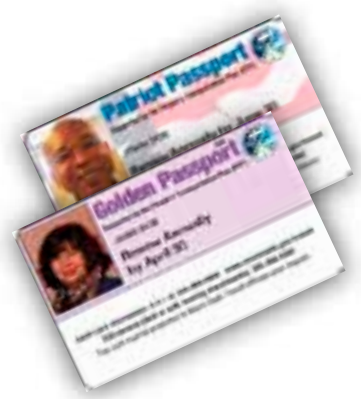
SECTION III– DETAILED DESCRIPTIONS OF ALL PTP FUNDED PROJECTS

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 and Patriot Passport Programs (Used for both bus and rail service)



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 July 2012, 200,033 Golden Passports (240% Increase since 2002) and 7,844 Patriot Passports have been issued to qualified individuals. MDT has more than 20,000 active participants of the under 65 Golden Passport program, and they are required to renew their eligibility every year by presenting state-issued Florida ID or driver's license showing a Miami-Dade county physical address, 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 combined bus and rail FY12 Golden Passport and Patriot Passport boardings (23.9 million on bus and rail), then 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 elasticity calculation (potential reduced ridership in response to new or increased fares).

Analysis of the ridership among Golden and Patriot Pass holders reveals several interesting findings. For FY12-13 these riders represented 25% (roughly 25 million of 98 million) of the total Metrobus and Metrorail ridership.

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. For FY 2013-14, the total PTP funding established during the budget process was $95,784,000, which is approximately 19 percent 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 FY12 Metromover riders and applying the previous $0.25 fare, excluding any fare inelasticity calculation (i.e., a potential reduced ridership in response to new or increased fares).

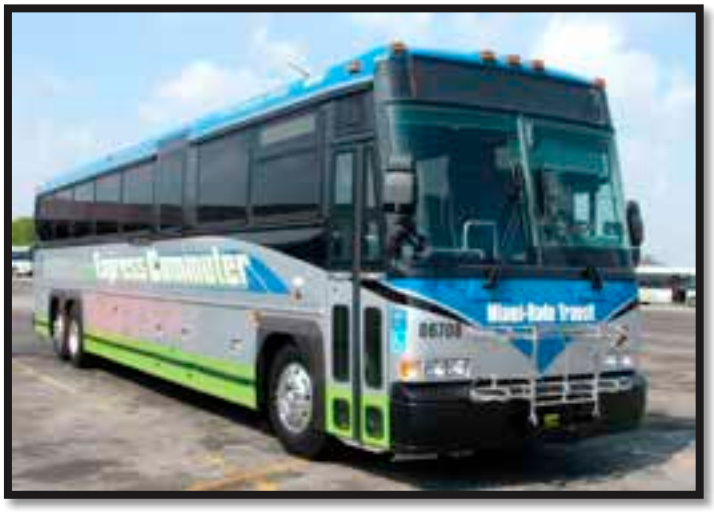
During the July 9, 2002 discussion of the Transit Surtax ordinance, the Board approved an amendment which provided for fare-free transportation on Metromover upon voter-approval of the PTP. At that time, the Metromover fare was $0.25 per boarding which generated $440,830 in revenues on a ridership of 4,768,592. The Fiscal Year 2013 Metromover ridership has doubled to 9,571,411 (now highest ever).

MDT estimates that the annual operating cost of the program 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. For FY 2013-14, the total PTP funding established during the budget process was $95,784,000, which is approximately 19 percent 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 817 as of June 2013. 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 diesel-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 where less capacity required (see "



Utilize Minibuses on All New Bus Routes and in Neighborhood/Municipal Circulator **Shuttle Service**," Item 0 on page 34). 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. In total between 2003 and 2010, MDT procured 596 new and replacement buses. At this time, only replacement buses are scheduled for procurement. If the remaining 374 buses had been procured to reach the original goal, 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. As of FY12-13, there are 95 bus routes, representing an increase of 13% (excluding 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 and operating hours were decreased – primarily with underperforming routes. In 2007, miles peaked at 38.1 million for a project completion rate then of 65%, and service hours peaked at 3 million (76% project completion rate). Current bus service miles are 28.7 million, or 10% of the targeted increase, and operating hours are at 2.4 million, or 36% of the targeted increase. (FY12 Plan identified bus service miles higher at 29.0 million level although with same operating hours.) 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 as of 2010 inclusive of increasing off peak and weekend service (Project #6, page 35), and more frequent peak service and certain 24 hour service (Project #7, page 35).

