Memorandum

MIAMI-DADE COUNTY

Date: July 20, 2010

Agenda Item No.14(A)(8)

To: Honorable Chairman Dennis C. Moss
and Members, Board of County Commissioners

From: George M. Burgess
County Manager

Subject: Resolution Adopting the Annual Update of the 2010 Transit Development Plan Covering the Period from 2011-2020

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) adopt the Miami-Dade Transit (MDT) submission of the Annual Update of the 2010 Transit Development Plan covering the ten-year period from 2011-2020. This year's Update is a Minor Administrative Update.

SCOPE

The updates delineated in this item benefit the riding public and therefore has a county-wide impact.

FISCAL IMPACT

There is a positive fiscal impact associated with the development of this report. Once the report is adopted by the Board of County Commissioners, it will be forwarded to the Florida Department of Transportation (FDOT) for their consideration, approval and release of Public Transit State Block Grant funds to MDT in excess of $18 million dollars. This is a planning document and, therefore, there is no unanticipated current or future impact on the annual County budget as all projects will be carried out in conformance with allocations and funding sources approved by the Board through the annual budget process.

TRACK RECORD/ MONITOR

In 1989, the Florida Legislature established the Public Block Grant Program to provide assistance to public transit providers that are eligible for Federal Transit Administration (FTA) formula funds. MDT has received funding under this program for more than twenty years. 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 FDOT.

BACKGROUND

Transit Development Plans (TDPs) are required for State Block 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 and the Transportation Improvement Program.

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.

This item represents a Minor Administrative Update of the Transit Development Plan and was prepared to fulfill State of Florida statutory requirements, which required 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 five years, with minor Administrative Updates required every year. The last Major MDT Update submittal was presented and approved last year through Resolution No. R-1282-09.

This 2010 Minor Administrative Update to the TDP presents the operating environment, committed improvements/adjustments, a new 10-year Recommended Service Plan (RSP), and the financial analysis of proposed transit improvements/adjustments for the ten-year period ending in 2020. Finally, it also includes a Public Involvement section which is a compilation of the local public information/input gathered to formulate the 10-year RSP.

Assistant County Manager

MEMORANDUM

(Revised)

TO: Honorable Chairman Dennis C. Moss and Members, Board of County Commissioners

DATE: July 20, 2010

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

SUBJECT: Agenda Item No. 14(A)(8)

Please note any items checked.

_____ **"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**

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

_____ **No committee review**

_____ **Applicable legislation requires more than a majority vote (i.e., 2/3's ____, 3/5's ____, unanimous_____) to approve**

_____ **Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required**

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 14(A)(8)
7-20-10

RESOLUTION NO. _____

RESOLUTION ADOPTING THE MIAMI-DADE TRANSIT (MDT) SUBMISSION OF THE ANNUAL UPDATE OF THE 2010 TRANSIT DEVELOPMENT PLAN (TDP) COVERING THE TEN-YEAR PERIOD FROM 2011-2020

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 Transit's 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 Minor Administrative Update of the 2010 Transit Development Plan covering the period from 2011-2020.

The foregoing 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:

Dennis C. Moss, Chairman
Jose "Pepe" Diaz, Vice-Chairman

Bruno A. Barreiro
Carlos A. Gimenez
Barbara J. Jordan
Dorrin D. Rolle
Katy Sorenson
Sen. Javier D. Souto
Audrey M. Edmonson
Sally A. Heyman
Joe A. Martinez
Natacha Seijas
Rebeca Sosa

The Chairperson thereupon declared the resolution duly passed and adopted this 20th day of July, 2010. 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

MIAMI-DADE COUNTY TRANSIT

DRAFT

TRANSIT DEVELOPMENT PLAN
ANNUAL UPDATE

May 2010

Table of Contents

1.0 INTRODUCTION 1-1
1.1 Purpose 1-1
1.2 TDP Adoption Process 1-1
2.0 MIAMI-DADE TRANSIT SYSTEM OVERVIEW 2-1
2.1 Metrobus 2-4
2.2 Metrorail 2-4
2.3 Metromover 2-4
2.4 Special Transportation Services 2-4
2.5 Miami-Dade Transit Passenger Fare Structure 2-7
3.0 PUBLIC INVOLVEMENT 3-1
3.1 Public Involvement Objectives 3-1
3.2 Stakeholder Coordination 3-1
3.3 Community Involvement 3-2
3.3.1 South Florida Workforce Coordination 3-2
3.3.2 3-1-1 Information System 3-3
3.3.3 Miami-Dade Transit Website 3-3
3.3.4 Second Annual Transit Summit 3-3
4.0 PAST YEAR'S ACCOMPLISHMENTS (FY 2009) 4-1
4.1 Service Operations 4-1
4.1.1 New Bus Service Routes 4-1
4.1.2 Metrobus On-Time Performance 4-1
4.1.3 Bus Service Restructuring 4-1
4.1.4 Miami-Dade Transit Service Standards 4-2
4.2 Capital Improvements 4-2
4.2.1 Miami Intermodal Center-Earlington Heights Connector 4-2
4.2.2 Procurement of New Metrobus Vehicles 4-2
4.2.3 Metrorail New Vehicle Replacement 4-2
4.2.4 Metromover Replacement Cars 4-3
4.2.5 Lehman Yard Rehabilitation – Expansion Phase 1 4-3
4.2.6 Lehman Center Test Track 4-3
4.2.7 Dadeland South Metrorail Station Comfort Station 4-3
4.2.8 Northeast Passenger Activity Center 4-3
4.2.9 Brownsville Metrorail Station Transit Oriented Development 4-3
4.2.10 Park and Ride Lots 4-4
4.2.11 Infrastructure Renewal Projects (IRP) 4-5

4.3 Customer Information/Convenience 4-7
4.3.1 EASY Card Implementation 4-7
4.3.2 Wireless Service on Rail and Bus Vehicles 4-7
4.3.3 New Electronic Transit Rider Alert System 4-8
4.3.4 CAD/AVL System Replacement 4-8
4.4 Monitoring Program to Track Annual Performance of MDT Services 4-8
4.4.1 Goal 1: Improve the Quality of Transit Services 4-9
4.4.2 Goal 2: Improve Customer Convenience, Comfort and Safety on Transit Service and within Facilities 4-13
4.4.3 Goal 3: Increase the Security of Transit Vehicles and Facilities 4-14
4.4.4 Goal 4: Support Economic Vitality 4-14
4.4.5 Goal 5: Preserve the Environment and Promote Energy Conservation 4-18
4.4.6 Goal 6: Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes and Transit Providers, for People and Freight 4-19
4.4.7 Goal 7: Optimize Sound Investment Strategies for System Improvement and Management/Operation 4-19
4.4.8 Goal 8: Maximize and Preserve the Existing Transportation System 4-20

5.0 OPERATING SERVICE IMPROVEMENTS AND ADJUSTMENTS 5-1

6.0 FY 2010 COMMITTED TRANSIT IMPROVEMENTS 6-1

6.1 Capital Improvement Plan – Committed Transit Improvement Initiatives 6-1
6.1.1 Orange Line Phase 1 MIC-Earlington Heights Connector 6-1
6.1.2 Orange Line Phase 2 and Phase 3 (North Corridor and East-West Corridor) 6-1
6.2 Bus Service Improvements and Adjustments – Committed (2010) 6-4
6.3 Infrastructure Renewal Program – Committed Projects 6-7

7.0 TEN YEAR IMPLEMENTATION PROGRAM 7-1

7.1 Capital Improvement Plan 7-1
7.2 2020 Recommended Service Plan 7-1
7.2.1 Recommended Service Plan – Existing Metrobus Routes 7-1
7.2.2 Recommended Service Plan – New Metrobus Routes 7-16
7.2.2.1 Transit Hubs and Feeder Routes for New Routes 7-19
7.2.3 Recommended Service Plan – Metrorail 7-20
7.2.4 Recommended Service Plan – Metromover 7-20
7.2.5 Recommended Service Plan – Special Transportation Services 7-20
7.3 Capital Needs 7-21
7.3.1 Transit Terminals 7-21

7.3.2 Bus Fleet Expansion 7-22
7.3.3 Priority Transit Corridor Needs 7-23
7.4 Infrastructure Renewal Program Needs 7-24

8.0 FINANCIAL PLAN 8-1

8.1 Introduction 8-1
8.2 Operating Expenses 8-1
8.3 Projected Operating Expenses 8-2
8.4 Operating Revenues 8-3
8.5 Projected Operating Revenues 8-3
8.6 Summary of Operating Budget 8-4
8.7 Capital Expenditures and Funding Sources 8-6
8.7.1 Planned Capital Expenditures 8-6
8.8 Capital Funding Sources 8-7
8.9 Summary of Capital Plan 8-7
8.10 Unfunded Needs for New Service Initiatives 8-10
8.11 Bus Route Improvements 8-10
8.12 Priority Corridors 8-10
8.13 Capital Improvement Program Projects 8-11
8.14 Total Unfunded Needs 8-12

APPENDIX

A.1 METROBUS SERVICE CHARACTERISTICS (DECEMBER 2009)

A.2 PUBLIC INVOLVEMENT ACTIVITIES

List of Tables

Table 2-1: MDT Service Characteristics by Transit Mode, 2009 2-1
Table 2-2: MDT Fare Structure Summary, December 2009 2-8
Table 3-1: TDP Review Committee Meeting Schedule (2010) 3-2
Table 4-1: MDT Annual On-Time Performance 4-9
Table 4-2: Number of Transit Service Route Miles by Transit Mode 4-9
Table 4-3: MDT Systemwide Boardings 4-12
Table 4-4: Transit Service Miles in Corridors of Regional Significance 4-12
Table 4-5: Number of Station Stops Per Route Mile 4-13
Table 4-6: Transit Service Route Miles within ¼ mile of Urban Centers 4-14
Table 4-7: Transit Service Route Miles within ¼ Mile of Tourist Attractions 4-15
Table 4-8: MDT Major Trip Generators, December 2009 4-16
Table 4-9: Transit Service Route Miles within ¼ mile of MIA and Port of Miami 4-18
Table 4-10: Transit Service Route Miles within ¼ mile of Redevelopment Areas 4-18
Table 4-11: Transit Service Route Miles Within ¼ mile of Urban Infill Area 4-19
Table 4-12: Percent of Adherence to Preventative Maintenance Program by Mode 4-20
Table 4-13: Mean Distance between Failures by Mode 4-21
Table 5-1: 2009 TDP Consistency Analysis Summary 5-1
Table 6-1: MDT FY 2009 – 2010 Proposed Capital Budget ($000's) 6-2
Table 6-2: 2010 Committed Bus Service Improvement Adjustments 6-4
Table 6-3: FY 2010 – 2011 Prioritized New IRP Projects for Budget Approval 6-9
Table 7-1: MDT FY 2010 – 2011 Proposed Capital Budget and Multi-Year Capital Plan ($000's) 7-2
Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) 7-5
Table 7-3: Transit Hub Locations and Feeder Routes for Existing Bus Routes 7-12
Table 7-4: Recommended Service Plan Summary New Routes Description 7-17
Table 7-5: Transit Hub Locations and Feeder Routes for New Routes 7-19
Table 7-6: 2020 Recommended Service Plan Transit Hub Needs 7-21
Table 7-7: Priority Transit Corridors 7-24
Table 7-8: Proposed Infrastructure Renewal Program Need (2020) 7-25
Table 8-1: MDT Projected FY 2011 Direct Operating Expenses 8-1
Table 8-2: MDT Projected FY 2011 Other Operating Expenses 8-2
Table 8-3: MDT Operating Expense Inflation Assumptions 8-2
Table 8-4: MDT Projected FY 2011 Operating Revenues 8-3
Table 8-5: MDT Operating Revenue Growth Assumptions 8-4
Table 8-6: MDT Operating Budget (FY 2011 - FY 2020) 8-5
Table 8-7: Planned MDT Capital Expenditures FY 2011-2020 8-6
Table 8-8: Projected "Cash" Revenue Sources for Capital Projects, FY 2011-2020 8-7
Table 8-9: MDT Capital Budget (FY 2011 - FY 2020) 8-8
Table 8-10: Proposed Bus Route Improvements (Unfunded) 8-10
Table 8-11: Priority Transit Corridors (Unfunded) 8-11

Table 8-12: Additional Capital Improvement Program (CIP) Projects (Unfunded) 8-12
Table 8-13: Total Unfunded Needs, FY2011-2020 (YOE millions) 8-12

11

List of Figures

Figure 2-1: MDT Table of Organization 2-2
Figure 2-2: MDT Service Area Coverage Map 2-3
Figure 2-3: MDT Metrobus Route Map 2-5
Figure 2-4: MDT Metrorail System 2010 2-6
Figure 2-5: MDT Metromover System 2010 2-7
Figure 4-1: Service Coverage in Transit Supportive Areas 4-11
Figure 7-1: Transit Hub Locations 7-15
Figure 7-2: Recommended Service Plan New Transit Routes 7-18
Figure 7-3: Earlington Heights – MIC Connector 7-20

1.0 Introduction

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of state funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a Transit Development Plan (TDP). A TDP major update is required every five years and annual TDP updates are required in interim years. TDP updates must be submitted to the Florida Department of Transportation (FDOT) by September 1st of each year.

This fiscal year (FY) 2011 – 2020 TDP Annual Update is being prepared to report the level of progress on the FY 2010 – 2019 TDP Major Update. The TDP Major Update was completed by Miami-Dade Transit (MDT) in December 2009. Furthermore, any revisions that have been made to the ten year implementation plan of the FY 2010 – 2019 TDP Major Update are provided to include a new tenth year or FY 2020.

The TDP Annual Update presents the operational and capital improvement needs of MDT and also serves as a planning tool to project future MDT needs for the implementation and operation of transit service. This TDP Annual Update meets the requirements and is in accordance with Rule Chapter 14-73, Florida Administrative Code (FAC).

1.1 Purpose

FDOT has established guidelines stating that a TDP annual update contain the following information and content:

- Past year's accomplishments compared to the original implementation program;
- Analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives;
- Any revisions to the implementation program for the coming year (FY 2010);
- Revised implementation program for the 2009 TDP;
- Added recommendations for the new tenth year (FY 2020) of the updated plan;
- A revised financial plan; and,
- A revised list of projects or services needed to meet the goals and objectives, including projects for which funding may not have been identified.

1.2 TDP Adoption Process

Following the completion of the TDP Annual Update, per rule requirement, the TDP must officially be adopted by the agency's governing body. Customarily, County and local commissioners adopt the TDPs of the transit agencies operating as a part of those general purpose governments.

The TDP Annual Update will be presented to the Board of County Commissioners for formal adoption in 2010.

2.0 Miami-Dade Transit System Overview

Miami-Dade Transit operates the 14th largest transit system in the United States and is the largest transit system in the State of Florida. MDT is one of the largest departments in Miami-Dade County government. MDT operates four (4) transit modes of service: bus (Metrobus), heavy rail (Metrorail), automated guideway (Metromover), and demand-response service (Special Transportation Services or STS).

Together these modes comprise an integrated multi-modal transit system for Miami-Dade County and record more than 326,000 daily (weekday) boardings on the MDT system while STS daily average is approximately 5,300. Table 2-1 presents MDT service characteristics by transit mode. The MDT Table of Organization is found in Figure 2-1 and Figure 2-2 presents the current MDT service area coverage map.

Table 2-1: MDT Service Characteristics by Transit Mode, 2009

System Characteristics	Metrobus	Metrorail	Metromover	STS
Operating Hours	24 hours[1]	5:00am - 12:00am	5:00am - 12:20am	24 hours
Number of Routes	93[2]	1	3	Demand Response
No. of Stations/Stops	8,943	22	20	N/A
Peak Headways	7½ - 60 minutes	7½ minutes	1½ - 3 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways	12 - 60 minutes	15 minutes	1½ - 3 minutes	
Weekend Headways	12 - 60 minutes	30 minutes	1½ - 3 minutes	
Routes Miles	2,615 round trip miles	22.4 miles	4.4 miles	N/A
Peak Vehicle Requirements	680	84	21	276
Total Fleet Size (Section 15 Report)	816 (741 full-size/ 75 minibus)	136	29	355 (176 sedans, 70 vans, 109 lift equipped vans)
Annual Revenue Miles	29,189,472	6,743,641	1,126,255	13,084,419
Annual Boardings	75,608,000	18,244,476	8,100,144	1,491,924
Park-Ride Spaces	2,671	9,658	0	N/A
Annual Operating Expenses	$334,727,320	$78,399,299	$23,265,217	$44,522,040
Annual Operating Revenues	$78,370,758	$15,646,396	$0	$6,958,585
Annual Revenues (Other)[3]	$8,052,752	$0	$0	N/A
Base Fare	$2.00	$2.00	Free	$3.00

Source: National Transit Database, Miami-Dade Transit, April 2010

[1] Seven Metrobus routes (L, S, 3, 11, 27, 38/Busway MAX, 77) operate 24 hours per day. Two other routes, 246/Night Owl and 500/Midnight Owl, provide hourly bus service approximately between 12:00 am - 5:30 am.
[2] 91 Metrobus operated routes plus two contracted routes.
[3] All transit revenues derived from advertising and concessions are reported here (including Metrorail/Metromover).

