Memorandum

MIAMI-DADE COUNTY

Date: December 2, 2008

Agenda Item No. 8(J)(1)(B)

To: Honorable Chairman Bruno A. Barreiro
and Members, Board of County Commissioners

From: George M. Burgess
County Manager

Subject: Resolution Adopting the Annual Update of the 2008 Transit Development Plan covering the period from 2009-2018

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) adopt the Miami-Dade Transit (MDT) submission of the Annual Update of the 2008 Transit Development Plan covering the ten-year period from 2009-2018.

SCOPE

This agenda item has a county-wide impact.

FISCAL IMPACT / FUNDING SOURCE

There is no fiscal impact associated with the development of this report aside from MDT's Planning and Development Division receiving the funds, out of a planning grant, to cover the staff work necessary to develop this report.

The funding for the development of this report comes from the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area, FY 2008 Unified Planning Work Program (UPWP) under Task Number 2.02 Short Range Transit Planning. The FY 08 planning grant funding allocation is $60,000. There is $20,000 from: Section 5307 FY 2008 (Federal plus Soft Match) and $40,000 from Section 5303 FY 2008 (Federal, State, and Local) funding.

TRACK RECORD/ MONITOR

Miami-Dade County has submitted the Transit Development Plan reports, for more than fifteen years through the Metropolitan Planning Organization (MPO) to the Florida Department of Transportation (FDOT). The program monitor responsible for the Transit Development Plan is Maria Batista, Principal Planner, MDT.

DELEGATED AUTHORITY

In accordance with Section 2-8.3 of the Miami-Dade County Code related to identifying delegation of Board authority, there are no authorities beyond that specified in the resolution which include authority for the Mayor, or his designee, to submit the attached Plan to the Florida Department of Transportation.

BACKGROUND

Transit Development Plans (TDPs) are required for grant program recipients such as, MDT as described in Section 341.052, F.S. A TDP shall be the provider's planning, development, and operational guidance document. A TDP or an annual update shall be used in developing the Department's ten-year Work Program, the Transportation Improvement Program, and the Department's Program and Resource Plan. Public transit funds will be considered by the State on the basis of public transit needs as identified in TDPs. The FDOT is authorized to fund up to such

percentages as are designated for each type of public transportation project by Chapter 341, F.S., for the respective state and federal projects described therein.

Historically, the MPO had served as the entity responsible for facilitating adoption of this plan. However, a new ruling from FDOT, effective on February 20, 2007 mandated that a TDP shall be adopted by a provider's governing body. Since MDT is the provider of transportation services for Miami-Dade County, the appropriate governing body is the Board.

This item represents an Administrative Update of the Transit Development Plan and was prepared to fulfill State of Florida statutory requirements, which require that all transit properties receiving Public Transit Block Grants prepare or update annually a ten-year TDP. This mandate is spelled out under Sections 341.052 and 341.071 of the Florida Statutes. With the new ruling published in February 20, 2007, a major update is required every ten years. This 2008 TDP Update represents a "minor" or Administrative Update to the 2005 TDP Major Update. The next major update is to be completed in 2009. This 2008 Administrative Update to the TDP presents the operating environment, committed improvements, and new 10-year Recommended Service Plan (RSP), and the financial analysis of proposed transit improvements for the ten-year period ending in 2018.

Assistant County Manager

MEMORANDUM

(Revised)

TO: Honorable Chairman Bruno A. Barreiro and Members, Board of County Commissioners

DATE: December 2, 2008

FROM: R. A. Cuevas, Jr. County Attorney

SUBJECT: Agenda Item No. 8(J)(1)(B)

Please note any items checked.

_____ **"4-Day Rule" ("3-Day Rule" for committees) applicable if raised**

_____ **6 weeks required between first reading and public hearing**

_____ **4 weeks notification to municipal officials required prior to public hearing**

_____ **Decreases revenues or increases expenditures without balancing budget**

_____ **Budget required**

_____ **Statement of fiscal impact required**

_____ **Bid waiver requiring County Manager's written recommendation**

_____ **Ordinance creating a new board requires detailed County Manager's report for public hearing**

_____ **Housekeeping item (no policy decision required)**

_____ **No committee review**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 8(J)(1)(B)
12-2-08

RESOLUTION NO. _____

RESOLUTION ADOPTING THE MIAMI-DADE TRANSIT (MDT) SUBMISSION OF THE ANNUAL UPDATE OF THE 2008 TRANSIT DEVELOPMENT PLAN (TDP) COVERING THE TEN-YEAR PERIOD FROM 2009-2018

WHEREAS, on February 20, 2007, the State of Florida Department of Transportation issued new regulations regarding the adoption of local Transit Development Plans; and

WHEREAS, Transit Development Plans are required for grant recipients, such as Miami-Dade Transit and as described in Section 341.052, F.S.; and

WHEREAS, Transit Development Plans are to be adopted by the provider's governing body, and, Miami-Dade Transits governing body is the Board of County Commissioners; and

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying Manager's Memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board hereby adopts the Annual Update of the 2008 Transit Development Plan (TDP) covering the period from 2009-2018 and authorizes the Mayor, or his designee, to submit the attached TDP to the Florida Department of Transportation (FDOT).

The foregoing resolution was offered by Commissioner , who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:

Bruno A. Barreiro, Chairman
Barbara J. Jordan, Vice-Chairwoman

Jose "Pepe" Diaz	Audrey M. Edmonson
Carlos A. Gimenez	Sally A. Heyman
Joe A. Martinez	Dennis C. Moss
Dorrin D. Rolle	Natacha Seijas
Katy Sorenson	Rebeca Sosa
Sen. Javier D. Souto	

The Chairperson thereupon declared the resolution duly passed and adopted this 2nd day of December, 2008. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

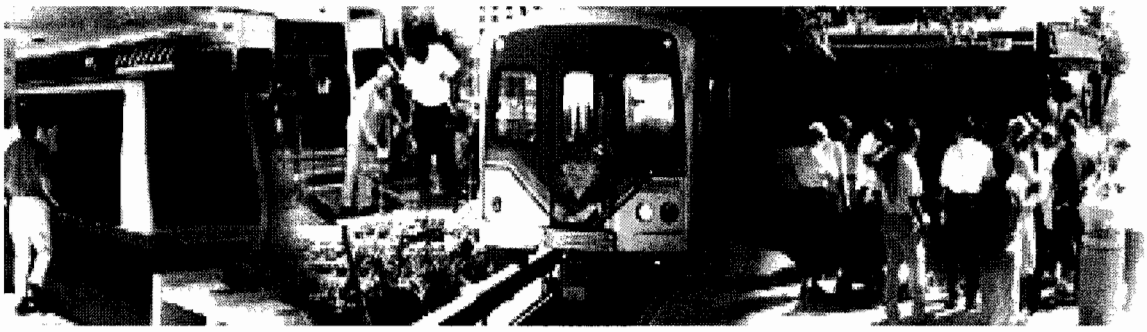
MIAMI-DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By:_____
Deputy Clerk

Approved by County Attorney as
to form and legal sufficiency.

Bruce Libhaber



2008

TRANSIT DEVELOPMENT PLAN

COVERING YEARS
2009 to 2018

MIAMI-DADE COUNTY TRANSIT

Final Draft

Rev 10-3-08

Transit Development Plan

2008 TDP

(covering Years 2009-2018)

Prepared by:

MIAMI-DADE TRANSIT
Planning and Development Division
701 N.W. First Court, 15th Floor
Miami, Florida 33136
(786) 469-5289

September 2008

TABLE OF CONTENTS

EXECUTIVE SUMMARY E-1

CHAPTER I: OPERATING ENVIRONMENT

1. MDT DESCRIPTION I-1
   - a. Metrobus I-1
   - b. Metrorail I-1
   - c. Metromover I-2
   - d. Special Transportation Services I-2
2. FARE STRUCTURE I-14
3. TRANSIT FACILITIES I-15
   - a. Garages I-15
   - b. Park and Ride Facilities I-15
   - c. Existing Park and Ride Sites I-15
   - d. Park and Ride Sites under Development I-17
   - e. Planned Park and Ride Sites I-18
   - f. Other Planned Park and Ride Sites I-19
   - g. Florida Department of Transportation Park and Ride I-20
   - h. South Miami-Dade Busway I-21
4. SPECIAL PROGRAMS I-21
   - a. Section 5310 Program I-22
   - b. Golden Passport I-23
   - c. Patriot Passport I-23
   - d. Medicaid Metropass Program I-23
   - e. Services Provided by Private Contractors I-23
5. PUBLIC INVOLVEMENT I-24
   - a. Federal Mandate I-24
   - b. Community Meetings I-25
   - c. Coordination with the South Florida Workforce I-26
6. IDENTIFICATION OF SERVICE DEFICIENCIES I-26
   - a. Major Generators I-26

CHAPTER II: COMMITTED TRANSIT IMPROVEMENTS

1. MAJOR TRANSIT CAPITAL PROJECTS INCLUDED IN THE TIP II-1
   - a. North Corridor II-1
   - b. Earlington Heights – MIC Connector II-1
   - c. East-West Corridor II-2
   - d. South Florida East Coast (SFEC) Corridor (Northeast Corridor) II-2
   - e. Kendall Corridor II-3
2. TRANSIT CAPITAL IMPROVEMENTS II-4
3. ON-GOING PROJECTS II-4
   - a. Park and Ride Lots II-4
   - b. Job Access and Reverse Commute (JARC) II-5
   - c. Transit Corridor Development / Service Development II-5

d. BicycleTrails II-5
e. Other II-5
4. INFORMATION TECHNOLOGY PROJECTS II-6
a. Current Projects (January to December 2008) II-6
b. Future Projects as of January 2008..... II-7
5. COMMITTED BUS SERVICE IMPROVEMENTS II-7
a. Committed Improvements for January to December 2008 .. II-8
6. METRORAIL SERVICE IMPROVEMENTS II-9
7. METROMOVER SERVICE IMPROVEMENTS II-14
8. OTHER 2006 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS II-14
9. CONSISTENCY ANALYSIS II-14

CHAPTER III: 2018 RECOMMENDED SERVICE PLAN (RSP)
1. METROBUS III-2
a. Existing Route Improvements III-2
b. New Routes III-7
2. METRORAIL III-18
a. Service Improvements III-18
b. System Expansion III-18
1) The Orange Line Phase 1: Earlington Heights – MIC Connector III-19
2) The Orange Line: Phase 2: North Corridor III-20
3) The Orange Line: Phase 3: East-West III-20
4) Kendall / SR-826 Corridor III-21
5) Northeast Corridor III-21
6) Miami-Miami Beach Transportation Corridor Study (Baylink) III-22
7) Douglas Road – Miami Intermodal Center (MIC) Corridor III-22
8) South Miami-Dade Corridor III-22
9) Palmetto Corridor - Dadeland to Palmetto Metrorail Station III-23
10) South West Corridor III-23
3. METROMOVER III-23
4. SPECIAL TRANSPORTATION SERVICES III-23
5. CAPITAL NEEDS III-23
a. Transit Terminals III-23
b. Bus Fleet Expansion III-25
c. Bus Maintenance and Storage Facility III-26
d. Capital Improvement for Rail and Mover III-26

CHAPTER IV: FINANCIAL NEEDS SUMMARY
1. OPERATING AND MAINTENANCE COST IV-1
2. CAPITAL COST IV-3

TABLE OF CONTENTS (continued)

LIST OF TABLES

TABLE I-1	MDT Fact Sheet	I-9
TABLE I-2	Metrobus Detailed Route Headways	I-10
TABLE I-3	New Fare Policy Summary	I-14
TABLE I-4	Major Trip Generators	I-28
TABLE II-1	Committed Bus Service Improvements / Adjustments	II-10
TABLE II-2	Consistency Analysis Summary (January to December 2007)	II-15
TABLE III-1	Improvements removed from the 2012 Recommended Service Plan (Summary for Existing & New Routes)	III-3
TABLE III-2	2018 Recommended Service Plan (Summary for Existing Routes)	III-8
TABLE III-3	Transit HUB Locations and Feeder Routes (For Existing Routes)	III-13
TABLE III-4	2018 Recommended Service Plan (New Routes Description)	III-15
TABLE III-5	Transit Hub Locations and Feeder Routes (For New Routes)	III-17
TABLE III-6	2018 Recommended Service Plan (Transit Hub Needs)	III-24
TABLE III-7	2018 Recommended Service Plan (Bus Fleet Needs)	III-26
TABLE IV-1	2018 Recommended Service Plan (Operating Cost Analysis)	IV-1
TABLE IV-2	MDT Total Operating Cost Based on 2018 Recommended Service Plan (RSP)	IV-3
TABLE IV-3	MDT Capital Cost Based on 2018 Recommended Service Plan (RSP)	IV-4

TABLE OF CONTENTS (continued)

LIST OF FIGURES

FIGURE I-1	MDT Table of Organization	I-3
FIGURE I-2	Metrobus Map	I-5
FIGURE I-3	Metrorail Map	I-7
FIGURE I-4	Metromover Map	I-8

APPENDICES

Appendix A: Community and South Florida Work Force Meetings

Appendix B: Sample of Coordination Correspondence with the South Florida Workforce

Appendix C: Transportation Improvement Program (TIP) (Multimodal Transit Capital Improvements) Sample of Coordination Correspondence with the South Florida Workforce

EXECUTIVE SUMMARY

This Administrative Update of the Transit Development Program (TDP) was prepared by Miami-Dade Transit (MDT) to fulfill State of Florida statutory requirements. These requirements mandate that all transit properties receiving Public Transit Block Grants prepare or update annually a ten-year Transit Development Plan. This mandate is spelled out under Sections 341.052 and 341.071 of the Florida Statutes. The last major update of the TDP was prepared in 2005; thus this 2008 Update represents a "minor" or administrative update. New Rules were published in February 2007 and the next major update to be completed in 2009, will reflect a 10-year horizon as per new rules. This 2008 Administrative Update to the TDP presents the operating environment, committed improvements, an amended 10-year Recommended Service Plan (RSP), and the financial analysis of proposed transit improvements for the period ending in 2018. The data reflected in this 2008 TDP Update report is for the calendar year 2007 unless otherwise specified. Transit improvements continue to be done periodically, based on the People's Transportation Plan (PTP) schedule; however, for the majority of the data presented, this report covers a finite period ending in December 31, 2007.

OPERATING ENVIRONMENT

Miami-Dade County voters in November 5, 2002 overwhelmingly approved the People's Transportation Plan sales tax referendum. This ½ % surtax is being used to fund improvements to the County's Metrobus, Metrorail, Metromover system, and other transit related projects. The PTP calls for the creation of 31 new routes and a total of 410 improvements to be implemented to existing and future new routes during a five-year period which began in November 2002. The 2018 RSP incorporates some of those improvements that have not been implemented to-date, as well as, those added transit improvement needs beyond the PTP. However, implementation of any transit service beyond that contemplated in the original People's Transportation Plan (PTP) committed service to the year 2007 is subject to equipment and man-power, as well as, funding availability.

The socioeconomic variables explored in detail in the 2005 TDP major revision, remain stable and will not be revisited for this cycle. The 2008 TDP provides a detailed description of existing transit service in Miami-Dade County. Improvements and changes that occurred during the past year are identified under the Committed Improvements section of this TDP. The Needs Plan development and evaluation has been updated and identified under the RSP. MDT is relatively confident that most of the improvements detailed in the 2018 RSP, as transit needs, will be implemented.

COMMITTED IMPROVEMENTS

The Committed Improvements are those projects that affect the delivery of transit services and can be reasonably expected to be implemented during the next ten years. These projects may include projects or improvements programmed through the 2008 Transportation Improvement Program (TIP), transit service improvements budgeted for fiscal year 2008, and other private sector projects. These improvements, in conjunction with the 2008 TDP's existing conditions, and the improvements recommended in the PTP, form the baseline conditions from which the 2018 Recommended Service Plan is developed.

2018 RECOMMENDED SERVICE PLAN DESCRIPTION (RSP)

The Recommended Service Plan was amended to address unmet community transit needs as ascertained through the public outreach efforts, and to prioritize those needs. Many meetings and outreach efforts were held to obtain the public's input to formulate the PTP in the year 2002, prior to the approval of the PTP by voters and now, through community meetings, MDT continues this effort. Some of the needs identified at these meetings and included in the PTP were also incorporated in the development of the 2018 RSP. Implemented services for the past year are identified and the RSP is amended based on additions, deletions, priority, alignment, and service frequency. Recognizing the importance of "rightsizing", all the adjustments and deletions made to the previous RSP is presented in this section. The improvements/adjustments, which are programmed in a systematic manner by year, will be funded mostly through the ½% surtax. The capital needs of the RSP improvements are also included in this document.

FINANCIAL ANALYSIS

The financial analysis focuses on the service adjustments/improvements identified in the 2018 RSP, its operational and maintenance costs and its capital costs. The methodology employed to calculate operating and maintenance costs involved the costing of each improvement identified in the 2018 RSP. These costs reflect the fully allocated costs for additional revenue hours required by the service improvements. The capital cost analysis is confined to those capital needs deemed necessary to implement the 2018 RSP. The cumulative annual capital required to implement the 2018 RSP is approximately $5.04 billion by the tenth year (2018) of the TDP period; with a total cumulative cost for the ten years of $26.2 billion. Annual incremental costs range from $370.43 million to $672.45 million (see table IV-3). The following improvements summarize the 2018 RSP:

Metrobus

- Scheduled fifty-four (54) service adjustments and 22 service improvements to the existing one hundred and five (105) Metrobus routes at an estimated cumulative operating savings cost of -$111.21 million for the next ten years; operating savings cost by the tenth year of the TDP is -$2.2 million. (See Table III-2). This savings is due to the adjustments scheduled to be done in June 2009.
- A total of nine (9) new routes to be added to the Metrobus system, at an estimated cumulative operating cost covering the next ten years of $112.7 million; operating cost for the tenth year of the TDP is $13.3 million. (See Table III-4).
- Expand the Metrobus fleet with 96 full size buses. This includes a peak vehicle requirement of 80 vehicles and a 20% spare ratio;
- Implement a plan to develop various transit terminals or hubs throughout the service area at a cost of $16.8 million.

Metrorail

- Capital improvement cost for the Rail Expansion Program which includes vehicles plus those projects required for corridor expansion is estimated at $4.1 billion for the ten-year RSP period (2009-2018).

Metromover

- Metromover vehicle replacement is estimated at $43.75 million for the ten-year RSP period.

Special Transportation Services (STS)

- No significant service changes are programmed. However, MDT did implement the STS System Software Upgrade & Maintenance in early 2006 which distributes STS trips and centralizes the STS Computer Software System and Process.

CHAPTER I: OPERATING ENVIRONMENT

The following chapter provides a description and overview of the existing transit services within Miami-Dade County. The data reflected in this Transit Development Plan (TDP) update is for calendar year 2007. Transit improvements will continue to occur regularly based on the needs and resources available. This overall document, however, covers a ten-year period (years 2009 – 2018), as required by Florida Department (FDOT) Regulations

1. MDT DESCRIPTION

Miami-Dade Transit (MDT) has been a department of Miami-Dade County since 1961. Prior to that date, transit services within Miami-Dade County were provided by multiple private providers operating principally within municipal boundaries. Today, MDT has 3,842 employees with a Department Director reporting to the County Manager through a Transportation Manager with the rank of Assistant County Manager. The Table of Organization for MDT is provided in Figure I-1. The Mission Statement for the Agency reads as follows: *To meet the needs of the public for the highest quality transit service: safe, reliable, efficient and courteous.*

MDT operates four transit modes: bus, heavy rail, automated guideway, and demand responsive. Figures I-2, I-3 and I-4 illustrate the Metrobus, Metrorail and Metromover systems, respectively. Together these modes comprise an integrated multi-modal transit system. Table I-1 provides a fact sheet concerning various transit services provided by MDT.

a. Metrobus

Metrobus operates seven days a week, twenty-four hours per day. There are a total of one hundred and five (105) routes (including 2 contracted routes) within MDT's regular bus service structure. Table I-2 provides a detailed headway schedule for current MDT operated Metrobus routes, as of December 2007.

b. Metrorail

Metrorail, the heavy rail portion of Miami-Dade County's transit system, provides service to 22 stations on a 22.4-mile line. The Metrorail system is primarily on elevated structure and interfaces with two other passenger rail systems at the Tri-Rail, Brickell and Government Center Stations. Metrorail began service in 1984 with the last major component of the system completed in May 2003 (Palmetto station).

Metrorail daily service operates between 5:00 a.m. and 12:00 a.m. (trip takes 48 minutes from terminus to terminus) with 7½-minute peak headways, and 15 minutes during the midday and 30 minutes during evening hours. Weekend and holiday service operates with headways of 30 minutes.

These service hours are extended when special late evening events take place at the Dolphin Stadium, the American Airlines Arena, and the Arsht (Carnival) Center for the Performing Arts in Downtown Miami.

c. Metromover

The Metromover system is an Automated People-Mover system (APM). It includes a 1.9 mile loop servicing the core of the downtown area (Inner Loop), which opened in 1986, and two extensions: one north to the new Performing Arts Center area; the other south, serving the Brickell area (Outer Loop). The extensions, which opened in May 1994, added twelve stations to the original nine, 2.5 miles of service and seventeen additional vehicles.

The system operates free of charge and stops at 20 wheelchair-accessible stations from the School Board area to Brickell, serving every major destination in Downtown Miami.

Metromover's inner and outer loops run from 5:00 a.m. to 12:30 a.m. seven days a week. The outer loop serving Brickell and Omni operates as one continuous loop from 7:00 p.m. to midnight, seven days a week. The Bicentennial Station on the Omni line has been permanently closed since 1996.

The frequency of service during the peak hours is every 90 seconds, and every 3 minutes during the off-peak hours, as well as weekends and holidays.

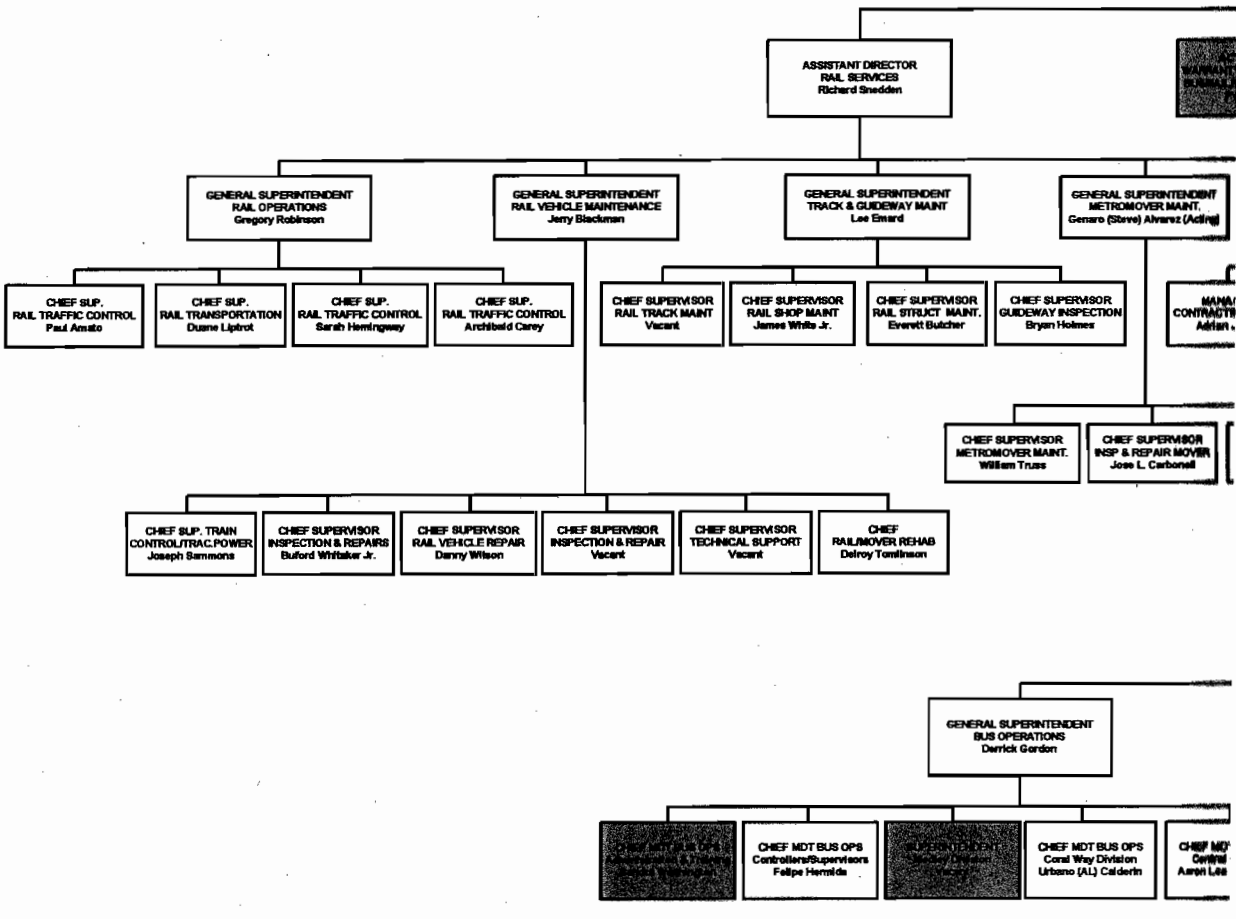
d. Special Transportation Services

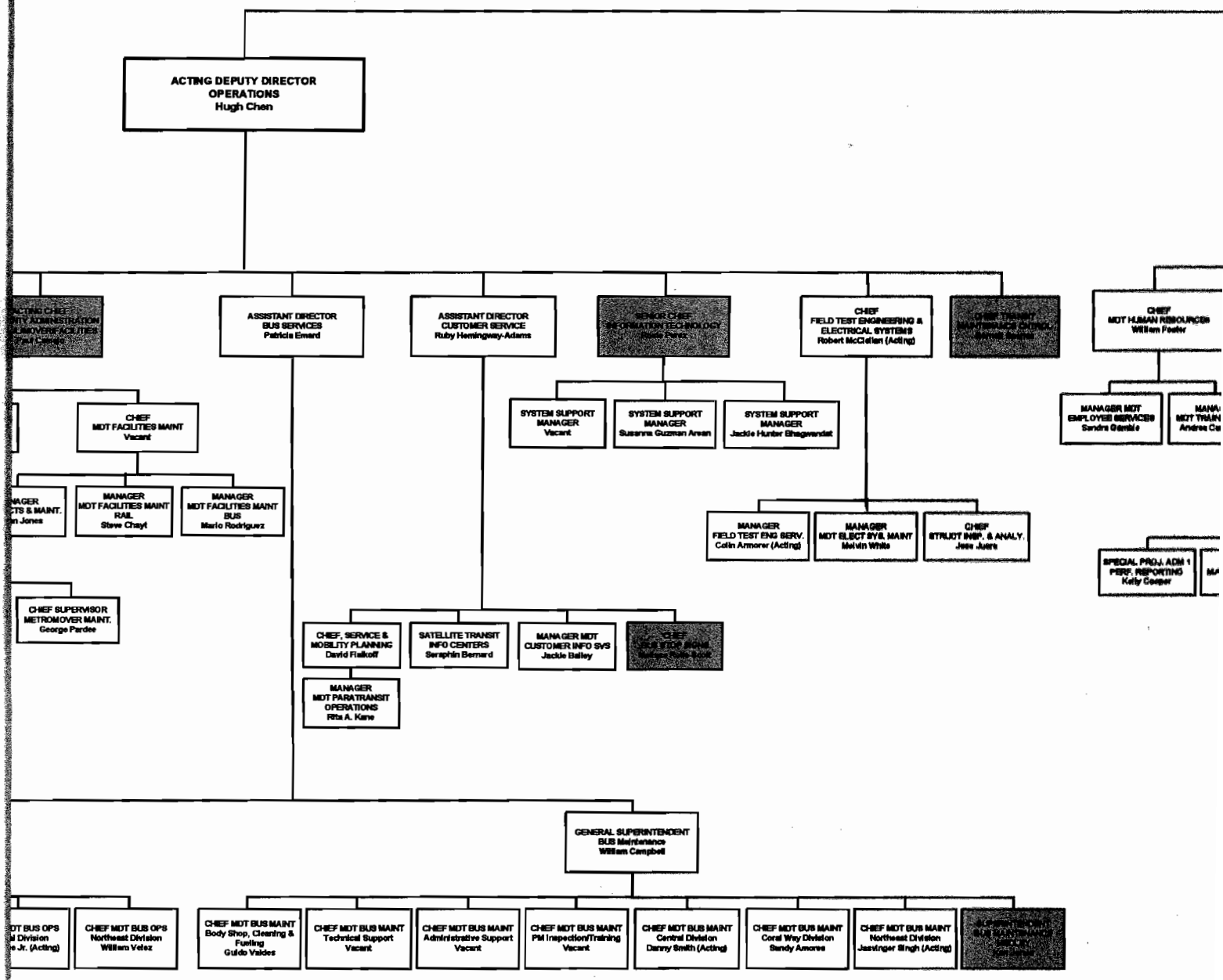
In addition to the various fixed-route modes already described, MDT operates a demand-responsive service, called Special Transportation Service (STS). STS is a shared-ride, door-to-door transportation service for qualified individuals with disabilities who are unable to utilize the accessible fixed-route system. The service area matches the public transportation system (bus and rail) and includes most of urbanized Miami-Dade County and to mile marker 50 in central Monroe County but excludes certain location such as the Everglades National Park, Miccosukee Indian Reservation and Fisher Island where there is currently no public transportation available. Service is provided by sedans, vans and lift-equipped vehicles, seven days a week, 24 hours per day. The Everglades National Park, Miccosukee Indian Reservation and Fisher Island are all beyond the service area of Metrobus and therefore, per American Disabilities Act of 1990 (ADA), STS does not need to serve those locations.

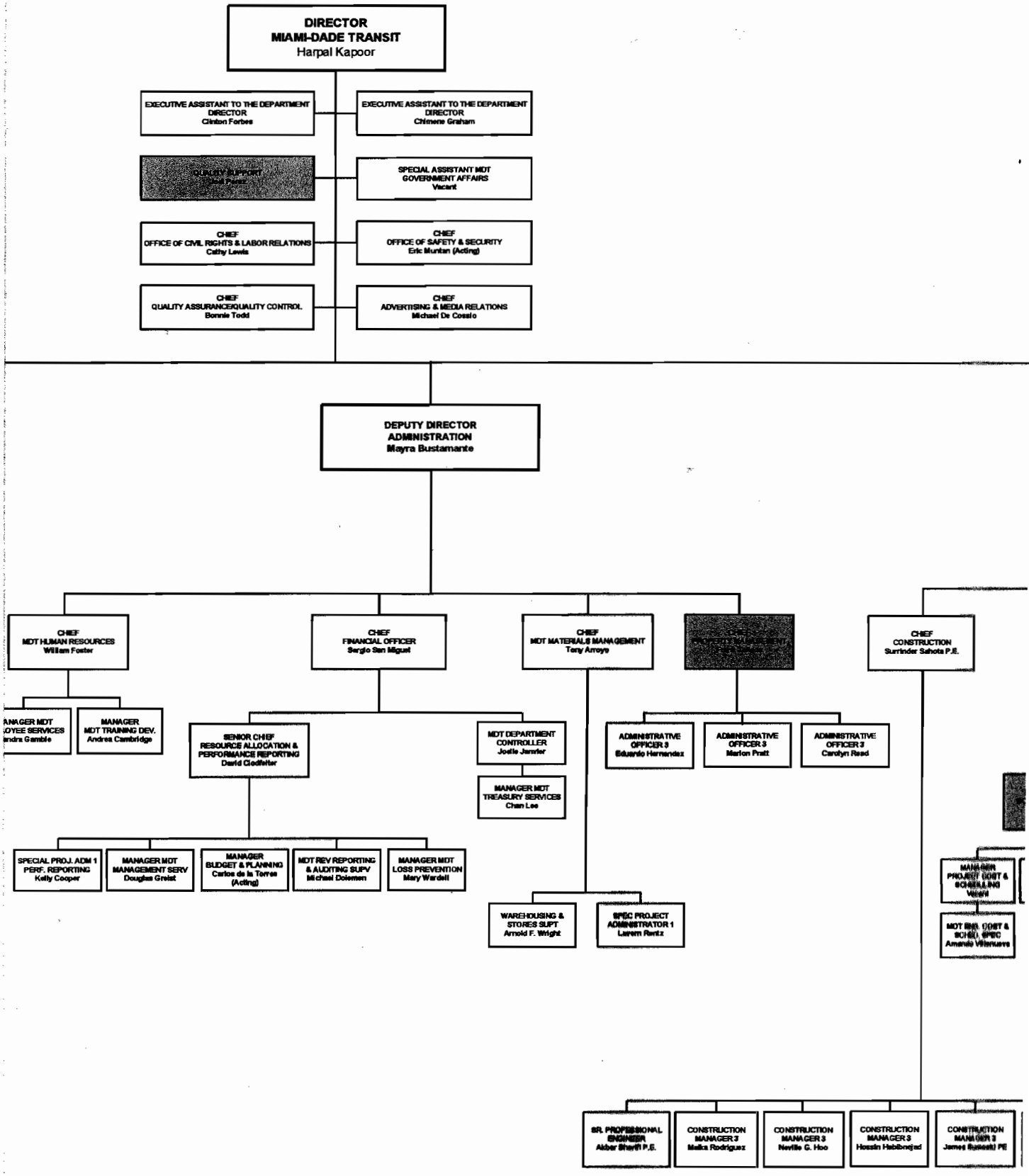
Presently, there are 174 sedans, 62 standard vans, 9 minivans and 103 wheelchair lift-equipped vans. This is a total of 348 vehicles for ambulatory transportation. These vehicles are privately contracted through a brokerage agreement with Advanced Transportation Solutions (ATS). There are 21,677 eligible clients enrolled in the STS program including both ambulatory and non-ambulatory clients.

In addition MDT administers the state-subsidized Medicaid Non-Emergency Transportation Program for eligible recipients as determined by the Department of Children and Family Services. Under this program, transportation to Medicaid compensable services is provided to Medicaid eligible persons. See Chapter 1- Sec. 4d.