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 20 of the 30 new bus routes, or 67% of targeted increase, with $38,797,769 expended from 2010 to 2011. Note, FY12 Plan identified minibuses were assigned to 19 of the 30. These 20 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/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 34) and $60 million expended as of 2010 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 29% 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. Currently, there are 97 total bus routes in 2012 (95 directly operated and 2 contracted). 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 34) $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 $171 million for the current Capital Plan period (approximately $120 million for bus replacement; $51 million for enhancement/expansion of routes exceeding service standards), as shown below. The Adopted Capital Budget shows the following funding for acquiring these replacement buses. Note the summary project description shown in FY14 Budget Book now includes Electric Cooling System retrofit

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From 2013-2014 Adopted Capital Plan

BUS ENHANCEMENTS **PROJECT # 6730101**

Purchase buses for route expansions/enhancements such as Biscayne, South Miami Dade, Hybrid buses for replacement and the retrofit of the Electric Cooling System of several buses

LOCATION: Countywide DISTRICT LOCATED: Countywide

ESTIMATED ANNUAL OPERATING IMPACT: Minimal DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
FTA Section 5309 Discretionary Grant	0	5,091	0	0	0	0	0	0	5,091
FDOT Funds	0	15,000	0	0	0	0	0	0	15,000
PTP Bonds	0	15,000	0	0	0	0	0	0	15,000
Total Revenue:	**0**	**35,091**	**0**	**0**	**0**	**0**	**0**	**0**	**35,091**
Expenditure Schedule:	**Prior Years**	**2013-14**	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**	**Future**	**Total**
Equipment Acquisition	0	35,091	0	0	0	0	0	0	35,091
Total Expenditures:	**0**	**35,091**	**0**	**0**	**0**	**0**	**0**	**0**	**35,091**
DonationSchedule:	**Prior Years**	**2013-14**	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**	**Future**	**Total**
FDOT Toll Revenue Credits	0	857	0	0	0	0	0	0	857
Total Donation:	**0**	**857**	**0**	**0**	**0**	**0**	**0**	**0**	**857**

A total of $135,102,118 expended as of 2010. In addition to purchasing buses for service expansion under the PTP (see Project #3 above), MDT purchased 315 buses to replace older, less reliable vehicles. The systematic replacement of buses and the addition of new buses lowered the average age of the bus fleet (as low as to 4.5 years in FY2006, now at 10.2 years as of July 2014). 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. The fleet improvements and maintenance enhancements have at least doubled the system's performance (was 4,391 in FY13 after reaching 5,039 miles in 2010). For reference, below is additional information from Adopted Capital Plan of bus fleet purchases.

From 2013-2014 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	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
FTA Section 5307/5309 Formula Grant	0	12,555	0	0	0	0	0	0	12,555
Lease Financing - County Bonds/Debt	0	20,000	20,000	20,000	20,000	20,000	20,000	0	120,000
PTP Bonds	0	7,000	0	0	0	0	0	0	7,000
Total Revenue:	0	**39,555**	20,000	20,000	20,000	20,000	20,000	0	**139,555**
Expenditure Schedule:	**Prior Years**	**2013-14**	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**	**Future**	**Total**
Equipment Acquisition	0	39,555	20,000	20,000	20,000	20,000	20,000	0	139,555
Total Expenditures:	0	**39,555**	20,000	20,000	20,000	20,000	20,000	0	**139,555**

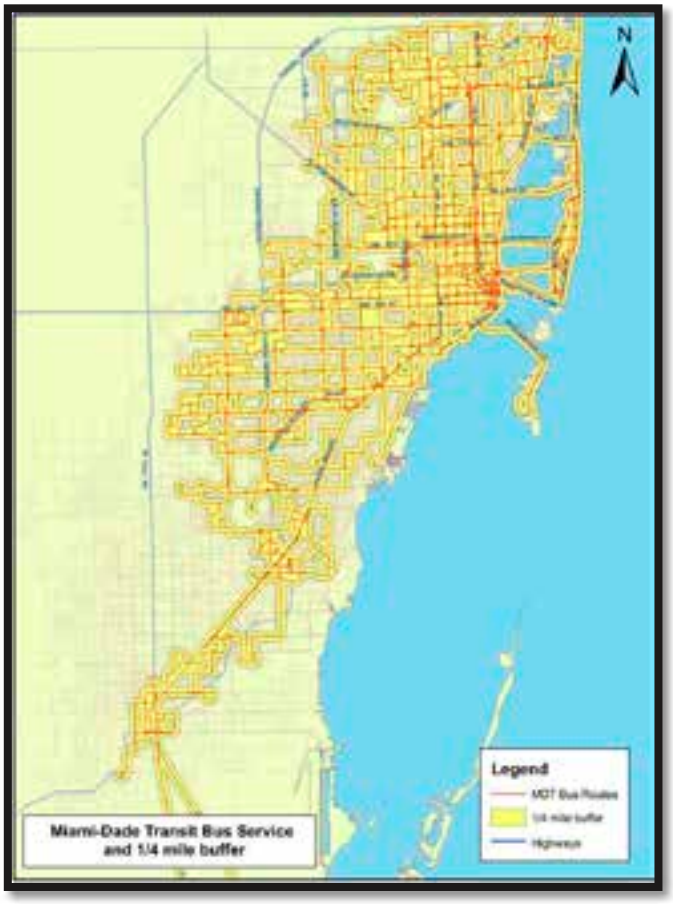
9. Construct Bus Pull-out Bays on Major Streets to Expedite Traffic Flow

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 and Waste Management (PWWM) Department 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, the Service Efficiency and Realignment Restructuring Initiative (SERI) implemented a trunk and feeder style (resulting in a truer grid system) in December 2009, and represented an overall reduction in service/routes and provided a savings to the Department of approximately $12,300,000.