Figure 2-1: MDT Table of Organization

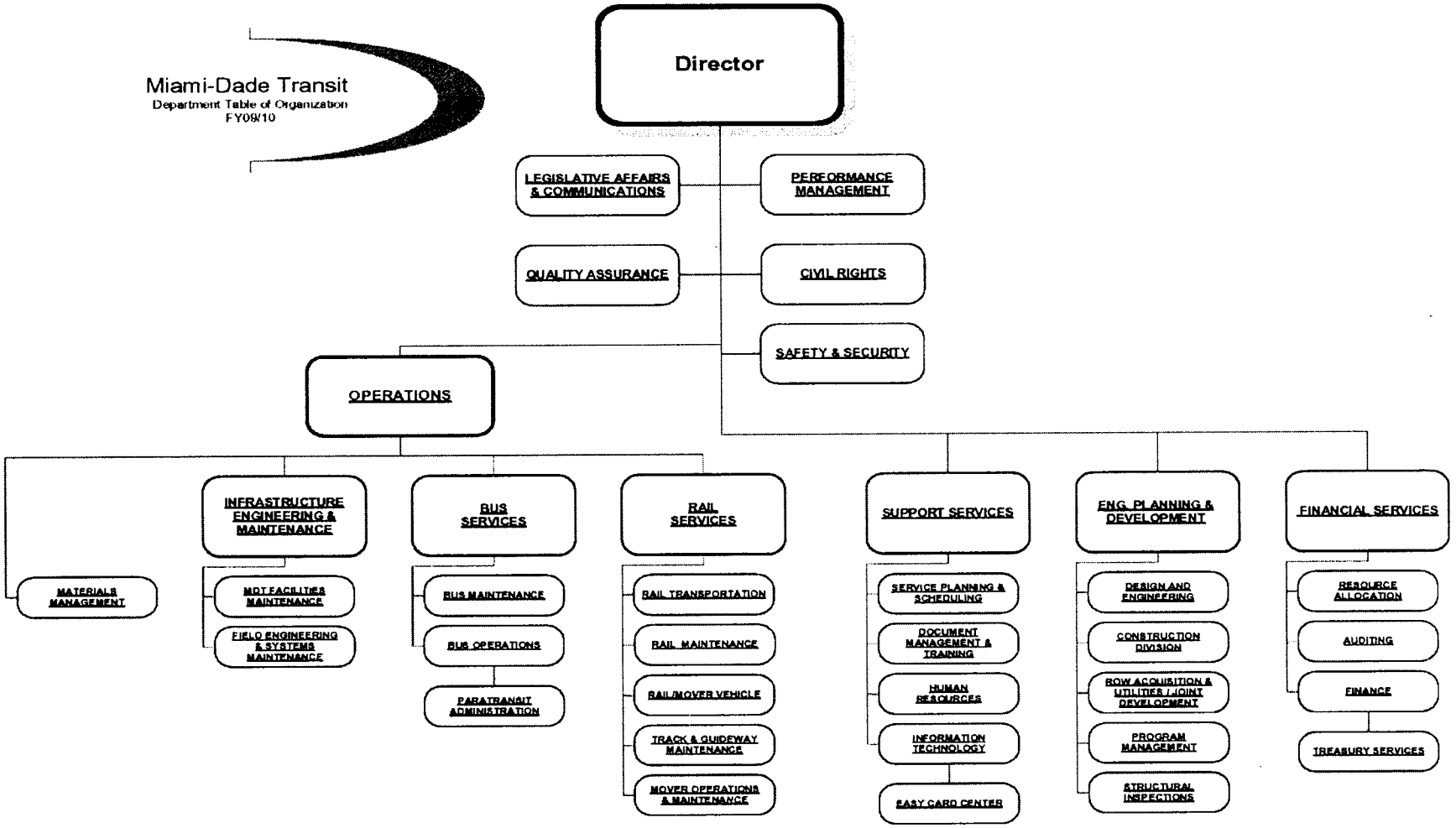
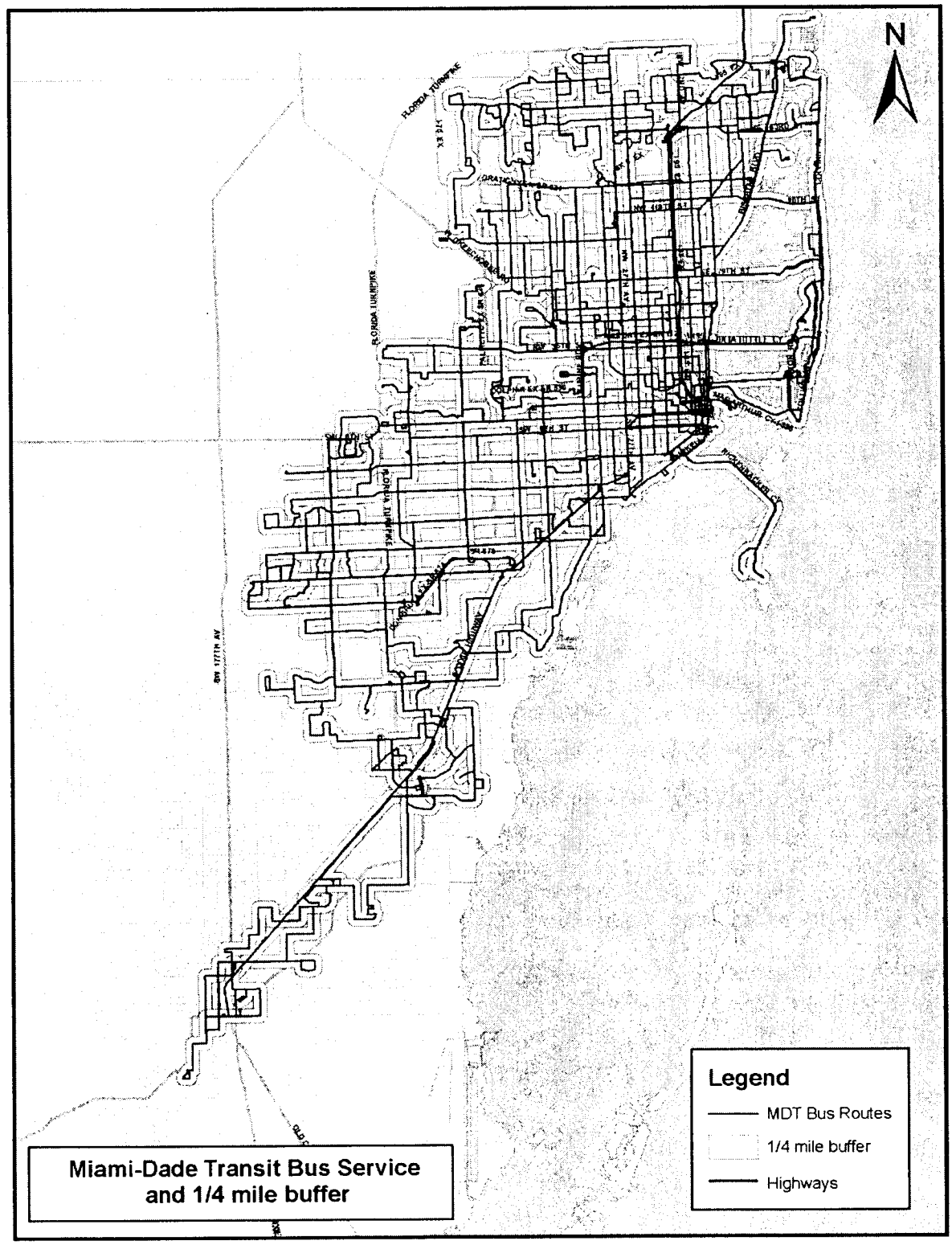


Figure 2-2: MDT Service Area Coverage Map



2.1 Metrobus

Metrobus is a fixed route bus service that MDT operates seven (7) days a week, twenty-four hours per day. A total of ninety-one (91) routes comprise MDT's regular bus service structure as served by a total fleet of 816 buses and two (2) contracted routes with seven (7) buses. Figure 2-3 illustrates the MDT Metrobus system route map as of December 2009.

2.2 Metrorail

Metrorail provides service to 22 stations on a 22.4-mile heavy rail electrified line. The Metrorail system operates primarily on elevated structure and interfaces with two other passenger rail systems at the Tri-Rail (Commuter Rail), Brickell and Government Center Stations (Metromover). MDT maintains a total fleet of 136 Metrorail vehicles. Metrorail currently operates weekday service between 5:00 a.m. and 12:00 a.m. (total trip time is 48 minutes from terminus to terminus) with 7½-minute AM/PM peak headways, and 15 minutes during the midday and 30 minutes during evening hours. Weekend and holiday service operates with headways of 30 minutes. Figure 2-4 illustrates the MDT Metrorail system route map as of December 2009.

2.3 Metromover

The MDT Automated People-Mover system (APM) or Metromover includes an elevated system that services 21 stations to include the downtown Miami core area (Downtown Loop), the Adrienne Arsht Center in the north (Omni Loop); and the Brickell area to the south (Brickell Loop). MDT maintains a fleet of 29 Metromover vehicles. Metromover operates free of charge and stops at 21 wheelchair-accessible stations from the School Board area to Brickell, serving major destination throughout Downtown Miami. Metromover's inner and outer loops operate from 5:00 a.m. to 12:20 a.m., seven days a week. During the AM/PM peak period, service frequency is every 90 seconds, and every 3 minutes during the off-peak hours, as well as weekends and holidays. Figure 2-5 illustrates the MDT Metromover system route map as of December 2009.

2.4 Special Transportation Services

MDT also operates a demand-response service known as 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 transit system. Service is provided by sedans, vans and lift-equipped vehicles, seven days a week, 24 hours per day.

Presently, there are 355 vehicles (sedans, standard vans, minivans, and wheelchair lift-equipped vans) available for ambulatory transportation. Currently, these vehicles are privately contracted. There are more than 25,456 eligible clients enrolled in the STS program including both ambulatory and non-ambulatory clients.

Figure 2-3: MDT Metrobus Route Map

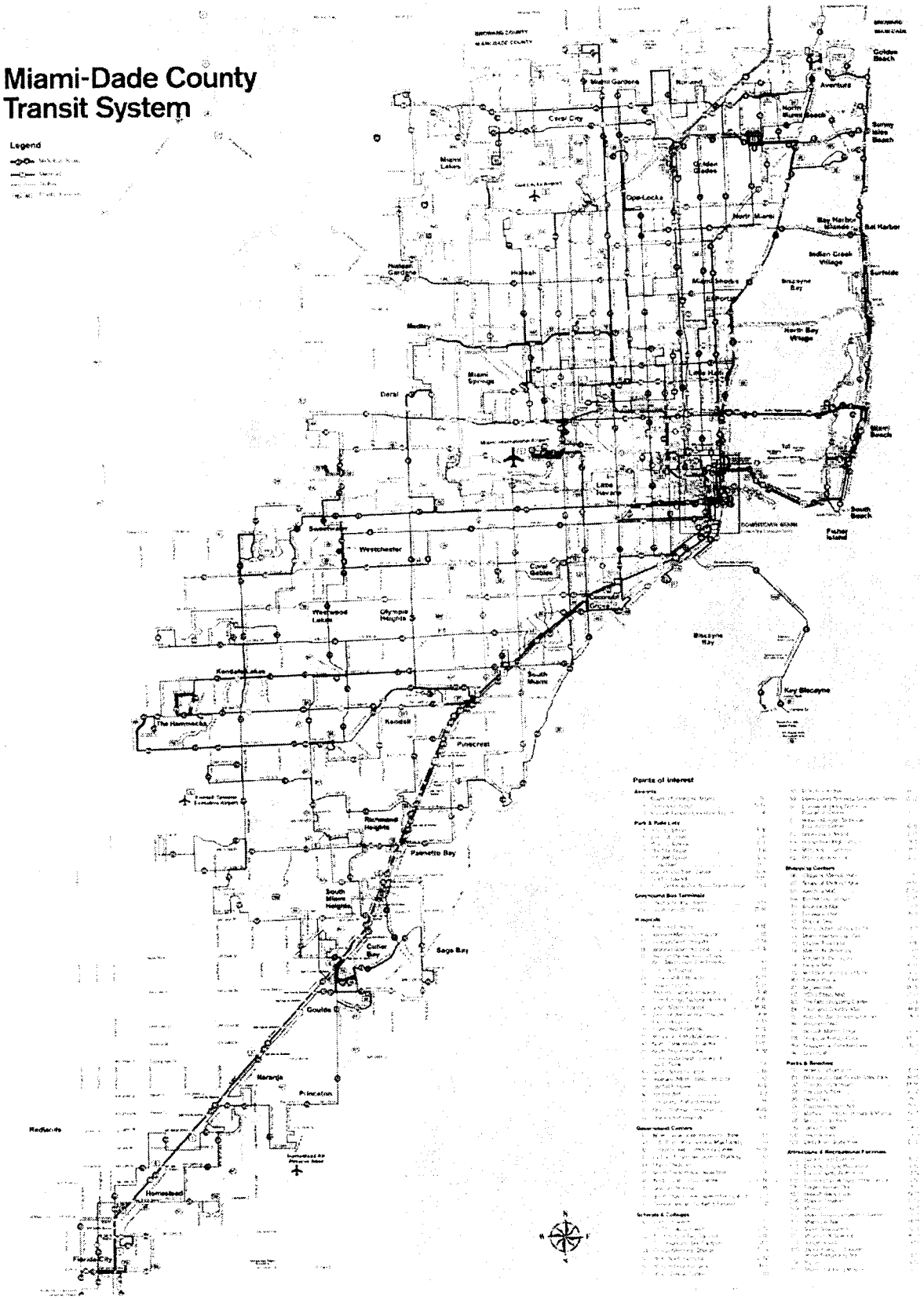
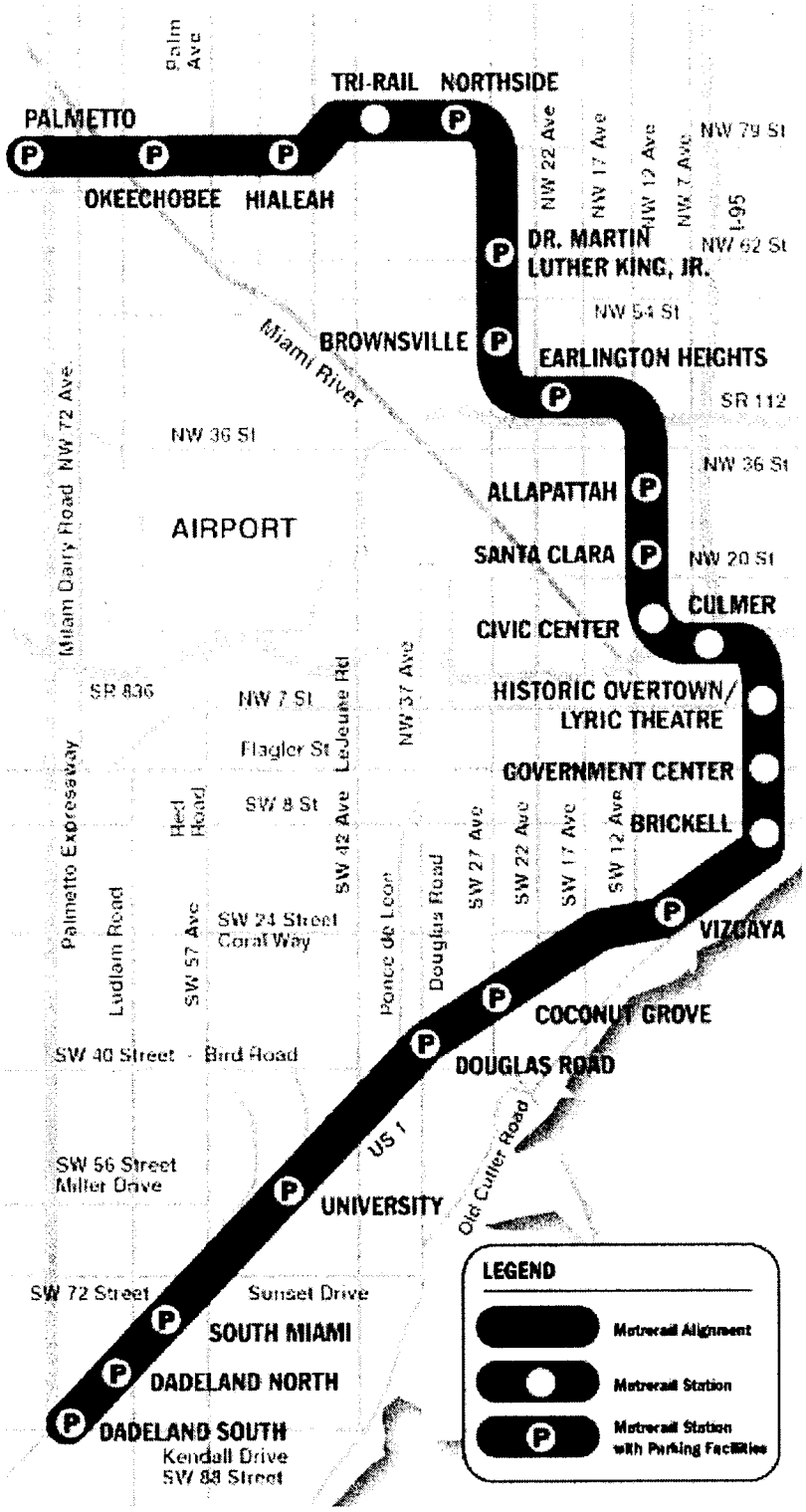
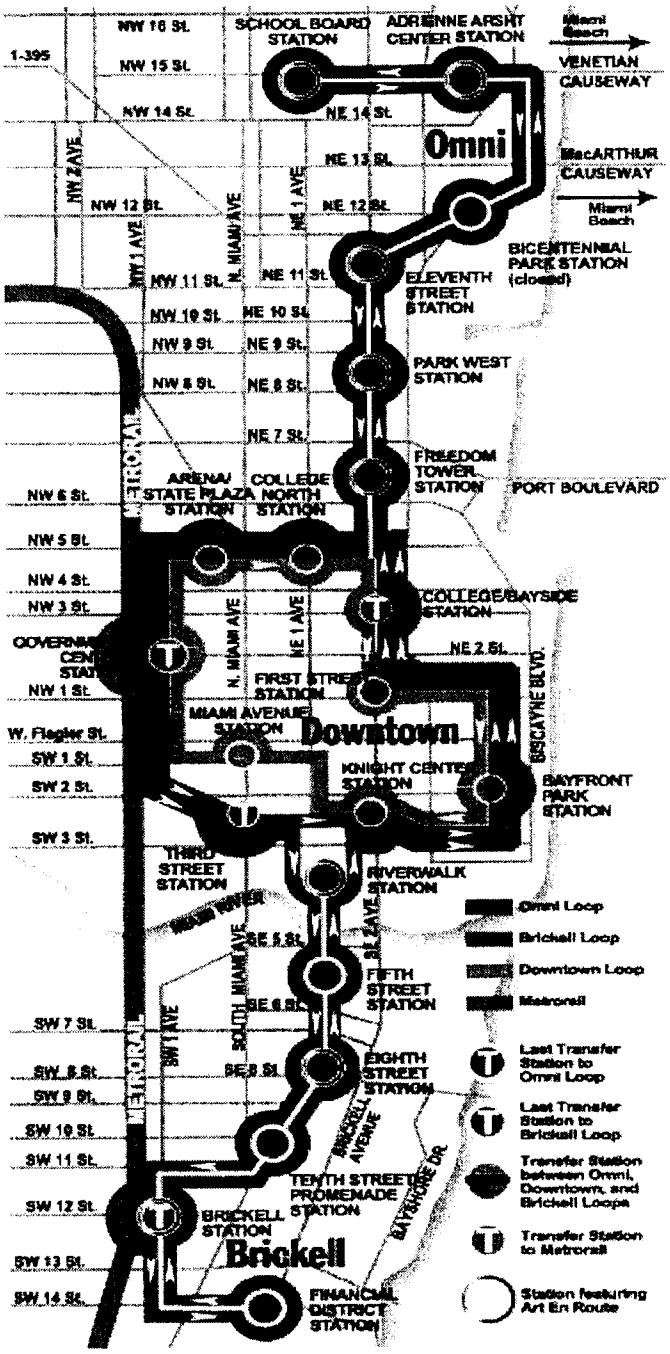