MIAMI-DADE TRANSIT




ACTING DEPUTY DIRECTOR
OPERATIONS
Hugh Chen
ASSISTANT DIRECTOR
BUS SERVICES
Patricia Eward
ASSISTANT DIRECTOR
CUSTOMER SERVICE
Ruby Hemingway-Adams
CHIEF
FIELD TEST ENGINEERING &
ELECTRICAL SYSTEMS
Robert McClellan (Acting)
CHIEF
MDT HUMAN RESOURCES
William Foster
CHIEF
MDT FACILITIES MAINT
Vacant
MANAGER
MDT FACILITIES MAINT
RAIL
Steve Chayt
MANAGER
MDT FACILITIES MAINT
BUS
Mario Rodriguez
CHIEF SUPERVISOR
METROMOVER MAINT.
George Pardee
SYSTEM SUPPORT
MANAGER
Vacant
SYSTEM SUPPORT
MANAGER
Susanna Guzman Arean
SYSTEM SUPPORT
MANAGER
Jackie Hunter Bhagwandat
MANAGER
FIELD TEST ENG SERV.
Colin Armorer (Acting)
MANAGER
MDT ELECT SYS. MAINT
Melvin White
CHIEF
STRUCT INSP. & ANALY.
Jose Juara
MANAGER MDT
EMPLOYEE SERVICES
Sandra Gamble
SPECIAL PROJ. ADM 1
PERF. REPORTING
Kelly Cooper
CHIEF, SERVICE &
MOBILITY PLANNING
David Fialkoff
SATELLITE TRANSIT
INFO CENTERS
Seraphin Bernard
MANAGER MDT
CUSTOMER INFO SVS
Jackie Bailey
MANAGER
MDT PARATRANSIT
OPERATIONS
Rita A. Kane
GENERAL SUPERINTENDENT
BUS Maintenance
William Campbell
CHIEF MDT BUS OPS
Northeast Division
William Velez
CHIEF MDT BUS MAINT
Body Shop, Cleaning &
Fueling
Guido Valdes
CHIEF MDT BUS MAINT
Technical Support
Vacant
CHIEF MDT BUS MAINT
Administrative Support
Vacant
CHIEF MDT BUS MAINT
PM Inspection/Training
Vacant
CHIEF MDT BUS MAINT
Central Division
Danny Smith (Acting)
CHIEF MDT BUS MAINT
Coral Way Division
Sandy Amores
CHIEF MDT BUS MAINT
Northeast Division
Jasvinger Singh (Acting)

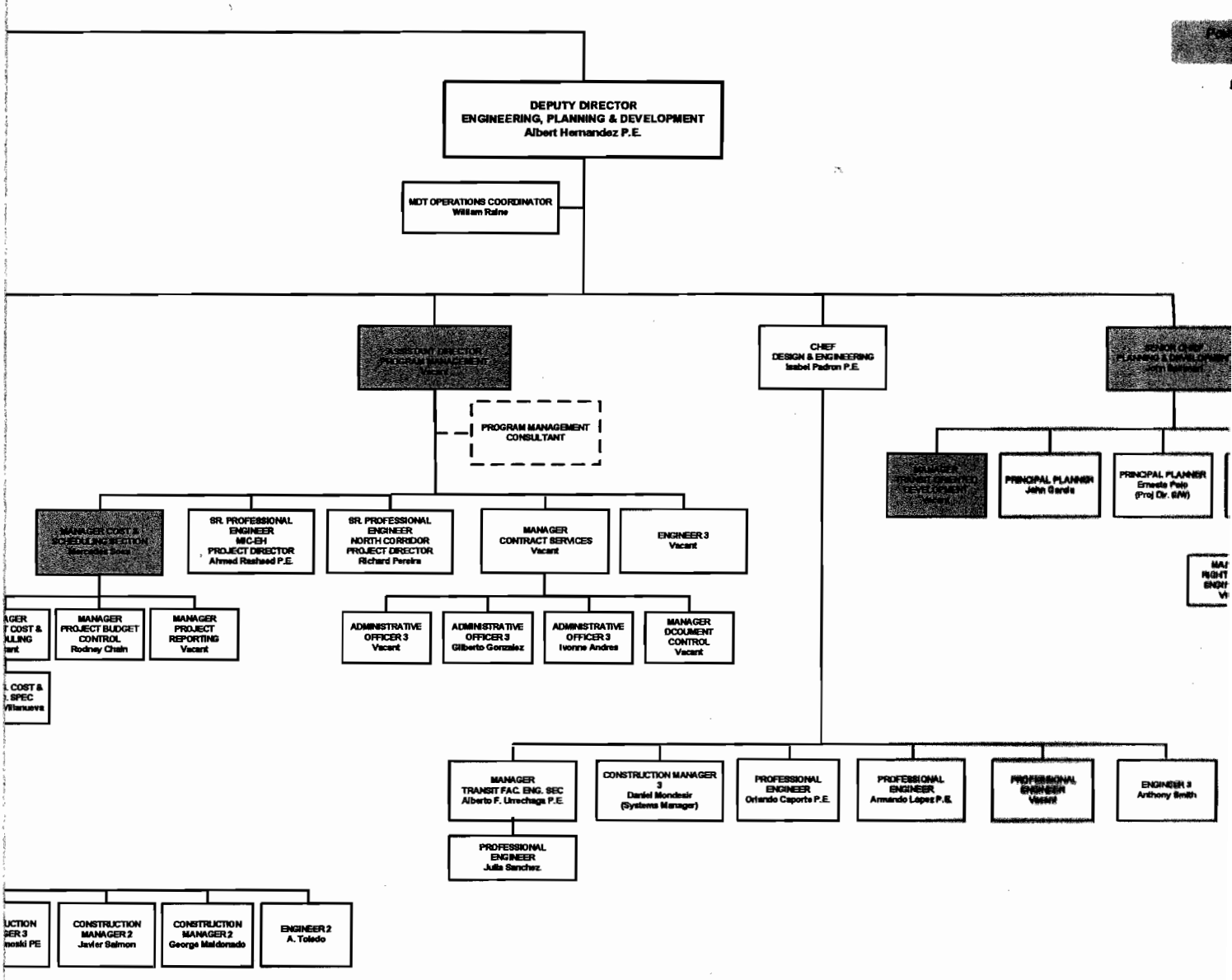

DIRECTOR
MIAMI-DADE TRANSIT
Harpal Kapoor
EXECUTIVE ASSISTANT TO THE DEPARTMENT DIRECTOR
Clinton Forbes
EXECUTIVE ASSISTANT TO THE DEPARTMENT DIRECTOR
Chimene Graham
SPECIAL ASSISTANT MDT GOVERNMENT AFFAIRS
Vacant
CHIEF
OFFICE OF CIVIL RIGHTS & LABOR RELATIONS
Cathy Lewis
CHIEF
OFFICE OF SAFETY & SECURITY
Eric Muntan (Acting)
CHIEF
QUALITY ASSURANCE/QUALITY CONTROL
Bonnie Todd
CHIEF
ADVERTISING & MEDIA RELATIONS
Michael De Cossio
DEPUTY DIRECTOR
ADMINISTRATION
Mayra Bustamante
CHIEF
MDT HUMAN RESOURCES
William Foster
MANAGER MDT
EMPLOYEE SERVICES
MANAGER
MDT TRAINING DEV.
Andrea Cambridge
CHIEF
FINANCIAL OFFICER
Sergio San Miguel
SENIOR CHIEF
RESOURCE ALLOCATION & PERFORMANCE REPORTING
David Clodfelter
MDT DEPARTMENT CONTROLLER
Joelle Jennier
MANAGER MDT TREASURY SERVICES
Chan Lee
SPECIAL PROJ. ADM 1
PERF. REPORTING
Kelly Cooper
MANAGER MDT
MANAGEMENT SERV
Douglas Greist
MANAGER
BUDGET & PLANNING
Carlos de la Torre
(Acting)
MDT REV REPORTING
& AUDITING SUPV
Michael Dolemen
MANAGER MDT
LOSS PREVENTION
Mary Wardell
CHIEF
MDT MATERIALS MANAGEMENT
Tony Arroyo
WAREHOUSING & STORES SUPT
Arnold F. Wright
SPEC PROJECT ADMINISTRATOR 1
Lurem Rentz
ADMINISTRATIVE OFFICER 3
Eduardo Hernandez
ADMINISTRATIVE OFFICER 3
Marion Pratt
ADMINISTRATIVE OFFICER 3
Carolyn Read
CHIEF
CONSTRUCTION
Surrinder Sahota P.E.
SR. PROFESSIONAL ENGINEER
Akbar Sharifi P.E.
CONSTRUCTION MANAGER 3
Melka Rodriguez
CONSTRUCTION MANAGER 3
Neville G. Hoo
CONSTRUCTION MANAGER 3
Hossin Habibnejad
CONSTRUCTION MANAGER 3

APPROVED:
George Be

APPROVED:
Ysela Llort, A

APPROVED:
Jennifer Glaz

7/17/07



CA

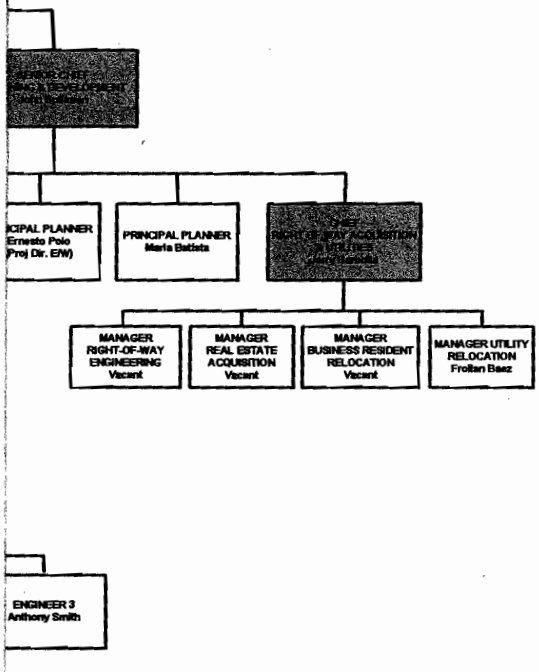
George Burgess, County Manager — DATE: 7/20/07

Ysela Llort, Assistant County Manager — DATE: 7-18-07

Jennifer Glazer-Moon, Director, OSBM — DATE: 7/13/07

Position/Organizational Changes Highlighted

Revised: June 27, 2007



Transit Map MASTER.qxd 2/12/08 10:17 AM Page 1

Miami-Dade Transit System

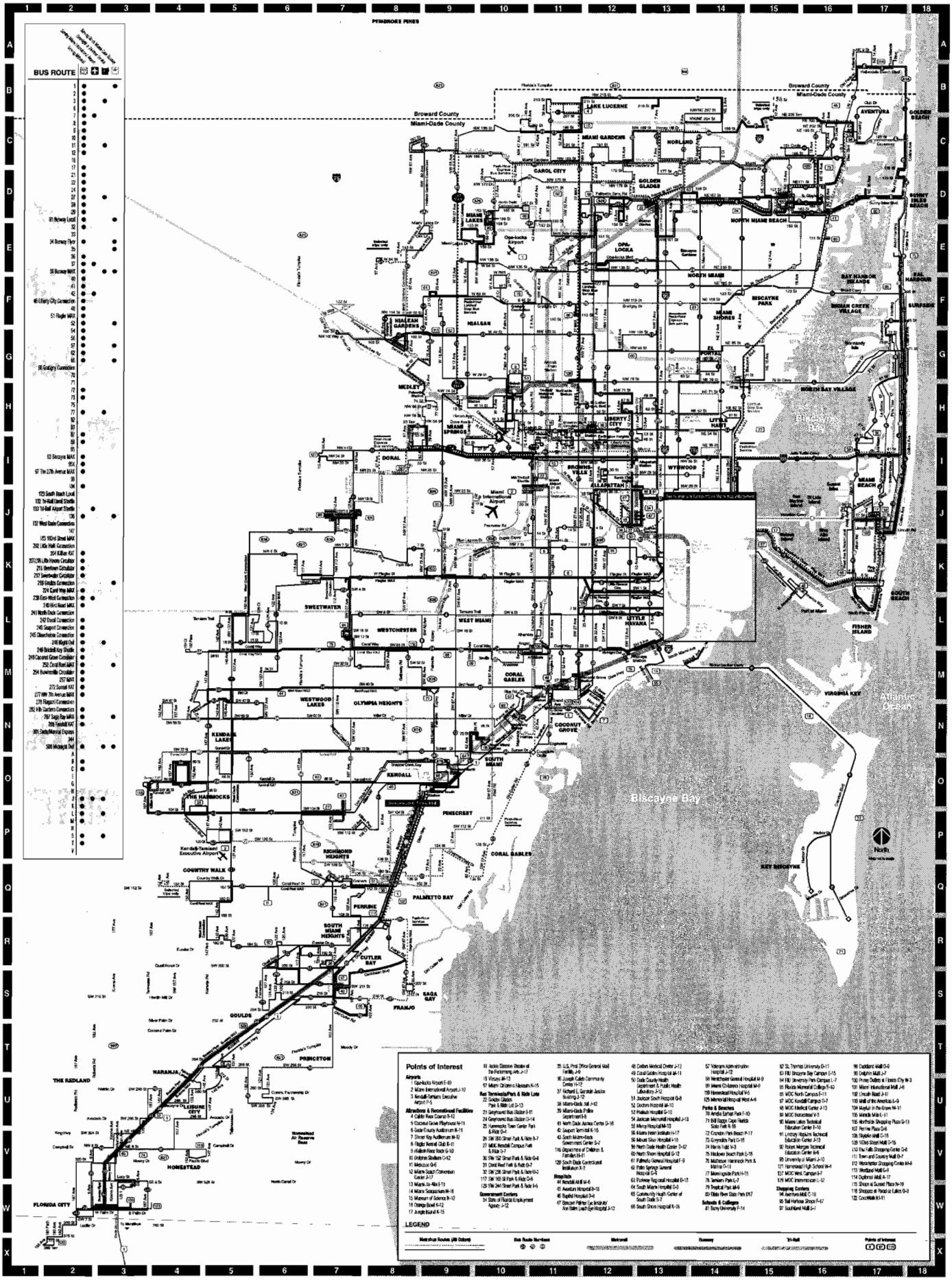


FIGURE I-3
METRORAIL MAP

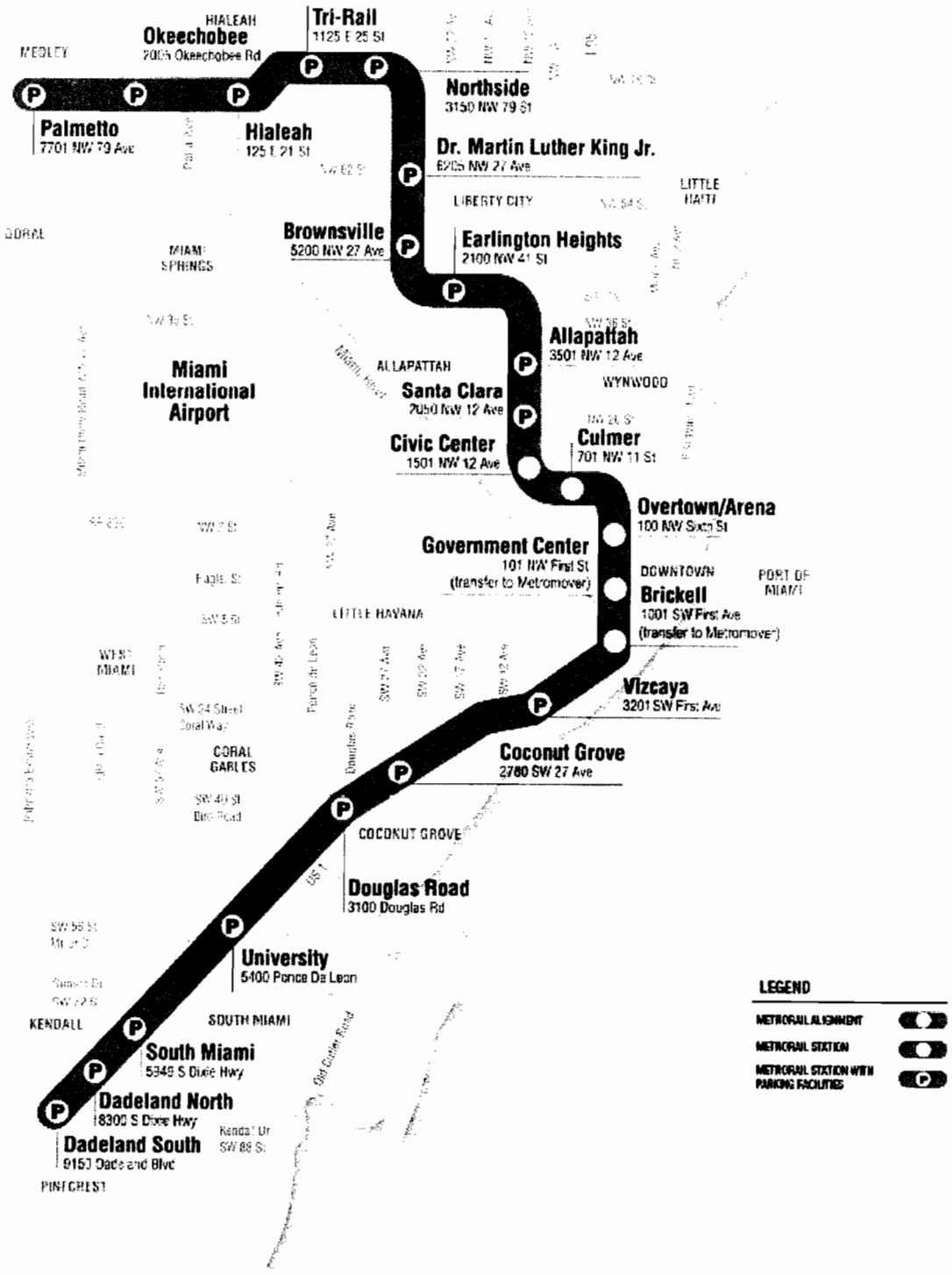


FIGURE I-4
METROMOVER MAP

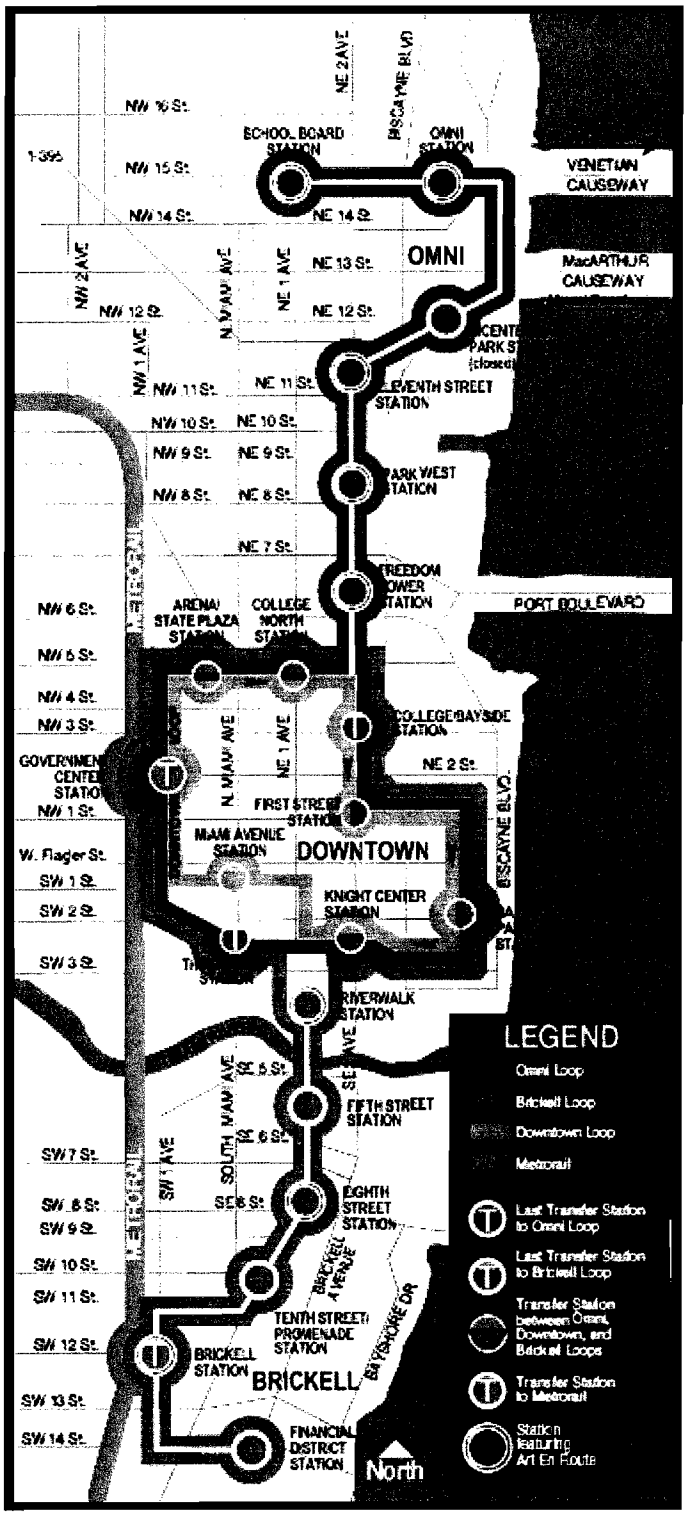


Table I-1

MDT FACT SHEET
UPDATE FOR FY 2007 CONDITIONS

System Characteristics	Metrobus	Metrorail	Metromover	STS
Operating Hours	24 hrs [1]	5:00am-12:48am	5:00am-12:30am	24 hrs
Number of Routes	105 [2]	1	3	Demand Response
Number of Stations/Stops	9,248	22	20	N/A
Peak Headways	7½-60 min.	7½ min.	2 min.- 2.5 min.	(Pick up +/-30 minutes of scheduled time)
Midday Headways	10-60 min.	15 min.	2.5 min.	
Weekend Headways	12-60 min.	15 min.	2 .5 min.	
Routes Miles	3,216-rnd trip	22.4 miles	4.4 miles	N/A
Peak Vehicle Requirements	789	84	18	276
Total Fleet Size (Section 15 Report)	981	136	29	245 sedans 103 lift-equipped vans.
Annual Revenue Miles	35,654,448[4]	8,354,432	934,906	13,948,718
Annual Boardings	83,751,383	17,075,266	8,769,924	1,669,284
Park-Ride Spaces	1,724	9,657	0	N/A
Annual Operating Expenses	$319,327,599	$80,628,996	$21,000,653	$42,198,872
Annual Operating Revenues	$71,186,530	$13,435,411	$0	$4,238,800
Annual Revenues (Other) [3]	$6,514,623	$0	$0	N/A
Base Fare	$ 1.50	$ 1.50	Free	$ 2.50

1 Eight Metrobus routes (J, L, S, 3, 11, 27, 38/Busway MAX, 77) operate 24 hours per day. Two other routes, 500/Midnight Owl and 246/Night Owl, provide hourly bus service approximately between the hours of 10:30 pm. and 6:25 am.

2 103 Metrobus operated routes plus 2 contracted routes.

3 All transit revenues derived from advertising and concessions are reported here (including Metrorail and Metromover).

4 MDT had two consecutive line-ups between the end of the fiscal year (data provided) and the end of the calendar year (Oct. 21 and Dec. 16), both with service reductions. The Calendar year Revenue Miles effective on 12/16/07, therefore, was reduced to 34,002,418.

TABLE I-2
METROBUS DETAILED ROUTE HEADWAYS
(As of December 2007)

ROUTE BRANCHES	PEAK	MIDDAY	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
1	24	40	60	n/a	40	40
2						
NE 84 Street/NE 2 Avenue	20	20	30	n/a	20	30
163rd Street Mall	50	60	50	n/a	n/a	n/a
3	20	20	30	60	20	24
6	30	40	n/a	n/a	40	40
7						
East of NW 42 Avenue	15	20	30	n/a	20	20
Hook Square	30	40	n/a	n/a	40	40
Dolphin Mall	30	40	60	n/a	40	40
8						
East of SW 82 Avenue	10	15	15	n/a	15	20
Westchester	20	n/a	n/a	n/a	15	20
FIU via SW 8 Street	30	30	n/a	n/a	n/a	n/a
FIU via Coral Way	30	30	30	n/a	n/a	n/a
9						
163rd Street Mall	12	30	30	n/a	30	30
Aventura Mall	24	30	48	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	8	12	12	60	12	15
Mall of the Americas	15	24	15	60	24	30
FIU-University Park Campus	15	24	15	60	24	30
12	30	30	48	n/a	30	30
16	20	20	30	n/a	30	30
17						
South of NW 95 Street/NW 17 Avenue	15	30	60	n/a	30	30
Norwood	30	30	60	n/a	30	30
NW 103 Street	30	n/a	n/a	n/a	n/a	n/a
21						
Northside	30	30	60	n/a	30	30
Bunche Park	60	60	60	n/a	n/a	n/a
22						
North of NW 36 Street	15	30	60	n/a	30	30
Santa Clara Station	30	n/a	n/a	n/a	60	60
Coconut Grove	30	60	60	n/a	60	60
24						
Westchester	15	20	30	n/a	30	30
SW 137 Avenue/26 Street	30	40	30	n/a	30	30
27	15	15	24	60	20	30
28	30	40	60	n/a	60	60
29	30	45	n/a	n/a	n/a	n/a
31 (Busway Local)	15	30	40	n/a	30	30
32	20	30	30	n/a	30	30
33	30	30	60	n/a	30	30
34 (Busway Flyer)	12	n/a	n/a	n/a	n/a	n/a

TABLE I-2 (continued)
METROBUS DETAILED ROUTE HEADWAYS
(As of December 2007)

ROUTE BRANCHES	PEAK	MIDDAY	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
35	30	30	60	n/a	30	30
36						
East of NW 57 Avenue	20	30	30	n/a	30	30
Doral Center	40	60	48	n/a	60	60
Hook Square	60	60	48	n/a	60	60
37	30	30	30	n/a	30	30
38 (Busway MAX)	15	15	15	60	20	24
40						
East of SW 127 Avenue	20	20	60	n/a	30	30
SW 8 Street/SW 129 Avenue	40	40	60	n/a	60	60
SW 147 Avenue/Bird Road	40	40	n/a	n/a	60	60
41	30	40	60	n/a	45	60
42	30	40	n/a	n/a	40	40
46 (Liberty City Connection)	30	n/a	n/a	n/a	n/a	n/a
48	30	45	40	n/a	n/a	n/a
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	40	60	n/a	40	40
54	20	30	30	n/a	30	30
56						
East of SW 56 Street/SW 107 Avenue	30	30	30	n/a	n/a	n/a
MDC - Kendall Campus	60	60	n/a	n/a	n/a	n/a
Miller Road /SW 157 Avenue	60	60	n/a	n/a	n/a	n/a
57	30	60	n/a	n/a	n/a	n/a
62						
MLK Station	10	15	30	n/a	20	20
Hialeah	30	30	30	n/a	20	20
Miami Beach	20	n/a	n/a	n/a	n/a	n/a
Omni	20	15	30	n/a	20	20
65	30	n/a	n/a	n/a	n/a	n/a
68 (Gratigny Connection)	30	n/a	n/a	n/a	n/a	n/a
70						
Cutler Ridge	30	30	60	n/a	60	60
Saga Bay	n/a	60	n/a	n/a	n/a	n/a
71	30	40	24	n/a	40	60
72						
East of SW 137 Avenue	30	30	30	n/a	30	30
Miller Square	60	60	60	n/a	60	60
Kendall Drive/SW 157 Avenue	60	60	60	n/a	60	60
73	30	30	60	n/a	40	40
75						
163 Street Mall	30	30	50	n/a	45	60
MDC - North Campus	30	30	30	n/a	45	n/a
77						
South of NW 183 Street	8	15	30	60	15	30
NW 199 Street	15	30	30	n/a	30	60
82	60	70	n/a	n/a	n/a	n/a

TABLE I-2 (continued)
METROBUS DETAILED ROUTE HEADWAYS
(As of December 2007)

ROUTE BRANCHES	PEAK	MIDDAY	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
83						
163rd Street Mall	15	30	60	n/a	30	30
FIU - Biscayne Bay Campus	30	30	60	n/a	30	n/a
87	30	40	30	n/a	40	40
88						
East of SW 132 Avenue	15	30	15	n/a	20	30
Kendale Lakes	30	60	30	n/a	40	60
SW 157 Avenue/Kendall Drive	30	60	30	n/a	40	60
91	30	60	45	n/a	60	60
93 (Biscayne MAX)	15	30	n/a	n/a	n/a	n/a
95	5	60	n/a	n/a	n/a	n/a
97 (27 Avenue MAX)	20	30	n/a	n/a	n/a	n/a
99	30	60	60	n/a	60	60
101 (Route A)	20	45	20	n/a	40	40
102 (Route B)						
East of Harbor Drive	10	30	40	n/a	30	30
Cape Florida State Park	12	30	40	n/a	30	30
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	20	20	30	n/a	20	30
104	30	30	60	n/a	30	30
105 (Route E)	30	60	30	n/a	45	45
107 (Route G)	30	30	45	n/a	30	30
108 (Route H)	20	20	24	n/a	20	30
110 (Route J)	15	30	40	60	30	30
111 (Route K)						
Haulover Marina	20	20	40	n/a	30	30
Diplomat Mall	60	60	70	n/a	60	60
112 (Route L)						
Northside Station	10	12	20	60	15	20
Hialeah Station	20	24	20	60	30	40
Amtrak Station	20	24	20	n/a	30	40
113 (Route M)	30	45	60	n/a	60	60
118 (Route R)	n/a	30	n/a	n/a	n/a	n/a
119 (Route S)	12	12	12	60	15	20
120 (Route T)	24	30	30	n/a	30	30
122 (Route V)	n/a	60	n/a	n/a	n/a	n/a
123 (South Beach Local)	15	10	15	n/a	10	15
132 (Tri-Rail Doral Shuttle)	80	n/a	n/a	n/a	n/a	n/a
133 (Tri-Rail Airport Shuttle)	20	12	30	n/a	12	12
136	30	n/a	45	n/a	n/a	n/a
137 (West Dade Connection)	30	30	50	n/a	40	40
147	60	n/a	n/a	n/a	n/a	n/a
183 (183 Street MAX)	30	40	30	n/a	45	45
202 (Little Haiti Connection)	30	40	40	n/a	40	40
204 (Killian KAT)	7½	n/a	30	n/a	n/a	n/a
207/208 (Little Havana Circulator)	15	20	20	n/a	20	20

TABLE I-2 (continued)
METROBUS DETAILED ROUTE HEADWAYS
(As of December 2007)

ROUTE BRANCHES	PEAK	MIDDAY	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
211 (Overtown Circulator)	30	30	n/a	n/a	30	n/a
212 (Sweetwater Circulator)	15	20	30	n/a	20	30
216 (Goulds Connection)	60	60	n/a	n/a	n/a	n/a
224 (Coral Way MAX)	30	n/a	n/a	n/a	n/a	n/a
238 (East-West Connection)	30	60	n/a	n/a	n/a	n/a
240 (Bird Road MAX)	24	n/a	n/a	n/a	n/a	n/a
241 (North Dade Connection)	30	n/a	n/a	n/a	n/a	n/a
242 (Doral Connection)	30	n/a	n/a	n/a	n/a	n/a
243 (Seaport Connection)	20	40	n/a	n/a	n/a	n/a
245 (Okeechobee Connection)	60	n/a	n/a	n/a	n/a	n/a
246 (Night Owl)	n/a	n/a	n/a	60	60	60
248 (Brickell Key Shuttle)	15	n/a	n/a	n/a	n/a	n/a
249 (Coconut Grove Circulator)	15	15	15	n/a	15	15
252 (Coral Reef MAX)						
Country Walk	15	30	45	n/a	40	60
SW 162 Avenue	30	n/a	n/a	n/a	40	60
Metrozoo	20	30	n/a	n/a	40	60
SW 119 Avenue	20	n/a	n/a	n/a	n/a	n/a
254 (Brownsville Circulator)	n/a	60	n/a	n/a	n/a	n/a
267 (267 MAX)	20	n/a	n/a	n/a	n/a	n/a
272 (Sunset KAT)	9	n/a	n/a	n/a	n/a	n/a
277 (7 Avenue MAX)	20	n/a	n/a	n/a	n/a	n/a
278 (Flagami Connection)	30	60	n/a	n/a	n/a	n/a
282 (Hialeah Gardens Connection)	30	60	n/a	n/a	n/a	n/a
287 (Saga Bay MAX)	30	n/a	n/a	n/a	n/a	n/a
288 (Kendall KAT)	15	n/a	n/a	n/a	n/a	n/a
344	30	60	n/a	n/a	n/a	n/a
500 (Midnight Owl)	n/a	n/a	n/a	60	60	60

n/a = no service available or not applicable
Gray shaded cells are branches to routes

2. FARE STRUCTURE

To keep up with rising operating costs, Miami-Dade Transit increased fares on May 1, 2005, the first such increase in 15 years. During the following two years this fare increased added a total of about $24 million to operating funds.

County residents age 65 or older and Social Security beneficiaries, who are under 65, will continue to ride free using the Golden passport. Low income veterans who qualify for the Patriot Passport and preschoolers continue to ride free. No fare changes for Special Transportation Service (STS) users; and Metromover service continues to be free for everyone. Table I-3 depicts the existing fares.

TABLE I–3
NEW FARE POLICY SUMMARY

TYPE OF SERVICE	Regular Fare[1]	Reduced Fare [2]
Bus / Rail	$1.50	$0.75
Express Bus	$1.85	$0.90
Shuttle Bus	$0.25[3]	$0.10
Metromover	Free	Free
TRANSFERS		
Bus / Rail	$0.50	$0.25
Bus / Rail to Express Bus	$0.50	$0.25
	$0.35 fare upgrade	$0.15 fare upgrade

Special Transportation Service	$2.50
Metrorail Daily Parking	$4.00
Metrorail Parking Permit	$6.25[4]
Monthly Metropass	$75.00
7 Day Visitor Pass	$19.00
Discount Metropass	$37.50
College Metropass	$56.25
Golden Passport	Free

[1] Regular fare will increase by $.50 effective October 1, 2008.
[2] Reduce fare for Medicare recipients, most people with disabilities, and local students (grades 1-12) anytime with a valid permit/ID.
[3] 5 Shuttles: Coconut Grove Cir., Brickell Cir., Sweetwater Cir., Brownsville Cir., and South Beach Local.
[4] Only available with the purchase of a Metropass, Discount Pass, and for Golden and Patriot Pass users. Cost will increase to $10.00 effective on October 1, 2008.

3. TRANSIT FACILITIES

a. Garages

Miami-Dade Transit operates four maintenance bus garages to serve a fleet of 981 buses. These garages are located throughout the County to provide services efficiently:

Central Facility,	3311 NW 31st Street, Miami, Florida 33142;
Coral Way Facility,	2775 SW 74th Avenue, Miami, Florida 33155;
Northeast Facility,	360 NE 185th Street, Miami, Florida 33179;
Medley Facility,	8141 NW 80th Street, Medley, Florida 33166.

The Metrorail fleet of 136 rail cars is supported by the William E. Lehman Center located at 6601 NW 72nd Avenue, Miami, Florida 33166. The Metromover fleet of 29 cars is supported by the maintenance facility located at 100 SW 1st Avenue, Miami, Florida 33128; in downtown Miami.

b. Park and Ride Facilities

Miami-Dade Transit has 11,000+ available parking spaces, including park and ride lots, Metrorail station lots and parking garages. An average of 71% parking spaces are utilized on any given weekday. However, actual parking usage is highest on the southern portion of the Metrorail line, and at the Metrobus Golden Glades parking lot with 96% occupancy. Earlington Heights Garage has 1,016 parking spaces. Except for the 100 spaces used for Metrorail patrons, all other spaces are being used and maintained by Miami-Dade County GSA Department at this station.

c. Existing Park and Ride Sites

- **Busway / SW 152nd Street**

  This Park and Ride facility is located on the southwest corner of the South Miami-Dade Busway and SW 152nd Street (Coral Reef Drive) on property owned by the Miami-Dade Parks Department. The Park and Ride is part of the parking lot for the Palmetto Golf Course. Transit has leased 126 parking spaces in this lot under a 30-year lease. This lot is usually full to capacity during workdays.

- **SW 152nd Street / Turnpike**

  The property is located at the northeast corner of SW 152nd Street (Coral Reef Drive) and SW 117th Avenue. In 1975, Miami-Dade County, through Miami-Dade Transit, was permitted to use the 2 ½-acre Park and Ride lot containing 95 parking spaces from the owner, the State of Florida Department of Transportation (FDOT), Turnpike District. The County has use of the parking lot in perpetuity if land is used by the County for transportation purposes.

- **Busway / SW 168th Street**

  The property is located on the northwest corner of the South Miami-Dade Busway and SW 168th Street. The site is currently being leased to Miami-Dade Transit from a private landowner. A 149 space Park and Ride lot opened on December 16, 2002. Since opening, this site has enjoyed great success and capacity usage.

- **Busway / SW 200th Street**

  This property is located on the northwest corner of the South Miami-Dade Busway and SW 200th Street (Caribbean Boulevard). Beginning in September 2007, the transfer of guardianship of this 3.4 acre site commenced from Miami-Dade Transit to the Office of Community and Economic Development (OCED). OCED is planning on developing this site with affordable housing along with supportive retail and structured parking. A total of 130 parking spaces in the parking structure will be dedicated for transit use.