The 2013-2014 Unified Planning Work Program of the MPO also funds a new study, the Transit Service Evaluation Study – Phase II. In November 2012, notice-to-proceed was issued to a consultant to begin work on this project. The purpose of the Transit Service Evaluation Study – Phase 2 is to evaluate the current bus system of MDT, identify service efficiencies and design a grid-oriented route network. The results of this study will identify a service plan that maximizes the efficiency and effectiveness of the system. The final product will be a schedule-ready detailed plan which includes estimated impact on ridership, resources, and operating cost. Implementation of the recommendations is expected to begin in June 2014.

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 December 2012 total of 1,031 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 designs are better suited for bus stop locations with limited space in the public right-of-way and meets requirements of the Americans with Disabilities Act (ADA) for wheelchair passage in front of the bus shelters. (The goal of 200 additional shelters is based on current bus system design and may be subject to future potential service evaluation, realignment or restructuring.)

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 includes the electronic signage discussed later, was awarded November 2012 (was expected to be by May 2012 in FY12 Five Year Plan). Notice to Proceed (NTP) was issued February 2013.

The Bus Passenger Shelter Program contract allows advertisement on bus shelters, and requires the contractor to provide maintenance at all bus passenger shelter locations, repair bus shelters, install energy-efficient Light Emitting Diode (LED) lighting in the shelters, and install real-time electronic signage. Revenues received by the County during the term of this contract will be generated by the contractor's sale of advertising on bus shelters. The contract is a five-year term with a single five-year County Option to Renew, for $8.4 million (or $16.8 million if OTR exercised). The contract assigns the vendor the responsibility for cleaning and maintaining the County bus passenger shelters, and to make significant upgrades to the existing shelters including night time visibility through the installation of LED lighting. (Current fluorescent lighting provides six hours of continuous illumination; the LEDs will extend illumination at shelters from dusk to dawn.) The awarded vendor is also required to install real-time electronic signage at more than 100 shelters located at major bus transfer points, bus terminals and rail stations, and to re-paint all bus shelter roofs and solar panel frames to refresh their appearance. Additionally, the contractor is responsible for designing and manufacturing a new cantilever model, which allows its placement (where lack of public space prevented installing the current model), while meeting ADA wheelchair accessibility requirements.

The previous bus passenger shelter contract was awarded August 2002. It ended September 2010 (and generated $6.9 million over its 8-year life), after the vendor requested voluntary termination of the contract due to economic hardship, which severely affected their advertising sales revenues. Between the end of that contract and the award

of the new contract in February 2013, an in-house bus shelter cleaning and maintenance program was in effect through an Interdepartmental Agreement between MDT and the County's Public Works and Waste Management Department (PWWM), including administrative oversight by MDT. That Interdepartmental Agreement ended once the NTP was issued to the new bus shelter contractor by MDT.

Under the new 2012 Program agreement, the County will receive no less than $140,000 per month in Minimum Monthly Guarantee payments for the term of the contract or 42% per month of monthly gross advertising revenues from the vendor, whichever is greater. Additionally, the contractor is required to perform work with monetary benefits to the County estimated at $3.5 million, which includes the installation of new LED lighting systems in the existing bus shelters and repainting 1,031 existing bus shelters. Anticipated contract expenses for the County include $3.343 million to manufacture 200 new full-size, slim or new cantilever bus shelters over the initial five-year contract term. The County anticipates spending approximately $1.780 million to install the 200 new shelters. The manufacture and installation of real-time electronic signs at approximately 125 bus shelters will cost $0.775 million.

Total net financial gain, or revenues of $11.9 million less expenses of $5.898 million, is $6,001,600.

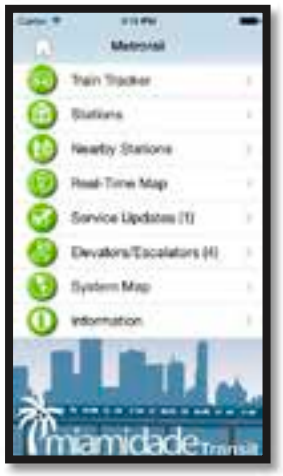
12. Enhance and Expand Transit Bus Stop Signage Countywide; Incorporate Information Technology at Bus Stop and Rail Stations

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 (now within CAD/AVL Replace)	25%	$2,967,744	$14,142,256
Electronic Signage Information System (ESIS)	90%	$2,365,049	$195,847
WiFi on Rail, Mover and Express Bus	100%	$324,967	$0
Traffic Signal Prioritization (TSP) (now Kendall Drive Signalization)	25%	$0	$2,320,000
Metromover Tracker System	100%	$0	$0
Total	--	**$7,277,249**	**$16,818,241**