Figure 2-4: MDT Metrorail System 2010



Source: Miami-Dade Transit, 2010

Figure 2-5: MDT Metromover System 2010



Source: Miami-Dade Transit, 2010

2.5 Miami-Dade Transit Passenger Fare Structure

In June 2009, MDT transitioned to a new passenger fare collection system which no longer accepts tokens or currency as fare payment for Metrorail known as the EASY Card. The EASY Card is an automated fare collection system and the first of its kind in the State of Florida.

Additionally, cash fare payments may also be made on Metrobus. MDT passengers are now required to load the contactless MDT EASY Card. These cards are purchased at a fee of $2 and loaded with appropriate fare amounts for passage. Table 2-2 presents the current fare structure as of December 2009.

Table 2-2: MDT Fare Structure Summary, December 2009

	Regular Fare	Reduced Fare[1]
Metrobus	$2	$1
Express Bus	$2.35	$1.15
Shuttle Bus[2]	25¢	10¢
Metrorail	$2	$1
Metrorail daily parking fee	$4	No Discount Available
Metrorail monthly parking permit	$10[3]	No Discount Available
Metromover	Free	Free
Special Transportation Service (STS)	$3	No Discount Available
Bus-to-Bus Transfer	Free[4]	Free[4]
Bus-to-Express Bus Transfer	35¢ upgrade[4]	15¢ upgrade[4]
Bus-to-Rail Transfer	50¢[4]	25¢[4]
Rail-to-Bus Transfer	50¢[4]	25¢[4]
Shuttle Bus-to-Bus Transfer	$1.75 upgrade[4]	90¢ upgrade[4]
Shuttle Bus-to-Express Bus Transfer	$2.10 upgrade[4]	$1.05 upgrade[4]
1-Month Pass	$100	Not applicable
Discount 1-Month Pass	$50	Not applicable
1-Month Pass - Group Discount 4-99 passes	$90	Not applicable
1-Month Pass - Group Discount 100 or more passes	$85	Not applicable
7-Day Pass	$26	$13
1-Day Pass	$5	$2.50
College/Adult Education Center Monthly Pass	$50	Not applicable
Golden Passport or Patriot Passport	Free	Free

Source: Miami-Dade Transit, 2010

[1] Discount fare is available for Medicare recipients, most people with disabilities, and local students in grades 1-12 when using the EASY Card for discount-fare riders.
[2] 7 Shuttles: 123/South Beach Local, 211/Overtown Circulator, 212/Sweetwater Circulator, 248/Brickell Key Shuttle, 249/Coconut Grove Circulator, 254/Brownsville Circulator/ 286 North Point Circulator
[3] Only available with the purchase of a monthly pass.
[4] Transfer fee is free within 3 hours of first boarding up to two busses travelling in the same direction.

3.0 Public Involvement

Miami-Dade Transit fully encourages public involvement and participation in the development of the People's Transportation Plan (PTP) and other transportation-related issues, conducting interactive presentations with communities across the county. MDT's mission includes developing a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions.

The TDP Public Involvement Plan (PIP) outlines the various coordination efforts that MDT employs to obtain both public and stakeholder input. This input facilitates public consensus and direction for the TDP development. Throughout the development of the TDP Annual Update, efforts were made to include and actively engage Miami-Dade County citizens to identify the mobility needs of residents and visitors. The TDP PIP includes several different elements, including formal meetings with technical advisory committees, and coordination with the workforce board within Miami-Dade County. This chapter identifies and summarizes specific public involvement activities conducted for the TDP Major Update.

3.1 Public Involvement Objectives

Miami-Dade Transit has developed a public involvement plan for the preparation of the TDP and is provided in the Appendix A-2 of this report. The TDP PIP objectives include the following:

- Ensure early, frequent and continuous communication with the public and other stakeholders.
- Provide meaningful opportunities for public input and systematic follow-through to address issues and ideas identified by the public.
- Promote MDT project benefits to the community.
- Promote an on-going public partnership to ensure transportation benefits are considered within the context of the communities directly impacted by MDT's projects.

3.2 Stakeholder Coordination

MDT actively engages transportation related advisory committees throughout the development of the TDP. The intent of these committees is to provide comprehensive county and regional perspectives on issues directly related to the nature of the review committee. These review committees share input, recommendations, and technical guidance on transportation related issues within the TDP. The review committees are comprised of government appointees, elected officials, as well as, citizens throughout the County.

MDT will attend the following regularly scheduled committee meetings as informational agenda or action items to present the TDP Annual Update, seek stakeholder input and address questions and comments related to its development:

- Citizens Transportation Advisory Committee (CTAC)
- Transportation Planning Technical Advisory Committee (TPTAC)
- Transportation, Infrastructure, and Roads Committee (TIRC)
- Miami-Dade County Board of County Commissioners (BCC)

Table 3-1 provides a summary of the TDP Review Committee Meetings.

Table 3-1: TDP Review Committee Meeting Schedule (2010)

Review Committee	Meeting Date
CTAC	June 23, 2010
TPTAC	June 2, 2010
TIRC	June 9, 2010
BCC	July 8, 2010

3.3 Community Involvement

Through coordinated county-wide efforts MDT continues to provide early and ongoing public involvement opportunities to the residents of Miami-Dade County. Opportunities for community outreach take the form of many different forums and outlets already set in place by the County. The TDP PIP ensures that the perspectives, opinions, and concerns of the public will be heard and addressed. The following list provides the various community outreach opportunities MDT conducted that has assisted in the development of the TDP Annual Update:

- Presentations and outreach at Senior Centers, local High Schools, Colleges, Universities, County Facilities, Municipalities, Commissioners' District Offices, Public Libraries, Miami International Airport, Neighborhood Associations and Community Based Organizations.
- Presentations to Metropolitan Planning Organization (MPO) Committees
- MDT 2nd Annual Transit Summit
- Outreach at select MDT Metrobus Transfer Points and Metrorail stations
- Miami Intermodal Center/Earlington Heights Connector Workshop
- EASY Card Implementation Outreach
- 95 Express Presentation
- Census Presentations
- Local Festivals

3.3.1 South Florida Workforce Coordination

The South Florida Workforce (SFW) was enacted in 2000 by the Florida Legislature under the Workforce Innovation Act to provide youth, employment, and business enterprise development services. The SFWB coordinates workforce planning and quality training services for job seekers and businesses located in Miami-Dade County. MDT will actively seek agency input from the SFW through direct coordination with the Executive Director and organizational members. The SFW has been provided hard copies of the Draft TDP Annual Update for review and comment.

Additional coordination efforts with the South Florida Workforce Board continue to occur regularly through the Welfare-to-Work Program, which includes the provision of transit service to areas not usually served by MDT. Through this program, MDT receives input on specific transit

needs for consideration of adjustment and/or implementation of existing transit services in response to these needs.

3.3.2 3-1-1 Information System

The Government Information 3-1-1 Answer Center operates to provide county residents with information regarding government services and programs available. Callers receive personal service in English, Spanish, or Creole, to answer questions and provide information on non-emergency issues such as trash collection days, property taxes, after school programs, transit routes, and other countywide services. The 3-1-1 Answer Center is free of charge and available six (6) days a week at varying operation times. Calls are received Monday through Friday from 7 am to 8 pm and on Saturdays 8 am to 5 pm.

This system serves as a main point of telephone contact for residents to inquire about MDT transit services and provide feedback. This feedback has allowed MDT to continue to make customer service a priority and to better understand the transportation needs of its ridership while planning for the future. This input is then utilized for the development of the TDP.

3.3.3 Miami-Dade Transit Website

MDT maintains a comprehensive website to provide the community with easily accessible up-to-date system information (www.miamidade.gov/transit/). Furthermore, the website provides the public the ability to contact MDT, learn about services, and provide input. MDT utilizes the website to post the TDP document for public review and reference.

3.3.4 Second Annual Transit Summit

Miami Dade County conducted the Second Annual Transit Summit in November 2009 at the Miami-Dade County Commission Chambers. The event was attended by hundreds who participated in person or watched the summit live on Miami-Dade TV or via webcast. Participants learned about the status of various MDT service initiatives and transit capital improvement projects. Meeting participants were also given the opportunity to provide input on future transit plans by calling in or submitting comments through an online feedback form. Comments received were responded to via transit portal.

4.0 Past Year's Accomplishments (FY 2009)

Throughout FY 2009 MDT has achieved a number of notable accomplishments that seek to improve customer convenience while also assuring the operation, efficient, responsive, and financially sustainable transit system. The following achievements are categorized as part of this TDP Annual Update according to the type of improvement related to service operations, capital investment, and passenger information/convenience.

4.1 Service Operations

4.1.1 New Bus Service Routes

Airport Flyer: In December 2009, MDT unveiled an express bus service route from Miami International Airport (MIA) to the area's most popular tourist destination -- Miami Beach. The new express bus route known as the Airport Flyer provides bi-directional service between MIA and Miami Beach, with an additional stop at the Earlington Heights Metrorail station. Funded with grant monies from the Federal Transit Administration (FTA), the Airport Flyer provides the nearly 4.8 million South Florida visitors traveling to Miami Beach with access to a rapid, affordable, and reliable transportation option. The Airport Flyer operates daily on 30 minute headways between the hours of 6 AM and 11:30 PM, and costs the rider $2.35 per boarding.

I-95 Dade-Broward Express: In January 2010, Miami-Dade Transit partnered with Broward County Transit (BCT) to provide commuter express transit service to increase connectivity between the two counties. MDT operates express routes in Broward County from the Broward Boulevard Park and Ride Lot and the Sheridan Street Park and Ride Lot with direct service to Downtown Miami. The I-95 Dade-Broward Express Bus routes are especially geared towards working commuters and departures are scheduled every 15 minutes during morning and evening peak travel period. The cost to the rider is $2.35 per boarding.

Kendall Cruiser: The project will extend 9.5 miles from Dadeland North Metrorail station to SW 162nd Avenue along Kendall Drive (SW 88th Street). The alignment will have a total of 22 stops. The service will feature nine stylized distinctly branded environmentally friendly sixty foot hybrid diesel-electric New Flyer buses. The vehicles will also have Wi-Fi service available for patrons. Solar powered real-time passenger information will be provided at certain stops along the corridor. The cost to the rider is $2.35 per boarding. Implementation is set to begin in June 2010.

4.1.2 Metrobus On-Time Performance

Metrobus on-time performance has increased with an almost 10 percent (10%) improvement from 2008.

Mean distance between failures has increased for Metrobus due to an enhanced preventive maintenance program that identifies mechanical issues before failures result. For FY 2008-2009 the mean distance between failures has increased by 6.4 percent. For FY 2009-2010, to date, the mean distance between failures has increased to 25.6 percent.

4.1.3 Bus Service Restructuring

A major initiative being undertaken by MDT is to improve Metrobus service efficiency through a restructuring of the Metrobus route system while minimizing the impact to customers. In

December 2009, MDT implemented service route adjustments to improve overall service performance while maintaining existing service area coverage. The estimated transit operating cost savings as a result of this effort is approximately $12.3 million annually. The new modified grid system was based upon ridership data obtained from the Automated Passenger Counter (APC), Easy Card as well as coordination with local municipal transit services and the Metropolitan Planning Organization (MPO) to maximize interconnectivity and efficiency.

4.1.4 Miami-Dade Transit Service Standards

Miami-Dade Transit established specific transit service standards for bus service to assess annual operational performance. These newly revised service standards were adopted by the Miami-Dade Board of County Commissioners in November 2009.

4.2 Capital Improvements

4.2.1 Miami Intermodal Center-Earlington Heights Connector

Construction of the 2.4-mile Miami Intermodal Center (MIC)-Earlington Heights Metrorail extension continues to proceed on schedule and will be open for service in 2012. This project will provide a Metrorail connection between the MIC at the Miami International Airport and the existing Earlington Heights Metrorail Station. Included in the project is a new Metrorail Station located at the MIC to serve as a multimodal transfer hub for Metrobus, Metrorail, Tri-Rail, future expansion of Amtrak, and other chartered services such as an intercity bus line. The building of the track is progressing vertically with columns and elevator walls. Plumbing and electrical roughing is under way at columns, bent beams and intermediate slabs. As of December 2009, work accomplished so far includes the following: assembly and installation of steel forms, installation of new concrete poles, field and laboratory testing of drilled shaft and augercast pile grout and concrete materials, and density compaction testing on the backfill around the pile caps. The Preliminary Design Train Control (excluding EHT) is 60% complete. Preliminary Design Power Distribution System is also at 60% completion. Project completion date is scheduled for May 2012.