- **Busway / SW 244th Street**

  The property is located at the southwest corner of the Busway and SW 244th Street. On January 23, 2004, the Board of County Commissioners passed a resolution approving a lease agreement between MDT and a private landowner. Construction of the 95 space park and ride lot was completed in the 2nd calendar quarter of 2005. A grand opening celebration, coinciding with the grand opening of the Busway segment, was held on April 23, 2005. This park and ride lot has been operational since that date.

- **Busway / SW 296th Street**

  In July 2002, MDT purchased a 2.2 acre site at the northeast corner of SW 296th Street and the proposed Busway. The site is the home of a former auto dealership, and contains a paved parking area and service building. MDT prepared an amendment to the County Zoning Code which included this site and others in the "Rapid Transit Zone" which would allow the park and ride use on the property.

  MDT purchased two additional parcels with a total of approximately 5 acres north and south of SW 296th Street. These two combined properties present a unique opportunity to create a well-planned transit oriented development that will provide amenities for transit customers and focus density around the station. Initially, the facility will serve as a Park and Ride and as a staging area for Busway-related construction. Longer term, it will also be ideal location for intermodal transit facility / joint development project.

  Construction of the ± 150 space park and ride lot was 75% completed at the end of 4th calendar quarter of 2007. The completion of construction and service opening date for this lot is scheduled for April 2008.

- **Hammocks Town Center (SW 104th Street / SW 152nd Avenue)**

  This lot is privately owned and leased to MDT for a nominal fee. This facility provides 50 parking spaces.

- **Golden Glades**

  This lot is owned by FDOT and leased to MDT. The Golden Glades Park and Ride has approximately 936 parking spaces. It is the oldest and most heavily used Park and Ride facility in Miami-Dade County.

- **Miami-Dade College - Kendall Campus (SW 104th Street / SW 113th Place)**

  This lot is in the southwest corner of Miami-Dade College's Kendall Campus and is leased to the County. This facility provides 25 parking spaces.

d. Park and Ride Sites Under Development

MDT has been in the process of acquisition and development of Park and Ride sites, improving capacity and providing additional parking spaces. In the 2007 TDP, two sites (Bird Road and Tamiami Trail) were identified for future Park and Ride development. However, MDT, Miami-Dade Planning and Zoning Department are working with the Office of Community and Economic Development as well as FDOT to develop these sites as affordable housing instead of park and ride facilities. MDT anticipates bus pull-out bays to be included into both projects. The following Park and Ride projects are currently under way:

- **Busway / SW 344th Street**

  This site is located in the southern terminus of the South Dade Busway. A terminal of the South Miami-Dade Busway, to consist of parking and bus bays, is planned for this location. A site consisting of multiple privately owned parcels has been identified. It is estimated that the site will hold approximately 250 parking spaces.

  A consultant was retained to prepare conceptual drawings and such drawings were presented in January 2005. MDT staff held a meeting with Florida City officials in March 2005 to present the preliminary design plans. The next step would be to prepare an Environmental Assessment Study. Since this project may include an economic/joint development component, every effort will be made to acquire the properties on a voluntary basis and not through eminent domain.

- **Quail Roost Transit Village**

  Miami-Dade Transit received an unsolicited proposal from the West Perrine Community Development Corporation (WP), a not for profit corporation active in affordable housing and commercial economic development in the Perrine target area. Under this proposal, WP will develop approximately 8.51 acres located immediately west of the Busway

west of the Busway between SW 186 Street and SW 184 Street. The property will include a parking facility for transit riders with the remainder being used as a private/public mixed use joint development project. WP will build a joint use parking facility including 500 transit parking spaces and MDT will be responsible for purchasing or leasing those spaces. The components of the project will include retail, commercial and affordable housing.

During the first quarter of 2005, MDT, County Planning & Zoning (DPZ) staff and the development team met to discuss a conceptual plan for the proposed parking facility. A project description for Air Quality Study was received. During the last quarter of 2005, a small scale amendment to the Comprehensive Development Master Plan (CDMP) was approved which will permit this project to go forward subject to a zoning change which will be made by the Miami-Dade Planning and Zoning Department. MDT has received preliminary cost estimates to build the parking facility. The parties are negotiating the conveyance of a county owned (GSA) related parcel to either MDT or the developer. Miami-Dade Transit is working with the prospective developer as of September, 2008 to determine the future course of action.

e. Planned Park and Ride Sites

- **Dadeland North Metrorail Parking Garage**

The Dadeland North Metrorail Parking Garage in its original configuration contained approximately 1,970 parking spaces. The garage reached 100% occupancy prior to the Fall of 2000. During this time, MDT received many complaints from riders who were unable to find parking at this station. In October of 2000, the garage was reconfigured to provide an additional 89 spaces. These additional spaces were immediately absorbed by the demand for parking at this station. On workdays, the garage fills up to capacity by 8:30 am. Since parking at the Dadeland South Station is also 100% full by this time, Metrorail riders arriving after 8:30 am are forced to either drive to the South Miami Station garage or to drive to their destination.

Miami-Dade Transit has contacted the Florida East Coast Railway, LLC (FEC) regarding the acquisition of property located between the Metrorail right-of-way, just south of SW 85th Street and north of SW 70th Avenue. MDT will acquire FEC property or will enter into a joint development agreement under which, a private developer will provide a minimum of 500 parking spaces for transit users.

- **Kendall Drive / SW 127th Avenue**

Miami-Dade Transit is in the process of negotiating the acquisition of approximately 2.3 acres of land under the FPL power lines to be developed as a Park and Ride lot.

- **Miami Gardens Drive / NW 73rd Avenue**

  Miami-Dade Transit has acquired approximately 2.03 acres of county owned land from the Parks Department to build a Park and Ride under the FPL power lines.

- **Kendall Drive / SW 97th Avenue**

  MDT acquired a surface lot from MDX for a Park and Ride lot.

- **Dadeland South Metrorail Parking Garage**

  Approximately 100 additional surface parking spaces are being added to the existing lot.

- **City of Homestead Busway Park and Rides**

  The City of Homestead is planning to build two Park and Ride lots within the city limits. One lot will be located at 1 Washington Avenue. This 1.14-acre property will serve the downtown Busway stop. The second lot which contains approximately 14,484 sq. ft. is located immediately adjacent to the Busway at SW 4th Street.

f. Other Planned Park and Ride Sites (specific sites to be determined)

During the upcoming year, Miami-Dade Transit will focus on identifying and acquiring new joint development and Park and Ride opportunities along proposed transit corridors and the South Miami-Dade Busway. This effort will also address current needs, particularly Park and Rides in current areas of heavy transit utilization. The following areas have already been identified as potential Park and Ride sites:

Park and Ride proposed lots	Location
County Line Park and Ride	NW 27 Avenue / NW 215 Street
Miami Lakes Park and Ride	NW 67 Avenue / Miami Lakes Drive
Northeast Park and Ride	Biscayne Boulevard / Miami Gardens Drive
El Portal Park and Ride	Biscayne Boulevard / NE 79 Street
Doral Park and Ride	NW 87 Avenue / NW 25 Street
West Kendall Park and Ride	Kendall Drive / SW 157 Avenue
Kendall South Park and Ride	SW 152 Street / SW 152 Avenue
Bird West Park and Ride	Bird Road / SW 147 Avenue
FPL Lot	Kendall Drive / SW 127 Avenue
FPL Lot	SW 104 Street / SW 127 Avenue
Busway Lot	Between SW 117 Street and SW 124 Street

Specific sites for these facilities have not yet been identified. Ideally, actual locations could be sited within a two-mile radius from the location identified above. However, in some cases, the actual sites could be more than two miles from the above mentioned locations depending on the

availability of space. MDT will be working to identify specific locations and acquire properties (purchase or lease) during the upcoming years.

g. Florida Department of Transportation Park and Ride Program

Miami-Dade Transit worked with the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization (MPO) in developing a comprehensive Park and Ride Lot Plan to update a previous similar report completed by FDOT in 1993. The plan developed a methodology for prioritizing Park and Ride locations throughout the county. The Plan was completed in December 2005. The criteria for selecting locations included the following:

Location Considerations

- Site is within a high traffic corridor
- Premium transit service potential
- Outside major bottleneck
- Visibility of site
- Access to the facility
- Other Park and Ride competition
- Commuter driving distance to lot
- Bike route access

Site considerations

- Adverse impact on surrounding area
- Site expansion potential
- Parking capacity on adjacent streets
- Security

Economic Considerations

- Land cost
- Ease of land acquisition
- Development cost

Based on these factors, 22 locations (three of them in Monroe County) were tentatively chosen as candidates for Park and Rides. It should be noted that these locations are general geographical boundaries and actual locations will not be restricted to these exact locations.

Location	Current Use
Biscayne Boulevard & NE 107 Street (NW quadrant)	K Mart lot
Biscayne Boulevard & NE 143 Street (NE quadrant)	Target lot
Biscayne Boulevard & NE 163 Street (NE quadrant)	Vacant building
Biscayne Boulevard & NE 38 Street (NW quadrant)	Vacant
Collins Avenue & 72 Street (NW quadrant)	City lot

NW 67 Avenue & NW 188 Street (NE quadrant)	Parking lot
NW 87 Avenue & NW 186 Street (NE quadrant)	Strip Mall
NW 137 Avenue & NW 6 Street (NW quadrant)	MDC Public School
SR 826 & West Flagler Street (NW quadrant)	Mall of America lot
SW 40 Street & SW 82 Avenue (SE quadrant)	Tropical Park
SW 87 Avenue & SW 24 Street (SE quadrant)	K-Mart lot
SW 99 Court & West Flagler Street (SE quadrant)	Church lot
SW 107 Avenue & West Flagler Street (SW quadrant)	West Flagler Plaza
SW 114 Avenue & SW 24 Street (NW quadrant)	Tamiami Park
SW 114 Avenue & SW 40 Street (NW quadrant)	West Bird Plaza
SW 137 Avenue & SW 26 Street (NW quadrant)	Shopping Center
SW 137 Avenue & SW 42 Street (NE quadrant)	Power line easement
SW 137 Avenue & SW 160 Street (SW quadrant)	Power line easement
US-1 & SW 216 Street (NW quadrant)	Vacant
US-1 & SW 264 Street (NW quadrant)	Vacant
US-1 & SW 280 Street (NW quadrant)	Vacant
(3 Monroe County Locations)	to be determined

h. South Miami-Dade Busway

MDT operates and maintains a 20-mile exclusive Busway paralleling US-1 from the Dadeland South Metrorail Station to SW 344th Street in Florida City. The Busway includes 29 stations with four park and ride facilities. Revenue service on the initial phase of this facility began in February 1997. The first segment of the extension to Florida City opened to revenue service on April 25, 2005 and extended the Busway five miles from SW 112th Avenue to SW 264th Street in Naranja. The second and final segment of the extension, which opened on December 16, 2007, extends the Busway another 6.5 miles south from SW 264th Street to SW 344th Street in Florida City, Miami-Dade County's southernmost municipality. Full-sizes buses, minibuses and over-the-road motor coaches operate on the Busway and in adjacent neighborhoods, entering the exclusive lanes at major intersections, providing both local and limited-stop service. Free parking is provided adjacent to the Palmetto Golf Course on SW 152nd Street (Coral Reef Drive), at SW 168th Street, SW 200th Street, and at SW 244th Street. Another Park and Ride lot is under construction at SW 296th Street, and plans are in the works for a future Park and Ride low at SW 344th Street, the furthest south station. An additional Park and Ride lot is provided at the Florida Turnpike exit on Coral Reef Drive (SW 152nd Street) and SW 117th Avenue.

4. SPECIAL PROGRAMS

Section 427 Florida Statues and Rule 41-2 establishes and mandates the creation of the Commission for the Transportation Disadvantaged in the State of Florida. A Community Transportation Coordinator in each county is appointed and responsible for the coordination and provision of cost-efficient transportation services, and the elimination of duplication through a coordinated system. In Miami-Dade County, the County government is the local coordinator, and Miami-Dade Transit is charged with the responsibility of creating programs, applying for the grants, and coordinating the transportation for the disadvantaged.

To support this effort, a $1.50 is added to the cost of all vehicular license tags sold in the State, plus a $1.00 voluntary donation for vehicle tag renewals, in addition to revenue from parking tickets for illegally parking in handicapped designated spaces. These funds are placed in the Transportation Disadvantaged Trust Fund (TDTF) and administered by the Commission for the Transportation Disadvantaged (CTD). Miami-Dade County received $7.3 million dollars in FY 2006 from the TDF. The Local Coordinating Board (LCB) allocates $2 million to be spent on Metropasses and tokens for the disadvantaged and $5.3 million to off-set the cost of paratransit trips for the disabled. There are currently 250 agencies in Miami-Dade County receiving Metropasses and tokens subsidized through the TDTF. The passes and tokens are provided free of charge to agencies, programs, and entities that serve:

- School children who are at risk to receive a basic education
- Economically disadvantaged parents who are at risk and mandated to attend counseling so they can be reunited with their children and/or to become self sufficient
- Elderly who want to remain active participants in the community, but can not afford transportation to hot meal sites, physicians, volunteer groups, and social events;
- Disabled individuals who do not qualify for ADA paratransit.
- Individuals who are homeless and participate in programs via social service departments, programs, or agencies that serve the homeless
- Individuals who are unemployed and participate in job training and job placement programs
- Individuals at risk: those who participate in rehabilitative programs (alcohol & drug abuse, and domestic violence);
- Individuals who, because of income status, inability to drive due to age or disability, are unable to transport themselves or to purchase transportation services and have no other form of transportation available.

In fiscal year 2007, Miami-Dade County provided nearly 29 million of the almost 55 million cost-efficient coordinated transit trips in the State of Florida. Programs such as the Section 5310, Medicaid Metropass, Golden Passport, Patriot Passport, STS, Lifeline Services and Medicaid Transportation are also included in the Coordinated Transportation System.

a. Section 5310 Program

MDT actively participates in the Federal Transit Administration (FTA) Section 5310 program by participating in the grant review, evaluation and award process. MDT in its role as the Community Transportation Coordinator is responsible for the program coordination with local non-profit agencies serving elderly and disabled residents in Miami Dade County. There are currently approximately 55 Section 5310 agencies participating in the coordinated transportation system.

b. Golden Passport

On October 5, 1999, the Board of Miami-Dade County Commissioners approved the Golden Passport program providing free access to Metrobus and Metrorail to Miami-Dade County residents 65 years or older and with an annual household income of less than $20,000.00. The program officially started on December 15, 1999. There were an initial 55,404 active Golden Passport accounts in the program after the program was adopted on November 5, 2002 when the voters approved the People's Transportation Plan (PTP). With the adoption of the PTP, all Miami-Dade County residents 65 years or older and Social Security beneficiaries ride free with a Golden Passport. The Golden Passport customers on Social Security are required to renew their Golden Passport annually. As an improvement to the program, the new under 65 years of age Golden Passport that began a renewal process in the spring of 2007 will be good for two years with an expiration date of June 30, 2009.

To date there are over 176,000 Miami-Dade County residents who have received a Golden Passport. This represents a program growth of approximately 200%.

c. Patriot Passport

On June 8, 2004, the Board of County Commissioners passed and adopted a resolution to expand the privileges of the Golden Passport by creating the Patriot Passport program a pilot program for three years. The program allows Miami-Dade County honorably discharged veterans with an income of $22,000 or less to have free access to Metrobus and Metrorail. To date there are over 5,000 Patriot Passport recipients.

d. Medicaid Metropass Program

The Medicaid Metropass Program is a joint venture of MDT and the State of Florida Agency for Health Care Administration (AHCA) and administered under a contract with the TD Commission. The program provides cost-saving transportation to Medicaid recipients who use paratransit service more than six times a month, but are capable of using conventional transportation. Participants receive a monthly Metropass with the co-payment of one dollar. Those exempted from the co-payment status are individuals under 21 years of age, those who are pregnant and those who are enrolled in a Family Planning or Family Assistance program. Participants must have three or more verifiable Medicaid medical appointments each month to continue in the program.

The program began in 1993 and has accounted for an estimated total savings to ACHA of $64,000,000. MDT has collected in excess of $20 million in revenues from the program.

e. Services Provided by Private Contractors

Under a contract with Advance Transportation Services/Solutions (ATS), Americans with Disabilities Act (ADA) mandated complementary paratransit service, locally known as the Special Transportation Service (STS). Red Top Transportation/Logisticare was awarded the contract to provide for the provision of Medicaid Transportation Services. Both paratransit contracts provide demand-responsive service in ambulatory and non-ambulatory transportation modes using sedans,

modes using sedans, vans and lift-equipped vans (Medicaid also provides stretcher and ambulance transportation).

The private sector is also involved in the provision of several transit support services, such as:

1. Security at Metrorail/Metromover stations, as well as other MDT facilities.
2. Maintenance-type service, such as tires, janitorial, elevators/escalators, etc.
3. Marketing and other similar contracts.
4. Planning and technical support.
5. Maintenance of bus benches/shelters at no cost to the County.
6. Bus/rail advertising services.

5. PUBLIC INVOLVEMENT

As a Miami-Dade County department, Miami-Dade Transit encourages public involvement and participation in the development of the People's Transportation Plan and other transportation-related issues, conducting interactive presentations with communities across the county. MDT's mission is to monitor and help develop a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions and supports early and continuing involvement of the public in developing transit issues.

a. Federal Mandate

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. SAFETEA-LU also requires transit agencies to involve the public to a much greater extent in the planning and implementation of transportation projects. MDT has adopted an involvement plan in an effort to foster two-way communication and trust between the County government and the citizens of Miami-Dade County.

The goal of the Transit Public Involvement process is to ensure that the People's Transportation Plan and other public transit programs reflect community values and benefit all segments of the community equally.

Public Involvement Objectives:

- Inform the public, to the maximum extent possible with available resources, of opportunities to participate in the transportation decision-making process and of their role in transportation planning and/or implementation.
- Involve the public by providing opportunities early and often in the transportation planning and decision-making processes.

- Reach out to all demographic communities that make up the PTP planning area, so that everyone has the opportunity to participate in the development of transportation and services.

- Improve the public involvement process.

How these objectives are accomplished:

- Form and maintain a public involvement Advisory Board.

- Organize and manage a speakers' bureau.

- Maintain well-documented and updated web pages.

- Hold public workshops, meetings, forums, town hall meetings, etc.

- Involve the entire community throughout the planning and implementation process of projects and issues.

b. Community Meetings

MDT has conducted a continuous public outreach effort to support the implementation of the People's Transportation Plan. This effort has focused on principally attending meetings sponsored by various community groups to gain input as to how can MDT improve on its delivery of transit services. These meetings have responded to both, specific transit-related projects and/or to broader transit/transportation issues, which would affect the mobility of residents and visitors at the regional, community or neighborhood levels. See Appendix A for a summary of all Public involvement, including all community meetings held during the year 2007.

Several transit projects have drawn large number of citizens interested in providing input on a general or project-specific basis. Among them:

- the South Miami-Dade Busway Extension;
- the North Corridor;
- the East-West Corridor,
- the Earlington Heights-MIC Connector;
- the Northeast Passenger Activity Center;
- the NW 7th Avenue and NW 62nd Street Transit Village;
- the South Miami Dade Station Pedestrian Overpass and,
- Joint Development and Service Planning Division meetings

MDT staff has also participated in community meetings sponsored by the Metropolitan Planning Organization (MPO) such as the 2030 Long Range Transportation Plan update and by the Miami-Dade Planning and Zoning Department on the Comprehensive Development Master Plan (CDMP), by providing input on transit impacts of CDMP Bi-annual Amendments; also with area-wide issues tailored to the various Commissioner Districts and Community Councils. Staff has

has also taken an active part on Team Metro's Citizens Academy. These meetings have afforded an opportunity to the general public to express ideas and receive information on transit services in their respective areas.

c. Coordination with the South Florida Workforce

During fiscal year 2007-08, MDT met several times with the South Florida Workforce to discuss how to better provide transit services to the Workforce clients and how to use fare media more efficiently and effectively through orientation of Miami-Dade Transit's fare media within the Transportation Disadvantaged program. Following is a list describing some of the meetings that were held and the reasons for these meeting.

1. MDT Transit Mobility staff works with South Florida Workforce staff and their One-Stop Centers by providing assistance for transportation via Metropasses and Tokens.

2. MDT Transit Mobility staff has been working with South Florida Workforce and their One Stop Centers on a monthly basis since 2000.

3. MDT Transit Mobility staff has also made available to South Florida Workforce documentation of other transportation programs for their target population.

4. South Florida Workforce is currently participating in MDT's Transportation Disadvantaged Program.

5. MDT Transit Mobility staff has offered Training and Orientation for the Public Transportation system.

Appendix B provides a sample of MDT's communication with the Workforce via e-mails, letters, referrals, etc.

6. IDENTIFICATION OF SERVICE DEFICIENCIES

Several technical evaluations of the transit system were conducted as a method to determine service performance. These evaluations include an analysis of the adequacy of transit services provided to identify major attractors and trip generators within the Miami-Dade County area, the availability of accessible Metrobus routes for disabled, and the extent of transit service coverage throughout the various regions of the county.

Major Generators

An analysis was conducted to measure the adequacy of transit services provided to identify major attractors and trip generators. Table I-4 describes the transit services provided for identified special generators in terms of number of routes and accessibility of these facilities. Areas within the urban core such as Downtown Miami (including the Omni and Brickell areas) and South

Miami Beach were omitted due to the extraordinary level of transit service already in place at these locations.

Event-oriented facilities were also omitted due to the ad hoc nature of these occurrences. There are special transit services provided to some events. Football events at Dolphin Stadium are served with additional park-ride services covering the entire Miami-Dade area. Broward County Transit also provides park-ride services to these games. College football events at the Orange Bowl are provided park-ride service along with shuttle service to and from the Culmer Metrorail station.

Basketball and other similar events at the American Airlines Arena in Downtown Miami are provided additional Metrorail service before and after these events. No additional bus service is provided.

TABLE I-4
MAJOR TRIP GENERATORS
TRANSIT SERVICE ANALYSIS
(As of December 2007)

MAJOR GENERATORS	ROUTES					COMMENTS
Special Attractors						
Coconut Grove	6	22	27	48	249	Service on major arterials
Miami International Airport	J 132	7 133	37 238	42	57	Bus terminal on site; shuttle to Tri-Rail Station
Metrozoo	252					On-site service to entrance
Miami Seaquarium	B					Service on adjacent roadways
Port of Miami	243					On-site service via local roadways
South Beach	C 51	H 123	K 246	M	S	Service on major arterials
Educational Centers						
Barry University	2	10	75			Service on local roadways
FIU - University Park	8	11	24	71	82	Bus terminal area with shelters on-site
FIU - Biscayne Bay	28	83	183			On-site service
Florida Memorial	32	241				Service on local roadways
MDC - Homestead	34	35	344			Service on local roadways
MDC - Interamerican	8	27	207	208		Service on local roadways
MDC - Kendall	35	56	71	104	204	On-site service with shelters
MDC - Medical Center	M	12	21	22	32	Service on local roadways
MDC - North	21 97	27	32	68	75	On-site terminal with shelters
MDC - West	41					Service on local roadways
St. Thomas University	32					Service on local roadways
University of Miami	48	56	500	Metrorail		Service on local roadways
Regional Retail Centers						
Aventura Mall	E 95	S 99	3 183	9	93	On-site service
Bal Harbour Shops	G T	H 246	K	R	S	Adjacent on-street service with shelters
Dadeland Mall	1 104 Metrorail	52 204	73 240	87 272	88 288	Service on adjacent roadways. Planned pedestrian walkway to rail station
Diplomat Mall	K	V	3			Service on adjacent roadways
Dolphin Mall	7 238	41 242	71	137	147	On-site terminal with shelters
(The) Falls	1 65	31 136	34 252	38 287	52	Service on SW 136th Street and Busway Station at SW 136 Street
Mall of the Americas	7	11	51	87	278	On-site service with shelters
Miami International Mall	7 242	41	71	137	238	Service on adjacent roadways
Pembroke Lakes Mall	267					Service on adjacent roadways
Prime Outlets	35	70	344			On-site and adjacent roadway service
Skylake Mall	H 183	V	9	91	95	Adjacent On-street service. Route 95 provides service four times a day.
Southland Mall	1 70	31 137	35 216	38	52	Service on adjacent roadways
Westland Mall	29	33	54			Service on adjacent roadways
163 Street Mall	E 9 83	H 10 91	V 16 95	2 22 246	3 75	Off-site terminus with shelters. Route 95 provides service four times a day

TABLE I-4 (continued)
MAJOR TRIP GENERATORS
TRANSIT SERVICE ANALYSIS
(As of December 2007)

MAJOR GENERATORS	ROUTES					COMMENTS
Regional Hospitals						
Aventura	3					Service on adjacent roadways
Baptist	88	104				Service on adjacent roadways
Doctors'	56					Service to entrance on local roadway
Hialeah	L	28	42			Service on adjacent roadway
Homestead	70	35				Service on local roadway
Jackson Memorial / U.M. / Cedars of Lebanon / V.A.	M 32	12 95	17 246	21 500	22 Metrorail	Service on adjacent roadways
Jackson South	52	57	252			Service on adjacent roadway
Kendall AMI	40	240				Service on adjacent roadway
Memorial West	267					Service on adjacent roadway
Mercy	12	48				On-site service with shelters
Miami Children's	24	56	224			On-site service with shelters
Miami Heart Institute	R					Service on local roadway
Mount Sinai	C	M	R			On-site service; planned terminus
North Shore	33					Service on adjacent roadway
Palmetto General	29	68				On-site service with shelters
Palm Springs General	33	54				On-site service with shelters
Parkway Regional	E	V	22	246		Service on adjacent roadways
South Miami	37 500	52 Metrorail	57	72	73	Service on adjacent roadways

Blank Page

CHAPTER II: COMMITTED TRANSIT IMROVEMENTS

The following chapter describes those transit projects or improvements, which directly or indirectly influence the delivery of transit services, and those that can be reasonably expected to be implemented during the next ten years. These projects include those listed in the People's Transportation Plan (PTP), as well as those programmed through the 2008 Transportation Improvement Program (TIP), as approved by the Metropolitan Planning Organization (MPO), transit service improvements budgeted for fiscal year 2008, and other private sector transportation projects. This information, in conjunction with existing conditions, forms the baseline conditions from which the 2018 Recommended Service Plan (RSP) is developed.

1. MAJOR TRANSIT CAPITAL PROJECTS INCLUDED IN THE TIP

This section includes a brief description of each project, estimated total cost and estimated completion date.

a. Orange Line Phase 1- Earlington Heights – MIC Connector

The proposed Orange Line Phase 1: MIC-Earlington Heights Metrorail Extension will serve as a premium transit link between the existing Earlington Heights Metrorail station at NW 22nd Avenue, and the Miami Intermodal Center (MIC). The project consists of a 2.4-mile elevated heavy rail extension of the existing Metrorail System. It includes one new station at the Miami Intermodal Center (MIC). In October 2004, the decision was made to implement this project with State and Local funds only ($100 Million from the state and $426 million PTP funding).

The project's Bid Advertisement for the Orange Line Phase 1: Earlington Heights-MIC went out on March 26, 2008 and the Construction Bid Opening was on August 4, 2008. As of October, 2008, on Right-of-Way acquisition, 35 out of a total 37 parcels have been secured. The acquisition of the remaining two parcels is estimated to be completed by November 2008. The notice to Proceed (NTP) for the Construction Engineering and Inspection (CE&I) Procurement contract has been approved by the BCC and CITT. NTP for Construction is scheduled for March 2009

Estimated Cost: $ 526 million (YOE)
Estimated Completion Date: First quarter 2012

For detail information visit:
www.miamidade.gov/transit/corridor/mic-e_corridor/mic-e_home.asp

b. Orange Line Phase 2- North Corridor

The proposed Orange Line Phase 2- North Corridor Metrorail Extension consists of a 9.5-mile elevated fixed guideway extension of the existing Metrorail System from the existing Martin Luther King Jr. Station at N.W. 62nd Street to a terminus at NW 215th Street just south of Florida's Turnpike; there are seven stations planned within the project. In addition to the stations, there are seven (7) Park and Ride lots proposed for this project.

The project status as of October 2008 is as follows: MDT submitted a revised Final Environmental Impact Statement to FTA in early 2007. The FTA issued a Record of Decision (ROD), on April 26, 2007. After the ROD, some modifications to the alignment have occurred and a Supplemental Environmental Assessment (EA) was prepared to address these alignment modifications. The Updated New Starts Criteria Report was submitted to FTA on July 31st and the updated financial plan (FP) was submitted on August 8, 2008. FTA has advised that due to outstanding concerns regarding the financial plan, the project will not enter Final Design later this year, as originally scheduled. Final FY2010 New Starts Criteria Report and Financial Plan were submitted to FTA on Sept. 19, 2008.

Estimated Cost: $ 1.4 billion (YOE)

Estimated Completion Date: Fourth quarter, 2017

For detail information visit:
www.miamidade.gov/transit/corridor/n_corridor/n_home.asp

c. Orange Line Phase 3:- East-West Corridor

The proposed Orange Line Phase 3:- East-West Corridor project consists of a 10 to 13 mile fixed guideway extension of the existing Metrorail System from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA) to Florida International University (FIU) and points west to SW 137th Avenue. There are a maximum of 10 stations within the project. In addition to the stations there are park-ride lots proposed for this project.

The project status as of December 2007 includes the development of a Supplemental DEIS to update the 1998 FEIS, along with development of an alignment for MPO endorsement as the Locally Preferred Alternative (LPA). MDT is currently studying various alignment options; including an alternative running along S.W. 8th Street. The Project schedule will be revised to reflect the updated financial plan once it has been adopted.

Estimated Cost: $ 2.2 billion (YOE)
Estimated Completion Date: 2023

For detail information visit:
www.miamidade.gov/transit/corridor/ew_corridor/ew_home.asp

d. South Florida East Coast (SFEC) Corridor (Northeast Corridor)

FDOT District 4 issued a Notice-to-Proceed for a Tier 1 analysis (an 18-month study) to Gannett-Fleming on September, 2005. The regional (tri-county) Tier 1 Transit Analysis Study (TAS) was completed in December 2006. Comments on the Draft Tier 1 Programmatic EIS from all agencies, including EPA and FTA, have been addressed and a Final Tier 1 Programmatic EIS are being submitted to FTA in May 2008. A Tier 1 Regional Record of Decision is anticipated in July 2008. During the Tier 1 Analysis, major alignments and modal technologies were screened from further study due to cost, ridership, environmental impacts and meeting the project need, goals and objectives. Only the FEC alignment and five modal technologies remained after Tier 1.

FDOT District 4 issued a Notice to Proceed for Tier 2 (first phase) of the SFECCTA on April 29, 2008. During Tier 2, the FEC corridor alignment will be further studied as will the use of five modal technologies (BRT, LRT, Regional Rail, Rapid Rail Transit and Regional Bus along I-95 in northern Palm Beach County). A regional Locally Preferred Alternative will be identified during the first phase of Tier 2. The second phase of Tier 2 will consist of producing the appropriate environmental documents.

This study was a regional effort that also includes Broward and Palm Beach Counties as requested by the South Florida Regional Transportation Authority (SFRTA). FDOT-District IV is the lead agency of this project. The study limits extend the 85-mile of the corridor from Downtown Miami to Jupiter. The project within the Miami-Dade County area (13.6 miles) extends from Downtown Miami to the Broward County Line, along the FEC RR/Biscayne Blvd. Corridor. Currently the project is evaluating station locations throughout the corridor.

Estimated Cost: TBD

Estimated Completion Date: Not available

The following website includes more information on this study: www.sfeccstudy.com

e. Kendall Corridor

An Alternatives Analysis (AA) commenced in November 2005 to re-evaluate the existing Locally Preferred Alternative (LPA). The Kendall Corridor is approximately 15-miles long including an east-west segment along Kendall Drive (SW 88 Street) from SW 157 Avenue to the southern terminus of Phase I Metrorail in Dadeland area, and a north-south segment from Dadeland area north connecting to the East-West corridor at FIU. The preferred transit Strategy was presented t o the various MPO committees and considered for endorsement by the MPO on October 4, 2007. The MPO passed a resolution detailing issues to be further addressed in future planning studies.

Estimated Cost: TBD
Estimated Completion Date: To be evaluated for funding in 2016

The new project website includes the presentation and is available at www.kendall-link.com

2. TRANSIT CAPITAL IMPROVEMENTS

Included in the 2008 TIP's Multimodal Transit Improvements section are other capital-related projects, which directly enhance the transit passenger experience. Detailed information on current TIP projects is also available via the Internet at www.miamidade.gov/mpo under the Plans/Programs and Projects section. The following is a sample of these projects. For a detailed list of improvements, see Appendix A.

- ADA improvements and equipment
- Bus acquisition
- Bus facilities
- Bus rehabilitation
- Information Technology Equipment
- Bus Tools
- AVL / AVM Radio System (equipment acquisition)
- Fare Collection equipment
- Central Control Room Overhaul
- Facilities (bus and rail facilities such as bus washers, roofs, oil & water separators, safety at bus garages, construction of 2 new bus garages)
- Passenger Amenities and Passenger Activity Centers
- Rail / Mover Rehabilitation (Vehicles)
- Rail / Mover Rehabilitation (Non-Vehicle) facilities and equipment
- Security and Safety Equipment
- Service /Support Vehicle
- Metrorail Tools
- Treasury Service Equipment
- PTP Public Works road enhancement projects

3. ON-GOING PROJECTS

A number of other on-going projects under specific federal grants and state Joint Participation Agreements (JPAs) can also be mentioned:

a. Park and Ride Lots

This project covers costs associated with the construction, enhancement, or right-of-way acquisition of park and ride facilities throughout the County. The Florida Department of Transportation (FDOT) is currently updating a ten year old Park and Ride Plan for Miami-Dade County to ensure implementation of a cohesive and efficient park and ride program throughout the county, to better accommodate the County's public transportation users, and to relieve the continually increasing congestion through the provision of additional strategically located park and ride sites.

Several sites along the existing South Miami-Dade Busway and the extension have previously been designated for funding. Sites at SW 152nd Street, SW 168th Street, SW 244th Street and SW 296th Street Miami Gardens Dr is under design and SW 200 St are operational. Other sites are under development along the Busway including SW 344th Street to improve capacity and provide additional parking spaces. The SW 344th Street site has also received State and Federal funding to support development of that location.

Other locations in heavily used corridors include SW 8th Street at SW 127th Avenue and Bird Road (SW 40th Street) at SW 89th Avenue, but both are being looked at to include a stop with bus bays, instead of park and ride. Additional locations throughout the county are also under consideration for future facilities as traffic demands warrant. A site on Kendall Drive and SW 127th Avenue has also been designated for State funding.

b. Job Access and Reverse Commute (JARC)

This project was closed in 2005. However, new Federal regulations in 2007 created additional funding opportunities for several new or expanded routes where implementation will generally serve to enhance the overall Welfare to Work Program through provision of numerous low-income jobs in major employment areas within Miami-Dade County.

c. Transit Corridor Development / Service Development

A number of routes were developed as part of specific State funding (see Section E under Transit Corridor Development and Service Development)

- Service Development Program Routes that have been added:
    - Commuter Assistance (Dade/Monroe Express)
    - Kendall Town Center (extension of KAT routes to SW 162 Avenue)

- The transit Corridor routes continuing to receive annual funding from FDOT include:
    - Busway Corridor (Busway Local/MAX routes)
    - Busway Restructure (Busway Flyer)
    - East-West Corridor (Flagler Max)

d. Bicycle Trails

Bike Path/Trails are included in the 2008 TIP for several areas in the County included projects are: Snake Creek Trail between NE Miami Gardens and NW 17th Ave /Turnpike; another bikepath/trail is targeted for the City of Miami Beach along Dade Blvd., and others such as one located in N. Beach Corridor between 53rd St and 64th St., and the Snapper Creek Bike Path from Dadeland North Station to Dadeland South Station.

e. Other

Other passenger Amenities include the proposed South Miami and the University Pedestrian Overpasses, the Northeast Miami-Dade Passenger Activity Center (design and construction of a transit hub as a viable alternative to the 163rd Street Mall bus transfer area), and the NW 7th

Avenue/NW 62nd Street (Martin Luther King Boulevard) Transit Hub (design and construction of a Passenger Activity Center in the NW 7th Avenue corridor).