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, via 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. In July 2012, Train Tracker was updated to incorporate the new orange line to the Miami International Airport arrival information. In addition, next train information is now incorporated in Electronic Signage Information System (ESIS, discussed on following page). In September 2011, MDT deployed the "MDT Tracker", a free downloadable application ("app") in the Apple store, which provides real-time accurate Metrorail arrival/departure and Metrobus/Metromover route and schedule information. In August 2012, MDT deployed a similar free downloadable "app" for the Android platform. The apps enhance customer service and the ridership experience by providing riders with the most up-to-date and accurate route and schedule information, free of charge.



MDT is currently deploying 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. Metromover Tracker will augment the existing production Train Tracker previously launched by allowing users to see, via the web and on mobile devices, the estimated time of arrival of the next Metromover train. The software application will provide other useful transit information when using a mobile device, such as localized service alerts including mover station information and elevator/escalator status. Implementation was expected by October 2013. The actual date that Mover Tracker system went live was Spring (May) 2014, and was developed entirely in-house.

A Bus Tracker System pilot project was implemented on the Kendall Cruiser utilizing all in-house resources. MDT advertised the Request for Proposal in December 2011 to implement a "state-of-the-art" real-time Bus Tracking System, which will be accessible via the internet, cellphones/smartphones, 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.

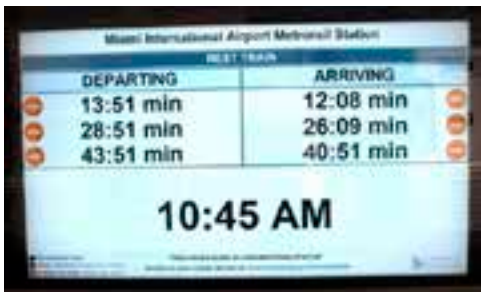
MDT plans full implementation of the Computer Aided Dispatch/Automated Vehicle Locator **(CAD/AVL) with Bus Tracker System** technology project by upgrading and replacing the on-board, back-office and communications hardware and software – the systems currently used to manage and monitor the transit fleet. The project will facilitate delivery of real time bus predictive arrival/departure via Web, to mobile devices and Electronic signs, using the County's satellite/radio technologies. Note, the related workforce management system is also funded and addressed in the separate TOS Replacement project, page 119.

Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time service performance, vehicle diagnosis, alerts (on demand or subscription); enabling remote video look in and on-board PA announcements; and centralizing incident management. Contract RFP808, CAD/AVL Replacement Project with Kendall Drive Signalization System, was awarded by the BCC in November 2013. Key functions of the CAD/AVL include emergency alarms and incident management for Metrobus, Metrorail and Metromover fleets. The technology will also provide real-time information designed to improve bus bunching and service schedules. The contracted solution creates a county-

wide, dedicated infrastructure for real-time vehicle data communication leveraging the County's radio re-banding initiative. The contract also provides for 75 solar-powered bus stop electronic signs having five-year hardware warranty, plus a three-year warranty period commencing after system acceptance and up to seven years of maintenance and post-production support (after expiration of the warranty period). The County also negotiated several significant technical and commercial enhancements, valued at nearly $3 million, included in the contract such as Infotainment Pilot on 10 buses for in-vehicle digital advertising; added seven (for a total of 10) years of software escrow; remote monitoring of excessive vehicle idling; and addition of bus stop amenities to bus stop inventory database. Full implementation is targeted to complete by August 2015. (FY13 Five Year Plan Update reported June 2015 targeted completion. Timing not indicated in FY11 Plan for CAD/AVL project.) As of June 2013, CAD/AVL replacement is about 25% complete based on $2.97 million expended of $17.1 million cost.

Through the new Bus Passenger Shelter Program (previous item, page 38), 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 (**Electronic Signage Information System**) 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 is replacing 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, advertising 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 Airport station. The system also can accommodate advertising messages for help to offset its cost. The ESIS contract was awarded the first quarter of 2011. The first electronic signs were installed at the Airport and Earlington Heights stations and became operational in July 2012, along with opening of the Orange Line. Electronic signs were installed at the Government Center the 4th quarter of 2012, and signs at all 23 stations were installed by September 2013. (Compared to FY13 Five Year Plan Update reported expected completion by August 2013; timing not indicated in FY11 Plan for this individual aspect.) 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). Free public Wi-Fi is also being phased-in at all Metrorail stations, and is currently available at the AirportLink and Earlington Heights Stations.