4.2.2 Procurement of New Metrobus Vehicles

A purchase order for Phase 1 of the procurement of thirteen 40 foot hybrid buses was released by MDT in June 2009. Production of hybrid buses has begun and a delivery schedule rate of four hybrid buses per week is anticipated. Phase 2 includes the procurement of twenty-five 60 foot hybrid buses. Of this amount, sixteen will be used for the I-95 Express Bus project and nine for the Kendall Enhanced bus service. Hybrid vehicles will be purchased to replace all future bus fleet as they reach retirement age.

4.2.3 Metrorail New Vehicle Replacement

Miami-Dade County made the decision to pursue the procurement of new Metrorail cars as opposed to rehabilitation of the existing 136 rail car fleet. The Board of County Commissioners has approved procurement of 136 new Metrorail vehicles at a cost of $401.4 million. The new Metrorail vehicles will include more passenger inspired comfort interior features and a self-diagnostic system for early identification of mechanical issues. By December 2009, the RFP 654 proposals were received (9/25/09) and the selection Committee Team members met to evaluate Commercial, Systems Descriptions, Management Support, Inspection and testing, Communications, Software Systems, Systems Support and Systems Assurances Sections.

Work is about 22 % complete. The replacement of the entire fleet will occur over the next nine years, with vehicles scheduled to begin arriving in the second quarter of 2013. The project is expected to be completed by March 2019.

4.2.4 Metromover Replacement Cars

Miami-Dade Transit has completed the replacement of its original 12 Metromover cars. This has contributed to improved Metromover reliability and passenger comfort. Since implementation, Metromover cars now travel on average about 40 percent further before experiencing any mechanical failures. There has also been a decrease in the percentage of Metromover vehicles that were inoperable at any given time. In addition, another seventeen vehicles are expected for Phase 2 of procurement for a total of twenty-nine new vehicles. The vehicles will begin arriving in July 2010 through the beginning of 2012. The additional seventeen cars are scheduled to be put into service by mid FY 2012.

4.2.5 Lehman Yard Rehabilitation – Expansion Phase 1

MDT will construct five storage tracks and two Maintenance of Way (MOW) tracks at the existing Metrorail Lehman Center Facility. This expansion is necessary to provide the required storage and transition facility in support of the new 136 Metrorail fleet. During 2009 the 30% Design Criteria was completed by the PMC consultant. The project is part of Contract # CIP028, Design Build. The project is currently at the Assistant County Manager's office pending approval to advertize for construction. It is schedule to be advertized by June 4, 2010. The Notice to proceed is anticipated to be issued by April 2011.

4.2.6 Lehman Center Test Track

Miami-Dade Transit is planning to construct a new test track (2,500 feet) at the existing Metrorail Lehman Center Facility using a Design/Build Procurement method. The test track will provide the necessary support for the existing and new Metrorail fleet. This project is also part of Contract for Design Build # CIP028. During 2009 the 30% Design Criteria was also completed by the PMC consultant. As part of the same contract, the project is currently at the Assistant County Manager's office pending approval to advertize for construction. It is schedule to be advertized by June 4, 2010. The Notice to proceed is anticipated to be issued by April 2011.

4.2.7 Dadeland South Metrorail Station Comfort Station

This new rail operator comfort station will replace the existing one at the platform level of the Dadeland South Metrorail Station. The scope of work includes the evaluation of the existing structural capacity of the platform to accept the new loads, the actual design of the comfort station, the preparation of construction drawings and specs, dry run process, preparation of construction costs estimates and construction of the proposed comfort station. Estimated completion date is May 2010.

4.2.8 Northeast Passenger Activity Center

Miami-Dade Transit is presently working with the City of North Miami Beach to develop a transit hub near NW 163rd Street Shopping Center. The hub will accommodate 12 existing bus routes and be a catalyst for joint development.

4.2.9 Brownsville Metrorail Station Transit Oriented Development: The Brownsville Metrorail Station Transit Oriented Development is a phased workforce housing project which will include approximately 466 housing units, incidental retail space and covered vehicle parking for transit patrons. Building permit has been issued to the Developer for Phase I. The County

Planning and Zoning Board approved the Phase II of the project on March 4, 2010. Application for Phases III, IV, and V is anticipated in mid-2010.

4.2.10 Park and Ride Lots

New Busway Park and Ride Lot at SW 112th Avenue: Miami-Dade Transit opened a new 450-space park and ride lot at SW 112th Avenue (approximately SW 204th Street) in Cutler Bay in July 2009. The new lot replaces the 95-space lot at SW 200th Street to provide additional parking capacity to meet passenger demand along the South Miami-Dade Busway.

Dadeland South Metrorail Station Park and Ride Lot Expansion: The expansion of the existing surface lot to include an additional 93 parking spaces was completed and opened for service in March 2010.

Kendall Drive and SW 127th Avenue: Miami-Dade County is currently in negotiations with Florida Power and Light to lease approximately three acres of land for purposes of developing a 180 parking space facility.

Kendall Drive and SW 124th Avenue: Negotiations for a park and ride facility in conjunction with the Kendall Cruiser project are currently underway and set for implementation in the summer of 2010.

Kendall Drive and SW 150th Avenue: Negotiations for a park and ride facility in conjunction with the Kendall Cruiser project are currently underway and set for implementation in the summer of 2010.

Kendall Town Center (Kendall Drive and SW 162nd Avenue): Miami Dade Transit is in coordination with a private developer as part of a development agreement for the construction and conveyance of a transit hub that includes a 40 space park and ride lot and 6 bus bays. Hub is scheduled to be completed and open for service in December 2010.

NW 186th Street/73rd Avenue Park and Ride Lot: The permits to allow construction of a new 125 parking space lot have been finalized. Construction of the park and ride lot is began in March 2010 and is anticipated to be completed by March 2011.

Busway and SW 344th Street (Florida City): Proposed Park and Ride facility with 261 spaces anticipated for opening in late 2012. FTA granted MDT approval on November 23, 2009. to proceed with the advertisement of the Environmental Assessment Report for public review and comment. Newspaper notice, letters to appointed and elected officials and flyers to the owners have been prepared. Public meeting held on January 20, 2010 at the Florida City Public Library.

Dolphin Station (NW 107th Avenue and NW 12th Street): To include a proposed 189 surface parking spaces. Held several negotiation meetings with Developer and their lawyers, and included the Planning and Zoning Department. Strides were made to convince the Developer of MDT's need to have the surface lot completed to coincide with the 836 Express Bus project. Construction of the park and ride facility is anticipated for opening in 2012.

NW 7th Avenue Transit Village (NW 7th Avenue and NW 62nd Street): Miami-Dade Transit has proposed 25 transit patron parking spaces at the planned mixed use development project. Project status to-date (Dec. 2009) includes: the right-of-way acquisition services are on-going, relocation has begun, RFP is being finalized and the title transfer on Transit Village Parcels occurred on 12/21/09.

4.2.11 Infrastructure Renewal Projects (IRP)

Hialeah Metrorail Station Concrete and Asphalt Repairs: The parking lot at the Hialeah Metrorail Station has extensive asphalt damage due to overgrown tree roots and daily heavy traffic thru the years. The storm drainage system also needs to be evaluated to ensure that it is functioning properly. MDT has reviewed and approved the scope of work, schedule and cost proposal provided by the Public Works Department (PWD). Schedule completion date is December 2010.

Omni Bus Terminal Concrete Repairs: The repair and renovation of pavement and drainage in an area of heavy bus traffic at the Omni Bus Terminal is being planned. Public Works is in the process of preparing a scope of work, fee estimate and project schedule to perform the work.

Douglas Road Metrorail Station Park and Ride Lot Under Guideway Repair and Restoration: The project goal is to place back in service the Douglas Road Metrorail Station parking lot located under the guideway. The project scope includes the preparation of a complete set of biddable documents, design, construction, and design services during construction. The work includes paving, re-striping the parking spaces, fencing repairs, tree trimming and miscellaneous safety upgrades. A proposed additional 50 parking spaces are anticipated for this lot. Construction completion date is scheduled for September 2010.

Coral Way Maintenance Facility- Employee Access to Parking: MDT recently completed this project which includes a new entrance and exit of vehicles to the Coral Way parking facility, an air conditioned guard house with security cameras, Closed Caption Television monitors and a toilet room.

Secondary Guiderails for Bus Washes- Installation of secondary guide rails in the bus washes at Central, Northeast and Coral Way Bus Facilities. Bid specification was completed in 10/27/09. Preliminary designs were drawn for review of roller style guides. Design is to be compatible with all MDT buses. Project is to be completed by 1/31/2012.

Coral Way Garage Hurricane Panels- Coral Way Bus Transportation and Maintenance Facilities and other buildings in the property. Furnish and install (58) perforated stainless steel hurricane barriers and five (5) high performance Accordion Shutters. Bid specifications were developed on 10/27/09 and the project is to be completed by September 31, 2011.

Metrorail HAVC Replacement- Completed the overhaul of the heating, ventilation and air condition (HVAC) system of the rail vehicles. The overhaul will maintain system reliability and customer comfort for the remainder of the rail vehicle life.

As of January 2010 the overhaul was completed on 68 vehicles. The remaining rail cars will be overhauled during 2010.

4.2.11.1 ARRA Funded

Palmetto Station Traction Power Sub-Station: This will be a Design/Build procurement to implement a new Traction Power Substation at the existing Palmetto Station. This implementation is necessary to provide the required minimum higher 600 Volts Direct Current (VDC) for the 136 new Metrorail vehicles starting in 2013. The present system provides lesser voltage at the Palmetto Station and will not be able to operate new vehicles. The Planning, Pre-

Design and Engineering has been completed. MDT is working with OCI to re-advertise the project. Schedule completion date is March of 2012.

Metromover Bicentennial Park Station Rehabilitation: The construction of a new Museum facility adjacent to this Station will foster the reopening of the Station for service. The scope of work to reopen this Station includes: the rehabilitation of the elevator and escalators, replacement of lamps throughout the Station, replacement of aluminum ceiling slats with new support system at ground level, repair the communication system, replace stair metal plates, testing of electrical circuits to assure proper function, new fire cabinets and ancillary devices, replacement of floor tiles, repair cracks at exterior walls, painting and landscaping. The ARRA funding available for this project is $1,300,000. This is $786,800 short of the estimated project budget. A Project Prioritization and Budget Approval Form was submitted for the shortfall of $767,800. As of December 2009 the detail project scope of work was completed for selection of the consultant. Construction is set to begin in mid 2011 and completed by April 30, 2012.

Metrorail Track and Guideway Refurbishment and Mainline turnout Replacement: The replacement of twenty-five (25) mainline turnouts. This will include the #10 Rail Bound Manganese frog, set of insulated plates, ties, concrete, and train control cables. The Metrorail system is over twenty-five years old; the frogs are the critical point of the mainline turnouts. These frogs have been welded and rebuilt countless times. They are a primary reason for noise issues in residential areas that are adjacent to the crossovers. The new frogs with new composite ties and insulated plates will reduce noise as well as increase the safety of the system. Begin installation of frogs in July 2010 and complete project by end of March 2012.

Metromover Inner Loop Stations Escalator Replacement and New Canopies: Scope of work consists of the preparation of a complete set of biddable documents and construction work required for the installation of canopy covers over the existing escalators/stairs at the following seven Metromover stations: Government Center Station, Miami Avenue Station, Bayfront Park Station, First Street Station, College Bayside Station, College North Station and Arena/State Plaza Station. The scope of work also includes replacement of the existing escalators at the aforementioned locations. Although the primary function of these canopies is to provide protection from the elements for the mechanical components of the escalators, they will also provide protection to persons using the escalators and stairs. NTP to the Design Consultant was issued on March 18, 2010. Kick-off meeting was held on March 30, 2010.

Transit Operations System (TOS) Replacement Project: MDT is looking to acquire a system that shall support a seamless integration of transit operations related information and simultaneously achieve the management of this information in a timely manner. This system shall consist of a comprehensive system package with advanced automated bidding functions daily dispatch functions, advanced vehicle assignment functions, vehicle availability, workforce management, performance and discipline, absence tracking functions, operators incentives, service incidents, timekeeping and property specific reports, and interfaces with other systems. As of December 2009 the Capital Project Cash Flow spreadsheet for FY2009-FY10 and FY 11-FY12 was updated. The Scope of Services document was finalized. Project implementation is scheduled for April 30, 2012.

Metromover Fiber Replacement: The replacement of Fiber Optic Cable equipment throughout the Metromover system at all stations and at Central Control has been scoped for implementation in April 2012. The installation of Giga-Bit Ethernet and wireless networking capability at all stations is also included in the scope of work. The Scope of Work was modified

based on a revised estimate for the Programmable Logic Controller (PLC) replacement portion of the project. The objective is to attempt to include the cost of the PLC within the available ARRA Grant allocation. A project schedule is being prepared with preliminary completion date of 10/01/2010

Metromover Closed Caption Television Replacement and Installation: MDT has set forth the installation of new digital cameras at all Metromover Stations with Network Video recorders (NVR). The new recorders will be networked into the MDT Video System. Site surveys, design and scope of work have been completed.

Existing Metrorail Stations (Phase 1) Graphics and Signage Retrofit: The project requires the selected Design-Builder to design, furnish, install and test a complete way finding signage and graphics system for the existing twenty-two (22) Metrorail Stations in accordance with Contract Documents and industry standards. The work of the project includes providing a complete way finding signage and graphics system for all twenty-two (22) existing Metrorail Stations. As of December 2009, the advertisement process was on-going. Construction completion date is March 30, 2012.

4.3 Customer Information/Convenience

4.3.1 EASY Card Implementation

In October of 2009, MDT successfully implemented a new Automated Fare Collection System called EASY Card as a fare card for passenger use on Metrobus and Metrorail. This fully automated system provides improved passenger convenience through the provision of a reusable, and readable stored value fare card. The implementation of EASY Card is also anticipated to reduce the level of fare evasion on MDT services further improving the collection of passenger fare revenue. Furthermore, the EASY Card will enable MDT to generate more accurate ridership data improving MDT's ability to adjust service based on passenger demand.

In January 2010, MDT and the South Florida Regional Transportation Authority (SFRTA) entered into an agreement for MDT to provide clearinghouse activities for back office functions for MDT's Automated Fare Collection System (i.e., EASY Card). This arrangement allows for seamless patron transfer between the two systems. In addition, this agreement allows the County to process transactions in the payment system on behalf of the SFRTA and provides the SFRTA the capability of using the EASY Card as a method of cashless fare collection on SFRTA's fixed-route service.

4.3.2 Wireless Service on Rail and Bus Vehicles

Miami-Dade Transit launched an innovative free wireless service pilot program on select Metrorail cars and I-95 Dade-Broward Express buses. The Wi-Fi access provides transit riders with the convenience of being able to work on laptops and other mobile internet devices while using transit to commute to and from work.

MDT is looking to implement wireless services in all rail vehicles, stations, express routes and the South Beach Local route. This project builds upon the pilot project as previously mentioned which is currently having an overwhelmingly positive impact for our riders. The deployment of this service will be done in phases to minimize the financial impact. However, dedicated spare vehicles are not Wi-Fi equipped. Wi-Fi will also be provided on the Kendall Cruiser bus service, and on the Airport Flyer vehicles (Route 150).

4.3.3 New Electronic Transit Rider Alert System

In July 2009, MDT implemented a new Rider Alert system to notify passengers about transit service delays as well as the operational status of Metrorail or Metromover station elevators and escalators. MDT customers can also receive updates for Special Transportation Service. Customers must sign-up to receive the electronic alerts to their cellular phones, email addresses, text pagers, and Blackberry devices or smart phones.

4.3.4 CAD/AVL System Replacement

The current MDT CAD/AVL System has been in production for 13 years and has reached its end-of-life cycle. The CAD/AVL software is also an antiquated system that needs to be replaced. Initial implementation of the replacement will include maintaining existing system. This project will facilitate integration with the ETSD OpenSky 800Mhz Radio Rebanding initiative.

MDT intends to prepare an infrastructure to support a "state of the art" real-time Bus Tracking System. The system will be accessible via the Internet, Cell Phone, PDA and Electronic Signs at select Bus Stops. This project also provides easier integration to the new critical systems, such as Transit Operations System (TOS) and Fare Collection currently being implemented. A conditional pilot will be included in the RFP.

This project will also implement onboard vehicle Traffic Signal Priority (TSP) which allows communication with each of the thirty-three traffic signal controllers along the corridors. The traffic signal equipment in the corridor will be equipped to enable TSP operation and integrated into the Miami-Dade County (MDC) Automatic Traffic Management System (ATMS). Implementation is scheduled for mid 2012.