4. INFORMATION TECHNOLOGY PROJECTS

Information Technology Projects - 2008

Miami Dade Transit (MDT) continues to be committed to the deployment and integration of Intelligent Transportation Systems (ITS) and is concentrating heavily in the infrastructure area for future ITS deployment. Aside from ITS initiatives, MDT is working to ensure seamless integrations with county and regional implementations, and incorporating technology in the implementation of transit business processes. See below the list of current, future IT projects.

Current projects

- Consumer Information Network Interactive Voice Response(CIN)
  The IVR went live on April 5, 2007, as part of the 511 menu option which allows riders to retrieve schedules for Rail, Mover and Bus via the telephone. In addition, the IVR also has options for special events, fare information, lost and found, accessibility services, special transportation services, bicycle on Transit, maps, etc.
- Metro-Mover Work Order Automation – EAMS Phase 2
  Phase 2 of EAMS to automate the work order process for Mover went live on April 28, 2008. Training was conducted for 30 mover technicians and the technicians are using EAMS to enter vehicle maintenance and preventive maintenance work orders. The supervisors track work flows and work hours via EAMS as well.
- Special Transportation System Software Upgrade & Maintenance (STS / Paratransit) Web
  - Voice Response Unit: Will allow riders to confirm and cancel trips using the telephone. Project is on hold indefinitely due to budget constraints.
  - Mobile Data Terminals (Dependent upon Fare Collection RFP)
    This is an option in the Fare Collection RFP. This option has since been decided by the Paratransit Operations Manager to be included in the new service contract starting in 2010.

- Visitor Pass Sales on the Web
  Software coding and user has been completed. Go-live date has been delayed due to Enterprise Technology Support Division having problems with database migration. New projected go-live date is first week of May.
- Web Pas Sales System Enhancements
  Phase 3 of the Web Pass Sales is on hold till October 2008 for evaluation if the enhanced features are required due to budget constraints.
- Computer Aided Dispatch Automatic Vehicle Locator CAD/AVL System Modifications and Enhancements
  Working Group has been established to develop an upgrade strategy. This group meets monthly to resolve pending issues.
- Evaluation of Automatic Vehicle Maintenance

- Electronic Bus arrivals at Bus Rapid Transit (Kendal)
- Electronic Next Train Arrivals at Rail Stations
  Project Charter has been created and Working Group established. We are currently combining efforts from related projects to minimize costs.
- Provide Next Train and Bus Arrival Times via Cell
  Next Train arrival information is currently available via any web-enabled mobile devices.
- Bus Stop Maintenance Application
  Software installed currently in process of data development.
- EAMS system Interface with Web Services
  This project has been deferred to after implementation of phase 2 of EAMS of the work order automation for mover.
- Improve work flow and integration of the EJ Ward Fueling System
- Improve Accuracy and Centralize Transit's Reporting – Data Warehouse
- Fare Collection System RFP – Technical Tasks
  Currently under Cone of Silence
- Improve Performance of Transit Operational system
- Bus Accident/Incident Management

Future Projects:

- Incident Management
- Enterprise Data Warehouse
- Transit Operations Systems (TOS) Upgrade & Replacement
- Real Time Vehicle Maintenance Monitoring Bus Diagnostics & New Development
- CAD/AVL System Replacement
  CAD/AVL working group is in the process of developing a phased-in upgrade/enhancements plan to upgrade hardware components on the buses and enhancements on the features in the software
- Transit Safety Business Analysis & Application Upgrade (Analyze computerized off the shelf)
- Electronic Document Management System (EDMS)
- Disaster Recovery

5. COMMITTED BUS SERVICE IMPROVEMENTS

The following section identifies committed bus transit service improvements. For the January to December 2008 Committed Service Improvements, MDT is concentrating on improving and refining existing and recent new service. A few service adjustments will be made as well as implementing new route services as necessary. The majority of the improvements considered as "Committed" and which are programmed in the "People's Transportation Plan" 5 - year plan for fiscal year 2008 and fully funded through the dedicated source of funding for transit approved on November 5, 2002, will continue to be programmed for the following period. Table II-1 includes the list of committed Bus Service improvements/adjustments programmed for 2008. Implemented improvements within the period January to December 2007 are included in Table II-2, Consistency Analysis, of this report.

a. Committed Improvements for January to December 2008

In addition to the list of committed improvements provided on Table II-1, the following bus service-related projects are included in the 2008 Transportation Improvement Program (TIP):

- Transit Corridor Development

  This project includes the continuation of the Flagler MAX (Route 51) service from west Miami-Dade to Miami Beach; the Busway MAX (Route 38) service from Dadeland South Station to Florida City; the Busway Local (Route 31) service from Dadeland South Station to South Dade Government Center; the Coral Reef MAX (Route 252) service from Dadeland South Station to Country Walk via Coral Reef Drive; the Saga Bay MAX (Route 287) service from Dadeland South Station to Saga Bay; the Route 1 service from South Miami Heights to Dadeland South Station; and the Bird Road MAX (Route 240) service from west Miami-Dade to Dadeland North Station. These projects are financed primarily through FDOT Transit Corridor Funds.

- Service Development

  State funding supports various routes created under guidelines of the Service Development program. Grant projects currently being funded include:

  - Busway Re-structuring: Busway Flyer (Route 34) to serve the south area from Dadeland South Metrorail Station to Florida City along the Busway and the US-1.

  - 7th Avenue MAX: A premium transit service along the 7th Avenue corridor from Golden Glades to downtown Miami with the 7 Avenue MAX (Route 277).
  - Red Road MAX / Beach MAX: A limited-stop service connecting Miramar in southern Broward with the Okeechobee Metrorail Station and limited-stop service along Collins Avenue in Miami Beach.
  - Kendall Town Center extension – To extend service further westward in the Kendall area. Currently, all three KAT routes (Sunset, Kendall and Killian) have been extended to the Shoppes at Paradise Lakes (Kendall Drive and SW 167th Avenue). Three remaining local routes (Routes 72, 88, 104) will be extended upon the completion of the Kendall Town Center. These improvements are included in the TDP and PTP.
  - 79th Street MAX: A premium transit service between the Hialeah Metrorail Station and Haulover Park was identified within the PTP and scheduled to be implemented by before 2008.

A Service Development request letter was submitted on 6/14/06, asking for funding support for three new routes:

- Express Service to South Beach (MIA to South Beach)
- Regional Express Bus Service (SW Broward to Civic Center)
- Kendall Drive Bus Rapid Transit

MDT received approval for all three of the above but will only be implementing the Kendall BRT, with the funding for the other two projects being reprogrammed to that project.

- Commuter Assistance Program

  The State provided funding from another source, the Commuter Assistance Program (CAP), to support the continuing operation of the Dade/Monroe Express transit service seven days per week between Florida City and Marathon along US-1 in support of the Welfare to Work program.

6. METRORAIL SERVICE IMPROVEMENTS

The Midnight Owl (Route 500) continues providing the Metrorail overnight service along the southern segment of Metrorail between the hours of 12:30 am to 5:30 am. This route was implemented in 2004 along the Metrorail alignment with stops at or near to Metrorail stations or transfer points. The hours for Metrorail are 5:00 am to 12:48 am, seven days a week.

The Golden Pass and Patriot Pass programs continue. The Golden Passport Card is required to ride free Metrorail (and Metrobus) service for Miami-Dade residents who are 65 years old and over. The Patriot Pass allows all honorably discharged veterans who are permanent residents of Miami-Dade and whose annual income is $22,000 or less, to ride transit free. The Patriot Passport expires annually.

Regarding rail capital improvements, MDT plans to replace all Metrorail and Metromover vehicles. Improvements will include a sleek new design, state-of-the-art air conditioning systems and a vehicle-monitoring and control system. New Metrorail vehicles are expected to come online in 2013.

TABLE II-1
COMMITTED BUS SERVICE IMPROVEMENTS / ADJUSTMENTS
JANUARY to DECEMBER 2008

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT
B	Key Biscayne to CBD via Rickenbacker Causeway	Truncate off-peak and weekend trips at the Brickell Metrorail station
J	Coral Gables to Miami Beach via LeJeune Road, 36 Street and Collins Avenue	Discontinue overnight service between 12:40am and 4:30am
K	Diplomat Mall to CBD via Collins Avenue and MacArthur Causeway	Truncate route at the Omni Bus Terminal
L	Miami Beach to Hialeah via Collins Avenue, 79 Street Causeway and 79 Street	Extend last weekday and Saturday trips currently ending at the Northside Metrorail station to the Hialeah Metrorail station. Begin first weekday a.m. trip at Hialeah Metrorail station instead of Amtrak station
R	Surfside to south Miami Beach	Extend from 85 Street to 88 Street
R	Surfside to south Miami Beach	Adjust daily weekday headway to 45 minutes
T	Bal Harbour to CBD via Miami Beach and Omni Terminal	Convert into a full limited-stop route called the Beach MAX with no change in headway
V	Diplomat Mall to Golden Glades via Miami Beach and North Miami Beach	Discontinue entire route
1	South Miami Heights to Dadeland South Station via Busway	Adjust weekday peak headway from 24 to 30 minutes
3	Diplomat Mall to CBD via 163 Street Mall and Biscayne Boulevard	Truncate last weekday northbound and southbound trip after 1:00am to/from Hallandale Beach at Aventura Mall
6	Allapattah to Coconut Grove via Little Havana and Downtown Miami	Adjust headway to 60 minutes seven days a week
10	163 Street Mall to CBD via NE 2 Avenue	Truncate route at the Omni Bus Terminal
21	Opa-Locka to CBD via Northside, Liberty City, Allapattah, Civic Center and Overtown	Discontinue last two northbound trips arriving after 8pm and last southbound trip at 9:02pm between the Northside Metrorail station and the North Dade Health Center
24	Westchester to CBD via Coral Way and Brickell Avenue	Adjust peak headway from 15 to 20 minutes

TABLE II-1 (continued)
COMMITTED BUS SERVICE IMPROVEMENTS / ADJUSTMENTS
JANUARY to DECEMBER 2008

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT
32	Carol City to Omni via Opa-Locka, Northside, Liberty City and Civic Center	Adjust peak headway from 20 to 24 minutes
32	Carol City to Omni via Opa-Locka, Northside, Liberty City and Civic Center	Adjust Saturday headway from 30 to 40 minutes
32	Carol City to Omni via Opa-Locka, Northside, Liberty City and Civic Center	Adjust Sunday headway from 30 to 60 minutes
33	Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street	Realign the NE 10 Avenue segment between NE 79 Street and NE 96 Street onto Biscayne Boulevard
Route 34 (Busway Flyer)	Dadeland South Station to Florida City via Busway and US-1	Improve headway to 7½ minutes in the peak of the peak period
Route 34 (Busway Flyer)	Dadeland South Station to Florida City via Busway and US-1	Remove five stops (SW 220 St, SW 232 St, SW 272 St, SW 324 St, SW 328 St) in each direction
Route 38 (Busway MAX)	Dadeland South Metrorail station to Florida City via the Busway	Improve weekend headway from 6:30am to 6pm northbound from 20 to 15 minutes on Saturdays and from 24 to 20 minutes on Sundays
40	West Miami-Dade to Coral Gables via Bird Road	Adjust midday headway from 20 to 30 minutes
41	Allapattah Metrorail station to Dolphin Mall via 36/41Streets and NW 107 Avenue	Discontinue the segment from NW 36 Street/NW 87 Avenue to the Allapattah Metrorail station
41	Allapattah Metrorail station to Dolphin Mall via 36/41Streets and NW 107 Avenue	Discontinue weekend service
42	Golden Glades to Coconut Grove via LeJeune Road	Realign route from Ponce de Leon Boulevard/Douglas Road to LeJeune Road between West Flagler Street and Coral Way
42	Golden Glades to Coconut Grove via LeJeune Road	Adjust weekday midday headway from 40 to 60 minutes
42	Golden Glades to Coconut Grove via LeJeune Road	Adjust Sunday headway from 40 to 60 minutes
48	Civic Center to South Miami via Overtown, CBD and Coral Gables	Adjust peak headway from 30 to 40 minutes

TABLE II-1 (continued)
COMMITTED BUS SERVICE IMPROVEMENTS / ADJUSTMENTS
JANUARY to DECEMBER 2008

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT
48	Civic Center to South Miami via Overtown, CBD and Coral Gables	Adjust midday headway from 45 to 60 minutes
48	Civic Center to South Miami via Overtown, CBD and Coral Gables	Truncate route at Brickell Metrorail station
Route 51 (Flagler MAX)	Miami Beach to West Miami-Dade via MacArthur Causeway and West Flagler Street	Truncate route at the Omni Bus Terminal discontinuing Miami Beach segment
52	South Miami to Cutler Ridge via Busway, Perrine and Richmond Heights	Adjust weekend headway from 40 to 60 minutes
57	Miami International Airport to Pinecrest	Adjust peak headway from 30 to 40 minutes
Route 68 (Gratigny Connection)	Hialeah Gardens City Hall to MDC North Campus via NW 122 St (West 68 Street)	Discontinue entire route
73	Miami Lakes to Dadeland South Station via Milam Dairy Road and Ludlam Road	Adjust Sunday headway from 40 to 60 minutes
77	Norwood to CBD via NW 7 Avenue	Discontinue overnight service between 1am and 5am
82	Coral Way to Bird Road via SW 82 Avenue	Discontinue entire route
95X	Downtown Miami, Golden Glades, Civic Center, Carol City, Aventura, West Dade	Discontinue midday service to the Civic Center and CBD between 9:30am and 2:30pm southbound
147	Dolphin Mall to Hammocks via SW 147 Avenue	Discontinue entire route
Route 183 (183 Street MAX)	Golden Glades Park/Ride Lot to Central Miami via NW 7 Avenue	Adjust running times seven days a week (Saturday headway would improve from 45 to 40 minutes)
Route 212 (Sweetwater Circulator)	Sweetwater	Adjust weekday and Saturday headways to 30 minutes until even schedule begins
Route 216 (Goulds Connection)	West Goulds to Cutler Ridge Terminal	Discontinue entire route

TABLE II-1 (continued)
COMMITTED BUS SERVICE IMPROVEMENTS / ADJUSTMENTS
JANUARY to DECEMBER 2008

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT
Route 240 (Bird Road MAX)	West Miami-Dade to Dadeland North Metrorail station via Bird Road	Discontinue low ridership trips
Route 241 (North Dade Connection)	California Club to Miami Lakes via Uleta and Opa-Locka	Discontinue entire route
Route 242 (Doral Connection)	Okeechobee Station to Dolphin Mall via Koger, Doral and Airport West	Discontinue entire route
Route 243 (Seaport Connection)	CBD to Port of Miami	Discontinue midday service between 9am and 3pm
Route 245 (Okeechobee Connection)	Okeechobee Metrorail station to Hialeah Gardens via Okeechobee/Frontage Roads and Medley Industrial Parks	Discontinue entire route
Route 249 (Coconut Grove Circulator)	Coconut Grove Metrorail station to Douglas Road Metrorail via SW 27 Avenue, Grand Avenue, SW 37 Avenue	Adjust evening headway seven days a week between 7pm and 9pm from 15 to 20 minutes and to 30 minutes after 9pm
Route 252 (Coral Reef MAX)	Dadeland South Station to Country Walk via Coral Reef Drive	Adjust peak headway from 15 to 20 minutes
Route 252 (Coral Reef MAX)	Dadeland South Station to Country Walk via Coral Reef Drive	Adjust Saturday headway from 40 to 60 minutes
Route 272 (Sunset KAT)	Kendall to Dadeland North Metrorail station via Sunset Drive	Add an eastbound trip at 8:49am
Route 278 (Flagami Connection)	Flagami/West Miami area between Tamiami Boulevard and NW/SW 57 Avenue	Discontinue entire route
Route 282 (Hialeah Gardens Connection)	Miami Lakes to Hialeah Gardens to Palmetto Metrorail station via NW 82 and NW 87 Avenues	Adjust peak headway from 30 to 40 minutes
Route 288 (Kendall KAT)	West Kendall to Dadeland North Metrorail station via Kendall Drive	Add an eastbound trip at 9am

7. METROMOVER SERVICE IMPROVEMENTS

No new service improvements were implemented during 2007.

New Metromover cars are expected to come online beginning in 2008.

8. OTHER 2008 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

The 2008-2012 TIP Update includes many other projects affecting the delivery of transit services. However, they are not under the direct responsibility of MDT. This list is frequently updated with amendments. A complete list of projects included in the TIP is posted in the MPO website at: www.miamidade.gov/mpo.

The 2008 TIP includes the I-95 Managed Lanes project. This project is under FDOT management but will have a major impact to North Dade commuters. MDT is a major partner in this project. The project includes a new route funded by FDOT but operated by MDT between central Broward County and downtown Miami. MDT is acquiring 16 articulated hybrid buses for this project with FTA funding and will be operating a major express service to Broward Boulevard and Sheridan Street park-ride lots. A positive side effect of this project on the existing Route 95 Express is expected due to more frequent service based on much faster travel times in the Managed Lanes. Expansion of Golden Glades Park-and-Ride is also part of this project.

9. CONSISTENCY ANALYSIS

The following section examines the relationship between the improvements implemented by MDT during 2007 and committed improvements included in the 2007 TDP and the previous Recommended Service Plan. This serves to measure MDT's adherence to established policy for the systematic expansion of transit services. The RSP is used as a blueprint of immediate and future transit needs of the community and is updated on an annual basis. Throughout the year, unforeseen transit needs and opportunities may arise which may require making adjustments to or deviating from the approved RSP.

The consistency analysis for improvements implemented between January and December 2007 is shown in Table II-2.

During the January to December 2007 period, a total of 130 service changes were implemented. The 2007 TDP had programmed 55 Committed Bus Service Improvements/Adjustments, and 52 were accomplishing. This represents 95% consistency with committed service changes implemented.

TABLE II-2
CONSISTENCY ANALYSIS SUMMARY
JANUARY to DECEMBER 2007

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2007 TDP CONSISTENCY
A	Miami Beach to Omni Terminal via Venetian Causeway	Extend the route to serve Lincoln Road and Meridian Avenue after 6pm, seven days a week	May 20, 2007	*
A	Miami Beach to Omni Terminal via Venetian Causeway	Restore 9:07am weekday trip from Omni	May 20, 2007	√
C	Miami Beach to CBD via Collins Avenue, Washington Avenue, and MacArthur Causeway	Adjust peak headway from 15 to 20 minutes	May 20, 2007	√
E	Miami Lakes to Aventura Mall via Opa-Locka, North Miami Beach, Sunny Isles and Lehman Causeway	Adjust midday and weekend headway from 30 to 45 minutes	May 20, 2007	√
E	Miami Lakes to Aventura Mall via Opa-Locka, North Miami Beach, Sunny Isles and Lehman Causeway	Adjust midday headway from 45 to 60 minutes	October 21, 2007	*
E	Miami Lakes to Aventura Mall via Opa-Locka, North Miami Beach, Sunny Isles and Lehman Causeway	Eliminate weekday segment west of Miami Lakes Drive/NW 60 Avenue to west end of the line including the Miami Lakes Commerce Center	October 21, 2007	*
J	Coral Gables to Miami Beach via LeJeune Road, 36 Street and Collins Avenue	Expand to 24 hour service the segment between Miami International Airport/Tri-Rail Airport station and Collins Avenue/72 Street	October 21, 2007	*
K	Diplomat Mall to CBD via Collins Avenue and MacArthur Causeway	Adjust peak headway from 15 to 20 minutes	October 21, 2007	*
L	Miami Beach to Hialeah via Collins Avenue, 79 Street Causeway and 79 Street	Discontinue segment between Northside Metrorail station and the Hialeah Metrorail station for overnight trips between midnight and 5am	October 21, 2007	*
M	Civic Center to Miami Beach via Omni Terminal and MacArthur Causeway	Adjust midday headway from 30 to 40 minutes	May 20, 2007	√
M	Civic Center to Miami Beach via Omni Terminal and MacArthur Causeway	Truncate service at Mt. Sinai Hospital seven days a week	October 21, 2007	*
M	Civic Center to Miami Beach via Omni Terminal and MacArthur Causeway	Adjust midday headway from 40 to 45 minutes	October 21, 2007	*
M	Civic Center to Miami Beach via Omni Terminal and MacArthur Causeway	Discontinue first westbound Saturday trip and last round trip	October 21, 2007	*
R	Surfside to south Miami Beach	Truncate route at 85 Street/Hawthorne Avenue	May 20, 2007	√
T	Bal Harbour to CBD via Miami Beach and Omni Terminal	Adjust peak headway from 20 to 24 minutes	May 20, 2007	√
I	South Miami Heights to Dadeland South Station via Busway	Adjust weekend headway from 30 to 40 minutes	May 20, 2007	√

TABLE II-2 (continued)
CONSISTENCY ANALYSIS SUMMARY
JANUARY to DECEMBER 2007

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2007 TDP CONSISTENCY
2	163 Street Mall to CBD via Miami Avenue and NW 2 Avenue	Adjust weekday headway from 15 to 20 minutes	May 20, 2007	√
3	Diplomat Mall to CBD via 163 Street Mall and Biscayne Boulevard	Truncate alternate trips at Aventura Mall. Truncated trips will not serve Turnberry	October 21, 2007	*
6	Allapattah to Coconut Grove via Little Havana and Downtown Miami	Extend from Coconut Grove Station to Bird Avenue on a one-way loop seven days a week	May 20, 2007	√
6	Allapattah to Coconut Grove via Little Havana and Downtown Miami	Adjust weekday midday headway from 40 to 45 minutes	October 21, 2007	*
7	Dolphin Mall to CBD via Miami International Mall, Fountainebleau, NW 7 Street, Miami Springs and Little Havana	Remove NW 25 Street extension & will loop through Miami Internal Mall (via NW 15 St)	October 21, 2007	*
7	Dolphin Mall to CBD via Miami International Mall, Fountainebleau, NW 7 Street, Miami Springs and Little Havana	Discontinued weekend segment between Miami Springs Circle and the Miami International Airport.	October 21, 2007	*
12	Northside Metrorail station to Mercy Hospital via Liberty City, Allapattah, Civic Center, Little Havana and Coconut Grove	Discontinue overnight service from midnight to 4:40am, seven days a week	October 21, 2007	*
17	Norwood to Vizcaya Metrorail station via 17th Avenue	Discontinue 8:44 and 9:11 am trips	October 21, 2007	*
17	Norwood to Vizcaya Metrorail station via 17th Avenue	Adjust running times for the long term detour for the closing of the NW 17th Avenue bridge	October 21, 2007	*
24	Westchester to CBD via Coral Way and Brickell Avenue	Adjust weekday evening schedule to hourly starting at 8pm inbound and 9pm outbound. Four weekday evening trips will end at FIU instead of SW 137th Avenue	October 21, 2007	*
24	Westchester to CBD via Coral Way and Brickell Avenue	Late evening Saturday and Sunday trip will end at FIU instead of SW 137th Avenue	October 21, 2007	*
27	Carol City to Coconut Grove via 27th Avenue	Change 10:23pm weekday northbound and 8:55pm Saturday trips from Coconut Grove to operate on 27th Avenue leg in North Miami-Dade County	May 20, 2007	*
28	FIU Biscayne Bay Campus to Hialeah Station via 135th Street and East 4th Avenue	Adjust midday headway from 30 to 40 minutes	May 20, 2007	√
29	Miami Lakes to Hialeah	NW 54 Avenue loop will be discontinued and recovery zone will be moved to NW 158 Street	October 21, 2007	*
Route 31 (Busway Local)	Dadeland South Metrorail station to South Dade Government Center via Busway	Discontinue last two round trips on weekdays and last northbound and last two southbound trips on the weekends	October 21, 2007	*
32	Carol City to Omni via Opa-Locka, Northside, Liberty City and Civic Center	Adjust peak headway from 15 to 20 minutes	May 20, 2007	√

TABLE II-2 (continued)
CONSISTENCY ANALYSIS SUMMARY
JANUARY to DECEMBER 2007

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2007 TDP CONSISTENCY
33	Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street	Extend 30 minute weekday westbound headway later by adding a westbound trip at 5:43am	May 20, 2007	√
Route 34 (Busway Flyer)	Dadeland South Station to Florida City via Busway and US-1	Add an earlier northbound trip departing at 4:55am	May 20, 2007	√
Route 34 (Busway Flyer)	Dadeland South Station to Florida City via Busway	Realign from US-1 to the Busway	December 16, 2007	*
35	MDC Kendall Campus to Florida City via US-1 and the Busway	Extend route to serve the new Homestead Hospital	October 21, 2007	*
36	Dolphin Mall to Omni Terminal via Koger Office Park, Miami Springs, 36 Street and Biscayne Boulevard	Adjust peak headway from 10/15 to 20 minutes	May 20, 2007	√
36	Dolphin Mall to Omni Terminal via Koger Office Park, Miami Springs, 36 Street and Biscayne Boulevard	Operate a later evening trip to Miami Springs seven days a week and extend two trips on weekday evenings to serve Miami Springs High School	October 21, 2007	*
37	Hialeah to South Miami via Palm Avenue and Douglas Road	All trips will enter and serve the Airport Tri-Rail station seven days a week	May 20, 2007	√
Route 38 (Busway MAX)	Dadeland South Station to Florida City via Busway	Realign from US-1 to the Busway	December 16, 2007	*
42	Golden Glades to Coconut Grove via LeJeune Road	Adjust midday and weekend headway from 30 to 45 minutes	May 20, 2007	√
Route 46 (Liberty City Connection)	NW 7 Avenue/NW 62 Street to Tri-Rail Hialeah Market station via NW 10 Avenue and NW 46 Street	Adjust midday and evening headway from 30 to 40 minutes	May 20, 2007	√
Route 46 (Liberty City Connection)	NW 7 Avenue/NW 62 Street to Tri-Rail Hialeah Market station via NW 10 Avenue and NW 46 Street	Discontinue midday service and the last two eastbound and westbound trips	October 21, 2007	*
48	Civic Center to South Miami via Overtown, CBD and Coral Gables	Discontinue portion of route between South Miami and University stations; adjust midday headway from 30 to 45 minutes and weekend headway from 40 to 45 minutes	May 20, 2007	√
48	Civic Center to South Miami via Overtown, CBD and Coral Gables	Discontinue weekend service	October 21, 2007	*
Route 51 (Flagler MAX)	Miami Beach to West Miami-Dade via MacArthur Causeway and West Flagler Street	Adjust running times	May 20, 2007	√
54	Hialeah to Liberty City via 54th Street	Adjust peak headway from 15 to 20 minutes	May 20, 2007	√
54	Hialeah to Liberty City via 54th Street	Discontinue overnight service from midnight to 5am	October 21, 2007	*

TABLE II-2 (continued)
CONSISTENCY ANALYSIS SUMMARY
JANUARY to DECEMBER 2007

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2007 TDP CONSISTENCY
56	Coral Gables to Kendall/MDC Kendall Campus via Miller Road and SW 107/117 Avenues	Extend route to Miami Children's Hospital (see Route 152/Gables Connection)	May 20, 2007	√
57	Miami International Airport to Pinecrest	Revise south end-of-line from SW 92 Avenue to the Busway (southbound). EOL loop will be made in both northbound and southbound trips	May 20, 2007	√
57	Miami International Airport to Pinecrest	Discontinue two AM and 3 PM trips	October 21, 2007	*
Route 68 (Gratigny Connection)	Hialeah Gardens City Hall to MDC North Campus via NW 122 St (West 68 Street)	Discontinue five low ridership trips on weekdays including last two evening trips	May 20, 2007	√
Route 68 (Gratigny Connection)	Hialeah Gardens City Hall to MDC North Campus via NW 122 St (West 68 Street)	Discontinue midday service	October 21, 2007	*
70	Cutler Ridge to Florida City via Naranja, Goulds, Princeton and Homestead	Extend an additional Saturday trip to and from Old Cutler Road/SW 92 Avenue	May 20, 2007	√
70	Cutler Ridge to Florida City via Naranja, Goulds, Princeton and Homestead	Discontinue portion of alignment in Homestead that served the old (closed) hospital	October 21, 2007	*
71	Dolphin Mall to MDC Kendall Campus via 107th Avenue	Adjust midday and weekend headway from 30 to 40 minutes	May 20, 2007	√
71	Dolphin Mall to MDC Kendall Campus via 107th Avenue	Adjust Sunday headway from 40 to 60 minutes	October 21, 2007	*
71	Dolphin Mall to MDC Kendall Campus via 107th Avenue	Extend route through Miami International Mall via approximate NW 15 Street	October 21, 2007	*
73	Miami Lakes to Dadeland South Station via Milam Dairy Road and Ludlam Road	Adjust weekend headway from 30 to 40 minutes	May 20, 2007	√
73	Miami Lakes to Dadeland South Station via Milam Dairy Road and Ludlam Road	Adjust weekday peak headway from 20 to 30 minutes	October 21, 2007	*
75	Miami Lakes Tech to MDC North Campus via 175 Street, Miami Gardens Drive, West Dixie Highway and 119 Street	Adjust weekend headway from 30 to 45 minutes	May 20, 2007	√
75	Miami Lakes Tech to MDC North Campus via 175 Street, Miami Gardens Drive, West Dixie Highway and 119 Street	Adjust Sunday headway from 45 to 60 minutes	October 21, 2007	*
82	Coral Way to Bird Road via SW 82 Avenue	Adjust span of service from 6am to 10pm to 8am to 5pm	May 20, 2007	√
87	Palmetto Station to Dadeland North Station via 87th Avenue	Restructure route by eliminating diversions to MDPD and NW 84 Avenue	May 20, 2007	√

TABLE II-2 (continued)
CONSISTENCY ANALYSIS SUMMARY
JANUARY to DECEMBER 2007

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2007 TDP CONSISTENCY
Route 344	MDC Homestead Campus to Florida City City Hall via Krome Avenue and East/West Palm Drive	Adjust midday headway to 60 minutes	October 21, 2007	*
Route 344	MDC Homestead Campus to Florida City City Hall via Krome Avenue and East/West Palm Drive	Remove service in residential streets of Villages of Homestead realigning route to SW 167 Avenue between SW 328/336 Street	October 21, 2007	*
Route 500 (Midnight Owl)	CBD to Dadeland South Metrorail station	Discontinue north portion of route	October 21, 2007	*

√ Implemented service change committed to in previous TDP

* Implemented service change not included in previous TDP

Blank Page

CHAPTER III: 2018 RECOMMENDED SERVICE PLAN (RSP)

The following chapter describes the 2018 Recommended Service Plan (RSP) as updated from the previous RSP appearing in the 2007 Transit Development Plan (TDP). Although the 2018 RSP follows in the footsteps of the 2012 PTP Five-Year implementation Plan, the forecasting period for this 2018 RSP has changed to a ten-year horizon to comply with new ruling under F.S 14-73.001, Public Transit. As with previous TDPs, the Recommended Service Plan is a "needs" plan. Therefore improvements and adjustments that are recommended to be made during this TDP ten-year period are recommended to satisfy the expected needs. Any future project recommended in this chapter for implementation is contingent upon Miami-Dade County receiving the appropriate federal, state and local funding for its implementation.

Some of the improvements and adjustments reflected in the 2018 RSP encompassing the ten-year period (December 2009 to December 2018), are currently "funded" needs under the People's Transportation Plan's (PTP) one-half percent sales surtax approved by voters on November 5, 2002. Most improvements listed in the RSP beyond 2009 were not included in the original PTP improvements list, but may be funded with future PTP surtax funds. These improvements were deemed to be most pressing or requested by the community after the original PTP list was completed.

MDT conducted the Comprehensive Bus Operation Analysis (CBOA) study in 2005. This study created a proposed Implementation Plan for MDT to follow in order to reduce its operation and capital expenditures. For this 2018 RSP, MDT is including some of those recommendations of the CBOA that are most likely to occur. Some improvements have already been implemented during the past three years.

In addition, MDT also conducted a study investigating Special Use Lanes, now called the "Buses Running on Shoulders" study. This program permits MDT buses to operate on shoulder lanes during morning and afternoon peak hours on the most congested roadways in the county when the mainline speed is less than 25 mph. Buses on shoulders cannot exceed 35 mph. Most of the routes recommended in this study are included in the 2018 RSP and some of the planned services have already been implemented. The Kickoff of Buses Running on Shoulders Pilot was held on March 22, 2007 where service on SR 874 Don Shula Expressway and SR 878 Snapper Creek Expressway commenced with the Kendall Area Transit (KAT) routes. MDT is partnering with FDOT, Florida Turnpike Enterprise (FTE) and the Miami-Dade Expressway Authority (MDX) to permit shoulder access along the SR 836, the Homestead Extension of the Florida Turnpike, and the I-95 Managed Lanes Project.

Additional transit facilities will be necessary to support the expanded Metrobus fleet and the improvements have been programmed in a systematic manner, with the year of implementation of each improvement provided.

This chapter addresses the four modes MDT operates, i.e., Metrobus, Metrorail, Metromover and Special Transportation Services (STS). The improvements shown in the 2018 RSP correspond only to transit services provided directly by MDT, not contracted out or provided by municipalities.

1. METROBUS

As can be seen in the following pages describing the Recommended Service Plan (RSP), it is clear that MDT is making a positive statement in providing the level of transit service which serves our service area as efficiently as possible while at the same time addressing critical issues of revenue, operating budgets, and capital expansion programs.

Because this TDP forms part of MDT's operational foundation for the future, it is imperative to recognize that the importance of "rightsizing" our RSP cannot be over emphasized. To that end, this portion of the TDP details the reductions to achieve our long term objectives.

a. Existing Routes Improvements/Adjustments

Table III-1 is a new table introduced this year to the TDP to show the differences between the 2018 RSP and the Previous 2012 RSP. The adjustments have been substantial, with 77 improvements removed or adjusted from the 2012 Recommended Service Plan Existing Routes Improvements, Table III-1; and 16 improvements removed from the New Routes, Table III-3. Some of these improvements are scheduled to be restored in the 2018 RSP. For instance, peak headway improvements that were originally listed in the 2012 RSP as improved from 30 to 15 minutes are now re-introduced in the 2018 RSP as peak improvements from 30 to 20 minutes.

Some routes that were introduced as part of the People Transportation Plan never generated the ridership necessary to continue the service. These routes, mostly circulators, are being discontinued.

Table III-2 provides a description of the needed bus service improvements for existing routes. Aside from the description summary of bus service improvements, this table also includes the following items: annual operating cost per improvement; impact of additional buses on the peak vehicle requirement (PVR); programming of improvements by fiscal years; and funding needs by fiscal year.

In some cases multiple improvements are listed for a single route in Table III-2. This reflects the fact that each improvement may be implemented on an independent and incremental basis.

In order to get public input into transit planning and operating, a large number of public meetings were held throughout the county during the development of the PTP. MDT staff met several times throughout the year 2007 with FDOT and others to determine additional clients' needs which included the South Florida Workforce (Appendix A lists the meeting dates). Appendix B provides a sample of the coordination letters and minutes of meeting held with the South Florida Workforce, and the resulting improvements are also reflected in the 2018 RSP. MDT also held several public project meetings throughout the year where recommendations for route improvements were obtained. All of the MDT Public Meetings were analyzed and many of the recommendations were incorporated in the RSP for 2018, along with additional improvements developed through citizens input received by direct telephone calls with recommendations.