Kendall Drive Signalization, formerly was the Traffic Signal Priority (TSP) item – through integration with the County's Advanced Traffic Management System (ATMS), major corridors and vehicles will be equipped with Transit Signal Priority technology allowing for improved on-time performance in bus services. MDT is implementing the signalization system through the CAD/AVL Replacement contract described above. This system enables all MDT buses with the on-board technology to automatically interface with traffic signals and allows priority passage of buses (by extending the green phase to improve ontime performance for buses) through signalized intersections on the Kendall Drive corridor – as well as five additional corridors

identified in the Original Exhibit 1 of the PTP. The other corridors are NW 27th Avenue, State Road 836, Flagler, Biscayne and Douglas Road. Note $2.320 million ARRA funding for this aspect of the project scope was shifted from the Kendall Enhanced Bus Service project (Item 18 on page 58) and was shown a standalone project in the FY13 Approved Capital Budget. Furthermore, while the ARRA funding was originally acquired to only enable TSP on the Kendall Corridor, through the contract negotiations for the RFP808 CAD/AVL replacement procurement, the ARRA funding has been leveraged to enable the TSP capability on the entire MDT fleet and all six corridors. The full implementation of Kendall Drive Signalization will be completed by April 2014, which is 5 months later compared to FY13 Plan estimate. (Timing not indicated in FY11 Plan for this individual aspect.)

Funding required to implement 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 CAD/AVL Replacement overall total $17.7 million including $11.6 million Surtax funding for CAD/AVL and for Kendall Drive Signalization portion, $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.

From 2013-2014 Adopted Capital Plan

BUS TRACKER AND AUTOMATIC VEHICLE LOCATING SYSTEM UPGRADE (CAD/AVL) **PROJECT # 672830**

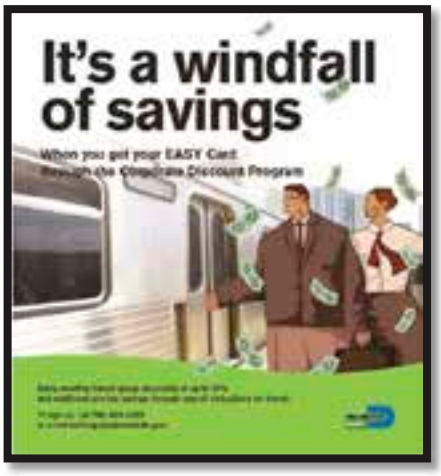
DESCRIPTION: Continue to upgrade network infrastructure to support real-time Bus Tracking System and replace existing Computer Aided Dispatch (CAD)/Automatic Vehicle Locator (AVL) Location: 111NW 1 ST
City of Miami
DISTRICT LOCATED: 5
ESTIMATED ANNUAL OPERATING IMPACT: $241
DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
PTP Bonds	8,984	8,126	0	0	0	0	0	0	0
Total Revenue:	**8,984**	**8,126**	0	0	0	0	0	0	17,110
Expenditure Schedule:	**Prior Years**	**2013-14**	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**	**Future**	**Total**
Furniture, Fixtures & Equip.	523	0	0	0	0	0	0	0	523
Equipment Acquisition	7,518	7,348	0	0	0	0	0	0	14,866
Construction Management	74	0	0	0	0	0	0	0	74
Project Administration	91	0	0	0	0	0	0	0	91
Project Contingency	778	0	0	0	0	0	0	0	778
Total Expenditures:	**8,984**	**8,126**	0	0	0	0	0	0	**17,110**

The following is from Unfunded Needs section of TIP.

