charge a fare and operates Monday to Friday, 6am to 7pm, as a wave and ride over two routes. The City is also finalizing an agreement with Bus Bench Ads to install and maintain bus shelters within the municipality.

In 2008, the **Village of Palmetto Bay** initiated a new circulator system servicing the Village and the surrounding area for free. Ridership on the circulator was 1,230 in September 2010. And over the last 2 years, Palmetto Bay entered into an ILA with the Town of Cutler Bay to provide shuttle bus service during the December and January holiday season. Cutler Bay covered all operational expenses for all services provided by Palmetto Bay, which in turn allowed the Town to provide the service for free to its residents. Soaring gas prices and convenient service patterns are accounting for a near doubling of passenger traffic on Palmetto Bay's intra-village bus service in the last six months.

The **Village of Pinecrest** launched its People Mover transit circulator in January 2012 as a free service operating two routes weekdays with convenient County bus connections. The Village held a municipal workshop on March 17, 2005, to hear input from the public regarding the use of PTP Surtax funds in the Village. One of the issues discussed was the consideration of utilizing surtax funds for the purchase of land to develop a park and ride for a circulator system. The Village has been working with MDT to use municipal surtax to fund the purchase and construction of a park and ride site adjacent to the Village.

The **City of South Miami** is once again studying the feasibility of operating a circular. In 2005 the City operated a circulator on a trial basis. After the initial six month trial, it was discontinued. However, recently the City Commission funded a study by the MPO currently underway. The study is expected to make recommendations on the South Miami possibly partnering with the City of Coral Gables, the University of Miami and South Miami Hospital.



The **City of Sunny Isles Beach** recently added a third route, the mall line, to its free shuttle-bus service. Seven days per week from 8 a.m. to 8 p.m. it makes a loop around Sunny Isles Beach which includes stops at the Intracoastal and Aventura Malls. The City now has five buses of its own, such as three 2004 buses that cost about \$87,000 each and were purchased with money from the half-penny Surtax. Since service was extended in November 2010, average daily ridership on all three lines is 400 passengers. That number is up from about 150 passengers per day in 2001 when the city ran two buses per day. Furthermore, the City installed bus shelters with matching benches and trash receptacles along Collins Avenue.



The **Town of Surfside** is utilizing Surtax funds to fund the operation of its circulator, providing service to the citizens of the northeast area. The town has been in discussion with both the Town of Bay Harbor Islands and Bal Harbour Village regarding partnering on a circulator system that would benefit and cover all three municipalities.

The **City of Sweetwater** continues to operate two circulators that are functioning from 6:10 a.m. to 6:30 p.m. on Monday through Friday; and from 8:30 a.m. 5:30 p.m. on Saturdays and Sundays. The circulators pick up passengers at nine different stops in a variety of locations throughout the City of Sweetwater. The circulators take passengers to locations such as: supermarkets, City Hall, an educational academy, the Dolphin Mall and recreation centers (i.e., the Mas Canosa Youth Center and the Claude and Mildred Pepper Senior Center). The circulators reported ridership has increased to approximately 250 passenger boardings a day.

The **Village of Virginia Gardens** utilizes surtax monies to fund a circulator operated by the City of Miami Springs through an ILA between the cities.

The **City of West Miami** was able to pay off the capital debt on a much needed Jitney Bus for the initial startup of the City's inner loop transport, which is providing circulator service within the City. Scheduled service is from 8 am to 4 pm Monday through Friday. West Miami has two buses (one of them in reserve) with a capacity of 22 passengers and ADA compliant. This year the City purchased its first wheel chair accessible bus and has expanded its circulator service operations by an additional twenty stops.