TABLE III-1

IMPROVEMENTS REMOVED FROM THE 2012 RECOMMENDED SERVICE PLAN

SUMMARY FOR EXISTING AND NEW ROUTES

Existing Routes	Change Description
A	Improve peak headway from 20 to 15 minutes.
C	All night service, every 60 minutes, seven days a week. Serves the Government Center station.
E	Improve peak headway from 30 to 15 minutes.
J	All night service, every 60 minutes, seven days a week. Serves the Douglas Road and Allapattah Center stations.
K	Improve peak headway from 40 to 30 minutes and midday headway from 60 to 40 minutes north of Haulover.
M	Improve peak headway from 30 to 15 minutes.
M	Improve weekend headway from 60 to 30 minutes.
R	Improve peak headway from 30 to 15 minutes.
V	Improve peak headway from 60 to 15 minutes.
1	Extend service to Quail Roost Drive and SW 137 Avenue.
2	Improve weekday headway north of NW 84 Street from 60 to 30 minutes.
2	All night service, every 60 minutes, seven days a week. Serves the Overtown station.
2	Extend weekend service to 167 Street Terminal.
6	Improve peak headway from 30 to 15 minutes.
8	All night service, every 60 minutes, seven days a week. Serves the Government Center station.
8	Extend Westchester short trips to FIU Terminal via SW 16 Street.
8	Extend route to FIU on weekends via SW 24 Street.
17	Improve early evening headway.
21	Improve daily headway north of the Northside station from 60 to 30 minutes.
21	Extend route from Bunche Park to the future Golden Glades Intermodal Terminal.
22	All night service, every 60 minutes, seven days a week. Serves the Earlington Heights and Coconut Grove stations.
24	All night service, every 60 minutes, seven days a week. Serves the Vizcaya and Government Center stations.
28	Improve peak headway from 30 to 15 minutes.
28	Improve weekday headway from 60 to 30 minutes.
28	Extend route to serve the Northeast Bus Terminal.

TABLE III-1 - Continued

IMPROVEMENTS REMOVED FROM THE 2012 RECOMMENDED SERVICE PLAN

SUMMARY FOR EXISTING AND NEW ROUTES

Existing Routes	Change Description
29	Improve peak headway from 30 to 15 minutes.
31 (Busway Local)	Re-align route to service Goulds area.
35	Re-align along South Miami-Dade Busway Extension.
36	Extend route south to serve Dolphin Mall.
37	All night service, every 60 minutes, seven days a week. Serves the South Miami and Douglas Road stations.
41	Improve peak headway from 30 to 15 minutes.
41	Improve midday headway from 40 to 30 minutes.
41	Improve weekend headway from 45/60 to 30 minutes.
46 (Liberty City Connection)	Improve peak headway from 30 to 15 minutes.
48	Improve peak headway from 30 to 15 minutes.
52	Improve peak headway from 30 to 15 minutes.
52	All night service, every 60 minutes, seven days a week. Serves the Dadeland South, South Miami and University stations.
56	Introduce weekend service.
57	Improve peak headway from 30 to 15 minutes.
57	Improve midday headway from 30 to 15 minutes.
57	Introduce weekend service.
62	All night service, every 60 minutes, seven days a week. Serves the Dr. Martin Luther King, Jr. station.
65	Improve peak headway from 30 to 15 minutes.
68 (Gratigny Connection)	Improve peak headway from 30 to 15 minutes.
68 (Gratigny Connection)	Improve midday headway from 45 to 30 minutes.
70	Improve peak headway from 30 to 15 minutes.
70	Improve weekend headway from 60 to 30 minutes.
70	Re-align along South Miami-Dade Busway Extension.
72	Improve peak headway from 30 to 15 minutes.

TABLE III-1 - Continued

IMPROVEMENTS REMOVED FROM THE 2012 RECOMMENDED SERVICE PLAN

SUMMARY FOR EXISTING AND NEW ROUTES

Existing Routes	Change Description
73	Begin Sunday service earlier than 9:00 am.
75	Extend service to the Northeast Transit Terminal.
83	All night service, every 60 minutes, seven days a week.
83	Extend Sunday service into Miami Lakes.
87	Extend route to the Palmetto station on the weekends.
91	Extend service to the future Northeast Transit Terminal.
136	Improve peak headway from 30 to 15 minutes.
136	Improve midday headway from 45 to 30 minutes.
183 (183 Street MAX)	Improve peak headway from 30 to 15 minutes.
202 (Little Haiti Connection)	Improve peak headway from 30 to 15 minutes.
202 (Little Haiti Connection)	Extend service to El Portal.
216 (Goulds Connection)	Improve peak headway from 30 to 15 minutes.
224 (Coral Way MAX)	Improve peak headway from 24 to 15 minutes.
238 (East-West Connection)	Improve peak headway from 30 to 15 minutes.
238 (East-West Connection)	Improve midday headway from 60 to 30 minutes.
240 (Bird Road MAX)	Improve peak headway from 24 to 15 minutes.
241 (North Dade Connection)	Improve peak headway from 30 to 15 minutes.
242 (Doral Connection)	Improve peak headway from 30 to 15 minutes.
242 (Doral Connection)	Improve midday headway from 60 to 30 minutes.
242 (Doral Connection)	Add overnight service seven days a week.
245 (Okeechobee Connection)	Improve peak headway from 30 to 15 minutes.
252 (Coral Reef MAX)	Extend SW 162 Avenue loop to evening service.
278 (Flagami Connection)	Improve peak headway from 30 to 15 minutes.
282 (Hialeah Gardens Connection)	Improve peak headway from 30 to 20 minutes.
282 (Hialeah Gardens Connection)	Improve midday headway from 60 to 30 minutes.

TABLE III-1 - Continued

IMPROVEMENTS REMOVED FROM THE 2012 RECOMMENDED SERVICE PLAN

SUMMARY FOR EXISTING AND NEW ROUTES

Existing Routes	Change Description
282 (Hialeah Gardens Connection)	Improve weekend headway from 60 to 30 minutes.
287 (Saga Bay MAX)	Introduce midday service.
344	Improve peak headway from 30 to 15 minutes.

New Routes	Change Description
80 Street MAX	Limited-stop weekday service between the future Kendall Town Center and Dadeland North during the morning and evening peak.
96 Street MAX	Limited-stop weekday service between the future Kendall Town and Dadeland North during the morning and evening peak.
97 Avenue Crosstown	Improve peak headway from 30 to 15 minutes.
127	Improve peak headway from 30 to 15 minutes.
127	Improve midday headway from 60 to 30 minutes.
127	Improve weekend headway from 60 to 30 minutes.
Baja Connection	Introduce new circulator service to Lake Lucerne and Carol City connecting to the NW 27 Avenue/183 Street transfer point.
Coconut Palm Connection	Introduce a feeder route from SW 248 Street into the Busway with connections to the Cutler Ridge Terminal via SW 112 Avenue.
Kendale Lakes Connection	This route would operate daily on SW 122 Ave. and SW 62 St within Kendale Lakes between the West Dade Bus Terminal and Lakes of the Meadows.
Kendall Circulator	New weekday only route operating from SW 133 Ave to SW 157 Ave on SW 96 Street and Hammocks Boulevard to the south and SW 80/82 Street to the north.
Kendall Circulator	Improve peak headway from 30 to 15 minutes.
Overtown Circulator	Introduce new circulator service to Overtown connecting to the Garment District and downtown Miami.
Quail Roost MAX	Introduce a MAX route on SW 184 Street and Quail Roost Drive.
Westchester to MIA MAX	New premium service between the SW Westchester area and the Miami International Airport.
Western Express	Express bus service between Miami-Dade and Broward counties, connecting the new Palmetto Metrorail Station and Sawgrass Mall through Pembroke Pines.

System needs are programmed systematically scheduled throughout the 10-year RSP period with an estimated total cost for all improvements of $13.33 million for all ten years (see Table III-2, Cumulative Total, page III-13).

The improvements to existing routes also incorporate the development of a regional transit hub system. The current bus system operates generally on a grid pattern providing feeder services to

the Metrorail stations. The bus system concept presented in the 2018 RSP continues to add, as in previous years, an additional component and feature to the existing scheme by providing a "modified" grid bus system. Under the modified grid, routes will continue to serve their respective corridors and Metrorail stations, but will also provide connections to various routes within their general service area at a single location or transit hub. Numerous passenger amenities will be afforded at these locations such as purchasing transit passes, providing transit schedule information, providing weather protection, etc. Eight (8) such transit hubs are proposed within Miami-Dade County. Some of these locations already perform some of these functions, (i.e., both Dadeland North and South Metrorail stations) while others continue to be just concepts at this point. In the near future, all transit hub stations will need to be upgraded, or constructed from scratch, to meet the standards for such facilities. Table III-3 provides a list of the transit hubs with the respective routes planned to serve them.

The construction or upgrading of some of these facilities will likely be funded through the one-half percent surtax, except for the future construction of the Miami Intermodal Center (MIC). MDT has actively pursued the funding for construction of such facilities by the private sector as part of future urban developments. Such is the case with the West Dade transit hub which is to be constructed by a private developer and the Kendall Town Center project (West Kendall) Development of Regional Impact (DRI) which was approved four years ago by Miami-Dade County. In both cases a terminal is to be built prior to any Certificate of Occupancy (CO) being awarded (estimated to occur in 2011). Additionally, the Golden Glades park and ride lot will have an intermodal terminal in the near future. This project continues to be under the FDOT District VI supervision.

b. New Routes

Table III-4 provides a summary of the 9 new bus routes that are proposed under the 2018 RSP. The table also includes data on the proposed service levels, number of peak vehicle requirement (buses) needed to operate the service, annual operating costs, along with the time frame for implementation. The preliminary programming of these routes was conducted in a systematic and regional approach based on coordination with major transit capital projects. These new routes also respond to citizen's request for new service throughout the County. Table III-5 provides the additional services planned for the identified transit hub locations by these new routes.

These new routes for the period 2009-2018, proposed under the 2018 RSP, increases the number of routes to be operated by MDT from one hundred and five (105) to one hundred and fourteen (114).

Both Table III-2 and III-4 began with a base amount of 32.6 million miles, similar to what existed in June 2008. As can be seen in Table III-2 Existing Routes, in the first year, 2009, there will be several routes with adjustments to their headways and alignments, decreasing the cost and number of miles of service. However, Table III-4, New Routes, adds 9 routes during the RSP period, which will cause the cost and number of service miles to increase by the end of the 10 year period. Although the cost by the end of the 10 year period is $13,325,028, much of that cost will be covered by grants and funding being provided by FDOT.

TABLE III-2
2018 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
A	Adjust evening headway 7-days a week from 20 to 40 minutes in the peak	-$142,746		-$142,746		-$142,746		-$142,746		-$142,746		-$142,746		-$142,746		-$142,746		-$142,746		-$142,746	
B	Improve headway to 10 minutes during AM peak to accommodate southbound loads. Operate additional trips via the Crandon branch. (CBOA)																			$91,809	2
C	Improve headway on Sundays from 30 minutes to 20 minutes. Operate existing Saturday schedule on Sunday. (CBOA)																			$154,788	0
E	Adjust weekend headway from 45 to 60 minutes.	-$90,974		-$90,974		-$90,974		-$90,974		-$90,974		-$90,974		-$90,974		-$90,974		-$90,974		-$90,974	
G	No planned improvements.																				
H	Improve peak headway from 20 to 15 minutes.																	$562,620	4	$562,620	4
H	Remove southbound loop around 163 St. Mall	-$301,311		-$301,311		-$301,311		-$301,311		-$301,311		-$301,311		-$301,311		-$301,311		-$301,311		-$301,311	
J	No planned improvements.																				
K	Adjust peak headways from 20 to 30 minutes in the peak	-$992,796	-3	-$992,796	-3	-$992,796	-3	-$992,796	-3	-$992,796	-3	-$992,796	-3	-$992,796	-3	-$992,796	-3	-$992,796	-3	-$992,796	-3
L	No planned improvements.																				
M	Adjust peak headway from 30 to 45 minutes and midday from 45 to 60 minutes.	-$351,464	-1	-$351,464	-1	-$351,464	-1	-$351,464	-1	-$351,464	-1	-$351,464	-1	-$351,464	-1	-$351,464	-1	-$351,464	-1	-$351,464	-1
M	Discontinue the loop south of 5th Street. Duplicates So. Beach local and Rt. H.	-$78,024		-$78,024		-$78,024		-$78,024		-$78,024		-$78,024		-$78,024		-$78,024		-$78,024		-$78,024	
R	No planned improvement																				
S	No planned improvements.																				
T	Route to be transformed to Beach MAX (see New Routes table).			$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
1	Adjust peak headway from 30 to 40 minutes.	-$159,572	-1	-$159,572	-1	-$159,572	-1	-$159,572	-1	-$159,572	-1	-$159,572	-1	-$159,572	-1	-$159,572	-1	-$159,572	-1	-$159,572	-1
1	Improve peak headway from 40 to 30 minutes.															$159,572	2	$159,572	2	$159,572	2
1	Adjust weekend headway from 40 to 60 minutes.	-$130,414		-$130,414		-$130,414		-$130,414		-$130,414		-$130,414		-$130,414		-$130,414		-$130,414		-$130,414	
2	Re-align northern terminus to future Golden Glades Intermodal Terminal.															$0	0	$0	0	$0	0
3	No planned improvement																				
6	Extend route to serve the Miami Intermodal Center.					$221,623	1M	$221,623	1M	$221,623	1M	$221,623	1M	$221,623	1M	$221,623	1M	$221,623	1M	$221,623	1M
7	No planned improvement																				
8	Extend service westward to SW 149 Avenue every 30 minutes and add weekend service to branch.																	$886,539	1	$886,539	1
9	No planned improvement																				
10	Improve peak headway from 30 to 20 minutes.																			$272,938	2
11	No planned improvement																				

TABLE III-2
2018 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
12	Adjust Saturday headway from 30 to 40 minutes and Sunday from 30 to 60 minutes.	-$202,051		-$202,051		-$202,051		-$202,051		-$202,051		-$202,051		-$202,051		-$202,051		-$202,051		-$202,051	
12	Remove Civic Center loop; route will stay on NW 12 Ave. City of Mia to implement Health Distric Cir.	-$173,190		-$173,190		-$173,190		-$173,190		-$173,190		-$173,190		-$173,190		-$173,190		-$173,190		-$173,190	
16	No planned improvement																				
17	No planned improvement	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
21	Adjust Saturday headway from 30 to 40 minutes and Sunday from 30 to 60 minutes.	-$196,458		-$196,458		-$196,458		-$196,458		-$196,458		-$196,458		-$196,458		-$196,458		-$196,458		-$196,458	
21	Discontinue 79 St. to 167 St. segment. Duplicates Rts 27 and 27 Ave MAX.	-$373,413	-1	-$373,413	-1	-$373,413	-1	-$373,413	-1	-$373,413	-1	-$373,413	-1	-$373,413	-1	-$373,413	-1	-$373,413	-1	-$373,413	-1
22	No planned improvement																				
24	Extend service westward to SW 152 Avenue.															$219,893	0	$219,893	0	$219,893	0
24	Adjust midday headways from 20 to 30 minutes in the peak	-$345,574		-$345,574		-$345,574		-$345,574		-$345,574		-$345,574		-$345,574		-$345,574		-$345,574		-$345,574	
27	No planned improvement																				
28	Adjust midday headway from 40 to 60 minutes.	$140,409		$140,409		$140,409		$140,409		$140,409		$140,409		$140,409		$140,409		$140,409		$140,409	
29	Adjust peak headway from 30 to 45 minutes.	-$448,241	-2	-$448,241	-2	-$448,241	-2	-$448,241	-2	-$448,241	-2	-$448,241	-2	-$448,241	-2	-$448,241	-2	-$448,241	-2	-$448,241	-2
31 (Busway Local)	Adjust peak headways from 15 to 20 minutes in the peak	-$214,166	-1	-$214,166	-1	-$214,166	-1	-$214,166	-1	-$214,166	-1	-$214,166	-1	-$214,166	-1	-$214,166	-1	-$214,166	-1	-$214,166	-1
31 (Busway Local)	Improve midday headway from 30 to 20 minutes.																			$391,404	0
31 (Busway Local)	Improve weekend headway from 30 to 20 minutes.																			$189,147	0
31 (Busway Local)	Extend service to Florida City/Homestead along South Miami-Dade Busway Extension.																			$2,411,848	5
32	No planned improvement																				
33	Improve peak headway from 30 to 20 minutes.																	$395,453	3	$395,453	3
33	Adjust midday headway from 30 to 45 minutes.	-$208,455		-$208,455		-$208,455		-$208,455		-$208,455		-$208,455		-$208,455		-$208,455		-$208,455		-$208,455	
34 (Busway Flyer)	No planned improvement																				
35	Improve peak headway from 30 to 20 minutes.																	$642,620	4	$642,620	4
35	Adjust Saturday and Sunday headway from 30 to 60 minutes.	-$501,934		-$501,934		-$501,934		-$501,934		-$501,934		-$501,934		-$501,934		-$501,934		-$501,934		-$501,934	
36	Re-structure and merge with Rt 41	-$360,988	-2	-$360,988	-2	-$360,988	-2	-$360,988	-2	-$360,988	-2	-$360,988	-2	-$360,988	-2	-$360,988	-2	-$360,988	-2	-$360,988	-2
37	Extend route to serve the Miami Intermodal Center.					$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
38 (Busway MAX)	Improve peak headway from 15 to 10 minutes.																	$510,793	2	$510,793	2
40	Adjust peak headways from 20 to 24 minutes in the peak	-$162,791	-1	-$162,791	-1	-$162,791	-1	-$162,791	-1	-$162,791	-1	-$162,791	-1	-$162,791	-1	-$162,791	-1	-$162,791	-1	-$162,791	-1
40	Adjust Saturday and Sunday headway from 30 to 60 minutes.	-$269,978		-$269,978		-$269,978		-$269,978		-$269,978		-$269,978		-$269,978		-$269,978		-$269,978		-$269,978	

TABLE III-2
2018 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
41	Re-Structure and merge with Route 36	-$185,964		-$185,964		-$185,964		-$185,964		-$185,964		-$185,964		-$185,964		-$185,964		-$185,964		-$185,964	
42	Extend route to serve the Miami Intermodal Center.					$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
42	Adjust peak headways from 30 to 40 minutes.	-$313,754	-1	-$313,754	-1	-$313,754	-1	-$313,754	-1	-$313,754	-1	-$313,754	-1	-$313,754	-1	-$313,754	-1	-$313,754	-1	-$313,754	-1
46 (Liberty City Connection)	Adjust peak headways from 30 to 40 minutes.	-$132,818	-1	-$132,818	-1	-$132,818	-1	-$132,818	-1	-$132,818	-1	-$132,818	-1	-$132,818	-1	-$132,818	-1	-$132,818	-1	-$132,818	-1
51 (Flagler MAX)	Adjust peak headways from 15 to 20 minutes in the peak	-$456,147	-3	-$456,147	-3	-$456,147	-3	-$456,147	-3	-$456,147	-3	-$456,147	-3	-$456,147	-3	-$456,147	-3	-$456,147	-3	-$456,147	-3
51 (Flagler MAX)	Route to be transformed to Flagler BRT (see New Routes table).			$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
52	No planned improvement																				
54	End every other westbound trip at the Okeechobee Station. Headway west of Okeechobbe would vary from 40-60 min.	-$660,062	-1	-$660,062	-1	-$660,062	-1	-$660,062	-1	-$660,062	-1	-$660,062	-1	-$660,062	-1	-$660,062	-1	-$660,062	-1	-$660,062	-1
56	No planned improvement																				
57	Extend route to serve the Miami Intermodal Center.					$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
62	Adjust Sunday headway from 20 to 30 minutes.	-$136,166		-$136,166		-$136,166		-$136,166		-$136,166		-$136,166		-$136,166		-$136,166		-$136,166		-$136,166	
65	No planned improvement																				
70	Adjust midday headway from 30 to 60 minutes.	-$424,795		-$424,795		-$424,795		-$424,795		-$424,795		-$424,795		-$424,795		-$424,795		-$424,795		-$424,795	
71	Adjust weekday midday headway from 40 to 60 minutes.	-$132,184		-$132,184		-$132,184		-$132,184		-$132,184		-$132,184		-$132,184		-$132,184		-$132,184		-$132,184	
71	Adjust weekend headway from 40 to 60 minutes.	-$66,231		-$66,231		-$66,231		-$66,231		-$66,231		-$66,231		-$66,231		-$66,231		-$66,231		-$66,231	
72	Extend route westward to future West Kendall Terminal.					$207,000	1	$207,000	1	$207,000	1	$207,000	1	$207,000	1	$207,000	1	$207,000	1	$207,000	1
72	Adjust weekend headway from 30 to 60 minutes. Discontinue leg to Miller Square.	-$165,725		-$165,725		-$165,725		-$165,725		-$165,725		-$165,725		-$165,725		-$165,725		-$165,725		-$165,725	
73	Adjust weekend midday headway from 30 to 40 minutes.	-$363,414		-$363,414		-$363,414		-$363,414		-$363,414		-$363,414		-$363,414		-$363,414		-$363,414		-$363,414	
75	Discontinue night service	-$74,490		-$74,490		-$74,490		-$74,490		-$74,490		-$74,490		-$74,490		-$74,490		-$74,490		-$74,490	
77	No planned improvement																				
83	No planned improvement																				
87	No planned improvement																				
88	Straighten route and extend westward to the West Kendall Terminal, eliminate the 142 Avenue branch.					$233,477	1	$233,477	1	$233,477	1	$233,477	1	$233,477	1	$233,477	1	$233,477	1	$233,477	1
91	Adjust peak headway from 30 to 45 minutes.	-$281,081	-1	-$281,081	-1	-$281,081	-1	-$281,081	-1	-$281,081	-1	-$281,081	-1	-$281,081	-1	-$281,081	-1	-$281,081	-1	-$281,081	-1
93 (Biscayne MAX)	Route to be transformed to Biscayne BRT (New Routes table).															$3,400,000	4	$3,400,000	4	$3,400,000	4
95X	Reduce the number of trips to downtown and the Civic Center by 10%	-$336,296	-2	-$336,296	-2	-$336,296	-2	-$336,296	-2	-$336,296	-2	-$336,296	-2	-$336,296	-2	-$336,296	-2	-$336,296	-2	-$336,296	-2

TABLE III-2
2018 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
95X	Introduce weekend service.															$217,000	0	$217,000	0	$217,000	0
97 (27Avenue MAX)	Improve peak headway from 18 to 15 minutes.																			$283,098	2
99	Adjust peak headway from 30 to 45 minutes.	-$239,264	-1	-$239,264	-1	-$239,264	-1	-$239,264	-1	-$239,264	-1	-$239,264	-1	-$239,264	-1	-$239,264	-1	-$239,264	-1	-$239,264	-1
104	Adjust midday and weekend service from 30 to 60 minutes.	-$538,884		-$538,884		-538,884		-538,884		-538,884		-538,884		-538,884		-538,884		-538,884		-538,884	
104	Extend route westward to future West Kendall Terminal.					$83,629	0	$83,629	0	$83,629	0	$83,629	0	$83,629	0	$83,629	0	$83,629	0	$83,629	0
123 (South Beach Local)	Extend to Collins Park and Belle Isle neighborhood.	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
132 (Tri-Rail Doral Shuttle)	No planned improvement																				
133 (Tri-Rail Airport Shuttle)	No planned improvement																				
136	Discontinue four trips: 9:05 am an 720 p.m. westbound and 2:25 pm and 3:06 pm. eastbound.	-$73,832		-$73,832		-$73,832		-$73,832		-$73,832		-$73,832		-$73,832		-$73,832		-$73,832		-$73,832	
137 (West Dade Connection)	Adjust midday headway from 30 to 45 minutes.	-$475,858		-$475,858		-$475,858		-$475,858		-$475,858		-$475,858		-$475,858		-$475,858		-$475,858		-$475,858	
147	No planned improvement																				
183 (183 Street MAX)	Discontinue night service	-$234,077		-$234,077		-$234,077		-$234,077		-$234,077		-$234,077		-$234,077		-$234,077		-$234,077		-$234,077	
183 (183 Street MAX)	Discontinue segment from Aventura to FIU. Duplicates service of Rts 3 and 93.	-$595,760	-1	-$595,760	-1	-$595,760	-1	-$595,760	-1	-$595,760	-1	-$595,760	-1	-$595,760	-1	-$595,760	-1	-$595,760	-1	-$595,760	-1
202 (Little Haiti Connection)	Adjust peak headway from 30 to 40 minutes.	-$118,342	1M	-$118,342	1M	-$118,342	1M	-$118,342	1M	-$118,342	1M	-$118,342	1M	-$118,342	1M	-$118,342	1M	-$118,342	1M	-$118,342	1M
202 (Little Haiti Connection)	Discontinue night service	-$112,623		-$112,623		-$112,623		-$112,623		-$112,623		-$112,623		-$112,623		-$112,623		-$112,623		-$112,623	
204 (Killian KAT)	Realign route to the future West Kendall Bus Terminal (already in area).					$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
207/208 (Little Havana Circulator)	No planned improvement																				
211 (Overtown Circulator)	No planned improvement																				
212 (Sweetwater Circulator)	No planned improvement																				
224 (Coral Way MAX)	No planned improvement																				
238 (East-West Connection)	Adjust peak headway from 30 to 45 minutes.	-$264,268	1M	-$264,268	1M	-$264,268	1M	-$264,268	1M	-$264,268	1M	-$264,268	1M	-$264,268	1M	-$264,268	1M	-$264,268	1M	-$264,268	1M
240 (Bird Road MAX)	Adjust peak headway from 24 to 40 minutes in the peak	-$344,680	-2	-$344,680	-2	-$344,680	-2	-$344,680	-2	-$344,680	-2	-$344,680	-2	-$344,680	-2	-$344,680	-2	-$344,680	-2	-$344,680	-2

TABLE III-2
2018 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
243 (Seaport Connection)	Adjust peak headway from 20 to 40 minutes in the peak	-$144,367	1M	-$144,367	1M	-$144,367	1M	-$144,367	1M	-$144,367	1M	-$144,367	1M	-$144,367	1M	-$144,367	1M	-$144,367	1M	-$144,367	1M
243 (Seaport Connection)	Discontinue Flagler St segment; minimal ridership	-$48,119		-$48,119		-$48,119		-$48,119		-$48,119		-$48,119		-$48,119		-$48,119		-$48,119		-$48,119	
246	Restructure to operate between CBD and Golden Glades on the mainland. Beach segment would be discontinued. Duplicates Rt. S overnight service.	-$668,039		-$668,039		-$668,039		-$668,039		-$668,039		-$668,039		-$668,039		-$668,039		-$668,039		-$668,039	
248 (Brickell Key Shuttle)	Adjust peak headways from 15 to 20 minutes in the peak	-$119,034	1M	-$119,034	1M	-$119,034	1M	-$119,034	1M	-$119,034	1M	-$119,034	1M	-$119,034	1M	-$119,034	1M	-$119,034	1M	-$119,034	1M
249 (Coconut Grove Circulator)	Remove spur west of Douglas Rd. Narrow streets makes turnaround difficult.	-$111,324		-$111,324		-$111,324		-$111,324		-$111,324		-$111,324		-$111,324		-$111,324		-$111,324		-$111,324	
252 (Coral Reef MAX)	Adjust midday headway from 30 to 60 minutes.	-$284,125		-$284,125		-$284,125		-$284,125		-$284,125		-$284,125		-$284,125		-$284,125		-$284,125		-$284,125	
252 (Coral Reef MAX)	Operate later evening service into the Metrozoo Entertainment complex.																			$81,004	1
254 (Brownsville Circulator)	Discontinue last trip at 3:00 pm.	-$10,945		-$10,945		-$10,945		-$10,945		-$10,945		-$10,945		-$10,945		-$10,945		-$10,945		-$10,945	
267 (267 MAX)	Adjust peak headways from 20 to 30 minutes in the peak	-$154,895	1M	-$154,895	1M	-$154,895	1M	-$154,895	1M	-$154,895	1M	-$154,895	1M	-$154,895	1M	-$154,895	1M	-$154,895	1M	-$154,895	1M
272 (Sunset KAT)	Realign route to the future West Kendall Bus Terminal.					$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
277 (7 Avenue MAX)	No planned improvement																				
282 (Hialeah Gardens Connection)	Reduce peak service span by one hour for each peak period	-$61,083	1M	-$61,083	1M	-$61,083	1M	-$61,083	1M	-$61,083	1M	-$61,083	1M	-$61,083	1M	-$61,083	1M	-$61,083	1M	-$61,083	1M
287 (Saga Bay MAX)	Improve peak headways from 30 to 20 minutes.															$153,213	1	$153,213	1	$153,213	1
288 (Kendall KAT)	Realign route to the future West Kendall Bus Terminal.					$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
288 (Kendall KAT)	Route to be transformed to Kendall BRT (New Routes table).	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
344	Reduce peak service span by one hour for each peak period	-$56,477		-$56,477		-$56,477		-$56,477		-$56,477		-$56,477		-$56,477		-$56,477		-$56,477		-$56,477	
500 (Midnight Owl)	No planned improvement																				
INCREMENTAL TOTALS		($13,949,254)	(31)	$0	0	$745,729	3	$0	0	$0	0	$0	0	$0	0	$4,149,678	7	$2,998,025	14	$3,876,036	12
(MINI-BUSES)			-6		0		1		0		0		0		0		0		0		0
(FULL SIZE BUSES)			-25		0		2		0		0		0		0		7		14		12
CUMULATIVE TOTALS		($13,949,254)	(25)	($13,949,254)	(25)	($13,203,525)	(22)	($13,203,525)	(22)	($13,203,525)	(22)	($13,203,525)	(22)	($13,203,525)	(22)	($9,053,847)	(15)	($6,055,822)	(1)	($2,179,786)	11
(MINI-BUSES)			-6		-6		-5		-5		-5		-5		-5		-5		-5		-5
(FULL SIZE BUSES)			-25		-25		-23		-23		-23		-23		-23		-16		-2		10

TABLE III-3
TRANSIT HUB LOCATIONS AND FEEDER ROUTES
FOR EXISTING ROUTES

TERMINALS	ROUTES																				
	A	B	C	E	G	H	J	K	L	M	R	S	T	V	1	2	3	6	7	8	9
Flagler Marketplace		■	■					■				■	■			■	■		■	■	■
Dadeland Stations															■						
Miami Beach - Lincoln/Washington	■		■		■	■			■	■	■	■									
West Kendall																					
Northeast PAC				■		■						■		■		■	■				■
Miami Intermodal Center							■											■	■		
West Dade																			■		
NW 7th Avenue and 62nd Street																			■		
Homestead																					

TERMINALS	ROUTES																				
	10	11	12	16	17	21	22	24	27	28	29	31*	32	33	34*	35	36	37	38*	40	41
Flagler Marketplace	■	■		■		■		■													
Dadeland Stations												■			■				■		
Miami Beach - Lincoln/Washington																					
West Kendall																					
Northeast PAC	■			■			■														
Miami Intermodal Center																		■			■
West Dade																					■
NW 7th Avenue and 62nd Street																					
Homestead												■			■	■			■		

TABLE III-3 (continued)
TRANSIT HUB LOCATIONS AND FEEDER ROUTES
FOR EXISTING ROUTES

TERMINALS	ROUTES																				
	42	46*	48	51*	52	54	56	57	62	65	68*	70	71	72	73	75	77	82	83	87	88
Flagler Marketplace			■	■													■				
Dadeland Stations					■					■					■					■	■
Miami Beach-Lincoln/Washington																					
West Kendall														■							■
Northeast PAC																■			■		
Miami Intermodal Center	■							■													
West Dade																					
NW 7th Avenue and 62nd Street																					
Homestead												■									

TERMINALS	ROUTES																				
	91	93*	95X	97*	99	104	123*	132*	133*	136	137*	147	183*	202*	204*	207*	211*	212*	216*	224*	238*
Flagler Marketplace		■	■													■					
Dadeland Stations						■				■					■						
Miami Beach-Lincoln/Washington							■														
West Kendall						■						■			■						
Northeast PAC	■		■										■								
Miami Intermodal Center								■	■												■
West Dade											■										
NW 7th Avenue and 62nd Street																					
Homestead																					

TABLE III-3 (continued)
TRANSIT HUB LOCATIONS AND FEEDER ROUTES
FOR EXISTING ROUTES

TERMINALS	ROUTES																		
	240*	241*	242*	243*	245*	246*	248*	249*	252*	254*	267*	272*	277*	278*	282*	287*	288*	344	500*
Flagler Marketplace				■		■							■						
Dadeland Stations	■								■			■				■	■		■
Miami Beach-Lincoln/Washington						■													
West Kendall												■					■		
Northeast PAC						■							■						
Miami Intermodal Center																			
West Dade			■																
NW 7th Avenue and 62nd Street																			
Homestead																		■	

*** Route Descriptions**

Route 31: Busway Local
Route 34: Busway Flyer
Route 38: Busway MAX
Route 46: Liberty City Connection
Route 51: Flagler MAX
Route 68: Gratigny Connection
Route 93: Biscayne MAX
Route 97: 27th Avenue MAX
Route 123: South Beach Local
Route 132: Tri-Rail Doral Shuttle
Route 133: Tri-Rail Airport Shuttle
Route 137: West Dade Connection
Route 183: 183 Street MAX
Route 202: Little Haiti Circulator
Route 204: Killian KAT
Route 207/208: Little Havana Circulator
Route 211: Overtown Circulator
Route 212: Sweetwater Circulator
Route 216: Goulds Connection
Route 224: Coral Way MAX
Route 238: East West Connection
Route 240: Bird Road MAX
Route 241: North Dade Connection
Route 242: Doral Connection
Route 243: Seaport Connection
Route 245: Okeechobee Connection
Route 246: Night Owl
Route 248: Brickell Key Shuttle
Route 249: Coconut Grove Circulator
Route 252: Coral Reef MAX
Route 254: Brownsville Circulator
Route 267: Ludlam MAX
Route 272: Sunset KAT
Route 277: 7 Avenue MAX
Route 278: Flagami Connection
Route 282: Hialeah Gardens Connection
Route 287: Saga Bay MAX
Route 288: Kendall KAT
Route 500: Midnight Owl

TABLE III-4
2018 RECOMMENDED SERVICE PLAN
NEW ROUTES DESCRIPTION

New Route	Description	Headways			2009		2010		2011		2012		2013		2014		2015		2016		2017		2018	
		Peak	Mid Day	Week End	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
79 Street MAX	This route would provide limited-stop service between the Hialeah Station to Haulover Park via 79th Street. Weekday peak service only with headways every 15 minutes.	15	N/S	N/S	$644,456	7	$644,456	7	$644,456	7	$644,456	7	$644,456	7	$644,456	7	$644,456	7	$644,456	7	$644,456	7	$644,456	7
95 Dade/Broward Express	Express route from Downtown Miami to Broward Blvd and Sheridan Street. Headways of 15 minutes each. 100% Funding by FDOT.	15	30	N/S			$3,900,000	13	$3,900,000	13	$3,900,000	13	$3,900,000	13	$3,900,000	13	$3,900,000	13	$3,900,000	13	$3,900,000	13	$3,900,000	13
Beach MAX	This route would provide limited-stop service along Collins Avenue between Haulover and Downtown Miami, and would be created by adjusting the Route T	24	30	30	$658,113	5	$658,113	5	$658,113	5	$658,113	5	$658,113	5	$658,113	5	$658,113	5	$658,113	5	$658,113	5	$658,113	58
Biscayne BRT (Old Rt 93)	This route would provide limited-stop service along Biscayne Boulevard between Aventura and Downtown Miami, and would be created by adjusting the Biscayne MAX.	10	15	N/S					$2,800,000	14	$2,800,000	14	$2,800,000	14	$2,800,000	14	$2,800,000	14	$2,800,000	14	$2,800,000	14	$2,800,000	14
Civic Center Circulator	Establish Civic Center Circulator every 15 minutes during weekdays and every 30 minutes on weekends within the area of the Civic Center. *(To be operated by the City of Miami).*	15	15	30																				
Flagler BRT	This route would provide limited-stop service along Flagler Street between west Miami-Dade County and Downtown Miami, and would be created by adjusting the Flagler MAX.	10	15	N/S													$900,000	11	$900,000	11	$900,000	11	$900,000	11
Kendall BRT	This route would provide limited-stop service along Kendall Drive between west Kendall and the Dadeland North Metrorail station, and would be created by adjusting the Kendall KAT.	10	15	N/S			$2,500,000	8	$2,500,000	8	$2,500,000	8	$2,500,000	8	$2,500,000	8	$2,500,000	8	$2,500,000	8	$2,500,000	8	$2,500,000	8
SoBe/MIA Conneetion	New premium service between South Beach and the Miami International Airport.	30	30	N/S					$1,230,000	5	$1,230,000	5	$1,230,000	5	$1,230,000	5	$1,230,000	5	$1,230,000	5	$1,230,000	5	$1,230,000	5
SR 836 Express	This route would provide limited-stop service between west Miami-Dade County and the MIC and/or downtown Miami via the Dolphin Expressway (SR836) during the morning and afternoon peak periods only every 15 minutes. To be operated as one of the special use	15	N/S	N/S			$692,459	7	$692,459	7	$692,459	7	$692,459	7	$692,459	7	$692,459	7	$692,459	7	$692,459	7	$692,459	7

INCREMENTAL TOTALS		$1,302,569	12	$7,092,459	28	$4,030,000	19	$0	0	$0	0	$0	0	$900,000	11	$0	4	$0	0	$0	0			
(MINI-BUSES)			0		0		0		0		0		0		0		0		0		0		0	
(FULL SIZE BUSES)			12		28		19		0		0		0		11		0		0		0		0	
					68																			
CUMULATIVE TOTALS		$1,302,569	12	$8,395,028	40	$12,425,028	59	$12,425,028	59	$12,425,028	59	$12,425,028	59	$13,325,028	70	$13,325,028	74	$13,325,028	74	$13,325,028	74			
(MINI-BUSES)			0		0		0		0		0		0		0		0		0		0		0	
(FULL SIZE BUSES)			12		40		59		59		59		59		70		70		70		70		70	

The following paragraph describes the routes listed in Table III-4 New Routes Description, that are not funded or partially funded.