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

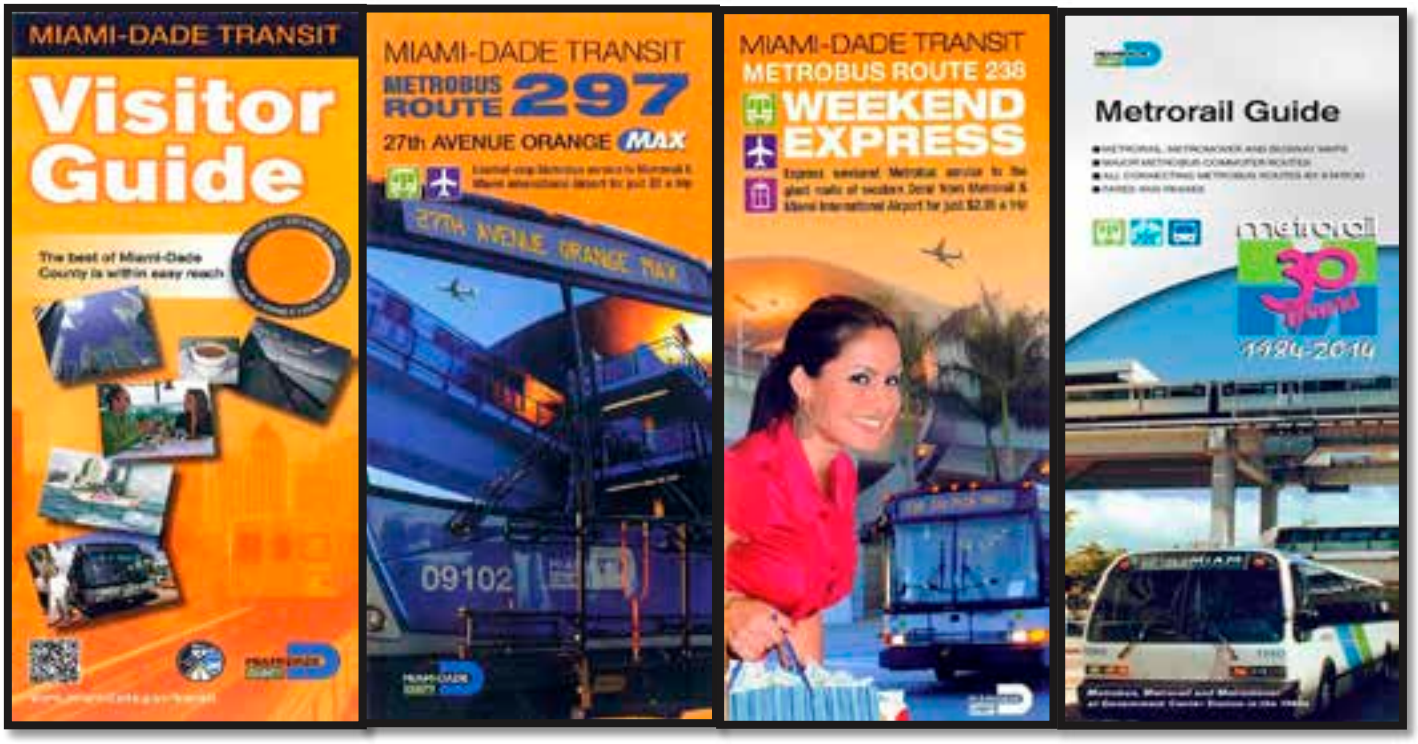
13. Expand Transit's Public Information Program through Enhanced Marketing and Advertising



This ongoing program is implemented, has an annual fiscal impact of $371,000 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 and continued to promote routes such as the 27th Ave Orange Max, the Miami Beach/Airport Flyer, the I-95 Dade-Broward Express, the Kendall Cruiser, the 267 Ludlum Limited as well as the 238 Weekend Express. 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.

The new Miami International Airport Metrorail Station is heavily promoted by using extensive radio & TV spots, newspaper and billboard ads, transit devices, online banners, and word search ads. Besides targeting the Miami/Ft. Lauderdale areas, on-line ads also focused on the top national markets that fly into MIA: Los Angeles; San Francisco; Washington, DC; Seattle; New York/New Jersey; Dallas; Boston; Chicago. International markets included Germany, England, the Netherlands and Canada. The ads generated over 100,000 visits to the MDT website.



In addition, MDT has designed and produced a Visitor Guide appealing specifically to tourists initiating their trip from the MIA Metrorail station and the Orange Line. This Visitor Guide highlights selected tourist destinations accessible via Metrorail, Metrobus and Metromover.

Transit programs (such as the College and Corporate Discount Programs, Bike and Ride Program, K-12 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 at private companies. Publications also can be ordered by phone or on-line.

In total, through the 3rd quarter of FY 2012, MDT has printed 430,100 publications and 981,100 through 4th quarter FY12. Since the inception of the PTP, MDT has spent over $5.2 million to promote transit.

Expand on Successful Municipal Circulator Program

This is an ongoing program. There are currently 34 municipalities that are eligible to receive surtax funding with 33 participating in the program. (Indian Creek is not participating. The County in 2012 executed Interlocal Agreements with Miami Gardens, Cutler Bay and Doral for receiving Surtax funds.) Funding expended of $60.7 million is the audited amounts and budgeted amounts for circulator and transit expenditures through FY 2011-2012. 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 26 municipalities are listed below that operate a circulator, partner with another municipality or partner with Miami-Dade Transit. The City of Miami trolley service was expanded during 2013 (after its launch in April 2012) and the Town of Cutler Bay recently signed an Interlocal Agreement with Miami-Dade Transit to operate a circulator beginning in September 2013.

- City of Aventura
- Village of Bal Harbour
- Town of Bay Harbor Islands
- City of Coral Gables
- Town of Cutler Bay (ILA with Miami Dade Transit)
- City of Doral
- City of Hialeah
- City of Hialeah Gardens (ILA with the City of Hialeah)
- City of Homestead
- Town of Medley
- City of Miami
- City of Miami Beach (ILA with Miami Dade Transit)
- Town of Miami Lakes
- 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

Ridership on them now exceeds 7 million passenger trips annually overall. It should be noted that many of the municipalities operating circulator systems exceed the 20% minimum transit expenditure requirement (see page 89). The amount budgeted by the municipalities for FY 2013-2014 was over $17 million for transit-related, Surtax-funded items. 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 22,000 boardings a month.

In addition, the City utilized surtax funds to install bus shelters at Biscayne Boulevard and NE 210th Street and at Yacht Club Drive and has installed ADA compliant curbing to six 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 operates the service through Limousines of South Florida. 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 implementing proposed bus shelters.