4.4 Monitoring Program to Track Annual Performance of MDT Services

The preparation of the FY 2010 – 2019 TDP Major Update resulted in the development of eight major goals, each with various objectives and corresponding measures. Monitoring the previous period results against current measures, will validate MDT's attainment of these goal's for that period. This TDP Annual Update provides MDT an opportunity to report monitoring results for each major goal according to those objectives and corresponding evaluation measures for which data is available to support. These measures are the Key Performance Indicators (KPI) that will be evaluated annually, using the most recent twelve-month period for which data is available. The evaluation compares the current values of productivity standards versus those from the previous year. A few examples include:

- Performance measures such as On-Time Performance (OTP) and Mean Distance Between Failures (MDBF) reflecting transit reliability are monitored monthly on the Active Strategy Enterprise (ASE) Scorecard.
- Review transit routes to ensure service is being provided within a ¼ mile to major trip generators.
- Automated Fare Collection data to monitor ridership by route.
- Alignment of capital projects to goals.

- Public Involvement events to disseminate transit information and promote transit usage.

4.4.1 Goal 1: Improve the Quality of Transit Services

Objective: Improve the accessibility to major health care, recreation, education, employment cultural and social services facilities: Transit service miles providing connections to major medical and educational facilities were evaluated. In the future this measure will also evaluate recreation, employment, cultural and social service facilities. Approximately 60 transit service route miles operate within a ¼ mile of major medical facilities while more than 130 transit service miles operate within ¼ mile of all colleges and universities within Miami-Dade County. This has remained virtually unchanged from the previous year.

Objective: Improve transit level of service on major roadway corridors and between major origins and destinations: This measure will be assessed in future TDP Updates according to the recently adopted MDT Service Standards and the process to evaluate service performance.

Objective: Maximize service reliability and efficiency: The on-time performance for the various MDT transit modes are provided in Table 4-1. Metrorail has excellent on-time performance and continues to exceed the Agency goal of 95 percent. Metrobus operates at about 79 percent on-time performance, which is a good result given the congested traffic conditions under which most of the routes operate, in many corridors throughout the day, as well as the high load factors on many of the routes. On-time performance for Metrobus also exceeds the agency goal of 75 percent.

Table 4-1: MDT Annual On-Time Performance

	On-Time Performance	
	Metrorail	**Metrobus**
FYTD 2009-2010	97.7%	79.4%
FY2008-2009	95.6%	79.2%
Goal	95%	75%

Source: Miami-Dade Transit, March 2010

Objective: Maximize multimodal travel options and provide travel choices: MDT, with its Metrorail and Metromover services, is among the few US transit agencies to offer heavy rail and Downtown People Mover Systems. The convenience of Metrorail will be further extended by the completion of the MIC-Earlington Heights Metrorail service, which will connect downtown Miami and the other locations along the Metrorail system with MIA and the vibrant employment center that surrounds the airport. Miami-Dade Transit continues to implement an initiative to operate more efficient bus service through a grid operational network of service routes. The resulting bus adjustments that occurred in June and December 2009 attribute to a decrease in route miles as presented in Table 4-2.

Table 4-2: Number of Transit Service Route Miles by Transit Mode

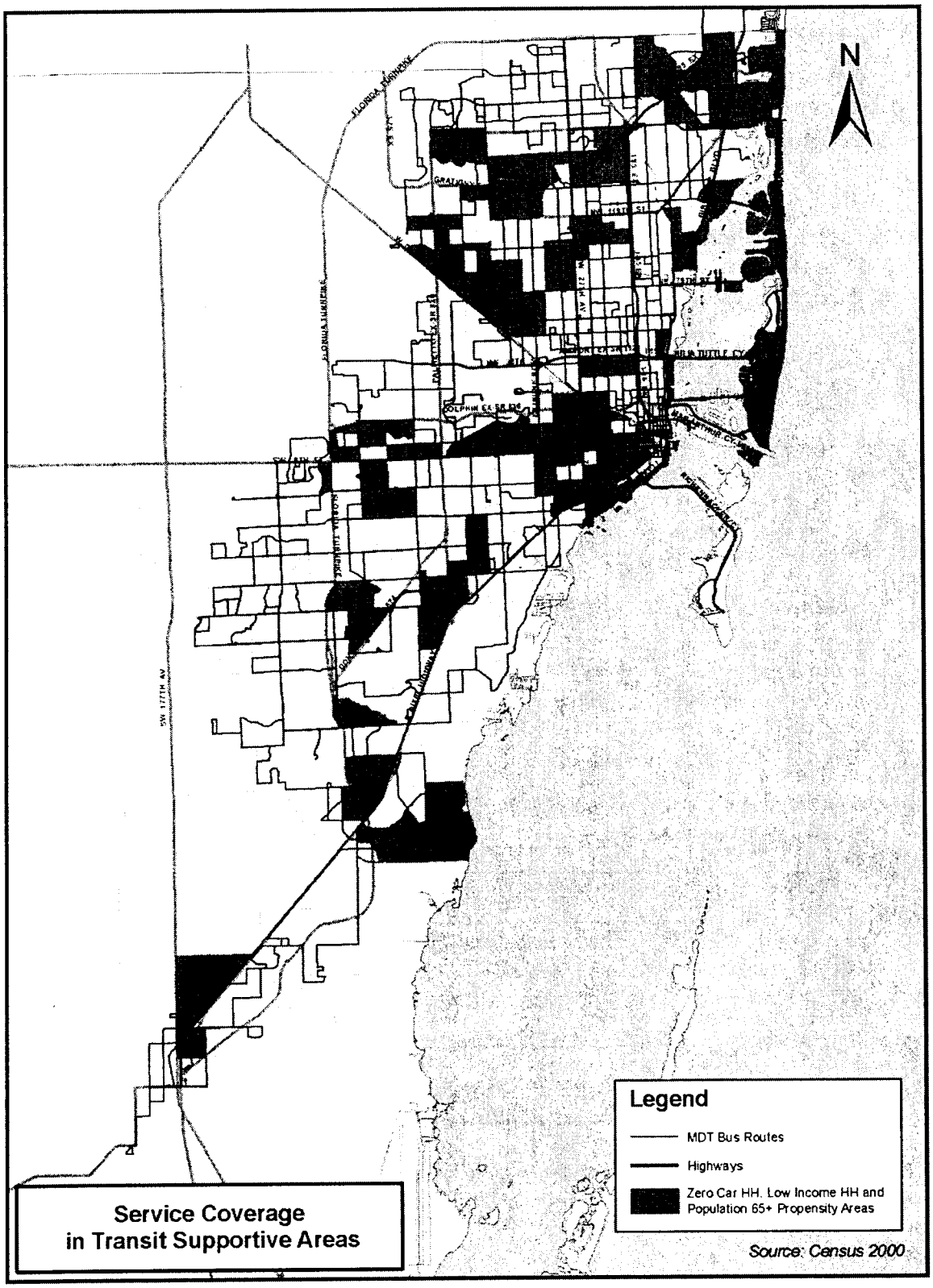
Transit Mode	Route Miles	
	2008	**2009**
Metrorail	22.4	22.4
Metrobus	2,866	2,615

Metromover	4.4	4.4

Source: National Transit Database, Miami-Dade Transit, February 2010

Objective: Fill transit service coverage gaps: The number of miles of MDT bus routes within the transit-supportive service areas (Figure 4-1) is approximately more than 700 miles. This is virtually unchanged from last year's measure of just over 710 miles.

Figure 4-1: Service Coverage in Transit Supportive Areas



Source: Miami-Dade Transit, 2010

35

Objective: Promote transit reliability: One method to measure transit reliability is through annual systemwide ridership. MDT will be able to further improve upon existing ridership through the provision of efficient transit service that improves transit travel time and on-time performance. Due to the economic downturn, large transit agencies nationwide are reporting an average 8-10% decline versus a year ago in bus ridership. Notwithstanding the 6% reduction of bus service miles (30.5 to 28.5 million miles), MDT is in line with the ridership decline that other nationwide agencies are experiencing with a 10% overall reduction in ridership.

Table 4-3: MDT Systemwide Boardings

Transit Mode	Annual Boardings (000's)	
	FY2008-2009	FY2009-2010
Metrorail	18,539	18,244
Metrobus	85,790	75,608
Metromover	8,839	8,100

Source: National Transit Database, Miami-Dade Transit, February 2010

Objective: Improve transportation facilities' and services' regional connectivity: Table 4-4 shows the number of transit service miles (including miles of overlapping bus service) in each of more than a dozen key regional corridors. As the table indicates, MDT provides multiple bus routes operating segments of all of these corridors, with high concentrations of service on South Dixie Highway (the Busway), A1A, Biscayne Boulevard and Flagler Street.

Table 4-4: Transit Service Miles in Corridors of Regional Significance

Corridors of Regional Significance	Transit Service Route Miles in Corridor
I-95	156.38
S Dixie Highway	154.93
NW 27th Avenue	76.7
Palmetto Expressway (SR 826)	59.26
A1A	149.23
Biscayne Boulevard	114.64
Turnpike	63.88
8th Street	51.69
Flagler Street	95.04
Coral Way	46.53
Dolphin Expressway (SR 836)	31.76
Kendall Drive (SW 88th Street)	62.52
SR 112	65.72

Source: Miami-Dade County GIS files, 2010

MDT's system offers stations along the Metrorail and Metromover system, and bus stops, shelters and benches along Metrobus routes. Table 4-5 shows, bus stops and station spacing. MDT's standard calls for on average five stops per mile for local bus. This would indicate a slightly more frequent spacing of stops, on average, than five stops per mile (about one stop

every 1,050 feet). More detailed analysis is being conducted to adjust stop spacing depending on the type of service being provided, thus increasing the efficiency of the bus route.

Table 4-5: Number of Station Stops Per Route Mile

Mode	Number of Stations/Stops	Total Route Miles	Stations/Stops per Route Mile
Metrorail	22	22.4	.98
Metromover	20	4.4	4.55
Metrobus	8,943	1,837	3.42

Source: National Transit Database, Miami-Dade Transit, February 2010

Objective: Include provisions for non-motorized modes in new projects and in reconstructions: Provisions that support non-motorized modes of transportation are included land use and transportation elements of the Miami-Dade County CDMP. Future capital improvements shall also seek to integrate non-motorized infrastructure upon the implementation of new transit services.

Objective: Improve transit services that provide access to educational facilities: The number of transit service route miles within a ¼ mile of colleges and universities throughout Miami-Dade County is approximately 130 miles. All of the major colleges and universities of the county are served by transit service within ¼ mile of their campuses. This has remained unchanged since reported in last year's TDP Major Update

4.4.2 Goal 2: Improve Customer Convenience, Comfort and Safety on Transit Service and within Facilities

Objective: Improve safety on vehicle service operations: MDT regularly assesses operational safety for workers and passengers according to level of investment and compliance of regularly updated safety plan. As part of MDT's Infrastructure Renewal Program, safety projects are evaluated and prioritized for implementation on an annual basis.

Objective: Reduce roadway and multi-modal crashes: The goal that MDT has set forth for the reduction of the number of accidents/incidents is 3.60 per 100,000 miles. Similarly to FY 2008, MDT reported for FY 2009 the same figures of 3.15 accidents per 100,000 miles of transit service. This is a 14% improvement over the set goal.

MDT suffered an employee fatality on June 19, 2009. As a result of this tragic and unfortunate incident, MDT senior management conducted an extensive review of its procedures for actions which surround the fatality's governance. Numerous revisions were incorporated into the aforementioned procedures and extensive training was conducted throughout the agency to raise the awareness level of the divisions involved.

Objective: Enhance outreach opportunities to educate the community on transportation issues and highlight transit service benefits such as service reliability, passenger cost savings, and environmental benefits: MDT continually seeks to educate the public as well as provide opportunities for public input through various public outreach strategies. In November 2009, Miami-Dade County held the 2nd Annual Transit Summit to further educate the public about various transportation projects as well as provide an opportunity for all public stakeholders to provide input on existing and future plans. MDT also is active in attending civic

and community events and meetings to continually inform the public about MDT services. In addition, MDT uses various forms of media (e.g., internet, radio and televised advertisements, news paper ads, etc.,) for public outreach.

Objective: Maintain convenient, clean, safe transit passenger facilities and vehicles: MDT is committed to maintaining shelters, stations, and vehicles clean, showing a 3 percent reduction of passenger complaints from the previous year.

Miami-Dade Transit reported 114 safety related incidents in 2009 as compared to 1,191 safety related accidents and incidents for 2008.

4.4.3 Goal 3: Increase the Security of Transit Vehicles and Facilities

Objective: Ensure transit vehicles and facilities provide a secure environment for customers: The total number of active video cameras systemwide is 590. Upon the completion of future projects the MDT video surveillance system will consist of 684 active cameras.

Objective: Increase security at transit stops and intermodal stations and connections: For 2009, the number of criminal incidents on-board transit has been reduced from the previous year by thirty-nine percent (39%).

4.4.4 Goal 4: Support Economic Vitality

Objective: Provide transit access to urban centers at a minimum of 30-minutes during the peak: Table 4-6 lists urban centers as identified in the CDMP Land Use Element that were evaluated to determine the amount of transit service within 1/4 mile. Downtown Miami has the highest concentration of transit service as evident from the operation of Metrorail, Metromover and Metrobus providing service coverage throughout the downtown area. Dadeland has a more focused center of activity with direct connections from Metrorail and the South Miami-Dade Busway. This is consistent as to what was reported in the TDP Major Update.

Table 4-6: Transit Service Route Miles within ¼ mile of Urban Centers

Regional Activity Centers	Route Miles within ¼ mile
Downtown Miami CBD	52.5
Dadeland	28.9
NW 107 Avenue and NW 12 Street	8.9

Source: Miami-Dade GIS, 2010

Objective: Enhance major tourist travel and access opportunities within the Urban Growth Boundary: Table 4-7 shows the number of miles of transit service that operates within close proximity to various tourist attractions in Miami-Dade County. As the table indicates, most of the attractions have transit service, with only relatively isolated locations such as Biscayne National Park and Everglades National Park lying beyond walking distance of MDT bus or rail service. However, a number of locations have relatively little service, including such diverse attractions as the Deering Estate, the Venetian Pool, Barnacle Historic State Park and Monkey Jungle. In many cases, the locations of these attractions in outlying areas of the county do not lend themselves to extensive transit connections, and most are located along one or two routes

that operate on an adjacent arterial street, rather than being in the center of a hub of transit service (such as in downtown Miami or Miami Beach).

Table 4-7: Transit Service Route Miles within ¼ Mile of Tourist Attractions

Tourist Attraction	Routes Miles	
	2009	2010
Miami Art Museum	15.6	16.2
Miami Children's Museum	4.4	4.4
Vizcaya Museum and Gardens	1.7	1.7
Ancient Spanish Monastery	2.5	2.5
Barnacle Historic State Park	0.8	0.8
Bass Museum of Art	4.3	3.8
Bayside Marketplace	8.1	6.4
Biscayne National Park	NA	NA
Coral Castle	2.5	2.0
Coral Gables Merrick House	1.0	0.5
Deering Estate at Cutler	0.0	0.0
Everglades Safari Park	NA	NA
Fairchild Tropical Botanic Garden	0.5	0.5
Jungle Island	3.7	3.7
Metro Zoo	1.7	1.5
Miami Beach	168	134
Miami Science Museum	2.4	2.4
Miami Seaquarium/Key Biscayne	0.9	0.9
Monkey Jungle	0.0	0.0
The Wolfsonian Museum	4.0	3.0
Venetian Pool	0.6	0.3

Source: Miami-Dade GIS, 2010

Analysis measuring the adequacy of transit services was conducted to identify major trip generators and major attractors in Miami-Dade County. Table 4-8 presents the various transit services provided for each identified special generators in terms of number of routes and accessibility of these facilities.