- 79th Street MAX: FDOT funds of $280,000 awarded in March 2005. This route is scheduled to be implemented in June 2009. Funding for two years.
- 95 Express: FDOT operating funds of $1,090,000 are provided for this route in FY 09 (for the Urban Partnership FTA-funded bus purchases) and future year operational support is expected to continue at 100% from toll revenue credits. This route is also receiving $13.8 million from FTA grant to purchase 16 60-foot hybrid buses to run on that route.
- Beach MAX: FDOT funds of $235,000 awarded in April 2006. This route has recently been implemented through a reconfiguration and MDT is drawing down the funds.
- Biscayne BRT: No funds currently available.
- Flagler BRT: No funds currently available.
- Kendall BRT: FDOT funds of $1,255,000 were awarded for this route in June 2008. This represented funding programmed for the Kendall BRT, but also included funding programmed for the South Beach-MIA and the Broward to Civic Center routes.
- South Beach/MIA: Not implemented and funds transferred to Kendall BRT.
- State Road 836 Express: No funds available to-date

With rare exceptions, the only projects funded by FDOT that do not require a 50% operational match are the Transit Urban Corridor routes (Flagler MAX and the Busway routes).

TABLE III-5

TRANSIT HUB LOCATIONS AND FEEDER ROUTES

FOR NEW ROUTES

	ROUTES								
TERMINALS	**79 Street MAX**	**95 Dade/Broward Express**	**Beach MAX**	**Biscayne BRT**	**Civic Center Circulator**	**Flagler BRT**	**Kendall BRT**	**SoBe/MIA Connection**	**SR 836 Express**
Flagler Marketplace		■	■	■		■			■
Dadeland Stations							■		
Miami Beach									
West Kendall							■		
Northeast									
Miami Intermodal Center								■	
West Dade									■
NW 7th Avenue and 62nd Street									
Northeast PAC									
Homestead									

2. METRORAIL

The Metrorail expansion program has not changed in the last four years. This, however, will not be the case in future years. A brief history shows that based on the successful results of the one-half percent sales tax initiative, MDT revised its plans to accommodate improvements to the Metrorail system. One project completed was the opening in May, 2003 of the Palmetto Metrorail Extension project. Another project implemented in June 2003 was the overnight service to Metrorail. However, by the end of the year, the ridership on the Metrorail during these late hours had fallen short of expectations and in the Spring of 2004 the overnight service was discontinued on the Metrorail. This overnight service was replaced with a new Metrobus route, Route 500 (Midnight Owl), which follows the rail alignment and stations.

The Orange Line Phase 1: Earlington Heights-MIC Corridor is the next segment of Metrorail to be implemented. The Orange Line Phase 1: Earlington Heights-MIC Connector is approximately a 2.4-mile heavy rail extension of the existing Metrorail. It will extend from the existing Earlington Heights Metrorail Station at NW 22nd Avenue and NW 41st Street to the proposed Miami Intermodal Center (MIC) at the Miami International Airport. The project includes one station at the Miami Intermodal Center (MIC). See the following section on System Expansion for details.

a. Service Improvements

Service improvements to the Metrorail System are linked to the expansion program and to the Rail Rehab Program. The Rail Rehab Program is further discussed under Section 5 Capital Needs, on this Chapter. With the expansion program changes to the operation of the system will be implemented for each corridor. Estimates of operating cost are preliminary and are presented in the next Chapter Table IV-2. Operating cost will be dependant on the service frequency for that segment and the rest of the rail system.

For the next ten years, additional vehicles are anticipated to accommodate the service improvements reflected in the 2018 RSP for Metrorail. The extension of service to the Palmetto Metrorail station, the last major rail improvement, impacted the rail peak vehicle requirement (PVR) by increasing it to 102 cars. To provide the estimated service plan the Orange Line Phase 1: Earlington Heights-MIC is expected to need an additional eight cars, due to arrive in 2013; Orange Line Phase 2: North Corridor will need an additional 36 cars when it opens is 2017; and, the Orange Line Phase 3: E/W is expected to need an additional 18 rail cars when it opens in 2023.

b. System Expansion

Miami-Dade Transit engaged, in the summer of 2005, the services of a Program Management Consultant (PMC). The contract is for a period of at least seven (7) years, to assist generally with the development of the People's Transportation Plan (PTP) capital program, and specifically with the transit corridor development program. The three corridors under study combined form what is referred to as the Orange Line. Among other projects, the PMC will collaborate with the full development of the Orange Line Phase 1: Earlington Heights-MIC Connector, and the development of the Orange Line Phase 2: North Corridor and Orange Line Phase 3: East-West

Corridor projects leading to Federal Transit Administration (FTA) approval to enter the next stage of project development, i.e. authorization to enter final design for the Orange Line Phase 2: North Corridor and preliminary engineering for the Orange Line Phase 3: East-West Corridor.

The following section provides a status update of the identified transit priority corridors as updated from the 2035 Long-Range Transportation Plan. The updates will concentrate on the activities foreseen during the next ten years even though full implementation of these projects reaches beyond the year 2018.

1) Orange Line Phase 1: Earlington Heights-Miami Intermodal Center (MIC) Connector

The MPO Governing Board in September 1999 requested the County Manager to implement a heavy rail link from the future MIC facility to the northern portion of the existing Metrorail system. The MPO Governing Board also designated this transit corridor as a high priority only behind the South Miami-Dade Busway Extension project. MDT conducted a Draft Environmental Impact Statement (DEIS) and it was signed off by FTA on May 2003. The Locally Preferred Alternative (LPA) was selected in 2003. In October 2004, the decision was made to implement this project with 100% state and local funds. In January 2006 a Draft Environmental Assessment was completed and submitted to FDOT for comment.

MDT has entered a Joint Participation Agreement with FDOT that will fund up to $100 million of the project costs. The balance of the project cost will be paid for by utilizing proceeds from the half-penny sales surtax.

MDT has contracted with consultants, URS Southern Corporation, to perform the final design and preparation of bid documents for this project. The consultant has completed the final design for the project based on the definition of the alignment provided by staff. Projected completion date for this project is scheduled for the first quarter of 2012, at a cost of approximately $526 million.

The design consultant, URS, submitted the 100% design documents on December 31, 2007, and it was distributed for review and comment. There are a total of thirty-seven parcels (which includes a portion of SR 112 where the guideway crosses) required for the Earlington Heights-MIC Corridor.

The project's Bid Advertisement for the Orange Line Phase 1: Earlington Heights-MIC went out on March 26, 2008 and the Construction Bid Opening was on August 4, 2008. As of October 2008, on Right-of-Way acquisition, 35 out of a total 37 parcels have been secured. The acquisition of the remaining two parcels is estimated to be completed by November 2008. The Notice to Proceed (NTP) for the Construction Engineering and Inspection (CE&I) Procurement contract has been approved by the BCC and CITT. NTP for Construction is scheduled for March 2009.

2) The Orange Line - Phase 2: North Corridor

Following the expansion of the Metrorail with the Orange Line Phase 1: Earlington Heights-MIC Corridor is the Orange Line Phase 2: North Corridor expansion. The Orange Line Phase 2/North Corridor is a 9.5-mile heavy rail extension of Metrorail that will extend along NW 27th Avenue from the existing Dr. Martin Luther King, Jr. Metrorail Station (NW 62 Street) to NW 215 Street (the Broward/Miami-Dade County Line). The project includes seven (7) stations and four multilevel parking garages. The current estimated cost of this project is $1.4 billion in Year-of-Expenditure (YOE) dollars.

A brief history of the Orange Line Phase 2/ North Corridor shows that MDT completed a Final Environmental Impact Study in 1998. However, because of lack of funds, the MPO Governing Board on October 1999 abandoned the rail alternative and re-designated the North Corridor Locally Preferred Alternative (LPA) from a Metrorail extension to a Bus Rapid Transit (BRT) project. Since the passage of the one-half percent surtax on November 5, 2002, the study has reverted to a rail extension.

MDT submitted a revised Final Environmental Impact Statement to FTA in early 2007. The FTA issued a Record of Decision (ROD), on April 26, 2007. After the ROD, some modifications to the alignment occurred and a Supplemental Environmental Assessment (EA) was prepared to address these alignment modifications. The Updated New Starts Criteria Report was submitted to FTA on July 31st and the updated financial plan (FP) was submitted on August 8, 2008. FTA has advised that due to outstanding concerns regarding the financial plan, the project will not enter Final Design later this year, as originally scheduled. Final FY2010 New Starts Criteria Report and Financial Plan were submitted to FTA on September 19, 2008.

3) The Orange Line - Phase 3: East-West Multimodal Corridor

The heavy rail component of this project is being revisited by MDT with funding identified through the one-half percent surtax and the project is included as Priority I in the Long Range Transportation Plan. The corridor study encompasses reviewing and updating the previous East-West Corridor Study to proceed with a rail connection linking FIU, and the Airport. The Orange Line Phase 3: East-West Corridor will extend approximately 10 to 13 miles from the Miami Intermodal Center (MIC) at Miami International Airport (MIA) to Florida International University (FIU) and possibly further west to SW 137th Avenue. The project includes up to ten Metrorail Stations. The current estimated cost of the project is $2.2 billion in Year-of-Expenditure (YOE) dollars

A supplemental Draft Environmental Impact Statement (SDEIS) for the Orange Line - Phase 3: East-West alignment is needed at this time. Within the SDEIS, MDT will evaluate a No-Build Alternative, a Transportation System Management (TSM)/Baseline Alternative, and a Heavy Rail/Metrorail Alternative. MDT is currently evaluating various alignment options, including alternative 12C (S.W. 8th Street) which appears to be a cost effective alignment option. The Project schedule will be revised to reflect the updated financial plan once it has been adopted. Upon completion of this planning effort, MDT will seek a recommended rating from the FTA, thus enabling the project to qualify for Federal funds necessary to pursue this project. The current projected completion date for this project is 2023. These dates represent a working timeline that will very likely be affected by the

resolution of the financial plan and policy/administrative decisions made by the Federal Transit Administration (FTA).

The highway elements identified in the project's planning phase are being implemented by the Miami-Dade Expressway Authority (MDX) as the lead agency. These improvements include the construction of High Occupancy Vehicle (HOV) lanes, the SR-112/SR-836 Interconnector highway, and other operational improvements along SR-836. Construction of HOV lanes presents an opportunity for future express bus transit services and benefit from improved travel speeds as presented and recommended in the previously mentioned Shoulders Study and the Managed Use Lane Study.

4) Kendall/SR-826 Corridor

The Professional Services Agreement (PSA) for the Alternatives Analysis (AA) study was executed on November 14, 2005, to re-evaluate the existing Locally Preferred Alternative (LPA). The LPA provides bus rapid transit (BRT) improvements along the corridor, including a 4-mile reversible and exclusive bus lane. The study evaluates transit investments from the Dadeland area to SW 157th Avenue and also a north-south connection to the East-West (MIC-FIU) premium transit corridor improvements.

An amendment to the original PSA to integrate the Southwest Corridor with the Kendall Corridor was approved by the TPC on June 12, 2006, and by the MPO Board on June 22, 2006. The MPO Board was presented Tier I Alternative Analysis results with recommendations on which alternatives to move forward into Tier II. These include: 1) the exclusive Bus Rapid Transit (BRT) along Kendall Drive; 2) extension of Metrorail along Kendall Drive; 3) extension of Metrorail along the Homestead Extension of the Florida Turnpike (HEFT) to Kendall Drive from FIU campus; and 4) the Diesel Multiple Units (DMU) along the CSX Railroad corridor.

The Preferred Rapid Transit Strategy was considered for endorsement by the MPO Governing Board on October 4, 2007. The MPO passed a resolution approving a version of #4 above, the CSX Rail Corridor and requested further review be done and addressed in future planning studies.

5) Northeast Corridor

This project is included in the 2030 LRTP. Miami-Dade County had initiated a consultant selection process for the performance of an Alternatives Analysis (AA) in 2002. During this process, the South Florida Regional Transportation Authority (SFRTA) requested that Miami-Dade join in a regional AA effort along with Broward and Palm Beach Counties. All parties agreed that FDOT District IV would be the lead agency for this project, including contract award. The study limits extend from Downtown Miami to Jupiter, a corridor length of 81 miles. The Miami-Dade County segment is 13.6 miles extending from downtown Miami to the Broward County Line (NE 215 Street), along Biscayne Boulevard and the Florida East Coast (FEC) Railroad right-of-way. The study was completed in September 2007.

6) Miami-Miami Beach Transportation Corridor Study (Baylink)

The MPO was the lead agency in this planning study that examined how to enhance the mobility and connectivity between downtown Miami and the south Miami Beach area. This is a designated 5.1-mile street car/light rail and/or Bus Rapid Transit (BRT) corridor. The Locally Preferred Alternative (LPA) was approved by the MPO Board on September 25, 2003. It was consistent with the recommendations of the cities of Miami and Miami Beach. The LPA called for a light rail/street car operating from downtown Miami to south Miami Beach along the MacArthur Causeway. Within the downtown Miami and the South Miami Beach area the alignment for operation is in a double track loop. Subsequently, a Preliminary Engineering (PE) request package for the Federal Transit Administration (FTA) was completed, but was not submitted due funding limitations within the 2005-2009 Transportation Improvement Program (TIP) and the MDT *Pro Forma*.

7) Douglas Road-Miami Intermodal Center (MIC) Corridor

This is a 4.5-mile corridor extension from the Douglas Road Metrorail Station to the Miami Intermodal Center (MIC). The transit needs for this corridor calls for priority transit service. No Major Investment Study (MIS) has been initiated or programmed for this corridor at this time.

8) South Miami-Dade Corridor

This is a 21-mile corridor that extends along US-1 from Dadeland South Metrorail Station to Cutler Bay, and from Cutler Bay to Florida City. Future plans call for heavy rail extension of the existing Metrorail system. An Alternatives Analysis (AA) commenced in November 2004 to define new premium transit improvements from the Dadeland area to Florida City, in addition to the current Busway project. The intent was to provide both short-, mid- and long-term transit investment strategies for this rapidly growing region of Miami-Dade County. The Alternatives Analysis Study was completed in January 2006. On August 2005, The Citizen's advisory Committee advanced three build alternatives, to the tier II analysis. On January 2006, the MPO Board approved the advancement of the Light Rail, Metrorail and enhanced Bus Rapid Transit (BRT). The MPO Board also approved at their November 9, 2006, meeting the TRIP project list for submission to FDOT for a 50% match which includes the purchase of fourteen (14) Bus Rapid Transit (BRT) Hybrid 60' vehicles to operate along the South Miami-Dade Busway. FDOT accepted the MPO application for the TRIP funding for the fourteen BRT Hybrid vehicles on February 6, 2007. An FDOT Joint Participation Agreement (JPA) will be developed for the 50% TRIP funding match

Presently, the construction for the South Miami-Dade Busway extension Segment 2, from 264 Street to Florida City, was finalized. This segment was inaugurated on December, 2007. The Segment 1 of Phase 2, from SW 112 Avenue to 264 Street was inaugurated on April 24, 2005.

9) Palmetto Corridor - Dadeland to Palmetto Metrorail Station

The purpose of this project is to provide a north-south connection along the Miami-Dade north western area. Transit technologies have not been specified in the 2030 LRTP for this corridor, pending further studies. This corridor is included in the 2030 LRTP Priority III-Unfunded Projects.

10) South West Corridor

This corridor is being considered for commuter rail service during the peak hours only. It run runs along the CSX tracks parallel to SR-874 from the Miami Intermodal Center (MIC) to the Kendall area. A study of this corridor was completed in March 2006. However, parts are still being studied as a component of the Kendall Corridor Study currently being studied by the MPO.

3. METROMOVER

Only capital improvements are currently committed for the 2009-2018 RSP for the Metromover. A brief history shows that after the passing of the one-half percent surtax, service improvements were programmed and implemented which included all-night service for the Inner Loop and extended service until midnight for the Outer Loop. Again, as with Metrorail service, ridership fell short of expectations. Therefore, all-night service was discontinued and only the Outer Loop provides service until midnight. There are no other planned extensions of the existing Metromover system. MDT is committed to continue improvement of service reliability during the 2009-2018 TDP period.

4. SPECIAL TRANSPORTATION SERVICES

No significant service changes are programmed as part of the 2009-2018 Recommended Service Plan, however, MDT implemented a new computer program in early 2006. The Special Transportation System Software Upgrade & Maintenance takes and distribute STS trips, replaces upgrades and centralizes the Special Transportation System Computer Software System and Processes. This project also includes: Web Accessibility which allows riders to cancel and confirm trips using internet; and, a Voice Response Unit which allows riders to confirm and cancel trips using the telephone. MDT is committed to continue improvement of service reliability during the TDP 2009-2018 period.

5. CAPITAL NEEDS

a. Transit Terminals

As identified in the 2018 RSP, the modified grid system requires the development of transit hubs throughout the region of service. Table III-6 lists the capital needs identified for transit hub locations along with their respective status and funding needs.

TABLE III-6
2018 RECOMMENDED SERVICE PLAN
TRANSIT HUB NEEDS

TRANSIT HUBS	STATUS	UNFUNDED NEEDS
Flagler Marketplace	The existing downtown Miami bus terminal site will be expanded one block to the north as part of the Flagler Street Marketplace project. Additional upgrades are needed to provide necessary passenger amenities. The 2018 RSP provides the need for added bus berths at this location.	$3,185,000
Dadeland Stations	Both the Dadeland North and Dadeland South Metrorail stations provide a high degree of passenger amenities which in turn offer passengers efficient and convenient transfers. In addition to the kiosk placed at Dadeland South, the following is the cost for a similar kiosk at the Dadeland North station.	$42,500
West Kendall	A West Kendall hub is sought to address regional service linkages and as a western terminus of the Kendall "Priority Transit" Corridor. Currently, private developers have included the construction of a transit terminal in their development proposal. This station will be constructed through private/public partnership.	$5,300,000*
Northeast PAC	This facility will be developed as an enhanced bus hub that would connect circulator, regional, and premium bus routes within the area. The transit hub would replace and/or supplement the existing bus terminal located in the vicinity of the Mall at 163rd Street. There are currently (2008) fifteen bus routes that serve the area. It is planned that this facility will be part of a TOD for this area. MDT is seeking funding from state and federal sources to implement this terminal.	$9,875,000
Miami Intermodal Center (MIC)	FDOT is managing this project. FDOT has over $400 million programmed for the MIC distributed among 17 projects. These include the rental car HUB, the MIC Core Roadway and intersection improvements, transit connections to the terminal building, utilities relocation, etc. Phase I (MIC Core) includes the bus terminal facilities and infrastructure to coordinate with other modes.	Committed Improvement
West Dade	This facility is committed to be constructed by private developers once the development reaches a pre-determined size, as identified in the DRI. The location slated for the terminal is at NW 12 Street, east of NW 107 Avenue. Alternative funding and sites may be necessary, if the developer does not attain the required development threshold. Additional parking would have to be added by MDT.	Committed Improvement

TABLE III-6 (continued)
2018 RECOMMENDED SERVICE PLAN
TRANSIT HUB NEEDS

TRANSIT HUBS	STATUS	UNFUNDED NEEDS
NW 7th Avenue and 62nd Street	This facility will be developed as a multimodal Passenger Activity Center (PAC), and located on NW 7th Avenue and NW 62nd Street as proposed in the City of Miami's Transportation Corridor Study. This PAC will promote accessible public transportation and economic development throughout the City of Miami's Transportation Corridor (NW 7th Avenue between NW 54 Street and NW 95 Street) utilizing a "Transit Village Vision" concept. The center will provide much needed parking relief; promote the use of park-and-ride, and access to privately operated taxi and Jitney services.	$7,400,000 are committed Improvements for ROW and construction for parcels 1-4
Homestead	This facility is proposed to address the increased level of services planned in the South Miami-Dade area with the completion of the South Miami-Dade Busway Extension. This facility will be integrated with the Busway facility to offer a greater degree of passenger convenience. Site to be determined.	$3,700,000*

* These figures represent preliminary conceptual costs estimates and the cost figures are in constant dollars.

b. Bus Fleet Expansion

All service improvements identified in the 2018 Recommended Service Plan also reflected the peak vehicle requirement (PVR) impact of each improvement. The programming of services during the 2009-2018 period allows for the bus fleet requirements to be analyzed. Table III-7 depicts the calculation of bus fleet needs based on the 2018 RSP, which assumes a 20% spare ratio applied to the PVR. Based on the RSP, there will be no additional purchase needs of mini-buses. However, 96 full size buses will be required for the expected improvements, including new route services.

TABLE III-7
2018 RECOMMENDED SERVICE PLAN
BUS FLEET NEEDS

BUS TYPE	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL PVR	TOTAL BUSES REQUIRED
Mini Buses	-6	0	1	0	0	0	0	0	0	0	-5	
with 20% ratio	-7.2	0	1.2	0	0	0	0	0	0	0		-6
Full Size (40 foot)	-13	28	21	0	0	0	11	7	14	12	80	
with 20% ratio	-16	34	25	0	0	0	13	8	17	14		96

c. Bus Maintenance and Storage Facility

MDT had immediate needs to accommodate and provide maintenance service to the new buses prescribed by the PTP. MDT conducted negotiations to lease an already existing truck maintenance facility located at 8141 NW 80 Street and remodeled it to accommodate up to 114 new buses. This Medley Garage opened for service in the Spring of 2004. However, it is scheduled to close at the end of November 2008.

d. Capital Improvement for Rail and Mover

On September 9, 2004, the Board of County Commissioners (BCC) sanctioned Resolution 7J1A (#042001), which granted authorization to issue the request for proposal for the Metrorail and Metromover fleet rehabilitation. A large rail capital improvement program has been estimated for this rail rehabilitation project and other projects. These are included in MDT's capital program through the year 2034. For the purpose of this report, we have included only those cost that relates to the 10-year RSP, that is, 2009-2018. These costs are included in table IV-3. The rail rehabilitation program is assumed to be funded with proceeds from long term sales tax revenue bonds.

After financial review, MDT determined to move from a fleet rehabilitation to a new vehicle acquisition program. This option was presented for approval to the Miami-Dade County Board of County Commissioners on May 26, 2008. This PTP Amendment action was passed by the Board.

CHAPTER IV: FINANCIAL NEEDS SUMMARY

The following chapter analyzes the costs and financial capacity of implementing the 2018 Recommended Service Plan (RSP) as described in *Chapter III: 2018 Recommended Service Plan (RSP)*. The analysis will identify the funding needs required for each year of the RSP program. The analysis is divided between operating and capital costs.

1. OPERATING AND MAINTENANCE COSTS

The methodology employed to calculate operating and maintenance (O&M) costs involved the costing of each improvement identified in the 2018 RSP. These O&M costs reflected the fully allocated costs for additional revenue hours required by each service improvements. The bus service cost is no longer being differentiated between regular buses and minibuses. Both are assigned the same cost per hour. These allocated costs represent both direct operating expenses and administrative (indirect) expenses. These allocated costs are calibrated based upon 2007 conditions, thus all figures are in 2007 constant dollars.

Table IV-1 provides a summary of the ten-year (2009-2018) cost summary of the RSP Improvements/Adjustments. These figures represent the additional costs that the RSP proposes above and beyond the fiscal year 2008 Miami-Dade Transit (MDT) budget. The information focuses only on services directly operated by MDT.

TABLE IV-1
2018 RECOMMENDED SERVICE PLAN (RSP)
OPERATING COST ANALYSIS

(in Millions)

	TDP PERIOD										TDP PERIOD 10-Yr Total
MODE	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Metrobus	(12.65)	7.09	4.78	-	-	-	0.90	4.15	3.00	3.88	$ 11.15
Metrorail	$ 3.40	$ 3.18	$ 3.32	$ 3.47	$ 4.39	$ 4.59	$ 4.80	$ 5.01	$ 5.24	$ 7.46	$ 44.85
Metromover	$ 0.84	$ 0.83	$ 0.87	$ 0.91	$ 0.96	$ 1.01	$ 1.06	$ 1.11	$ 1.16	$ 1.24	$ 9.98
STS	$ 1.90	$ 1.87	$ 1.96	$ 2.04	$ 2.14	$ 2.23	$ 2.33	$ 2.44	$ 2.55	$ 2.66	$ 22.12
Incremental Total	$ (6.50)	$ 12.97	$ 10.92	$ 6.42	$ 7.48	$ 7.83	$ 9.08	$ 12.70	$ 11.95	$ 15.24	
Cumulative Total	$ (6.50)	$ 6.47	$ 17.38	$ 23.81	$ 31.29	$ 39.12	$ 48.21	$ 60.91	$ 72.86	$ 88.10	$ 381.64
Farebox Recovery (cumulative) .23% Assumed	$ (1.50)	$ 1.49	$ 4.00	$ 5.48	$ 7.20	$ 9.00	$ 11.09	$ 14.01	$ 16.76	$ 20.26	$ 87.78
Net Operating Costs (Cumulative Needs)	$ (5.01)	$ 4.98	$ 13.39	$ 18.33	$ 24.10	$ 30.12	$ 37.12	$ 46.90	$ 56.10	$ 67.83	$ 293.87

The 2018 RSP operating costs represents a full scaled RSP based on the availability of funding source derived from the ½ % surtax. Improvements of the PTP have been incorporated in the 2018 RSP. Reasonable prioritization of needs occurs under this environment as not all improvements can become available on the first few years of the RSP. This is based on the limited capability of securing the equipment and personnel required to provide all these improvements on the period. There are no further operating improvements expected for the Metromover during this ten-year RSP period and only the cost of living estimated increase are shown. For the Metrorail, MDT has scheduled the opening of the Orange Line Phase 1: Earlington Heights-MIC connector in 2011 and the Orange Line Phase 2: North Corridor in 2016. The additional costs are incorporated on this table IV-1. The figures shown are based on the estimates presented in MDT's Financial Plan. This RSP reflects the expenses to be incurred for the Metrobus system added operational improvements. It also includes the yearly increase on the operations of the STS based on current expenses and MDT Financial Plan estimates. STS cost increases by roughly 4% a year. The cumulative operational annual impact of the RSP being implemented by the year 2018 is $381.64 million. The implementation of new services is distributed during the TDP period 2009-2018, with years 2010 and 2016 having the greater amount of proposed service improvements. Incremental annual operating cost increases range from a negative of $6.5 million on the first year of the RSP, due to the adjustments estimated to occur in June 2009, to roughly $15.24 million per year on the last year of the RSP. This provides an estimate of $293.87 million in net operating costs for the 10-year period.

The subsidy required to operate the proposed service improvements is also reflected in Table IV-1. The financial needs represent the operating cost of additional services minus the forecasted farebox recovery ratio of about 23%, or operating revenue for Metrobus and Rail. This percentage is estimated to be low because of the service improvements that MDT has implemented, the additional free service being provided with the expansion of the Golden Pass originally limited to low-income seniors and now expanded to all seniors 65 years old; and, the new Patriot Pass Program, a pilot program which allows honorably discharged veterans with an income of $22,000 or less to ride free on the transit system. These programs have decreased the amount of fare paying customers. It is estimated that only about 25% of MDT riders pay full fare. In addition, the overall recovery ratio for all modes is estimated even lower because of the free Metromover service. This operating revenue cost of the RSP begins in fiscal year 2009 with a negative of $5.01 million, reflecting all the adjustments to our bus system to be made in June 2009, and increases to $67.83 million by fiscal year 2018.

Table IV-2 reflects the impact of the RSP on the total MDT operating budget. These figures represent additional costs in current year dollars. There is some improvement reflected in this RSP for Metrobus, based on the increase of service reflected in Chapter III. Metrorail also has significant improvements: the opening of the Orange Line Phase 1: Earlington Heights-MIC Connector scheduled to open in 2011 and the Orange Line Phase 2: North Corridor in 2016. However, in operations, the Metromover Service and the STS have no significant operational improvement shown. Therefore, cost figures for these modes reflect only the cost of living increase for this period.

TABLE IV-2
MDT TOTAL OPERATING COSTS BASED
ON 2018 RECOMMENDED SERVICE PLAN (RSP)
(IN MILLIONS)

	EST. BASE YEAR	TDP PERIOD										10-Year Total
MODE	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Metrobus	$ 317.8	$ 262.1	$ 289.2	$ 291.4	$ 294.5	$ 306.1	$ 311.6	$ 321.3	$ 343.1	$ 357.2	$ 376.8	$ 3,153.2
Metrorail	$ 94.5	$ 88.2	$ 92.2	$ 96.4	$ 121.9	$ 127.5	$ 133.2	$ 139.1	$ 145.6	$ 207.2	$ 216.6	$ 1,367.9
Metromover	$ 23.4	$ 23.0	$ 24.1	$ 25.3	$ 26.7	$ 28.0	$ 29.3	$ 30.8	$ 32.2	$ 34.5	$ 36.1	$ 289.9
STS	$ 47.6	$ 46.8	$ 48.9	$ 51.1	$ 53.4	$ 55.8	$ 58.3	$ 60.9	$ 63.7	$ 66.6	$ 69.6	$ 575.1
Annual Operating Cost Total	$ 483.2	$ 420.1	$ 454.4	$ 464.2	$ 496.4	$ 517.4	$ 532.5	$ 552.1	$ 584.7	$ 665.4	$ 699.0	$ 5,386.1
Annual Increase	N/A	-13.07%	8.17%	2.15%	6.95%	4.23%	2.90%	3.70%	5.89%	13.81%	5.05%	

Based on existing Financial Plan plus RSP

2. CAPITAL COSTS

The capital cost analysis consist of capital needs identified in the 2008 Transportation Improvement Program (TIP) and the improvements noted in the PTP. These are deemed necessary to fully implement the 2018 Recommended Service Plan (RSP). For all projects included in the PTP that have not been implemented to-date, the local funding will be provided by the ½ % surtax. The capital needs identified by the 2018 RSP are focused on the expansion of the bus fleet, construction of new transit terminals, and improvements to the Metrorail and Metromover vehicles through the Rail Replacement Program. These needs were identified in *Chapter III: 2008 Recommended Service Plan (RSP)*. The following section provides a capital cost analysis for these identified improvements during the TDP period. This analysis may serve as a basis for inclusion of new projects into future TIP updates or amendments.

The total capital necessary to implement the 2018 RSP including Buses, Rail, Mover and Hubs, is approximately $26.2 billion. Annual incremental costs range from $370.43 million to $672.45 million. These figures represent future year expenditures in current year dollars. The bus fleet expansion reflected entails the purchase of 96 full size buses. No mini-buses will be required to be purchased. Acquisition cost per bus was estimated at $325,481 per full size bus (40-foot). The cost for the NABI bus Rapid Transit (BRTs) when fully equipped is estimated at $850,000. The cost per Optima minibus is estimated at $282,750.

TABLE IV-3
MDT CAPITAL COSTS BASED ON
2018 RECOMMENDED SERVICE PLAN (RSP)

CAPITAL ITEMS	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TDP PERIOD 10-Year Total
Bus Fleet Expansion	-$5.93	$9.11	$7.12	$0.00	$0.00	$0.00	$3.58	$2.28	$4.56	$3.91	$24.62
Transit Hub Terminals	$0.00	$0.04	$9.88	$0.00	$3.70	$3.19				$0.00	$16.80
Metrorail Expansion Pgm (inc. MIC-EH, N.C. and E.-W.)	$189.28	$259.08	$273.41	$326.07	$456.77	$479.67	$278.06	$499.72	$385.59	$385.59	$3,533.24
Proposed Projects Required for Corridor Expansion*	$122.59	$92.37	$104.56	$89.18	$96.98	$174.18					$679.85
Infrastructure Renewal Pgm (Orange Line)			$0.98			$0.13	$30.46	$25.22	$45.13	$76.01	$177.93
Infrastructure Renewal Pgm (Existing Line)**	$53.58	$76.27	$63.95	$61.41	$24.32	$15.29	$58.34	$51.95	$78.45	$83.21	$566.76
Mover Vehicle Replacement Pgm	$13.52	$14.10	$7.32	$8.80							$43.75
Total Year Cost	$373.05	$450.97	$467.21	$485.46	$581.77	$672.45	$370.43	$579.17	$513.72	$548.72	$5,042.95
Cumulative Costs	$373.05	$824.02	$1,291.23	$1,776.69	$2,358.46	$3,030.91	$3,401.34	$3,980.51	$4,494.23	$5,042.95	$26,200.33

Based on MDT Cash Flow Estimates for Rail (2008-2009 Proposed Capital Budget and Multi-Year Capital Plan with Orange Line to 2019).

* Includes Rail Vehicles

** Includes projects such as: Rail New Vehicle procurement, Fare Collection, Central Control Upgrade, Test Track, Palmetto Station Traction Power sub-station, Lehman Yard Rehabilitation & Expansion, FDOT MIC items, among others.

The largest portion of the capital expenditure for this RSP period is the Metrorail Expansion Program at $3.5 billion for the ten-year RSP period (2009-2018). The Mover expenses for FY 2009-2018 were estimated at $43.75 million. It is anticipated that the majority of the local funding will come from the ½ % surtax.

APPENDICES

Appendix A:	Community and South Florida Work Force Meetings
Appendix B:	Sample of Coordination Correspondence with the South Florida Workforce
Appendix C:	Transportation Improvement Program (TIP) (Multimodal Transit Capital Improvements) Sample of Coordination Correspondence with the South Florida Workforce

Appendix A

Community, Outreach meetings and South Florida Work Force Meetings

PUBLIC INVOLVEMENT SECTION – COMMUNITY MEETINGS AND WORKFORCE MEETINGS

ORANGE LINE PHASE 1: MIAMI INTERMODAL CENTER (MIC) – EARLINGTON HEIGHTS CONNECTOR: As the first Miami-Dade Transit heavy rail project to be rolled out in the People's Transportation Plan (PTP), the MIC – Earlington Heights project is well on it's way to providing the community a real and true example of the half-cent sales tax dollars at work.