The Trolley of the **City of Coral Gables**, first implemented on November 25, 2003, now transports over 4,000 passengers per day – a figure that represents an almost four-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. Coral Gables reported nearly 1.3 million boardings in just the most recent year (2013).

For this successful program, in March 2012 the City through an ARRA Grant received a new low-floor diesel powered trolley from Miami-Dade Transit bringing the fleet to eight trolleys. Coral Gables will have exclusive use of the $420,000 Trolley for 10 years. It also purchased three new, diesel powered trolleys in 2012 in order to keep pace with ridership demand – at a total cost of approximately $730,000 with its Surtax funds and a matching FDOT Grant. This will bring the fleet to 11 diesel powered Trolleys. In fact, the City spends all of its surtax allocation to operate the trolley.

The FYs 2013 and 2014 MPO Unified Planning Work Program includes the Municipal Grant Program whereby municipalities are granted funds to prepare relevant transportation planning studies, and among the new projects in the Program are the Coral Gables Trolley Master Plan and the Coral Gables Citywide Bicycle and Pedestrian Master Plan.

On September 5, 2012, the **Town of Cutler Bay** began operating their new Cutler Bay Town Circulator Bus. The circulator bus operates on a fixed route that services the residents of the area. For just 25 cents (free for Miami

Dade Transit Golden Age Passport holders) residents of the area can ride the circulator to various locations including the South Miami-Dade Cultural Center and the library, as well as connect with the South Dade Busway.

The **City of Doral** Trolley was launched on February 1, 2008 and has been available to residents and visitors alike. Since then, the City has added four new trolleys, has an Interlocal Agreement in place with the County for receiving Surtax funds, and has expanded service with two additional routes which connect to Metrorail. Currently the system has three routes serviced by five trolleys. The City will increase fleet to eight trolleys in FY 2013-14.

The **City of Florida City** is constructing ADA compliant bus shelters 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 a future extension of the South Dade Busway.

The **City of Hialeah** will have over 470,000 passengers by the end of this year. The City operates two routes (Marlin and Flamingo) and partners 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 was in an increase of 300 boarding per day. In fact, boardings on the Flamingo and Dolphin routes have reached over 4 million since inception. 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 and $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 has also considered 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 its two routes.

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.

The **City of Homestead** continues to fund the operation of two circulators that provide free, convenient public transportation to the community. This service creates connectivity between the east and west side of the City, increase pedestrian activity, and alleviate congestion throughout the City of Homestead. The trolley routes effectively complement existing Miami-Dade County Metrobus service in the area and substantially augment public transportation in the City of Homestead. The trolley operates from Monday through Friday from 8 a.m. to 6 p.m. and Saturday and Sunday from 10 a.m. to 2 p.m.

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

The **City of Miami** launched its first trolley routes in early 2012. A little more than a year after starting the service, the City has transported over 2.6 million passengers. The Health District and Health District-Stadium routes commenced service in late March of 2012, providing Monday through Saturday service and on Sundays with ball games. The Health District route has stops at the Metrorail station, and links the many hospitals, courthouses, and specialty clinics within the area, while the Stadium loop links the Civic Center Metrorail stop to the Marlins Ballpark.

The Brickell-Biscayne line launched in late April 2012, covering the eastern limits of the City, with service ranging from SW 26 Road and Miami Avenue to the south, and the Omni to the North. This route links major residential districts to commercial hubs, and also provides service between Brickell Metrorail and Brickell Key. Service is provided seven days a week. In 2013 the Biscayne route was extended to the Design District and Midtown to the north, and the Brickell route southward to Vizcaya and Mercy Hospital.

In August 2012, the City launched the Overtown-Health District route, which links the Overtown neighborhood to the Health District. This line is currently serving on average more than 340 riders per day. The Allapattah-Overtown route was launched in November 2012. The City later launched the Coral Way Route in October 2013, which completes the system envisioned in the initial 2009 Trolley System Development Plan. This Coral Way Route runs along Coral Way from Ponce de Leon Boulevard to SW 2nd Avenue, and from West Flagler Street to PortMiami. The City of Miami Trolley System now consists of 34 trolleys operating on seven routes and all fare-free: Allapattah, Biscayne, Brickell, Health District, Overtown, Stadium and Coral Way.

Other transit expenditures are being used on the planning stages for two additional routes along Coral Way and along NW 20 Street. Transit Surtax dollars are also funding the City of Miami On-Demand transportation service for the low-income elderly and handicapped. Additionally, the FYs 2013 and 2014 Unified Planning Work Program of the MPO included the Municipal Grant Program whereby municipalities are granted funds to prepare relevant transportation planning studies, and among the new projects in the Program are the Overtown/Wynwood Bicycle-Pedestrian Mobility Plan and the City of Miami Intermodal Plan.