Table 4-8: MDT Major Trip Generators, December 2009

MAJOR GENERATORS	ROUTES					COMMENTS
Special Attractors						
Coconut Grove	6	22	27	48	249	Service on local roadways
Downtown Miami	C	S	2	3	6	Service on local roadways and within walking distance of Government Center and Historic Overtown/Lyric Theatre stations and the various Metromover stations
	7	8	9	11	21	
	24	51	77	93	95	
	120	207/208	211	243	246	
	277	500	Mover	Rail		
Joseph Caleb Community Ctr	22	46	54	246	254	Service on adjacent roadways
Miami International Airport	J	37	42	57	132	Bus terminal on site; shuttle to Tri-Rail Station
	133	150	238			
Metrozoo	252					On-site service to entrance
Miami Seaquarium	B					Service on adjacent roadway
Port of Miami	243					On-site service via local roadways
South Beach	A	C	L	M	S	Service on local roadways
	115	120	123	150		
Educational Centers						
Barry University	2	9	10	19		Service on adjacent roadways
FIU - University Park	8	11	24	71		On-site terminal with shelters
FIU - Biscayne Bay	75	135				On-site service
Florida Memorial	32					Service on adjacent roadway
MDC - Homestead	34	35	344			Service on adjacent roadways
MDC - Interamerican	8	27	207	208		Service on adjacent roadways
MDC - Kendall	35	56	71	104	204	On-site service with shelters
MDC - Medical Center	M	12	21	22	32	Service on adjacent roadways
MDC - North	19	27	32	97		On-site terminal with shelters
MDC - West	36					Service on adjacent roadway
St. Thomas University	32					Service on adjacent roadway
University of Miami	48	56	500	Rail		Service on adjacent roadways and within walking distance of University
Regional Retail Centers						
Aventura Mall	E	S	3	9	59	On-site service
	93	99	120	183		
Bal Harbour Shops	G	H	S	120		Service on adjacent roadways
Dadeland Mall	1	52	73	87	88	Service on adjacent roadways. Pedestrian walkway to Dadeland North station
	104	204	240	272	288	
	Rail					
Diplomat Mall	E					Service on adjacent roadway
Dolphin Mall	7	36	71	137	238	On-site terminal with shelters
(The) Falls	31	34	38	52	136	Service on adjacent roadway and at Busway Station at SW 136 Street
	252	287				
Mall of the Americas	7	11	51	87		On-site service with shelters
Miami International Mall	7	36	71	137	238	Service on adjacent roadways
Prime Outlets	35	70	344			On-site and adjacent roadway service
Skylake Mall	H	9	10	59	183	Service on adjacent roadways
Southland Mall	1	31	35	38	52	Service on adjacent roadways
	70	137				
Village at Merrick Park	37	40	42	48	136	Service on adjacent roadways and within walking distance of Douglas Road station
	249	500				
Westland Mall	29	33	54			Service on adjacent roadways
163 Street Mall	E	H	2	3	9	Service on adjacent roadways and off-site terminal
	10	16	19	22	75	
	246					

Table 4-8: MDT Major Trip Generators, December 2009 (Continued)

MAJOR GENERATORS	ROUTES					COMMENTS
Regional Hospitals						
Aventura	E					Service on adjacent roadway
Baptist	88	104				Service on adjacent roadways
Doctors'	56					Service on adjacent roadway
Hialeah	L	28	42	79	135	Service on adjacent roadways
Homestead	35					Service on adjacent roadway
Jackson Memorial / U.M. / Cedars of Lebanon / V.A.	M	12	17	21	22	Service on adjacent roadways and within walking distance from Civic Center station
	32	95	246	Rail		
Jackson North	E	2	22	246		Service on adjacent roadways
Jackson South	52	57	252			Service on adjacent roadway
Kendall AMI	40					Service on adjacent roadway
Mercy	12	48				On-site service with shelters
Miami Children's	56					On-site service with shelters
Miami Heart Institute	115					Service on adjacent roadway
Mount Sinai	C	M	115			On-site service
North Shore	33	77	277			Service on adjacent roadways
Palmetto General	29					On-site service with shelters
Palm Springs General	33	54				On-site service with shelters
South Miami	37	57	72	73	500	Service on adjacent roadways and within walking distance from South Miami station
	Rail					

Source: MDT, 2009, Note: Rail stands for Metrorail

Objective: Increase and improve transit access to Miami International Airport and the Port of Miami: The transit service route miles within a 1/4 mile of MIA and the Port of Miami are presented in Table 4-9. Metrobus Routes J, 37, 42, 57, 133 and 150 (Airport Flyer) connects directly to the airport terminal, in addition to the Tri-Rail commuter rail services which stops nearby and the Airport Flyer traveling to Miami Beach. Metrobus Route 243, the Seaport Connection, connects the Port of Miami to downtown Miami and to MDT's Metrobus and Metrorail systems.

The construction of the MIC and the MIC-Earlington Heights extension of Metrorail will greatly enhance transit service to the airport terminal over-and-above the already excellent Metrobus service to the terminal.

Table 4-9: Transit Service Route Miles within ¼ mile of MIA and Port of Miami

Facility	Transit Service Route Miles within 1/4 mile	
	2009	2010
Miami International Airport	70.0	68.4
Port of Miami	17.5	17.5

Source: Miami-Dade GIS, 2010

Objective: Implement projects that support economic development and redevelopment areas: A number of corridors in the county were identified by Miami-Dade County as potential redevelopment areas based on their older development and infrastructure. As Table 4-10 shows, MDT provides service on multiple routes to most of these corridors.

Table 4-10: Transit Service Route Miles within ¼ mile of Redevelopment Areas

Redevelopment Areas*	Transit Service Route Miles within ¼ mile
Homestead	13.93
Florida City	22.16
North Miami	63.19
Naranja Lakes	16.13
North Miami Beach	44.72
7 Avenue Corridor	22.91
Midtown Miami	12.25
Miami Beach	23.21
East Overtown	73.19
West Perrine	21.66
City of Miami - OMNI	46.82
South Miami	9.24

Source: *Information taken from the Miami-Dade County's GIS webpage.
Layer was last updated on 04/05/2010

Objective: Apply transportation and land use planning techniques, such as transit-oriented development (TOD), that support intermodal connections and coordination: Policy initiatives do exist within the CDMP Land Use element and Transportation Element related to development and population density.

4.4.5 Goal 5: Preserve the Environment and Promote Energy Conservation

Objective: Reduce fossil fuels consumption through the consideration of alternative fuel vehicle technology:

Miami-Dade Transit is currently procuring sixteen diesel-electric hybrid vehicles to be placed into service by 2010 for operation within the I-95 Express Lanes and nine vehicles for the Kendall Enhanced Bus service on Kendall Drive. Additionally 13 new 40-foot hybrid buses will be in service in 2010.

42

MDT currently uses a B5 blend (5 percent) of Biodiesel with Ultra Low Sulfur Diesel Fuel in its bus fleet. Biodiesel is non-toxic, biodegradable, and suitable for sensitive environments. In addition, the Metromover Bayside College station, light poles were changed to economy savings light poles.

Objective: Promote transit service projects that support urban infill and densification: MDT operates transit service primarily within the urban infill area with the exception of various areas throughout the county that are not fully developed.

Table 4-11: Transit Service Route Miles Within ¼ mile of Urban Infill Area

Other	Transit Service Route Miles within ¼ mile	
	2009	2010
Urban Infill Area (UIA) Boundary	1,419	1,332

Source: Miami-Dade GIS, 2010

4.4.6 Goal 6: Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes and Transit Providers, for People and Freight

The number of transit service route miles within 1/4 mile of Transit Analysis Zones (TAZ's) with a high proportion (20% or higher) of elderly is 648 miles. This indicates that areas with a high concentration of elderly are well served by transit service and have full access to the Metrobus system, with some areas also well served by Metrorail.

4.4.7 Goal 7: Optimize Sound Investment Strategies for System Improvement and Management/Operation

Objective: Optimize operations and maintenance expenses:

The 2009 cost per mile of MDT's Metrobus service is $9.02 as compared with the 2008 cost per mile of $10.77.

The 2009 cost per mile of MDT's Metrorail service is $11.35 as compared with the 2008 cost per mile of $14.92.

The 2009 cost per hour of MDT's Metrobus service is $116.44 as compared with the 2008 cost hour mile of $130.28.

The 2009 cost per hour of MDT's Metrorail service is $245.45 as compared with the 2008 cost per hour of $237.46.

Objective: Identify Public, Private Partnership opportunities: Two projects are identified to include a public private partnership. The first project is divided into two phases. The first phase includes a 189 space surface parking at the intersection of NW 107th Avenue and NW 12th Street that will serve as a park and ride lot. The second phase will develop a 260 parking spaces car garage and would eliminate the 189 surface lot. The proposed project will be a turn-key operation including MDT owning the land, once the garage is completed. Phase I project completion estimated in 2012.

The second project is a bus station and surface park and ride lot with 40 parking spaces at the Kendall Town Center (Kendall Drive and SW 162nd Avenue). There is an existing commitment in place as a result of the DRI/DIC process to meet transit concurrency. The project is estimated to be completed in December 2010.

Objective: Align MDT priorities and deliverables with available funding and resources: Miami-Dade Transit continually evaluates operational and capital priorities and assesses the viability of securing various funding sources.

4.4.8 Goal 8: Maximize and Preserve the Existing Transportation System

Objective: Continue to examine the provision and utilization of special-use lanes on the existing system for transit use: The existing special use lanes used by MDT is the South Miami-Dade Busway which is approximately 20 miles in length. For 2010, the newly implemented managed lanes on I-95 will increase transit's usage of special lanes from the operation of I-95 express service between Broward County and downtown Miami.

Objective: Identify and implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system: Miami-Dade Transit continuously works to assess ITS needs through an organization of prioritized ITS projects for deployment that conform to regional ITS architecture while reflecting the local needs and preferences for the operation of transit. Newly implemented ITS projects include Transit Signal Priority (TSP), wireless bus and trains, additional signage on bus stops, and PDAs with real time next bus quotes.

Objective: Upgrade and maintain existing transit infrastructure and facilities in a state of good repair: Miami-Dade Transit has developed a procedure for identifying, evaluating, prioritizing, and programming capital improvement projects that will upgrade and maintain the existing transit infrastructure and facilities. This Infrastructure and Renewal Program (IRP) is updated annually to assure the existing transit system and facilities remain in a state of good repair. As of December 2009, for FY 2010, MDT has committed to spend $10.1 million on infrastructure and facility improvement projects.

Objective: Maintain the operational functionality of transit vehicles to maximize reliability: Generally, MDT's service reliability statistics are good, although there is always room for improvement. MDT experienced 171 missed pullout in 2009 compared to 204 missed pullouts in 2008, or fewer than one missed pullout per operating day. While even a single missed pullout can mean inconvenience and discomfort for hundreds of passengers, an average of less than one missed pullout per day is very good performance for a transit system the size of MDT.

Furthermore, MDT has continued to make adherence to its preventative maintenance program a priority. Metrobus compliance has increased to 99.8 percent and Metrorail follows closely with 99.90 percent compliance. Metromover's adherence to its preventive maintenance program is considerably lower indicating an opportunity for improvement in the future.

Table 4-12: Percent of Adherence to Preventative Maintenance Program by Mode

	Metrobus	Metrorail	Metromover
FY 08/09	99.3%	99.9%	91.8%
FYTD 09/10	99.8%	99.9%	86.2%

Goal	90%	90%	90%

Source: Miami-Dade Transit, as of March 2010

Another measure of service reliability is the measure of the average distance between service disruptions (rail) or breakdowns (busses). Disruptions are described as five minutes or more impact to the customer. The following table presents the average number of miles for a breakdown according to MDT transit mode.

Table 4-13: Mean Distance between Failures by Mode

	Metrobus	Metrorail	Metromover
FY 08/09	3,951	45,475	6,359
FYTD 09/10	48,571	41,660	8,377
Goal	4,000	39,000	6,000

Source: Miami-Dade Transit, as of March 2010

5.0 Operating Service Improvements and Adjustments

For the FY 2010 – 2019 TDP Major Update a listing of committed bus service improvements and adjustments planned for 2009 were included. A consistency analysis of these committed improvements is being performed for this TDP Annual update to assess and measure MDT's adherence for implementation.

The results of the consistency analysis for improvements implemented between January and December 2009 is presented in Table 5-1. Each of the service changes are identified according to whether it was a programmed commitment of the FY 2010 – 2019 TDP Major Update as indicated with a check mark or an additional change not included in the TDP Major Update as marked by an asterisk.

Between January and December of 2009, a total of 198 bus service improvements and adjustments were implemented by MDT. This includes the implementation of 50 additional improvements not planned in last year's TDP Major Update. The FY 2010 – 2019 TDP Major Update planned 167 committed bus service improvements and adjustments with 149 being implemented in 2009 resulting in an 89 percent level of consistency.

Table 5-1: 2009 TDP Consistency Analysis Summary

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
A	Miami Beach to Omni Terminal via Venetian Causeway	Adjust headway after 7pm from 20 to 40 minutes	June 14, 2009	√
A	Miami Beach to Omni Terminal via Venetian Causeway	Discontinue select low ridership trips	December 13, 2009	*
B	Key Biscayne to Brickell station via Rickenbacker Causeway	Discontinue segment from Brickell station to CBD	June 14, 2009	√
E	Diplomat Mall to Golden Glades via 163 Street Mall and Aventura Mall	Adjust weekend headway from 45 to 60 minutes	June 14, 2009	√
E	Diplomat Mall to Golden Glades via 163 Street Mall and Aventura Mall	Extend from Aventura Mall to Turnberry & Hallandale Beach	December 13, 2009	√
E	Diplomat Mall to Golden Glades via 163 Street Mall and Aventura Mall	Restructure to serve Hallandale Beach Boulevard from the combined segments of discontinued Route 28	December 13, 2009	√
E	Diplomat Mall to Golden Glades via 163 Street Mall and Aventura Mall	Improve midday headway from 60 to 40 minutes	December 13, 2009	*

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
G	Opa-locka to Miami Beach via NW 22 Avenue, NW 125 Street and Broad Causeway and Collins Avenue	Adjust weekend headway from 30 to 40 minutes	June 14, 2009	√
G	Opa-locka to Surfside via NW 22 Avenue, NW 125 Street and Broad Causeway	Discontinue segment on Collins Avenue and extend segment in Bunche Park to serve the North Dade Health Center	December 13, 2009	√
H	North Miami Beach to Miami Beach via NE 163 Street and Collins Avenue	Realign southbound trips at 163 Street Mall	June 14, 2009	√
H	North Miami Beach to Miami Beach via NE 163 Street and Collins Avenue	Adjust Saturday headway from 20 to 30 minutes	June 14, 2009	√
H	North Miami Beach to Miami Beach via NE 163 Street and Collins Avenue	Discontinue segment from 72 Street to South Beach and Alton Road	December 13, 2009	√
H	North Miami Beach to Miami Beach via NE 163 Street and Collins Avenue	Adjust peak headway from 20 to 24 minutes	December 13, 2009	√
H	North Miami Beach to Miami Beach via NE 163 Street and Collins Avenue	Adjust midday headway from 20 to 24 minutes	December 13, 2009	√
J	Miami International Airport to Miami Beach via 36 Street	Adjust Saturday headway from 20 to 30 minutes	December 13, 2009	√
J	Miami International Airport to Miami Beach via 36 Street	Discontinue segment from Miami International Airport into Coral Gables	December 13, 2009	√
J	Miami International Airport to Miami Beach via 36 Street	Adjust peak headway from 15 to 20 minutes	December 13, 2009	√
K	Diplomat Mall to CBD via Collins Avenue and MacArthur Causeway	Adjust daily headway from 20 to 30 minutes	June 14, 2009	√
K	Diplomat Mall to CBD via Collins Avenue and MacArthur Causeway	Discontinue route and merge with the Route R into new Route 115 (Mid-North Beach Connection) and Route E into Hallandale Beach	December 13, 2009	√
L	Miami Beach to Hialeah via Collins Avenue, 79 Street Causeway and 79 Street	Adjust weekday running times to improve schedule reliability	June 14, 2009	√

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
L	Miami Beach to Hialeah via Collins Avenue, 79 Street Causeway and 79 Street	Adjust peak headway from 10 to 12 minutes	June 14, 2009	√
M	Civic Center to Miami Beach via Omni Terminal, MacArthur Causeway and Mt. Sinai Hospital	Discontinue loop south of 5th Street on Miami Beach	June 14, 2009	√
M	Civic Center to Miami Beach via Omni Terminal, MacArthur Causeway and Mt. Sinai Hospital	Adjust peak headway from 30 to 45 minutes	June 14, 2009	√
M	Civic Center to Miami Beach via Omni Terminal, MacArthur Causeway and Mt. Sinai Hospital	Adjust midday headway from 45 to 60 minutes	June 14, 2009	√
M	Civic Center to Miami Beach via Omni Terminal, MacArthur Causeway and Mt. Sinai Hospital	Restore segment between 5 Street and South Pointe Drive. Discontinue segment between NW 19 Avenue and NW 22 Court	December 13, 2009	√
R	Surfside to south Miami Beach	Discontinue route and merge with Route K into new Route 115 Mid-North Beach Connection	December 13, 2009	√
S	Aventura Mall to CBD via Miami Beach	Improve Sunday headway from 20 to 15 minutes	December 13, 2009	√
1	South Miami Heights, Perrine, West Goulds and Cutler Bay	Adjust peak headway from 30 to 40 minutes	June 14, 2009	√
1	South Miami Heights, Perrine, West Goulds and Cutler Bay	Adjust weekend headway from 40 to 60 minutes	June 14, 2009	√
1	South Miami Heights, Perrine, West Goulds and Cutler Bay	Discontinue segment from SW 168 Street to Dadeland South station	December 13, 2009	√
1	South Miami Heights, Perrine, West Goulds and Cutler Bay	Improve peak headway from 40 to 30 minutes	December 13, 2009	√
1	South Miami Heights, Perrine, West Goulds and Cutler Bay	Improve weekend headway from 60 to 40 minutes	December 13, 2009	√
3	Aventura Mall to CBD via 163 Street Mall and Biscayne Boulevard	Discontinue Hallandale Beach Boulevard segment on some late evening trips	June 14, 2009	√