Project Status:
The MIC – Earlington Heights Connector was advertised for construction on March 26, 2008. Prior to this Project milestone, a public meeting was held on March 25, 2008 to provide an update on the final design, which was completed in January. The contractor selection process has begun, and is expected to be finalized by late 2008. Right-of-Way (ROW) acquisition efforts for all needed properties are nearing completion. The Project is scheduled to be under construction from late 2008 through late 2011. Rail service to the public is anticipated to begin in late 2011.

Public Involvement Contributions:

Bi-weekly	Progress Meetings
March 26, 2007	Meeting with Wyndham Hotel General Manager at Miami-Dade Transit
March 28, 2007	Meeting with Wyndham Hotel General Manager at the Wyndham
May 8, 2007	Interagency Meeting at Wyndham with Hotel General Manager and Owner
May 29, 2007	On-Site Tour of MIC Connector Project
May 30, 2007	MIC Wyndham Briefing with MDT Planning & Development Staff
June 27, 2007	Meeting at Wyndham Hotel
December 11, 2007	Planning Meeting – Informational Meeting for General Contractors and Subcontractors
January 4, 2008	Art in Public Places Meeting
January 8, 2008	Planning Meeting – Informational Meeting for General Contractors and Subcontractors
January 10, 2008	Planning Meeting – Informational Meeting for General Contractors and Subcontractors
January 24, 2008	Rehearsal for Informational Meeting for Contractors
January 25, 2008	Information Meeting for General Contractors and Subcontractors
February 12, 2008	Meeting with Gladys Kidd & Associates to Discuss Public Involvement Activities
March 19, 2008	Public Meeting Planning
March 25, 2008	Public Meeting

ORANGE LINE PHASE 2: NORTH CORRIDOR METRORAIL PROJECT: Record of Decision was received April 24th, 2007.

Project Status:
The design consultant has been issued a notice-to-proceed on work orders for New Starts Preliminary Engineering and the Systems Design/Furnish/Install Procurement. The plans are being advanced towards a New Starts Preliminary Engineering submittal to FTA. Right-of-Way (ROW) survey and engineering documents are being prepared by the design consultant and reviewed by MDT to allow the ROW acquisition phase to commence.
On-going Preliminary Engineering design effort is focused on maintaining the Project's cost effectiveness.

The public involvement team has been working diligently and strategically to assure the project is in alignment with the needs and desires of the community while operating within the parameters of the budgetary allowances of the project. Relationships have been developed to ensure a reasonable and cordial line of communication is open and maintained. The Public Involvement Team has been effective in engaging the public, in it's commitment to sharing timely information, listening to and understanding concerns and issues, and developing responses that effectively address issues. The corridor's Citizens Advisory Committee (CAC) which has been at the forefront of the North Corridor initiative is actively engaged in following the project through. The role of the CAC was to provide consensus on the Metrorail Extension project initiatives. In 2003, the CAC provided consensus on the previously approved 1999 route alignment, which is the current alignment of record.

Municipalities and their elected officials have been engaged and are excitedly working with the project in anticipation of the development of the line. A wide variety of techniques have been utilized to assure the broadest coverage. Currently the municipalities are engaged in keeping abreast of the project's status with the FTA as is the Board of County Commissioners. The team is in the process of making individual project updates to stakeholder entities, i.e. , City of Opa-locka, City of Miami Gardens, Homeowners' Associations, Chambers of Commerce, Community and Civic Organizations, etc.

Having clearly-defined goals, strategies and responsibilities has enabled Public Involvement to deliver a community involvement program compatible with the set budget and has achieved high levels of project recognition through the corridor.

The Public Involvement Team has been working with Art in Public Places to coordinate the work effort and community interaction with the selected artist(s).

Workshops have been held with both Right-of-Way (ROW), Transit Oriented Development (TOD), and Information Technology (IT).

A Business Assistance Program is being developed in an effort to craft a proactive approach to managing the impact of businesses along the corridor. A comprehensive survey of businesses along the corridor has been developed that will provide a base of information that could be gleaned for various applications.

The Orange Line Phase 2: North Corridor website is routinely updated to provide current access and information to project development and activities.
Bi-Weekly Orange Line Corridors Meetings are attended by the Public Involvement Team

Public Involvement Contributions:

March 7, 2007	Meeting with City of Miami Gardens Development Services Director
March 7, 2007	Meeting with City of Opa-locka Director of Development and Planning to review Charrette report.
March 23, 2007	Meeting w/Beacon Council & UTF to discuss North Corridor Strategies
April 5, 2007	Meeting with Cemusa (Shelters)
May 10, 2007	Business Assistance Program (BAP) Meeting
May 11, 2007	Business Assistance Program (BAP) Meeting
May 14, 2007	EPA Smart Growth Project Team Meeting
May 15, 2007	EPA Smart Growth Project Conference Call
May 24, 2007	Meeting w/Task Force on NW 27th Avenue for the North Central Charrette
June 7, 2007	Meeting w/ Bobbie Mumford RE: North Corridor
June 11, 2007	Charrette Report review w/City of Miami Gardens
June 14, 2007	Meeting w/Miami Gardens Councilman Aaron Campbell
June 18, 2007	Business Assistance Program (BAP) Meeting
June 19, 2007	Meeting with Urban America to discuss Northside Shopping Center Parking Alternative
July 2, 2007	Business Assistance Program working session
July 3, 2007	Business Assistance Program working session
July 9, 2007	Busienss Assistance Program review
July 11, 2007	Business Assistance Program review session
July 20, 2007	Station Design Meeting
August 2, 2007	Art in Public Places Coordination Meeting
August 2, 2007	Station Design Meeting
August 15, 2007	Art in public Places Artist(s) Orientation Meeting
August 22, 2007	Meeting with Doretha Nichson, Westview Central Development Corporation
August 23, 2007	MDT/PMC Partnering Session
August 24, 2007	MDT/PMC Partnering Session
September 5, 2007	Miami Dade College Presentation Meeting
September 7, 2007	Meeting with Dr. Jose Vicente, President Miami Dade College, North Campus and Cristina Mateo, Dean of Administration

September 13, 2007	Miami Dade College Presentation Meeting
September 13, 2007	Meet with Daniel Rosemond RE: North Corridor Planning and Business Initiative
September 27, 2007	Miami Dade Transit/Miami Gardens meeting-North Corridor Business Initiative
October 9, 2007	MDT/PMC Partnering – Roles and Responsibilities
October 10, 2007	Sunshine Meeting with Barbara J. Jordan, District 1; and Dorrin D. Rolle, District 2
October 12, 2007	Meeting with Miami Dade College President & Dean
October 25, 2007	North Corridor Citizens Advisory Committee, along with residents and businesses participated in a meeting designed to update the committee on the progress and status of the project.
November 6, 2007	Art in Public Places Telephone Conference: Artists Christen Jones and Andrew Ginsel are a team. They were not available for the meeting and tour taken by the other artist participants and would like to familarize themselves as best they can with the project and the community prior to the next artist meeting.
November 13, 2007	Follow-up Meeting with Urban America to discuss Northside Shopping Center Parking Alternative
November 14, 2007	Art in Public Places, Professional Advisory Committee (PAC) Meeting
November 19, 2007	North Corridor Public Meeting Debriefing
December 11, 2007	Meeting: Governmental Affairs and Public Involvement Coordination
January 9, 2008	Business Assistance Program Plan Development Schedule-Review
January 17, 2008	Community Meeting w/Barbara Jordan
February 21, 2008	Business Assistance Program Meeting
March 5, 2008	Business Assistance Program Meeting
March 13, 2008	Business Assistance Program (BAP) Progress Meeting
March 14, 2008	Southeast Florida Transportation Council (SEFTC) Regional Transit Funding Summit
March 25, 2008	Business Assistance Program (BAP) Workshop
March 26, 2008	Sunshine Meeting with Commissioner Barbara Jordan
March 27, 2008	Public Meeting to provide corridor update
April 2, 2008	Art in Public Places Coordination Meeting
April 3, 2008	Business Assistance Program (BAP) Workshop
April 9, 2008	Business Assistance Program Workshop
April 10, 2008	Business Assistance Program Progress Meeting
April 17, 2008	Post ROD Environmental Assessment Scoping Meeting
Bi-Weekly	Project Progress Meetings
Bi-Weekly	Corridor Progress Meetings

ORANGE LINE PHASE 3: EAST-WEST CORRIDOR PROJECT: Miami-Dade Transit proposes to construct approximately 10 - 13 mile Metrorail extension known as the Orange Line Phase 3: East-West Corridor Metrorail Extension from the Miami Intermodal Center (MIC) at Miami International Airport (MIA) to Florida International University (FIU) and points west to SW 137th Avenue. A Build alternative consisting of an extension of Metrorail service west from the MIC will be evaluated against a No-Build or a Baseline/Transportation System Management (TSM) alternative.

Project Status:

Alternative Analysis is on-going and there were no public meetings held during 2007.

Public Involvement Contributions:

A presentation to the Citizens Advisory Committee, an MPO Committee was held on February of 2008.

THE SOUTH DADE BUSWAY FEEDER STUDY:

Project Status:
As the South Miami-Dade Busway has attracted more ridership, transit riders and potential Busway riders have expressed concerns that the lack of adequate park-and-ride capacity has become a deterrent to their use of the Busway. To address their needs, the South Dade Busway Transit Feeder Study was requested to determine ways to improve or establish new feeder services to bring people to the Busway from park-and-ride stations located within their communities.

The study and report are complete. MDT staff has reviewed the information and will present the recommendations to Commissioner Katy Sorenson, District 8, who requested the study.

Public Involvement Contributions:

April 24, 2007	South Dade Economic Development Council, 900 Perrine Ave., Palmetto Bay, FL 33157
May 8, 2007	Chamber South (General Advertised Public Meeting), 900 Perrine Ave., Palmetto Bay, FL 33157
May 9, 2007	South Dade Government Center (General Advertised Public Meeting), 10710 SW 211th St., Cutler Bay, FL 33189
May 10, 2007	Miami Dade College Homestead Campus (General Advertised Public Meeting), 500 College Terr., Homestead, FL 33030
June 5, 2007	Concerned Citizens of Cutler Ridge, Cutler Ridge Park, 10100 SW 200th Street, Cutler Bay, FL 33189
June 8, 2008	Chamber South Transportation Committee, 900 Perrine Ave., Palmetto Bay, FL 33157

7TH AVENUE TRANSIT VILLAGE PROJECT: The 7th Avenue Transit Village Project is a mixed-use development project that will be a multi-modal hub located in the heart of Liberty City, one of Miami-Dade's oldest and most celebrated communities. This project will create economic growth and community redevelopment opportunities for the communities in District 3. Miami-Dade Transit's Transit Village will be built in the community to ultimately enhance current transportation services and revitalize the area located at the Southeast corner of 7th Avenue and 62nd Street, and provide immediate access to I-95.

The Public Involvement team is a liaison between the community and Miami- Dade Transit. As a team we are continuously responding to public inquiries and providing the community with updates on the project.

Project Status:
The appraisal process for the project has begun. MDT has prepared an agenda item requesting permission to contact and negotiate with the owners of parcels. The current project concept is being developed in conjunction with the Office of Community and Economic Development (OCED) who is responsible for the affordable housing component of the project.

Public Involvement Contributions:

There has been no significant public involvement this period.

PEDESTRIAN OVERPASS PROJECTS CORAL GABLES & SOUTH MIAMI
In an effort to ensure the safety of MDT customers and members of the community at large, MDT will erect various overpass bridges crossing US1. The overpass bridges that are currently at the top of the priority list are those at the University and South Miami Metrorail stations. Though a project of top priority for the agency, these two bridges have been placed on a fast track for completion due to several pedestrian fatalities that have occurred

Project Status: The Project design consultants and MDT are working with the City of Coral Gables Board of Architects and the City Architect to develop a proposal to present to the City Commission for a Pedestrian Overpass at the University Metrorail station.

In the City of South Miami there have been recent staff changes. MDT is in regular communication with the staff.

Public Involvement Contributions:

April 26, 2007	"Kick-Off" Meeting with Design Consultants
May 7, 2007	Public Involvement Program Review with Design Consultants
May 31, 2007	Presentation by Design Consultants of Concept Refinement
June 6, 2007	Presentation to the Aesthetic Review Committee (TARC)
June 7, 2007	Project Presentation to City of South Miami Staff
June 14, 2007	Project Presentation to City of Coral Gables Mayor, Donald Sleznick, Staff and City Commissioner, Mary Anderson
June 20, 2007	Project Presentation to Bicycle and Pedestrian Advisory Committee (BPAC)
July 10, 2007	Holiday Inn Site Visit for Public Meeting
July 26, 2007	City of Coral Gables Board of Architects Meeting
July 26, 2007	Public Meeting
July 30, 2007	Project Presentation to City of South Miami Historic Preservation Board
August 10, 2007	Project Presentation to Coral Gables City Manager, David Brown and City Architect, Carlos Mindreau
August 28, 2007	Action Plan Meeting with MDT Engineering
August 30, 2007	Project Presentation to City of South Miami Mayor, Horace Feliu
September 7, 2007	University of Miami Pedestrian Safety Committee
September 21, 2007	Project Presentation to South Miami Commissioners Jay Beckman, Randy Wiscombe and Marie Birts-Cooper (separately)
September 24, 2007	South Miami Historical Preservation Board Meeting
September 27, 2007	Public Meeting for University Metrorail Pedestrian Overpass
October 5, 2007	Project Presentation to City Commissioner, Velma Palmer
October 9, 2007	Update Meeting with South Miami Staff
October 22, 2007	Right of Way Meeting with Property Owner
October 22, 2007	Presentation at Coral Gables City Commission Meeting
October 29, 2007	Status Meeting with Miami-Dade County Commissioner, Carlos Gimenez
November 2, 2007	University of Miami Pedestrian Safety Committee Meeting
November 6, 2007	South Miami City Commission Meeting
November 29, 2007	Presentation to Coral Gables Board of Architects
December 18, 2007	South Miami City Commission Meeting

AUGUST 2007 - GOLDEN PASSPORT OUTREACH SCHEDULE

DATE	TIME	ORGANIZATION	LOCATION	CONTACT	STAFF	NEW OVER 65	RENEW OVER 65	NEW UNDER 65	RENEW UNDER 65	NEW PATRIOT	RENEW PATRIOT
WEDNESDAY AUGUST 1	OPEN										
THURSDAY AUGUST 2	9:30AM-1PM	MIAMI BEACH CITY HALL	1700 CONVENTION CENTER DRIVE	MARIA MARTINEZ-305-673-7411	ROBERSON	12	1	3	0	0	0
THURSDAY AUGUST 2	2:30-4:30PM	NORTH SHORE YOUTH CENTER	501 72 STREET	JULIO MARTINEZ-305-861-3616	ROBERSON	6	0	0	0	0	0
FRIDAY AUGUST 3	9AM-12N	PASTEUR	4578 W 12 AVENUE, MIAMI FL 33012	786-217-7634	ROBERSON	4	0	3	0	0	0
SATURDAY AUGUST 4	9AM-4PM	MDPD OPEN HOUSE	10800 SW 211 STREET, MIAMI FL	ANGELA BERRY 786-314-2057	ROBERSON/JACQUET	3	0	0	0	0	0
SUNDAY AUGUST 5	OPEN										
MONDAY AUGUST 6	9AM-12N	CAC WESTCHESTER	2350 SW 84 AVENUE, MIAMI FL 33155	AMARO-305-323-3103	ROBERSON	10	0	2	0	0	0
TUESDAY AUGUST 7	9AM-12N	LEON MEDICAL CENTER	2020 WEST 64 STREET, HIALEAH FL 33016	AMARO-305-323-3103	ROBERSON	9	0	1	0	0	0
WEDNESDAY AUGUST 8	9AM-12N	LEON MEDICAL CENTER	8888 SW 24 STREET, MIAMI FL 33165	AMARO-305-323-3103	ROBERSON	6	0	0	0	0	0
THURSDAY AUGUST 9	9AM-12N	CAC LITTLE HAVANA	1200 SW 1 STREET, MIAMI 33135	AMARO-305-323-3103	ROBERSON	8	0	0	0	0	0
FRIDAY AUGUST 10	9AM-12N	CAC E HIALEAH	2475 EAST 5 AVENUE, HIALEAH FL 33013	AMARO-305-323-3103	ROBERSON	10	2	1	0	0	0
SATURDAY AUGUST 11	9AM-4PM	HOLY FAMILY EPISCOPAL CHURCH	18501 NW 7 AVENUE, MIAMI GARDENS	GLORIA BERNARD-305 947-9858	ROBERSON/ NORRIS	7	0	0	0	0	0
SUNDAY AUGUST 12	OPEN										
MONDAY AUGUST 13	9AM-12N	CAC MEDICAL CENTER	10401 BIRD ROAD, MIAMI FL 33165	AMARO-305-323-3103	ROBERSON	15	6	0	0	0	0
MONDAY AUGUST 13	1PM-4PM	TEAM METRO NORTHEAST	14797 NE 18 AVENUE, MIAMI FL	GLORIA BERNARD-305-947-9858	ROBERSON	12	0	2	0	0	0
TUESDAY AUGUST 14	9AM-12N	LEON MEDICAL CENTER	11501 SW 40 STREET, MIAMI FL 33165	AMARO-305-323-3103	ROBERSON	6	0	5	0	0	0
WEDNESDAY AUGUST 15	9:30AM-12;30PM	CAC MEDICAL CENTER	1701 NE 164 STREET, NORTH MIAMI FL 33162	AMARO-305-323-3103	ROBERSON	6	0	4	0	0	0
THURSDAY AUGUST 16	9:30AM-1PM	MIAMI BEACH CITY HALL	1700 CONVENTION CENTER DRIVE	MARIA MARTINEZ-305-673-7411	ROBERSON	8	0	1	0	0	0
THURSDAY AUGUST 16	2:30-4:30PM	NORTH SHORE YOUTH CENTER	501 72 STREET	JULIO MARTINEZ-305-861-3616	ROBERSON	4	0	0	0	0	0
FRIDAY AUGUST 17	9:30AM-12:30PM	CAC MEDICAL CENTER	14736 N KENDALL DRIVE, MIAMI FL 33196	AMARO-305-323-3103	ROBERSON	7	0	0	0	0	0
SATURDAY AUGUST 18	OPEN										
SUNDAY AUGUST 19	11AM-3PM	EL CORDERO PRESBYTERIAN CHURCH	2091 SW 14 AVENUE, MIAMI FL 33145	NOMEMI & ELISEO LOPEZ-305-559-3172	TBD						
MONDAY AUGUST 20	9AM-12N	CAC MEDICAL CENTER	4410 W 16 AVENUE, HIALEAH FL 33012	HUMBERTO AMARO-305-323-3103	ROBERSON	9	0	3	0	0	0

TUESDAY AUGUST 21	9AM-12N	LEON MEDICAL CENTER	101 SW 27 AVENUE, MIAMI FL 33135	HUMBERTO AMARO-305-323-3103	ROBERSON	25	27	0	0	0	0
WEDNESDAY AUGUST 22	9:30AM-12:30PM	CAC MEDICAL CENTER	18623 S. DIXIE HIGHWAY, MIAMIFL 33157	AMARO-305-323-3103	ROBERSON	6	3	0	0	0	0
THURSDAY AUGUST 23	12PM-4PM	BAY HABOR ISLANDS	9665 BAY HARBOR TERRACE, MIAMI BEACH 33154	CARLA MARKX 305-866-6241	ROBERSON	12	0	0	0	0	0
FRIDAY AUGUST 24	OPEN										
SATURDAY AUGUST 25	OPEN										
SUNDAY AUGUST 26	11AM-3PM	PRINCE OF PEACE CATHOLIC CHURCH	12800 NW 6 STREET, MIAMI FL 33182	NURI TEJEDA-305-559-3171	ROBERSON	51	6	0	0	0	0
MONDAY AUGSUT 27	OPEN										
TUESDAY AUGUST 28	9AM-12N	LEON MEDICAL CENTER	445 EAST 25 STREET, HIALEAH FL 33013	AMARO-305-323-3103	ROBERSON	15	10	2	0	0	0
TUESDAY AUGUST 28	2PM-5PM	HORIZON WEST CLUBHOUSE	8504 SW 133 AVENUE ROAD, MIAMI FL	ANDRE NAUMANN-305-222-2116	ROBERSON	18	7	0	0	0	0
WEDNESDAY AUGUST 29	9AM-12N	CAC MEDICAL CENTER	975 WEST 49 STREET, HIALEAH FL 33012	AMARO-305-323-3103	ROBERSON	15	5	0	0	0	0
THURSDAY AUGUST 30	9:30AM-12:30PM	CAC MEDICAL CENTER	650 N HOMESTEAD BLVD, HOMESTEAD FL 33030	HUMBERTO AMARO-305-323-3103	ROBERSON	4	5	0	0	0	0
FRIDAY AUGUST 31	OPEN										
TOTAL						**270**	**71**	**24**	**0**	**0**	**0**

Appendix B

Sample of Coordination Correspondence with the South Florida Workforce

south florida Workforce
member: Employ Florida

July 31, 2007

Mr. Harry A. Rackhard
Miami Dade Transit – Service & Mobility Planning
3300 Northwest 32nd Avenue
Miami, Florida 33142

Re: Transportation Disadvantage Request for Fiscal Year 2007-2008

Dear Mr. Rackhard:

As per your memorandum of July 2007, please accept this letter as South Florida Workforce Investment Board (SFWIB) formal transportation disadvantaged Fiscal Year 2007-2008 request.

The South Florida Workforce Investment Board is very appreciative of the 110 bus passes funded on a monthly basis by Miami-Dade Transit to serve our customers.

Attached for your review is an updated list of the five (5) authorized SFWIB personnel who will be working with the Disadvantage Transportation Program.

The South Florida Workforce Investment Board takes pride in helping develop an economically thriving, world-class labor force in Miami Dade Transit.

Thank you very much for your continued assistance. Please do not hesitate to contact our office with questions and/or concerns.

Sincerely,

Rick Beasley
Executive Director
South Florida Workforce

Enclosure

Cc: Juan Hernandez

7300 Corporate Center Drive, Suite 500, Miami, FL 33126-1234 ☎ Telephone: (305) 594-7615
www.SouthFloridaWorkforce.com

ELIGIBILITY CERTIFICATION AND AGENCY AUTHORIZATION FORM

AGENCY/PROGRAM: SOUTH FLORIDA WORKFORCE INVESTMENT BOARD (SFWIB)

Names of the 3 individuals authorized to pick-up/sign for monthly allocations

Name: Maria Castro [Please print names]

Name: Ana Mckee

Name: Jose Bonilla

CERTIFICATION OF ELIGIBILITY

Date _____

The (Agency/Program) _____ **certifies. That the Recipients of all Metropasses and/or tokens are economically (income at or less than 150% of the Federal poverty Guidelines) and transportation disadvantaged, and are eligible to receive transportation assistance in accordance with Section 427 FL Statutes.**

RICK BEASLEY
Name (print)
Program Director

Rick Beasley
Signature

EXECUTIVE DIRECTOR
Title (Program Director/Manager)

THE GUIDELINES AND POLICIES OF TD FUNDED PROGRAMS ARE AS FOLLOWS:

- Allocations are available for pick-up on or after the **21st of the previous month.** The last day that Agencies/Programs can pick-up their allocations is the **5th of the month** of which the allocation is to be used. **Location for pick-up is: The Stephen P. Clark Center, at 111 NW 1st Street, 9th floor, Window 1.**

- Programs must submit **a completed copy** of the monthly disbursement of the TD Metropass and/or Tokens form by the first week of each month to this office either by mail of fax. (Office Address is: Miami-Dade Transit, 3300 NW 32nd Avenue, 2nd floor, Room 226, Miami, FL 33142, or Office Fax: 305-637-3784, Attention: Ainsley Barberena, Harry Rackard, Anny Urena.

- **Unused Metropasses must be returned to this office by the 15th of each month.**

- Agency Representatives must sign allocation sheet at the time that the pass/tokens are issued to the client. Allocation reports will not be accepted if agency representative signature is missing.

- Please notify this office of changes in the personnel administering the program, and the staff authorized to pick up the allocation.

- Submit a separate allocation form for each month. More than 1 month of reports on the same form will not be accepted.

- Staff of agencies/programs cannot issue tokens to individuals/clients who are receiving a Metropass. **(No one can receive a Metropass and Tokens within the same month)**

- Staff cannot receive TD allocations unless in volunteer status and pre-approved by MDT - TD program management.

- **Anyone signing in the recipient column of the TD allocation form other than the client, must indicate relationship (mother, father, guardian, etc.) The report will not be accepted if the relation is not indicated. STAFF CANNOT SIGN FOR RECIPIENTS.**

- All staff involved in the TD program should be aware of the rules & guidelines of the TD program. It is the responsibility of the agency administrator and the contact person to inform staff of TD policies and guidelines. **Failure to comply with these policies will result in the suspension and/or termination of your monthly TD allocation.**

To insure the integrity of all programs for the Transportation Disadvantaged in Miami-Dade County, staff is assigned to the monitoring of the TD monthly reports/logs, and the disbursement of the Metropasses and Tokens. Your cooperation and timely submittal of documents and logs is requested.

I have reviewed and understand the guidelines, policies, and requirements to participate in the Transportation Disadvantaged program.

NAME: RICK BEASLEY Rick Beasley
(Agency/Program Director)

TITLE: EXECUTIVE DIRECTOR

DATE: SEPTEMBER 19, 2007

THE GUIDELINES AND POLICIES OF TD FUNDED PROGRAMS ARE AS FOLLOWS:

- Allocations are available for pick-up on or after the **21st of the previous month.** The last day that Agencies/Programs can pick-up their allocations is the **5th of the month** of which the allocation is to be used. **Location for pick-up is: The Stephen P. Clark Center, at 111 NW 1st Street, 9th floor, Window 1.**

- Programs must submit **a completed copy** of the monthly disbursement of the TD Metropass and/or Tokens form by the first week of each month to this office either by mail of fax. (Office Address is: Miami-Dade Transit, 3300 NW 32nd Avenue, 2nd floor, Room 226, Miami, FL 33142, or Office Fax: 305-637-3784, Attention: Ainsley Barberena or Harry Rackard.

- **Unused Metropasses must be returned to this office by the 15th of each month.**

- Agency Representatives must sign allocation sheet at the time that the pass/tokens are issued to the client. Allocation reports will not be accepted if agency representative signature is missing.

- Please notify this office of changes in the personnel administering the program, and the staff authorized to pick up the allocation.

- Submit a separate allocation form for each month. More than 1 month of reports on the same form will not be accepted.

- Staff of agencies/programs cannot issue tokens to individuals/clients who are receiving a Metropass. **(No one can receive a Metropass and Tokens within the same month)**

- Staff cannot receive TD allocations unless in volunteer status and pre-approved by MDT - TD program management.

- **Anyone signing in the recipient column of the TD allocation form other than the client, MUST indicate relationship (mother, father, guardian, etc.) The report WILL NOT be accepted if the relation is not indicated.**

- All staff involved in the TD program should be aware of the rules & guidelines of the TD program. It is the responsibility of the agency administrator and the contact person to inform staff of TD policies and guidelines. **Failure to comply with these policies will result in the suspension and/or termination of your monthly TD allocation.**

To insure the integrity of all programs for the Transportation Disadvantaged in Miami-Dade County, staff is assigned to the monitoring of the TD monthly reports/logs, and the disbursement of the Metropasses and Tokens. Your cooperation and timely submittal of documents and logs is requested.

I have reviewed and understand the guidelines, policies, and requirements to participate in the Transportation Disadvantaged program.

NAME: Maria Castro. _____
(Staff responsible for distribution of Allocation)

TITLE: Data Entry

DATE: _____

MIAMI-DADE COUNTY
Miami –Dade Transit
Transit Mobility Planning
701 N.W. 1st Court, 11th Floor
Miami, Fl. 33136

October 16, 2007

Rick Beasley
South Florida Workforce
7300 Corporate Center Drive Suite # 500
Miami, Fl. 33126

Dear Mr. Beasley:

The Florida Commission for the Transportation Disadvantaged has approved the Transportation Disadvantaged (TD) Trust fund and the allocation of funds for FY October 07 through September 08.

Your funding for FY 07/08 is 110 Full Fare Metropasses. The demands for transportation continue to grow and Miami-Dade Transit (MDT) is committed to providing our disadvantaged population with cost-efficient transportation. To accomplish this task, we need to work together. Thank you for your cooperation. If you have any questions, please do not hesitate to contact Ainsley Barberena or myself at (305) 637-3746, fax **(305) 637-3784.**

Sincerely,
Harry A. Rackard
Harry A. Rackard
Transit Mobility Planning

Barberena, Ainsley (MDT)

From: Barberena, Ainsley (MDT)
Sent: Thursday, April 03, 2008 10:46 AM
To: Davis, Memree (MDT); Harvey, Lavainia (MDT); Stephan, Stephen (MDT)
Cc: Rackard, Harry (MDT); Urena, Anny (MDT)
Subject: SFWF for Maria Willoughby

Please issue: **1 All Transit Metropass**

To: **SFWF for Maria Willoughby**

SS # [redacted]

Eligibility is based upon: **Poor**

The period covered is: **April 2008**

Authorized to sign for the above is:

Maria Willoughby

Finance use only

Received by:_____

Date:_____

Jobs For Miami • Operator
Northside One Stop Career Center
Employment Services

south florida Workforce
Affiliated with The Work Force Florida, Inc.

TRANSPORTATION REFERRAL

1 month Full Fare April 08

DATE: April 1, 2008

TO: Transportation Disadvantage Trust Fund

ATTENTION: Harry Rackard, Transit Planner

ADDRESS: 3300 N.W. 32nd Avenue, 2nd Floor, Miami, FL 33142

TELEPHONE: 786 469 5044 FAX: 786 469 5033

FROM:

TELEPHONE: (305) 693-2060, X5248 **FAX:** (305) 694-2075

RE: **CUSTOMER NAME:** Maria Willoughby **SSN:** [redacted]

DATE OF BIRTH: 12/15/1975 **TIME PERIOD:** 30 days

REASON: Temporary assistance for employment purposes.

Job Developer Signature

Please check the appropriate box below, sign and date where indicated and return to us at the fax number above. Thank you.

Free transportation is authorized for the above-named customer: [x] Yes [ ] No

If yes, customer may pick up bus card at the following location Monday – Friday between 9:00 a.m. and 4:00 p.m.:

Miami-Dade County Transit Authority
111 N.W. First Street, 9th Floor
Miami, Florida

Miami-Dade Transit Signature

Date

Urena, Anny (MDT)

From: Urena, Anny (MDT)
Sent: Friday, March 07, 2008 12:16 PM
To: Harvey, Lavainia (MDT); Stephan, Stephen (MDT); Barberena, Ainsley (MDT)
Cc: Rackard, Harry (MDT); Urena, Anny (MDT)
Subject: SFWF for Jeramiah Williams

Please issue: **1 All Transit Metropass**

To: **SFWF for Jeramiah Williams**

SS# [redacted]

Eligibility is based upon: **Poor**

The period covered is: **March 2008**

Authorized to sign for the above is:

Jeramiah Williams

Finance use only

Received by:_____

Date:_____

Jobs For Miami • Operator
Northside One Stop Career Center
Employment Services

south florida Workforce
Affiliated with Workforce Florida, Inc

TRANSPORTATION REFERRAL

DATE: March 4, 2008

TO: Transportation Disadvantage Trust Fund
ATTENTION: Harry Rackard, Transit Planner
ADDRESS: 3300 N.W. 32nd Avenue, 2nd Floor, Miami, FL 33142
TELEPHONE: (786) 469-5014 FAX: (786) 469-5033

FROM: Hernan Gutierrez, Employer Specialist
TELEPHONE: (305) 693-2060, X5332 **FAX:** (305) 694-2075

RE: **CUSTOMER NAME:** Jeramiah Williams **SSN:** [redacted]
DATE OF BIRTH: 11/05/1958 **TIME PERIOD:** March 1-March 31, 2008
REASON: I would like request transit pass for my client as she continues to To look for employment and has no mean of transportation for the month of March 2008

Job Developer Signature

Please check the appropriate box below, sign and date where indicated and return to us at the fax number above. Thank you.

Free transportation is authorized for the above-named customer: ☐ Yes ☐ No

If yes, customer may pick up bus card at the following location Monday – Friday between 9:00 a.m. and 4:00 p.m.:

Miami-Dade County Transit Authority
111 N.W. First Street, 9th Floor
Miami, Florida

Miami-Dade Transit Signature Date

Barberena, Ainsley (MDT)

From: Barberena, Ainsley (MDT)
Sent: Tuesday, February 05, 2008 9:03 AM
To: Davis, Memree (MDT); Harvey, Lavainia (MDT); Stephan, Stephen (MDT)
Cc: Rackard, Harry (MDT); Urena, Anny (MDT)
Subject: Salvation Army for Lionel Oliphant

Please issue: **1 All Transit Metropass**

To: **Salvation Army for Lionel Oliphant**

SS# [redacted]

Eligibility is based upon: **Poor**

The period covered is: **February 2008**

Authorized to sign for the above is:

Lionel Oliphant

Finance use only

Received by:_____

Date:_____

THE SALVATION ARMY
1907 NW 38 STREET
MIAMI, FLORIDA 33142

1 Month Full Care Feb 08

Ref: Lionel Oliphant

S.S #[redacted]

DOB: 5/27/60

Date: 1/30/08

To Whom It May Concern:

Mr. Oliphant is a homeless client of the Salvation Army who will start to work today at 900 Restaurant. Mr. Oliphant is trying to become self-sufficient, but does not have any means of transportation. If would be appreciated if you can provide him with a bus pass for the month of February. If you need to reach me, you can contact me at 305-637-6723

Sincerely yours,

Irene Parker

Irene Parker

DOING THE MOST GOOD

MIAMI AREA COMMAND
1907 N. W. 38th Street
Miami, Florida 33142
Telf: (305) 637-6700
Fax (305) 635-1123

FACSIMILE

FROM : THE SALVATION ARMY
Irene Parker

DATE : 1/30/08 **TOTAL PAGES :** 2

IN CASE OF PROBLEMS, PLEASE CONTACT 123

IF YOU RECEIVE THIS FAX IN ERROR, PLEASE CALL OUR OFFICE AT (305) 637-6720

TO : Harry A. Rackard

FAX NUMBER: 786-469 5033

COMMENTS : Assistance transportation

Barberena, Ainsley (MDT)

From: Urena, Anny (MDT)
Sent: Wednesday, January 09, 2008 10:35 AM
To: Barberena, Ainsley (MDT); Davis, Memree (MDT); Harvey, Lavainia (MDT); Stephan, Stephen (MDT)
Cc: Rackard, Harry (MDT); Urena, Anny (MDT)
Subject: SFWF for Katreena Taylor

Please issue: **1 All Transit Metropass**

To: **SFWF for Katreena Taylor**

SS # [redacted]

Eligibility is based upon: **Poor**

The period covered is: **January 2008**

Authorized to sign for the above is:

Katreena Taylor

Finance use only

Received by:_____

Date:_____

Jobs For Miami • Operator
Northside One Stop Career Center
Employment Services

south florida Workforce
Affiliated with Workforce Florida, Inc.

TRANSPORTATION REFERRAL

DATE: January 3, 2008

TO: Transportation Disadvantage Trust Fund
ATTENTION: Harry Rackard, Transit Planner
ADDRESS: 3300 N.W. 32nd Avenue, 2nd Floor, Miami, FL 33142
TELEPHONE: (786) 469-5415 FAX: (305) 637-3784
469-5014 (786) 469-5033

FROM: Hernan Gutierrez, Employer Specialist
TELEPHONE: (305) 693-2060, X5235 **FAX:** (305) 694-2075

RE: **CUSTOMER NAME:** KATREENA TAYLOR **SSN:** [redacted]
DATE OF BIRTH: 08/01/78 **TIME PERIOD:** Jan. 1-Jan. 31, 2008
REASON: I would like request transit pass for my client due to the fact she is seeking work and has no mean of transportation for the month of January 2008

Job Developer Signature

Please check the appropriate box below, sign and date where indicated and return to us at the fax number above. Thank you.