The South Beach Local (SBL) Circulator for the **City of Miami Beach** has been in operation since 2005. This local circulator each year has over 1.3 million boardings. To date the SBL has had over 12.5 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. In 2011, the City received a grant from the Miami Dade County MPO for a transit planning study. The feasibility study for a circulator line serving

North and Middle Beach has been completed. The City is working to further refine certain aspects of the preferred alternative to better serve the residents and visitors of North and Middle Beach and improve transit connectivity citywide.

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, which was replaced during a July 2012 soft launch by a free bus operating as a fixed-route circulator providing connections to existing Metrobus stops and Metrorail, via the Ludlam Limited Route, with a terminal point at Main Street. The Miami Lakes Mover runs two routes, Monday through Friday during peak morning and evening travel periods. The Town replaced the two buses in 2013 via FDOT grant funding. In addition, the FYs 2013 and 2014 Unified Planning Work Program of the MPO includes the Municipal Grant Program whereby municipalities are granted funds to prepare relevant transportation planning studies, and the Miami-Lakes Origin and Destination Study is among the new projects in the Program.

On October 17, 2006, the **Village of Miami Shores** commenced a new circulator service, the Shores Shuttle. 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 patrons 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** uses approximately 40% of its Surtax allocation on transit related projects. The NOMI Express is the City's fixed route transit circulator that transports workers, students and visitors throughout the City on weekdays. The service started in 2004 and ridership has increased every year, from approximately 96,000 passengers a year to over 350,000 in 2013. In 2011, the City added a new 4-hour route that serves the students and residents alike during the afternoon. In addition, service has been extended for two hours, until 10pm, on three routes to accommodate workers and night school students. The four permanent buses are being retired in 2012 and four new buses are being ordered. Bus wraps will be updated as well.

In the 2012-13 fiscal year, North Miami created a new dedicated hub for the NOMI Express, located in the center of the downtown business district. The hub is being funded with ARRA as well as Surtax funds and revised routes will be initiated once the hub is built. This is a result of a surtax funded study that analyzed routes, surveyed riders and

created options for future service improvements. Surtax funds are also being combined with ARRA funds for the installation of up to 25 bus shelters at the busiest transit stops in the City.

The **City of North Miami Beach** currently utilizes approximately 20% of the apportioned Surtax funds to operate a free circulator bus, the NMB-Line. The circulator operates weekdays from 8:30 a.m. to 4:30 p.m. The route includes stops at area destinations, such as the Mall at 163rd Street, the Intracoastal Mall, Winn-Dixie supermarket, the NMB Library and Laurenzo's Market. The NMB-Line continues to provide bus-to-bus service in conjunction with the City of Sunny Isles Beach's circulator bus, as well as Miami-Dade County's bus connections.

The **City of Opa-Locka** launched its circulator system February 2011, 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, over two routes as a wave-and-ride. 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. The Village's IBUS circulator has transported over 9,000 riders on the circulator during the past year. The Village is currently operating a combination bus route identified as Route A (north of SW 152 Street and south of SW 136 Street) and Route B (north of SW 184 Street and south of SW 168 Street) between the hours of 7:00 AM and 5:30 PM Monday through Friday. The department continues to reconfigure Route A and B to increase ridership on an annual basis. The department, in conjunction with Village Parks and Recreation Department, implements a fixed route to service park facilities during summer months that are better aligned with Miami-Dade Transit Routes, and an off-hours fixed route feeder to service Parks and Recreation's Adult Programming needs. The department expects to continue efforts to boost ridership through marketing/advertising, strategic restructuring of currents routes, and the implementation of new routes. The Village in-housed its IBUS operations with two part-time staff, thus providing for operational and scheduling flexibility, while continuing to show cost reductions as fuel cost increase. The Village works continuously with Miami-Dade Transit and neighboring municipal agencies on route efficiencies and programming needs to improve ridership throughout the Village. The Village expects to boost ridership with the development of user friendly outreach material, marketing/advertising, and further enhancement of web based information. The Village has a web based shuttle bus tracking system. The Village expects to hire a third part-time IBUS operator to run a fixed route that provides connectivity to nearby high school, middle school, and elementary schools within a two mile radius of the Village. Bus benches with Village logo and sidewalk connectivity along Miami Dade Transit and Village operated bus routes are ongoing. The Village has a proposed capital improvement plan to construct a parking garage which will provide a park-and-ride facility near the US-1 corridor further providing for connectivity to the South Dade Busway thus increasing IBUS ridership. A parking lot circulator turn around and storage lot for Village buses is scheduled for construction. The installation of Bus Stop signage and ADA compliance at all bus stop locations within the Village is ongoing.

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 park-and-ride site adjacent to the Village.

The **City of South Miami** is studying the feasibility of operating a circulator. 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 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, including 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 its two circulators that operate 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. Recently, the City purchased its first wheel chair accessible bus and has expanded its circulator service operations by an additional twenty stops.

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 numbers 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, comprised of three phases. The remaining 5 Corridors were all identified as needing to complete federal, state and local planning processes to determine feasibility, technology, and corridor alignment.