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
3	Aventura Mall to CBD via 163 Street Mall and Biscayne Boulevard	Improve Saturday headway from 20 to 15 minutes	December 13, 2009	√
3	Aventura Mall to CBD via 163 Street Mall and Biscayne Boulevard	Discontinue Hallandale Beach Boulevard segment	December 13, 2009	√
3	Aventura Mall to CBD via 163 Street Mall and Biscayne Boulevard	Improve Sunday headway from 24 to 20 minutes	December 13, 2009	√
7	Dolphin Mall to downtown Miami via Miami International Mall, Fontainebleau, NW 7 Street and Little Havana	Discontinue LeJeune segment service to Miami International Airport and Miami Springs	June 14, 2009	√
8	FIU University Park Campus to CBD via Westchester, SW 8 Street and Little Havana	Reduce service west of SW 57 Avenue to Westchester	December 13, 2009	*
9	Aventura Mall to CBD via 163 Street Mall and NE 2 Avenue	Realign route exiting Aventura Mall	June 14, 2009	*
10	Skylake Mall to CBD via NE 2 Avenue	Realign route in the Omni area	June 14, 2009	*
10	Skylake Mall to CBD via NE 2 Avenue	Extend from 163 Street Mall to Skylake Mall	December 13, 2009	√
12	Northside station to Mercy Hospital via Liberty City, Allapattah, Civic Center, Little Havana and Coconut Grove	Adjust weekend headway from 30 to 40 minutes	June 14, 2009	√
16	163 Street Mall to Omni via NE 16 Avenue, NE 125 Street and Biscayne Boulevard	Discontinue segment from Omni to CBD	December 13, 2009	√
16	163 Street Mall to Omni via NE 16 Avenue, NE 125 Street and Biscayne Boulevard	Improve peak headway from 20 to 18 minutes	December 13, 2009	√
16	163 Street Mall to Omni via NE 16 Avenue, NE 125 Street and Biscayne Boulevard	Adjust midday headway from 20 to 30 minutes	December 13, 2009	*
16	163 Street Mall to Omni via NE 16 Avenue, NE 125 Street and Biscayne Boulevard	Improve Saturday headway from 30 to 24 minutes	December 13, 2009	√
19	163 Street Mall to MDC North Campus via 119 Street and West Dixie Highway	New route from discontinued segment of Route 75	December 13, 2009	*

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
21	Northside station to CBD via Northside, Liberty City, Allapattah, Civic Center and Overtown	Discontinue segment north of 79th Street	June 14, 2009	√
21	Northside station to CBD via Northside, Liberty City, Allapattah, Civic Center and Overtown	Adjust weekend headway from 30 to 40 minutes	June 14, 2009	√
22	163 Street Mall to Coconut Grove station via Golden Glades, NW 22 Avenue and Coconut Grove	Weekend schedule adjustments to improve reliability	June 14, 2009	√
22	163 Street Mall to Coconut Grove station via Golden Glades, NW 22 Avenue and Coconut Grove	Discontinue Health District/Civic Center segment via NW 20 Street	December 13, 2009	√
22	163 Street Mall to Coconut Grove station via Golden Glades, NW 22 Avenue and Coconut Grove	Adjust midday headway from 30 to 60 minutes south of Flagler Street	December 13, 2009	*
24	West Miami-Dade to CBD via Coral Way and Brickell Avenue	Adjust weekend alignment west of Westchester to provide hourly service to FIU and SW 137th Avenue	June 14, 2009	√
24	West Miami-Dade to CBD via Coral Way and Brickell Avenue	Merge with Route 224 (Coral Way MAX) and extend westward to SW 152 Avenue but discontinue service to Douglas Road station	December 13, 2009	√
28	FIU Biscayne Bay Campus to Hialeah Station via 135th Street and East 4th Avenue	Adjust midday headway from 40 to 60 minutes	June 14, 2009	√
28	FIU Biscayne Bay Campus to Hialeah Station via 135th Street and East 4th Avenue	Discontinue route and merge with Route E into new Route 135	December 13, 2009	√
29	Miami Lakes Technical School to Hialeah	Adjust peak headway from 30 to 45 minutes	June 14, 2009	√
31 (Busway Local)	Cutler Bay to Dadeland South station via the Busway	Adjust peak headway from 15 to 20 minutes	June 14, 2009	√
31 (Busway Local)	Cutler Bay to Dadeland South station via the Busway	Realign northbound service onto SW 211th Street	June 14, 2009	*

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
31 (Busway Local)	Cutler Bay to Dadeland South station via the Busway	Improve peak headway from 20 to 15 minutes	December 13, 2009	√
32	Carol City to Omni via Opa-locka, Northside, Liberty City and Civic Center	Adjust weekday evening service to 60 minutes after 7pm and discontinue weekday/weekend low ridership evening trips	December 13, 2009	√
33	Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street	Discontinue select eastbound morning and afternoon trips and westbound afternoon trips	June 14, 2009	*
33	Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street	Adjust midday headway from 30 to 35 minutes	June 14, 2009	√
35	MDC Kendall Campus to Florida City via US-1	Adjust weekend headway to 30 to 60 minutes	June 14, 2009	√
35	MDC Kendall Campus to Florida City via US-1	Realign service in the Naranja area	December 13, 2009	*
36	Dolphin Mall to Biscayne Boulevard via Koger Office Park, Miami Springs and 36 Street	Merge with Route 41 into an east/west crosstown route	June 14, 2009	√
36	Dolphin Mall to Biscayne Boulevard via Koger Office Park, Miami Springs and 36 Street	Discontinue select low ridership trips	December 13, 2009	*
37	Hialeah to South Miami station via Palm Avenue and Douglas Road	Discontinue later evening southbound trips	June 14, 2009	√
38 (Busway MAX)	Dadeland South station to Florida City via Busway	Improve peak northbound headway to 12 minutes	December 13, 2009	√
40	West Miami-Dade to Douglas Road station via Bird Road	Adjust peak headway from 20 to 24 minutes	June 14, 2009	√
40	West Miami-Dade to Douglas Road station via Bird Road	Discontinue later evening trips	June 14, 2009	√
40	West Miami-Dade to Douglas Road station via Bird Road	Adjust weekend headway from 30 to 60 minutes. Discontinue University Lakes Trailer Park segment on the weekends	June 14, 2009	√
40	West Miami-Dade to Douglas Road station via Bird Road	Merge with Route 240 (Bird Road MAX) and extend westward to SW 152 Avenue	December 13, 2009	√

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
40	West Miami-Dade to Douglas Road station via Bird Road	Improve peak headway from 24 to 15 minutes	December 13, 2009	√
41	Allapattah station to Miami International and Dolphin Malls via NW 36/41 Street and NW 107 Avenue	Discontinue route and merge into Route 36	June 14, 2009	*
42	Opa-locka to Douglas Road station via LeJeune Road	Adjust Saturday headway from 40 to 60 minutes	June 14, 2009	√
42	Opa-locka to Douglas Road station via LeJeune Road and Miami Springs	Restructure to serve Opa-locka Tri-Rail station and Miami Springs Circle	December 13, 2009	√
42	Opa-locka to Douglas Road station via LeJeune Road and Miami Springs	Improve peak headway from 30 to 15 minutes south of NW 36 Street	December 13, 2009	√
42	Opa-locka to Douglas Road station via LeJeune Road and Miami Springs	Improve midday headway from 60 to 30 minutes south of NW 36 Street	December 13, 2009	√
42	Opa-locka to Douglas Road station via LeJeune Road and Miami Springs	Improve Saturday headway from 60 to 30 minutes	December 13, 2009	√
42	Opa-locka to Douglas Road station via LeJeune Road and Miami Springs	Improve Sunday headway from 60 to 30 minutes	December 13, 2009	√
46	Caleb Center to NW 7 Avenue/NW 62 Street via NW 46 Street, NW 54 Street and NW 10 Avenue	Adjust peak headway from 30 to 40 minutes	June 14, 2009	√
46	Caleb Center to NW 7 Avenue/NW 62 Street via NW 46 Street, NW 54 Street and NW 10 Avenue	Discontinue select low ridership trips	December 13, 2009	*
48	Brickell station to University station via South Bayshore Drive and Coral Gables	Adjust peak headway from 40 to 60 minutes	June 14, 2009	√
48	Brickell station to University station via South Bayshore Drive and Coral Gables	Discontinue select low ridership trips	December 13, 2009	*
49	Golden Glades to Carol City and Miami Gardens via NW 175 Street and NW 183 Street	New route replacing Carol City feeder segment of Route 95	December 13, 2009	*
51 (Flagler MAX)	CBD to West Miami-Dade via West Flagler Street	Discontinue segment from CBD to Omni	December 13, 2009	√

52

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
52	Dadeland North station to Cutler Bay via South Miami, Busway, Perrine and Richmond Heights	Discontinue segment from Dadeland North station to South Miami station	December 13, 2009	√
52	Dadeland North station to Cutler Bay via South Miami, Busway, Perrine and Richmond Heights	Discontinue SW 112 Avenue and Quail Roost segments	December 13, 2009	*
54	Hialeah to Liberty City via 54th Street	Adjust peak headway from 20 to 24 minutes	June 14, 2009	√
54	Hialeah to Liberty City via 54th Street	Adjust Sunday early morning and early evening headway from 30 to 60 minutes	June 14, 2009	√
54	Miami Lakes to Liberty City via 54th Street	Merge with Route 282 (Hialeah Gardens Connection) operating to Miami Lakes during the weekdays only	December 13, 2009	√
56	Miami Children's Hospital to Kendall via Coral Gables, Miller Road and MDC Kendall Campus	Adjust midday headway from 30 to 60 minutes	June 14, 2009	√
56	Miami Children's Hospital to Kendall via Coral Gables, Miller Road and MDC Kendall Campus	Discontinue MDC Kendall Campus segment during the middays	June 14, 2009	√
56	Miami Children's Hospital to Kendall via Coral Gables, Miller Road and MDC Kendall Campus	Discontinue select low ridership trips	December 13, 2009	√
57	Miami International Airport to Pinecrest via 57th Avenue	Discontinue evening northbound trip	December 13, 2009	√
59	Golden Glades to Aventura	New route replacing Aventura feeder segment of Route 95	December 13, 2009	*
62	Hialeah to Omni via NW/NE 62 Street and Biscayne Boulevard	Adjust Sunday headway from 20 to 30 minutes	June 14, 2009	√
62	Hialeah to Biscayne Boulevard via NW/NE 62 Street	Discontinue segment on Biscayne Boulevard	December 13, 2009	√
62	Hialeah to Biscayne Boulevard via NW/NE 62 Street	Reduce Miami Beach trips to four per peak	December 13, 2009	√
65	Coconut Grove to Pinecrest via Busway and Old Cutler Road	Adjust peak headway from 30 to 45 minutes	June 14, 2009	√

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
65	Coconut Grove to Pinecrest via Busway and Old Cutler Road	Discontinue route and merge with Route 136	December 13, 2009	√
70	Cutler Bay to Florida City via Naranja, Goulds, Princeton and Homestead	Adjust midday headway from 30 to 60 minutes	June 14, 2009	√
71	Dolphin Mall to MDC Kendall Campus via 107 Avenue	Adjust midday headway from 40 to 60 minutes	June 14, 2009	√
71	Dolphin Mall to MDC Kendall Campus via 107 Avenue	Adjust Saturday headway from 40 to 60 minutes	June 14, 2009	√
71	Dolphin Mall to MDC Kendall Campus via 107 Avenue and Sweetwater	Merge with Route 212 (Sweetwater Circulator)	December 13, 2009	√
71	Dolphin Mall to MDC Kendall Campus via 107 Avenue and Sweetwater	Discontinue select low ridership trips	December 13, 2009	*
72	South Miami station to Kendall via Sunset Drive	Adjust weekend headway from 30 to 60 minutes	June 14, 2009	√
72	South Miami station to Kendall via Sunset Drive	Discontinue Miller Square branch on the weekends but realigned to serve SW 137 Avenue and a portion of Miller Road	June 14, 2009	*
73	Miami Lakes to Dadeland South station via Milam Dairy Road and Ludlam Road	Adjust midday headway from 30 to 40 minutes	June 14, 2009	√
73	Miami Lakes to Dadeland South station via Milam Dairy Road and Ludlam Road	Adjust Saturday headway from 40 to 60 minutes	June 14, 2009	√
73	Miami Lakes to Dadeland South station via Milam Dairy Road and Ludlam Road	Merge with Route 267 MAX	December 13, 2009	√
75	Miami Lakes Tech to FIU Biscayne Bay Campus via 175 Street, Norwood and NE 163/167 Street	Discontinue Sunday evening service after 7pm	June 14, 2009	√
75	Miami Lakes Tech to FIU Biscayne Bay Campus via 175 Street, Norwood and NE 163/167 Street	Discontinue segment to MDC North Campus	December 13, 2009	√

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
77	Norwood to CBD via NW 7th Avenue	Truncate alternate trips at Golden Glades. Service to Norwood would be every other trip.	June 14, 2010	√
79 (79 Street MAX)	Miami Beach to Northside station via NE/NW 79 Street and 71st Street Causeway	New route providing weekday peak period only limited-stop service	June 14, 2009	√
83	Miami Lakes to 163 Street Mall via Miami Gardens Drive	Discontinue route and merge with Route 183 MAX into a new Route 183 Local	December 13, 2009	√
87	Palmetto station to Dadeland North station via 87 Avenue	Adjust Sunday headway from 40 to 60 minutes	June 14, 2009	√
87	Palmetto station to Dadeland North station via 87 Avenue	Adjust midday headway from 40 to 45 minutes	December 13, 2009	*
87	Palmetto station to Dadeland North station via 87 Avenue	Adjust Saturday headway from 40 to 45 minutes	December 13, 2009	*
88	Dadeland North station to Kendall via Kendall Drive	Discontinue overnight service	June 14, 2009	√
88	Dadeland North station to Kendall via Kendall Drive	Implement several weekday schedule modifications	December 13, 2009	*
88	Dadeland North station to Kendall via Kendall Drive	Adjust Saturday headway from 20 to 24 min	December 13, 2009	√
91	Miami Lakes to 163 Street Mall via Carol City, California Club and North Miami Beach	Adjust peak headway from 30 to 45 minutes	June 14, 2009	√
91	Miami Lakes to 163 Street Mall via Carol City, California Club and North Miami Beach	Discontinue entire route and merge with Route 99	December 13, 2009	√
93 (Biscayne MAX)	Aventura Mall to CBD via Biscayne Boulevard	Adjust peak headway from 15 to 18 minutes	December 13, 2009	√
95 Express	Downtown Miami, Golden Glades, Civic Center, Carol City, Aventura, West Dade	Discontinue segment from Miami Avenue to Golden Glades via NW 199 Street, NW 7 Avenue and NW 2 Avenue	June 14, 2009	√
95 Express	Downtown Miami, Golden Glades, Civic Center, Carol City, Aventura, West Dade	Discontinue select low ridership trips	June 14, 2009	√
95 Express	Downtown Miami, Golden Glades, Civic Center	Discontinue feeder segments to Carol City and Aventura and replace those segments with new Routes 49 and 59	December 13, 2009	√

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
Route 97 (27 Avenue MAX)	Carol City to Dr. Martin Luther King, Jr. station via NW 27 Avenue	Adjust midday headway from 30 to 40 minutes	June 14, 2009	√
99	Miami Gardens to Aventura Mall via Carol City, California Club and North Miami Beach	Adjust peak headway from 40 to 45 minutes	June 14, 2009	*
99	Miami Gardens to Aventura Mall via Carol City, California Club and North Miami Beach	Adjust midday headway from 30 to 60 minutes	June 14, 2009	√
99	Miami Lakes to Aventura Mall via Carol City, California Club and North Miami Beach	Merge with Route 91 and improve weekday headway to 30 minutes and weekend headway to 40 minutes	December 13, 2009	√
99	Miami Lakes to Aventura Mall via Carol City, California Club and North Miami Beach	Improve daily headway to 30 minutes east of NW 47 Avenue	December 13, 2009	*
99	Miami Lakes to Aventura Mall via Carol City, California Club and North Miami Beach	Improve weekend headway to 40 minutes	December 13, 2009	*
104	Dadeland North station to Kendall via SW 104 Street	Adjust midday headway from 30 to 60 minutes	June 14, 2009	√
104	Dadeland North station to Kendall via SW 104 Street	Adjust weekend headway from 30 to 60 minutes	June 14, 2009	√
104	Dadeland North station to Kendall via SW 104 Street	Discontinue select low ridership trips	December 13, 2009	*
115 (Mid-North Beach Connection)	Miami Beach	New route serving middle Miami Beach from discontinued Routes K and R	December 13, 2009	*
120 (Beach MAX)	Aventura to CBD via Miami Beach and Omni Terminal	Extend to Aventura Mall and realign to serve downtown Miami via MacArthur Causeway	December 13, 2009	√
120 (Beach MAX)	Aventura to CBD via Miami Beach and Omni Terminal	Improve daily headway to 12 minutes south of Haulover and to 24 minutes north to Aventura	December 13, 2009	√
120 (Beach MAX)	Aventura to CBD via Miami Beach and Omni Terminal	Improve Saturday headway to 15 minutes south of Haulover and to 30 minutes north to Aventura	December 13, 2009	√