Free transportation is authorized for the above-named customer: ☐ Yes ☐ No

If yes, customer may pick up bus card at the following location Monday – Friday between 9:00 a.m. and 4:00 p.m.:

Miami-Dade County Transit Authority
111 N.W. First Street, 9th Floor
Miami, Florida

Miami-Dade Transit Signature

Date

Barberena, Ainsley (MDT)

From: Urena, Anny (MDT)
Sent: Monday, November 26, 2007 9:54 AM
To: Harvey, Lavainia (MDT); Rackard, Harry (MDT); Barberena, Ainsley (MDT); Davis, Memree (MDT); Stephan, Stephen (MDT)
Cc: Urena, Anny (MDT)
Subject: SFWF for Johnny Pierce

Please issue: **1 All Transit Metropass**

To: **SFWF for Johnny Pierce**

SS# [redacted]

Eligibility is based upon: **Poor**

The period covered is: **December 2007**

Authorized to sign for the above is:

Johnny Pierce

Finance use only

Received by:_____

Date:_____

Jobs For Miami • Operator
Northside One Stop Career Center
Employment Services

south florida Workforce
Affiliated with Workforce Florida, Inc.

TRANSPORTATION REFERRAL

1 month Full Fare Dec 07

DATE: November 6, 2007

TO: Transportation Disadvantage Trust Fund

ATTENTION: Harry Rackard, Transit Planner

ADDRESS: 3300 N.W. 32nd Avenue, 2nd Floor, Miami, FL 33142

TELEPHONE: (305) 637-3740 FAX: (305) 637-3784

FROM: Calvin L. Dorsett, Local Veteran Employment Representative (LVER)

TELEPHONE: (305) 693-2060, X5234 **FAX:** (305) 694-2075

RE: **CUSTOMER NAME:** Johnny Pierce **SSN:** [redacted]

DATE OF BIRTH: **TIME PERIOD:** 30 days

REASON: This veteran is in the process of obtaining the necessary documents to qualify for a Patriot Pass. In the interim, he needs transportation to secure employment.

Please issue a 30 day temporary pass for that purpose.

Calvin L. Dorsett

Job Developer Signature

Please check the appropriate box below, sign and date where indicated and return to us at the fax number above. Thank you.

Free transportation is authorized for the above-named customer: ☐ Yes ☐ No

If yes, customer may pick up bus card at the following location Monday – Friday between 9:00 a.m. and 4:00 p.m.:

Miami-Dade County Transit Authority
111 N.W. First Street, 9th Floor
Miami, Florida

Miami-Dade Transit Signature

Date

7900 N.W. 27th Avenue, Suite 200, Miami, FL 33147 • (305) 693-2060

NOV-6-2007 TUE 09:51 TEL:3056373784 124 NAME:MDT SVC & MOBILITY PLNG P. 1

Barberena, Ainsley (MDT)

From: Barberena, Ainsley (MDT)
Sent: Thursday, November 01, 2007 9:12 AM
To: Davis, Memree (MDT); Harvey, Lavainia (MDT); Stephan, Stephen (MDT)
Cc: Rackard, Harry (MDT); Urena, Anny (MDT)
Subject: SFWF for Lamont DuBose

Please issue: **1 All Transit Metropass**

To: **SFWF for Lamont DuBose**

SS# [redacted]

Eligibility is based upon: **Poor**

The period covered is: **November 2007**

Authorized to sign for the above is:

Lamont DuBose

Finance use only

Received by:_____

Date:_____

south florida Workforce
One-Stop Career Center
Affiliated with Workforce Florida, Inc.

October 30th, 2007

Mr. Harry A. Rackard
Miami Dade Transit
Service and Mobility Planning
3300 N.W. 32nd Avenue
Miami, Florida 33142

RE: Bus Pass for Lamont DuBose

Dear Mr. Rackard,

My name is Jennifer Vergara and I am a Placement Specialist with the Miami Beach South Florida Work Force Career Center. I have a client that I have been assisting in obtaining employment and have been able to schedule several interviews for him. However; due to his current financial situation, it has been impossible for him to travel on the transit system. I am requesting that that he be issued a bus pass or tokens in order for him to be able to attend these interviews and hopefully gain full time employment. If you have any questions, please feel free to contact me. Mr. DuBose's Date of Birth is 01/21/1974 and his Social Security Number is [redacted]

Sincerely,

Jennifer Vergara

Jennifer Vergara
Placement Specialist
South Florida Work Force
Miami Beach Career Center
833 6th Street, 2nd Floor
Miami Beach, Florida 33139

south florida Workforce

Affiliated with Workforce Florida, Inc.

Miami Beach One Stop Career Center
833 6th. Street (2nd. Floor), Miami Beach
FL 33139 Phone: (305) 532 5350

Fax

To: Mr. Packard **From:** Jennifer Vergara

Fax: 305-673-7284 **Date:** 10/24/2007

Phone: **Pages:** 2

Re: **CC:**

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

- **Comments:**

Please See Request
for Bus Pass
Thank You
Jennifer

BS-09/22/04

127

Barberena, Ainsley (MDT)

From: Barberena, Ainsley (MDT)
Sent: Friday, October 12, 2007 9:28 AM
To: Davis, Memree (MDT); Harvey, Lavainia (MDT); Stephan, Stephen (MDT)
Cc: Rackard, Harry (MDT); Urena, Anny (MDT)
Subject: SFWF for Johnny Pierce

Please issue: **3 Rolls of Tokens**

To: **SFWF for Johnny Pierce**

SS# [redacted]

Eligibility is based upon: **Poor**

The period covered is: **October 2007**

Authorized to sign for the above is:

Johnny Pierce

Finance use only

Received by:_____

Date:_____

Jobs For Miami • Operator
Northside One Stop Career Center
Employment Services

south florida

TRANSPORTATION REFERRAL

DATE: October 1, 2007

TO: Transportation Disadvantage Trust Fund
ATTENTION: Harry Rackard, Transit Planner
ADDRESS: 3300 N.W. 32nd Avenue, 2nd Floor, Miami, FL 33142
TELEPHONE: (786) 469-5415 FAX: (305) 637-3784

FROM: Calvin Dorsett, Employer Specialist Rep. II
TELEPHONE: (305) 693-2060, X5234 **FAX:** (305) 694-2075

RE: **CUSTOMER NAME:** Johnny Pierce **SSN:** [redacted]
DATE OF BIRTH: 8/20/1962 **TIME PERIOD:** Sept. 1-Sept. 30, 2007
REASON: I would like to request a transit pass for my client due to the fact he is seeking work and has no mean of transportation for the month of October 2007

Job Developer Signature

Please check the appropriate box below, sign and date where indicated and return to us at the fax number above. Thank you.

Free transportation is authorized for the above-named customer: [ ] Yes [ ] No

If yes, customer may pick up bus card at the following location Monday – Friday between 9:00 a.m. and 4:00 p.m.:

Miami-Dade County Transit Authority
111 N.W. First Street, 9th Floor
Miami, Florida

Miami-Dade Transit Signature Date

Appendix C

Transportation Improvement Program (TIP)
(Multimodal Transit Capital Improvements) Sample of Coordination
Correspondence with the South Florida Workforce

FY 2008-2012 TRANSPORTATION IMPROVEMENT PROGRAM

MULTIMODAL TRANSIT IMPROVEMENTS

InteracTIP

MIAMI-DADE TRANSIT

SPECIFIC ASPECTS OF THE PROGRAM

The FY 2008 Transportation Improvement Program includes funding over the next five years for the following projects:

South Miami-Dade Busway Extension: The South Miami-Dade Busway extension which adds an additional 11.5 miles of exclusive, bus-only transit corridor lanes to the original 8.5 -mile Busway adjacent to U.S.-1 will be completed in FY 2007. The first five-mile segment of the extension was placed into service in April 2005. The construction of this project is enabled using Federal Discretionary and State funds.

Urban Corridor Development: State Transit Corridor Program funds will be used for the continuation of several successful South Miami-Dade Busway routes as well as the Flagler MAX route.

ROUTINE REPLACEMENT AND ENHANCEMENT

Metrorail Rehabilitation/ Metromover Replacement: All 136 Metrorail cars will be reconfigured with a new futuristic, aerodynamic sloped front-end design and more modern interior. The original 12 Metromover cars also will be replaced.

Automated Fare Collection: MDT is pursuing state-of-the art fare collection equipment that will support a future region-wide Smart Card-based system for seamless fare integration between MDT, Tri-Rail, Broward County Transit and Palm Tran. The Request for Proposal was issued in 2006. Evaluation is in progress. Installation of the MDT equipment is expected to be completed by 4th Quarter 2008.

Buses: MDT continues its bus replacement and expansion program. Funding is provided through the People's Transportation Plan (PTP) and through Congestion Mitigation and Air Quality (CM) Federal funding made available through the State. For 2007, MDT will receive 75 Optima Opus 30-foot buses. Thirty nine articulated hybrid Bus Rapid Transit (BRT) buses are expected by 2009. Between 2009 and 2010, 260 replacement 42-foot hybrid buses will be delivered.

Safety: Funding is programmed to purchase security equipment, to continue upgrades and installations of closed circuit camera television systems (CCTV) and to continue the replacement of fire detection and reporting systems. The fire panels at Metrorail stations will be replaced during 2007-2008.

Facilities: Ongoing facility projects are funded, which include replacement of piston lifts at the garages, replacement of bus washers, and improvement of safety conditions.

MULTIMODAL TRANSIT IMPROVEMENTS (continued)

- The first eight sets of mobile column bus lifts are expected to arrive near April 2007, with another eight set delivered each week thereafter, for a total of thirty sets of four.
- Parallelogram lifts are scheduled for a pre-bid meeting near the end of March 2007.
- New Mover bus washers are being installed at Central, Metromover, and Northeast facilities. A majority of the equipment has been installed at Central and Northeast and is expected to be completed by June 2007.
- Replacements of bus vacuum systems at Central, Northeast and Coral Way are being designed and specifications written to advertise.

Passenger Facilities: Additional Park and ride facilities, designed to address parking demand on the southern end of the existing Metrorail line and along the Busway continue to be planned and developed. New sites funded with state and local moneys to be developed include sites Serving the South Miami-Dade Busway:

SW 152nd Street	126-space parking lot adjoining Palmetto Golf Course. In November 1999, MDT and the Miami-Dade Parks and Recreation Department entered into a 30-year Memorandum of Understanding for the joint use of the parking lot. MDT prepaid rent for the first 10 years in order that Parks make necessary modifications, re-design and lighting improvements to the lot wherein MDT gained 50 additional transit parking spaces, from 76 to 126, and Parks had priority over remaining 264 spaces. Construction began June 2002, completed February 2003.
SW 168th Street	149-space park and ride lot opened December 2002. Site is leased to MDT from private landowner.
SW 200th Street	Temporary 131-space park and ride lot. MDT acquired 3.4 acre site at N.W. corner of SW 200th Street (Caribbean Boulevard) and the Busway to be used as a park and ride lot. Necessary public hearings were held and zoning issues resolved. Design and construction plans for a permanent facility are underway.
SW 244th Street	95-space park and ride lot on 0.96 acre site, leased to MDT.
SW 296th Street	Temporary 2.2 acre site at N.E. corner at N.E. corner of S.W. 296th Street and US 1 adjacent to the Busway. Design and construction plans for a permanent park and ride lot underway.

MULTIMODAL TRANSIT IMPROVEMENTS (continued)

Serving other bus routes:

SW 152nd St at Turnpike	95-space 2.5 acre parking lot leased from from FDOT S.W. 117th Ave leased from from FDOT.
Kendall Hammocks	50-space park and ride lot located at SW 104th Street and Town Centre S.W. 142nd Avenue. Privately owned, the site is leased to MDT for a nominal fee.
Golden Glades	936-space park and ride lot, owned by FDOT and leased to MDT. Golden Glades Park and Ride is the oldest and most heavily used park and ride facility in Miami-Dade County.
Miami-Dade	25-space park and ride lot located at approximately S.W. College 104th Street and S.W. 113th Avenue on the Miami-Dade College campus and leased to the County.

FUTURE PARK & RIDE SITES

Dadeland North Metrorail Parking Garage:

MDT has contacted Florida East Coast Railway, LLC regarding the acquisition of property located between the Metrorail right-of-way located South of S.W. 85th Street and west of S.W. 70th Avenue. This property would be acquired in order to develop additional parking for the Dadeland North Metrorail Station. Florida East Coast Railway, LLC is currently reviewing our request.

The Dadeland North Metrorail Garage, in its original configuration contained approximately 1,970 parking spaces. The garage reached 100 % occupancy prior to the Fall of 2000. During this time, MDT received many complaints from riders who were unable to find parking at this station. In October 2000, the garage was reconfigured to provide an additional 89 spaces to 2,059. These additional spaces were immediately absorbed by the demand for parking at this station. On workdays, the garage fills up to capacity by approximately 9:00 am. Since parking at the Dadeland South Station is also 100% full by this time, Metrorail riders arriving after 9:00 am are forced to either drive to the South Miami Garage or to their destination.

Dadeland South:

Additional surface parking is being added to the existing surface parking lot located between Dadeland Boulevard and Kendall Drive facing US; currently under design.

MULTIMODAL TRANSIT IMPROVEMENTS (continued)

SW 186 St./Busway - Quail Rooost Transit Village Project

MDT is negotiating to lease 500 parking spaces at a transit oriented development adjacent to the Busway between SW 184 St and SW 186 St.

SW Bird Road/89th Court

Future Park and Ride on a 29,000 sq. ft. on the north side of Bird Road between SW 89th Ct. and 89th Court.

SW 8th St. and 127th Ave.

Future Park and Ride on a 2.23 acres on the southwest corner of SW 8th St. and 127th Ave.

SW 127 Ave./ Kendall Dr.

Future Park and Ride on a 2.5 acres on the southwest corner of Kendall Dr. and 127th Ave.

SW 97 Ave./ Kendall Dr.

Future Park and Ride on a 2.5 acres on the northwest corner of Kendall Dr. and 127th Ave

NW 186 St./73 Ave.

Future Park and Ride on a 2 acre site under design at .NW 186 St./73 Ave

Additional sites have been identified and will be implemented subject to availability of funding

MULTIMODAL TRANSIT IMPROVEMENTS (continued)

at the following intersections: Douglas Road / U.S.-1, Dadeland North / U.S.-1, S.W. 200 Street / U.S.-1, Quail Roost Drive / U.S.-1, and S.W. 344 Street / Busway terminus; funding continues for the installation of protective canopies at Metrorail stations, bus stops and over outdoor escalators. In addition, escalators and elevators will be replaced.

RAPID TRANSIT CORRIDOR DEVELOPMENT (ORANGE LINE)

MIC Extension to Earlington Heights: The MIC/Earlington Heights extension is a 2.4-mile heavy rail extension that will extend from the Miami Intermodal Center (MIC) to the existing Earlington Heights Metrorail Station. The project includes a station at the MIC. The MIC will serve as a central transfer point for Metrorail, Metrobus, Tri-Rail, Amtrak and charter services; it will also consolidate rental car agencies into one facility. Funding will enable further advancement of this project to coordinate with the completion of the MIC-Miami International Airport (MIA) Connector-People Mover Project. The MIC-MIA Connector-People Mover will allow MIA to link with the MDT's Metrorail system. Estimated project cost is $528 million, with estimated completion in 2010.

North Corridor: The North Corridor is a 9.5-mile, seven (7) station, heavy rail project with its northernmost terminus located at NW 215 Street (County Line Road) and NW 27th Avenue. Its southernmost terminus will be located at the current Dr. Martin Luther King. Jr. Metrorail Station. The seven (7) proposed Metrorail stations are expected to be located at the Northside Shopping Center, City of Opa-Locka, Miami-Dade Community College/North Campus, Palmetto Expressway (SR 826), Carol City Shopping Center (N.W. 183 St.), Pro Player Stadium (N.W. 199 St.), and the Homestead Extension of Florida's Turnpike (HEFT). There is provision for a future station at the intersection of NW 103rd Street and NW 27th Avenue. Estimated project cost is $1.372 billion, with estimated completion in 2014.

East-West Corridor: This 10.1-mile project starts at the FIU Tamiami Campus at the Florida Turnpike and proceeds eastward along the length of SR 836 to the MIC. The proposed line connects some of the region's most important economic generators, including stops at Blue Lagoon Corporate Park, Palmetto Expressway and the vicinity of FIU/Turnpike. It also provides for direct transfers at the MIC with Tri-Rail, Amtrak, Metrorail, and Metrobus. Estimated project cost is $2.28 billion, with estimated completion in 2016.

OTHER CORRIDOR DEVELOPMENT

Kendall Corridor: The Kendall Corridor is approximately 15-miles long, with both east-west and north-south segments. The Kendall segment, from SW 157th Avenue to the southern terminus of Phase I Metrorail (Dadeland area) is centered along North Kendall Drive (SW 88 Street). The proposed north-south rail line connects Dadeland to the East-West Corridor. This project needs to complete the federal, state and local funding process.

THIS PAGE INTENTIONALLY LEFT BLANK

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000001	North Corridor	Metrorail Extension	1456658	109844	2008	4210431
0000001	Extend Metrorail from Dr. Martin Luther King Jr. Metrorail Station to the Miami-Dade/Broward County Line; included is construction of stations, parking, access roads, and elevated guideway. Full Federal and State contribution requested.					
	Planning	Peoples Transportation Plan; received initial federal earmark for Orange Line in FY 06				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
PDE	FTA 5309	40,448	109,858	111,637	116,813	71,314
CAP	FTA	4,900	0	0	0	0
ROW	PTP Bond	34,886	0	52,911	0	81,491
CST	FDOT	18,000	25,000	25,000	28,000	28,000

TA0000002	East West Corridor	Metrorail Extension	2,400,000	46,393	2010	4210761
0000002	Extend Metrorail from the MIC west to the Florida Turnpike and south to FIU. Local funding commitment in place since November 2002. Funding shown represents local share. Federal and State contribution requested.					
	Planning	Peoples Transportation Plan				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
PE	FTA 5309	47,050	77,884	107,314	172,957	169,328
PE	PTP Bond	50,515	0	108,994	0	65,850

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000005	Mover Canopies and Escalator Replacement	Capital equipment replacement and improvement	7,005	3,015	2007	4146521
0000005	Replace escalators and provide canopies over escalators on Mover System.					
	design	People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	PTP Bond	3,990	0	0	0	0

TA0000006	Capitalization of Preventive Maintenance	capital maintenance	514335	140880	N/A	4146551, 4162221, 4162431, 4202371,4222431
0000006						
	ongoing					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5307	42,091	56,750	58,821	61,355	63,483
CAP	FTA 5309	13,127	13,639	14,855	15,709	0
CAP	LOGT	15,030	15,294	15,561	15,833	16,109

TA0000007	Park and Ride at S.W. 200 Street and Busway	Acquire, construct and operate Park and Ride facility	9,133	5,513	2008	
0000007	Acquire construct & operate a Park and Ride facility at S.W. 200, SW 296, SW 344 and Quail)					
	Routine project	Construct 350 parking spaces (more or less); temporary facility currently in operation o				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CST	CM	2,630	0	0	0	0
CST	LOGT	840	820	0	0	0

MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000008	Park and Ride (Kendall Drive and SW 127 Avenue)	construction	3,391	1,500	N/A	
0000008	Construct Park and Ride facility at Kendall Drive and SW 127 Avenue served by Kendall area routes and connecting to Dadeland North Metrorail Station.					
	planning					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	LF	1,000	0	0	0	0
CAP	LOGT	883	758	0	0	0

TA0000009	Passenger Amenities and Enhancements	Capital equipment and improvements	3,087	1,602	N/A	4124591, 4146551, 4162221, 4162431; 4202371
0000009	Replace signage, install bicycle-related amenities, supplement other projects related to passenger enhancements as defined by FTA.					
	ongoing					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5307	214	261	234	207	362

TA0000010	Transit Facilities Systemwide	construction	6,187	1,329	2008	
0000010	Rreplace roofs on transit facilities including Rail/Mover stations and bus facilities.					
	ongoing	People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CST	PTP	1,110	0	1,090	0	2,658

MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000011	Paint/Refinish Transit Facilities Systemwide	Capital maintenance	4,000	1882	N/A	
0000011						
	ongoing	People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
MNT	CCTSS	353	345	343	342	342

TA0000012	Bus Garages - Replace Lifts	Capital Equipment Replacement	3,576	2,132	2007	
0000012	Replace piston and hydraulic lifts in bus maintenance facilities.					
	procurement	People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	PTP Bond	1,444	0	0	0	0

TA0000013	Capital Project Planning and Administration	Management / Administration of capital funds	8592	300	N/A	4146551, 4162221, 4162431, 4202371,4222431
0000013	Project Planning and Administration associated with PTP and Federal/State Grants					
	Routine project	Peoples Transportation Plan				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
ADM	FTA 5307	245	279	278	276	276
ADM	FTA 5309	75	86	85	85	85
ADM	PTP Bond	2,675	0	1,560	0	1,920

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				

TA0000014	Replace Elevators	Capital Equipment	6170	948.00	N/A	
0000014	Replace elevators in Rail Stations, Rail Parking Garages, Mover Stations and Maintenance Facilities					
	ongoing	People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	PTP Bond	3,000	0	2,222	0	0

TA0000015	Buses	Purchase / Replacement: buses	147,369	26,004	N/A	4188781, 4207931
0000015	Purchase of new and replacement 40 foot and 30 foot buses. Project cost covers fiscal years 2005 through 2011 as currently programmed.					
	Ongoing	Peoples' Transportation Plan				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	CM	0	0	1,765	1,791	0
CAP	FTA 5309	2,000	2,100	2,200	0	0
CAP	PTP	23,633	11,667	0	37,362	25,819

TA0000016	Fare Collection System	Acquisition of fare collection equipment	84713	2875	N/A	
0000016	Purchase and install universal fare collection equipment for Rail, Mover and Bus. Fare media to be compatible with Broward, Palm Beach and South Florida Regional Transportation Authority systems.					
	Procurement	People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	PTP Bond	80,952	0	0	0	0

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000017	Central Control: Metrorail/Metromover	Purchase / Installation: central control system	30,450	1,296	N/A	4146981
0000017	Modernize central control system in Government Center for Metrorail and Metromover.					
	Planning	Peoples' Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	PTP Bond	27,568	0	0	0	0
CAP	FDOT	1,585	0	0	0	0

TA0000018	Bus Facilities	Facility and equipment renovation	46,263	1,410	2008	4146551, 4162221, 4162431, 4202371
0000018	Replace bus washers and vacuums at all bus facilities; annual bus facility and equipment rehabilitation through federal formula grant.					
	Ongoing	People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5307	400	400	375	275	225
CAP	LF	13,558	15,000	15,000	15,000	15,000
CST	PTP Bond	39,133	0	5,720	0	0

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000019	AVL / AVM Radio System	Purchase / Replacement: radio systems	600	50	N/A	4146551, 4162221, 4162431, 4202371
0000019	Replace radios and maintain Automated Vehicle Locator and monitoring system (AVL/AVM)					
	Ongoing					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5307	81	100	79	79	79
CAP	FTA 5309	25	30	24	24	24

TA0000020	Information Technology Equipment	Equipment Replacement / Upgrades: communication	2,829	480	N/A	4146551, 4162221, 4162431, 4202371
0000020	Acquire replacement computers and servers as required.					
	Ongoing					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5307	326	319	357	356	434
CAP	FTA 5309	101	98	110	109	134

TA0000021	Bus Stop Signage	Installation of new bus stop signage.	2207	1320	2008	
0000021	Provide bus stop signage.					
	Ongoing	Peoples Transportation Plan				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CST	CCTSS	214	209	208	256	0

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000022	Rail Mid Life Rehabilitation	Major Overhaul of Existing Rail Fleet	354191	64489	N/A	
0000022	Rail vehicle mid-life modernization of 136 car fleet.					
	Specification Preparation	Peoples Transportation Plan				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
MNT	PTP Bond	96,514	0	133,323	0	59,865

TA0000023	Rail / Mover Facilities Maintenance	Rehab / Maintenance: Rail/Mover facilities	4,206	1,025	N/A	
0000023	Purchase miscellaneous tools and perform minor repairs to Rail/Mover facilities and vehicles.					
	Ongoing	Allocation of annual fixed guideway modernization funds.				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5309	139	142	149	155	163
CAP	FTA 5307	451	462	482	504	529

TA0000025	Service/Support Vehicles	Acquisition of Maintenance and Service Vehicles	2315	384	N/A	4146551, 4162221, 4162431, 4202371, 4224431
0000025	Acqure new and replacement service vehicles, tow trucks, and service trucks.					
	Ongoing	Peoples Transportation Plan				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5307	245	279	317	316	316
CAP	FTA 5309	75	86	98	97	97

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				

TA0000026	Bus Tools	Acquire bus maintenance tools	3806	550	N/A	4146551, 4162221, 4162431, 4202371, 4224431
0000026	Acquire tools and equipment for repair and maintenance of buses and existing garage facilities.					
	Ongoing					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5307	371	359	397	415	474
CAP	FTA 5309	114	111	123	128	147

TA0000027	Metromover Vehicle Replacement, Phase 1	Capital Equipment Replacement	34490	20632	N/A	
0000027	Replace original 12 Metro Mover vehicles.					
	Ongoing	Peoples Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	PTP Bond	13,858	0	0	0	0

TA0000028	Treasury Service Equipment	Replacement of treasury related tools and equipment	766	139	N/A	4146551, 4162221, 4162431, 4202371, 4224431
0000028	Replace tools and equipment in revenue room and other related areas.					
	Ongoing	Annual allocation from 5307 formula grant.				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5307	81	80	79	79	79
CAP	FTA 5309	25	24	24	24	24

MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				

TA0000029	Earlington Heights - Miami Intermodal Center Extension	Metrorail Extension	512,309	84,465	N/A	417994
0000029	Extend Metrorail west and south 2.6 miles from the Earlington Heights Metrorail Station to the Miami Intermodal Center.					
	Final Design	Peoples Transportation Plan.				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FDOT	23,644	13,896	12,289	0	0
CAP	PTP Bond	194,006	0	189,007	0	0

TA0000030	Metrorail Station Refurbishment	Capital Maintenance	16060	11920	N/A	
0000030	Refurbish Metrorail Stations and Lehman Center including emergency lighting, safety systems, restrooms, irrigation, landscape, benches, building systems and controls.					
	ongoing	People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	PTP Bond	2,246	0	1,270	0	624

TA0000031	UPS/Emergency Lighting	Capital Equipment Replacement	1166	773	N/A	
0000031	Replace UPS systems and emergency lighting at existing Metrorail Stations.					
	ongoing	People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	CCTSS	393	0	0	0	0

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000032	Bus Pull Out Bays	Construction	7,821	5,830	N/A	4147001
0000032	Locate and construct bus pull out bays where feasible.					
	Construction	People's Transportation Plan				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	PTP Bond	107	0	1,028	0	0
CAP	DDR	800	0	0	0	0

TA0000033	MetroRail Test Track	construction	4125	2215	N/A	
0000033	Install test track for vehicle safety inspections under acceleration conditions.					
		People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	PTP Bond	1,910	0	0	0	0

TA0000034	Metrorail - Track and Guideway Rehabilitation; Fixed Guideway Inspection	construction			N/A	4051331, 4051332
0000034	Capital maintenance of existing guideway.					
	ongoing	People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	PTP Bond	38,309	0	18,215	0	0
CAP	XU	750	750	750	750	750

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000035	Service Development	Service development: bus routes			N/A	4225291, 4218721, 4218751
0000035	Implement new bus service route (7th Avenue MAX) from Golden Glades to Downtown Miami.					
	Ongoing					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
OPS	DDR	1,255	0	0	0	0
OPS	LF	1,038	0	0	0	0

TA0000036	Pedestrian Overpasses at South Miami and University Metrorail Stations	Construction	16,362	6,844	2008	4132383, 4180841
0000036	Construction of a pedestrian overpass at South Miami Metrorail Station and at the University spanning US - 1.					
	Design	Peoples Transportation Plan Amednment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CST	FDOT	0	0	1,000	2,090	0
CST	PTP Bond	6,518	0	0	0	0

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000038	Transit Hub at NW 7 Avenue and NW 62 Street	Construct New and improve existing Passenger Activity Centers	17,165	9,101	2008	413754, 4137545, 4137546
0000038	Acquire site, construct bus transfer facility and participate in joint development of Transit Hub at NW 7 Avenue and NW 62 Street.					
	Site Acquisition	Includes retail, office and affordable housing development project through Miami-Dade				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTRC	228	238	0	0	0
CST	FTA 5309	840	815	951	0	0
ROW	DDR	0	816	1,970	0	0
ROW	PTP Bond	318	900	900	0	0
CAP	LF	210	228	238	0	0

TA0000042	Bus Maintenance Facilities	New Construction	44000	890.00	2008	
0000042	Construct new bus garage in South and West Miami-Dade County to accommodate expanding fleet. A 25 acre site has been identified on County-owned land at Homestead Air Reserve Base.					
	Planning/Design	People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CST	PTP Bond	26,000	0	8,900	0	0

MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000045	Park and Ride at Kendall Drive and SW 97 Avenue				2008	4226871
0000045	Refurbish existing Park and Ride facility					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CST	DDR	250	0	0	0	0
CST	LF	250	0	0	0	0

150

TA0000046	Park and Ride at Quail Roost Drive and Busway	Construct and provide transit-related parking	2457	0.00	2008	4204601
0000046	Park and Ride Lot					
	Planning	Completion time frame is estimated.				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	XU	1,686	0	0	0	0
CST	CM	772	0	0	0	0
CST	FTRC	614	0	0	0	0

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000047	Transit Hub/Intermodal Center		5,000	460	2010	4202301, 418079
0000047	Construction of transit hub in West Miami-Dade; construction of intermodal facility at Dadeland South (Northwest 12th Street and 107 Avenue).					
	Planning	Completion date is estimated				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5309	480	520	540	0	0
CAP	FTRC	120	130	135	0	0

TA0000048	Transit Hub/Intermodal Center				2010	4180791
0000048	Transit Hub/Intermodal at N.W. 12th Street and N.W. 107th Avenue					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CST	DDR	0	0	1,500	0	0
CST	LF	0	0	1,500	0	0

TA0000050	ADA Improvements	ADA Accessibility	3,905	2,600	N/A	
0000050	Provide capital improvements at all facilities as required to maintain compliance with the Americans with Disabilities Act; Overall project includes ADA upgrades to Phase 1 of Busway.					
		ADA upgrades are part of People's Transportation Plan				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5307	250	250	250	250	250

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000051	Security and Safety	Acquire capital equipment, design and construct security related improvements	5,944	2,025	N/A	4146551, 4162221, 4162431, 4202371, 4224431
0000051	Security and emergency preparedness facilities and equipment including bulk fuel storage, see thru trash cans, cctv, IT backup, access control, etc.					
	Equipment acquisition					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5309	600	650	675	0	0
CAP	LOGT	326	444	385	0	0
CAP	FTRC	150	162	169	0	0
CAP	DDR	600	0	0	0	0
CAP	LF	600	0	0	0	0
CAP	FTA 5307	41	40	40	79	79

TA0000052	Pedestrian Overpass at Dadeland North	Design and construct	3,045		N/A	4207921
0000052	Construct pedestrian overpass connecting east side of US - 1 to Dadeland North Metrorail Station					
	planning					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
	LOGT	0	314	306	407	0
CAP	CM	0	1,931	0	0	0
CAP	LF	0	483	0	0	0

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000053	Pedestrian Overpasses at Coconut Grove and Dadeland South	Construction	14,478		N/A	4207901, 4204531
0000053	Provide pedestrian overpasses connecting the east side of US-1 with Metrorail Stations at Coconut Grove and Dadeland South Submitted for Congressional earmark, Federal allocation exp. to be announced first quarter 2007					
	planning	People Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	CM	0	1,931	0	0	0
CAP	DDR	0	0	0	1,049	0
CAP	LF	0	483	0	0	0
CAP	PTP	0	0	0	0	10,586

153

TA0000060	Urban Corridor Service	Bus service			N/A	4096371, 4179171, 4204611, 4204621
0000060	Includes Flagler MAX, South Miami-Dade Busway, Busway Flyer to Key Largo, 95 Express from Dolphin Stadium Are to Downtown Miami.,South Beach					
	ongoing					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	XA	440	440	0	0	0
CAP	DDR	900	900	936	936	936
CAP	LF	440	440	0	0	0

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000061	Special Use Lanes (SUL)	Premium Bus Service		2,510	N/A	4204561, 420456
0000061	Capital and operating support for running on road shoulders					
	Construction					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	CM	1,461	955	0	0	0
CAP	LF	365	239	0	0	0

TA0000062	State Transit Block Grant	Operations			N/A	4147281, 4161471, 4177391, 4202421
0000062	State of Florida support for public transportation operations through FDOT District 6.					
	ongoing					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
OPS	DDR	15,622	18,015	18,732	13,956	19,873
OPS	DS	0	0	0	5,338	0
OPS	LF	17,908	18,015	18,732	19,294	19,873

TA0000063	Rail Car F & G Inspections	Capital Maintenance	24139	5660	N/A	
0000063	Perform preventive maintenance on rail cars.					
		People's Transportation Plan Amendment October 2003				

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	PTP	6,246	0	6,128	0	6,105

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000067	FTA Section 5307 Formula Grant	Capitalization of preventive maintenance			N/A	4162431, 4202311, 4222431, 4162221
0000067	Recover held-back portion of FY 2003 Section 5307 Formula Grant.					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5309	54,230	60,000	60,000	60,000	60,000
CAP	LF	13,558	15,000	15,000	1,250	15,000

TA0000068	FTA Section 5309 Fixed Guideway Modernization	Rail system capital maintenance			N/A	414728, 416222, 416243, 420237, 422243
0000068	Add FY 2006 Section 5309 Fixed Guide way Mordernization omitted from 2006 - 2010 TIP					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CAP	FTA 5309	18,508	2,717	2,822	6,250	17,702

TA0000069	Extension of Dadeland South Surface Parking Lot	Construction	7,734	5,177	2008	
0000069	Extend existing surface parking lot north to Kendall Drive; add approximately 100 parking spaces					
	Planning and Design					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
CST	LOGT	161	261	0	0	0

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

MIAMI-DADE TRANSIT

MPO Project Num.	Facility/Project Name	Type of Work	Project Cost ($000s)	Prior Years Funding ($000s)	Construction Year	FDOT Work Program Number
Agency Project Num.	Detailed Project Description					
	Status	Remarks/Comments				
TA0000070	Job Access and Reverse Commute	Operating Support for all of So. Florida			N/A	
0000070	Federal Section 5316 funding					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
OPS	FTA	2,600	2,600	2,600	2,600	2,600

951

TA0000071	New Freedom	Operating Support for all of So. Florida			N/A	
0000071	Federal Section 5317 funding.					
	Ongoing					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
OPS	FTA	875	1,600	1,600	1,600	1,600

TA0000073	Florida Transportation Disadvantaged Commission	TD Operations Support			N/A	25446718401
0000073	TD Funding					

Activity /Phase	Funding Source	Proposed Funding (in $000s) 2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
	LFF	713	727	749	760	771
	FDOT	7,130	7,267	7,487	7,604	7,710

MIAMI-DADE TRANSIT

Yearly Total	1,032,423	486,597	1,038,539	592,760	769,086
5 Year TIP Total					*3,919,405*

157

TRANSPORTATION IMPROVEMENT PROGRAM
(TIP)

InteracTIP

851

PART TWO: 5-YEAR PROJECT LISTING
South Florida Regional Transportation Authority (SFRTA) System