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
123 (South Beach Local)	Miami Beach	Extend to serve Belle Isle and Collins Park	June 14, 2009	√
123 (South Beach Local)	Miami Beach	Adjust daily headway from 10 to 12 minutes	June 14, 2009	*
123 (South Beach Local)	Miami Beach	Adjust early am weekday, Saturday and Sunday evening headways to 20 minutes	June 14, 2009	*
123 (South Beach Local)	Miami Beach	Discontinue select stops in South Beach	June 14, 2009	*
135	Miami Lakes to FIU Biscayne Bay Campus via 135 Street, Opa-locka	New route providing hourly service 7 days a week replacing the Routes 28 and a portion of Route E	December 13, 2009	√
136	SW 147 Avenue to Dadeland South station via Busway	Extend to serve INS Building at SW 120 Street and SW 147 Avenue	June 14, 2009	√
136	SW 147 Avenue to Dadeland South station via Busway	Minor weekday schedule adjustments to improve schedule reliability	June 14, 2009	*
136	SW 147 Avenue to Douglas Road station via SW 120/136 Streets and Old Cutler Road	Merge with Route 65	December 13, 2009	√
137	Dolphin Mall to Cutler Bay via SW 137 Avenue	Adjust midday headway from 30 to 45 minutes	June 14, 2009	√
137	Dolphin Mall to Cutler Bay via SW 137 Avenue	Extended to University Lakes Trailer Park on weekends	June 14, 2009	*
150 (Airport Flyer)	Miami International Airport to Miami Beach via Earlington Heights station, SR-112/I-195 and Collins Avenue	New express bus service from Miami International Airport to Miami Beach	December 13, 2009	*
183 (183 Street MAX)	Golden Glades Park/Ride Lot to Central Miami via NW 7 Avenue	Discontinue Aventura Mall to FIU Biscayne Bay Campus segment	June 14, 2009	√
183	Miami Lakes to Aventura Mall via Miami Gardens Drive	New route from combined Routes 83 and 183 MAX	December 13, 2009	√
202 (Little Haiti Connection)	Edison/Little River to Miami Design District via NE 2 Avenue	Adjust peak headway from 30 to 40 minutes	June 14, 2009	√

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
202 (Little Haiti Connection)	Edison/Little River to Miami Design District via NE 2 Avenue	Discontinue evening service after 7pm	June 14, 2009	√
202 (Little Haiti Connection)	Edison/Little River to Miami Design District via NE 2 Avenue	Discontinue segment east of Miami Avenue to the INS building	December 13, 2009	√
202 (Little Haiti Connection)	Edison/Little River to Miami Design District via NE 2 Avenue	Adjust daily headway from 40 to 60 minutes	December 13, 2009	*
211 (Overtown Circulator)	Overtown to downtown Miami	Discontinue Saturday service	December 13, 2009	*
212 (Sweetwater Circulator)	Sweetwater	Discontinue weekday peak and weekend service	December 13, 2009	*
224 (Coral Way MAX)	Douglas Road station to West Miami-Dade via Coral Way	Discontinue route and merge with Route 24	December 13, 2009	√
238 (East-West Connection)	Earlington Heights station to Dolphin Mall via Miami International Airport, Blue Lagoon, Airport West and Miami International Mall	Extend alignment into Airport Corporate Center	June 14, 2009	√
238 (East-West Connection)	Earlington Heights station to Dolphin Mall via Miami International Airport, Blue Lagoon, Airport West and Miami International Mall	Adjust peak headway from 30 to 45 minutes	June 14, 2009	√
238 (East-West Connection)	Earlington Heights station to Dolphin Mall via Miami International Airport, Blue Lagoon, Airport West and Miami International Mall	Discontinue select low ridership trips	December 13, 2009	√
240 (Bird Road MAX)	Dadeland North station to West Miami-Dade via Bird Road	Discontinue route and merge with Route 40	December 13, 2009	*
243 (Seaport Connection)	Downtown Miami to Port of Miami	Adjust peak headway from 20 to 30 minutes	June 14, 2009	√
243 (Seaport Connection)	Downtown Miami to Port of Miami	Discontinue Flagler Street and Biscayne Boulevard alignment and realign to serve Metrorail via Historic Overtown/Lyric Theatre station	June 14, 2009	√

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Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
243 (Seaport Connection)	Downtown Miami to Port of Miami	Discontinue select low ridership trips	December 13, 2009	*
246 (Night Owl)	Downtown Miami, Civic Center, Opa-locka and North Miami Beach	Discontinue Miami Beach segment from downtown Miami to 163 Street Mall	June 14, 2009	√
248 (Brickell Key Shuttle)	Brickell Avenue to Brickell Key Island	Adjust peak headway from 15 to 20 minutes	June 14, 2009	√
249 (Coconut Grove Circulator)	Coconut Grove station to Douglas Road station via SW 27 Avenue, Grand Avenue and SW 37 Avenue	Discontinue Jefferson Street segment	June 14, 2009	√
249 (Coconut Grove Circulator)	Coconut Grove station to Douglas Road station via SW 27 Avenue, Grand Avenue and SW 37 Avenue	Adjust daily headway from 15 to 18 minutes	June 14, 2009	√
249 (Coconut Grove Circulator)	Coconut Grove station to Douglas Road station via SW 27 Avenue, Grand Avenue and SW 37 Avenue	Discontinue weekday last round trip, and Saturday first round trip	June 14, 2009	√
252 (Coral Reef MAX)	Dadeland South station to Country Walk via Coral Reef Drive	Adjust midday headway from 30 to 60 minutes	June 14, 2009	√
254 (Brownsville Circulator)	Brownsville to Caleb Center via Brownsville station	Discontinue last trip from Caleb Center	June 14, 2009	√
267 (267 MAX)	Golf Club of Miami to Okeechobee station via Ludlam Road/West 12 Avenue	Adjust peak headway from 20 to 30 minutes	June 14, 2009	√
267 (267 MAX)	Golf Club of Miami to Okeechobee station via Ludlam Road/West 12 Avenue	Discontinue route and merge into Route 73	December 13, 2009	√
272 (Sunset KAT)	Kendall to Dadeland North station via Sunset Drive	Adjust peak headway from 9 to 10 minutes	June 14, 2009	√
272 (Sunset KAT)	Kendall to Dadeland North station via Sunset Drive	Adjust peak headway to 12 minutes after 7:30am and to 15 minutes after 8:15am	December 13, 2009	*
277 (7 Avenue MAX)	Golden Glades to CBD via NW 7 Avenue	Discontinue select low ridership trips	December 13, 2009	√

Table 5-1: 2009 TDP Consistency Analysis Summary (continued)

JANUARY to DECEMBER 2009				
Route	**Description**	**Improvement / Adjustment**	**Start Date**	**2009 TDP Consistency**
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
282 (Hialeah Gardens Connection)	Miami Lakes to Hialeah Gardens to Palmetto Metrorail station via NW 82 and NW 87 Avenues	Minor schedule adjustments to improve schedule reliability	June 14, 2009	√
282 (Hialeah Gardens Connection)	Miami Lakes to Hialeah Gardens to Palmetto Metrorail station via NW 82 and NW 87 Avenues	Discontinue route and merge with Route 54	December 13, 2009	√
286 (North Pointe Circulator)	Miami Lakes and Palm Springs North	New route operating during the weekdays only every 24 minutes during the peak and 48 minutes during the middays	December 13, 2009	*
287 (Saga Bay MAX)	CHI Health Center to Dadeland South station via Saga Bay, SW 87 Avenue and Busway	Discontinue select low ridership trips	December 13, 2009	√
288 (Kendall KAT)	Kendall to Dadeland North station via Kendall Drive	Discontinue select low ridership trips	December 13, 2009	√
344	Homestead and Florida City	Adjust peak headway from 30 to 60 minutes	June 14, 2009	√
344	Homestead and Florida City	Discontinue select low ridership trips	December 13, 2009	*

Source: Miami-Dade Transit, 2010

6.0 FY 2010 Committed Transit Improvements

This section presents transit improvement projects that are committed for the MDT transit system for the next year or FY 2010. The committed transit improvement initiatives are provided for capital, service, and infrastructure.

6.1 Capital Improvement Plan – Committed Transit Improvement Initiatives

On an annual basis MDT prepares a proposed capital budget (FY 2009 – 2010) and multi-year Capital Plan that outlays specific projects related to the expansion and improvement of MDT existing services. Table 6-1 presents the proposed capital budget for the next fiscal year.

Please note that the following capital improvement table will be updated once MDT finalizes the proposed capital budget for FY 2010 – 2011.

6.1.1 Orange Line Phase 1 MIC-Earlington Heights Connector

The 2.4-mile Miami Intermodal Center (MIC)/Earlington Heights proposed extension is set to extend from the MIC to the existing Earlington Heights Metrorail station. Included in the project is a new Metrorail station located at the MIC to serve as a multimodal transfer hub for Metrobus, Metrorail, Tri-Rail, future expansion of Amtrak, rental car facilities, and other chartered services such as intercity bus line. Connection to Miami International Airport (MIA) will be made possible from the MIC with the MIC-MIA Connector-People Mover Project.

This project is under construction and anticipated to open for service in May 2012. The total estimated project cost is $526.5 million.

6.1.2 Orange Line Phase 2 and Phase 3 (North Corridor and East-West Corridor)

Miami-Dade Transit continues to pursue incremental and affordable transit improvements along the North and East/West Corridors until heavy rail funding options are identified. Until then, the County is moving forward with incremental transit improvements along these corridors; with the NW 27th Avenue Rapid Bus, and the SR 836 Express Bus. These projects will serve the purpose while continuing to build the ridership for a future Bus Rapid Transit and possibly heavy rail project for the corridors in the far future.

As part of the MPO's Near Term Improvements Study, MDT is participating with various other county and state representatives in studying the proposed "Enhanced Bus Service" projects as incremental improvements to both corridors. For the North Corridor, a 27th Avenue Enhanced Bus Service project is being planned also identifying park/ride locations on NW 27th Avenue at the county line and Miami-Dade College's North Campus. On the East-West Corridor, Enhanced Bus Service is proposed along West Flagler Street in addition to Express Bus Service along SR-836 (Dolphin Expressway) linking west Miami-Dade to the MIC and Downtown Miami. Park/Ride facilities are also being considered for the East-West Corridor.

Table 6-1: MDT FY 2009 – 2010 Proposed Capital Budget ($000's)

Project Name		FY 09-10	FY 10-11	YOE Total
PROPOSED CORRIDOR PROJECTS & RELATED PROJECTS:				
Orange Line Phase 1, MIC-EHT Connector Project		$ 194,087	$ 149,824	$ 343,911
Orange Line Phase 1: MIC-EHT Connector (FDOT MIC Components - West Concourse, Vestibule, & Bus Plaza Rway)		$ 11,184	$ 8,710	$ 19,894
Metrorail Central Control Upgrade		$ 734	$ 14,734	$ 15,468
Existing Metrorail Station (Phase 1) - Graphics & Signage Upgrade		$ 3,815	$ 2,970	$ 6,785
	Subtotal	**$ 209,820**	**$ 176,238**	**$ 386,058**
VEHICLE PROCUREMENT & RELATED PROJECTS:				
Lehman Yard Rehabilitation & Expansion Phase 1 (5 storage and 2 MOW tracks)		$ 100	$ 3,545	$ 3,645
Rail New Vehicle Procurement (136 cars)		$ 19,599	$ 25,969	$ 45,568
Lehman Center Test Track		$ 188	$ 6,594	$ 6,782
Palmetto Station Traction Power Sub-Station		$ 847	$ 13,299	$ 14,146
Mover 17 Phase 2 Vehicle Replacement		$ 10,613	$ 12,159	$ 22,772
Bus Acquisition			$ 15,734	$ 15,734
Mainline Turnout Replacement (T&G ARRA)			$ 435	$ 435
Infrastructure Renewal Plan (IRP)			$ 7,080	$ 7,080
	Subtotal	**$ 31,347**	**$ 84,815**	**$ 116,162**
FARE COLLECTION		$ 11,287	$ 1,805	$ 13,092
	Subtotal	**$ 11,287**	**$ 1,805**	**$ 13,092**

Source: Miami-Dade Transit, F-5 Report, 2010

62

Table 6-1: MDT FY 2009 – 2010 Proposed Capital Budget ($000's)(continued)

Project Name	FY 09-10	FY 10-11	YOE Total
OTHER PROJECTS:			
Track & Guideway Rehabilitation Subset	$ 6,414	$ 7,413	$ 13,827
Existing Metrorail Stations Repair to Stair Railings (Part 1)	$ 49,077	$ -	$ 49,077
Dadeland South Parking Lot Expansion	$ 109,196	$ -	$ 109,196
Park and Ride Facility at NW 168 St. and Busway	$ -	$ 1,400	$ 1,400
Park and Ride Facility at SW 344 Street and Busway	$ 3,490	$ 5,939	$ 9,429
Park and Ride Facility at Kendall Drive and SW 127 Avenue	$ 201	$ 1,779	$ 1,980
NW 7th Avenue Transit Village	$ 5,322	$ 2,891	$ 8,213
AMAG \ Proximity Access Control	$ 11,025	$ 11,521	$ 22,546
Metromover Tools & Equipment	$ -	$ 441	$ 441
Busway ADA Improvements		$ 1,714	$ 1,714
Bus and Bus Facilities		$ 2,797	$ 2,797
Facility and Equipment Rehabilitation		$ 240	$ 240
Bus Tools and Equipment		$ 240	$ 240
Passenger Amenities and Transit Enhancements		$ 519	$ 519
Capitalization of Preventative Maintenance		$ 82,705	$ 82,705
Kendall Enhanced Bus Service		$ 2,320	$ 2,320
Metrorail Bike Path (M-Path)		$ 908	$ 908
Metromover Station Canopies and Escalator Replacement		$ 4,655	$ 4,655
Metromover Bicentennial Park Station Refurbishment		$ 1,230	$ 1,230
ARRA Municipalities		$ 10,577	$ 10,577
Park and Ride Facility at Quail Roost Drive		$ 4,379	$ 4,379
Security and Safety Equipment		$ 1,775	$ 1,775
Northeast Passenger Activity Center	$ -	$ -	$ -
Transit Operating System Replacement Project	$ 1,028	$ 4,754	$ 5,782
Sub Total	**$ 722,661**	**$ 150,197**	**$ 872,858**
Total	**$ 975,115**	**$ 413,055**	**$ 1,388,170**

Source: Miami-Dade Transit, F-5 Report, 2010

63

6.2 Bus Service Improvements and Adjustments – Committed (2010)

In an effort to continually match service capacity with ridership demand MDT routinely revises the existing bus route network to better meet the transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. A listing of the committed bus service improvements and adjustments planned to occur between January and December 2010 is presented in Table 6-2.

Table 6-2: 2010 Committed Bus Service Improvement Adjustments

Route	Description	Improvement / Adjustment
A	Miami Beach to Omni Terminal via Venetian Causeway	Realign in the Omni area and realign from Dade Boulevard to Alton Road via 17th Street
E	Diplomat Mall to Golden Glades via 163 Street Mall and Aventura Mall	Adjust weekend headway from 60 to 50 minutes.
E	Diplomat Mall to Golden Glades via 163 Street Mall and Aventura Mall	Add a short trip at midnight seven days a week from Yacht Club Way to Aventura Mall
G	Opa-locka to Surfside via NW 22 Avenue, NW 125 Street and Broad Causeway	Adjust running times to improve schedule reliability and modify evening headways after 8pm
H	North Miami Beach to Miami Beach via NE 163 Street and Collins Avenue	Adjust southbound running times to improve schedule reliability and modify evening headways after 8pm
J	Miami International Airport to Miami Beach via 36 Street	Extend the eastbound loop to 44th Street via Collins Avenue and Indian Creek Drive before reaching recovery zone at Indian Creek and 40th
M	Civic Center to Miami Beach via Omni Terminal, MacArthur Causeway and Mt. Sinai Hospital	Revise the west end turnaround and recovery zone to NW 21 Street
S	Aventura Mall to CBD via Miami Beach	Adjust first weekday southbound trip to arrive at CBD earlier to provide better connections with first westbound Route 24 trip
1	South Miami Heights, Perrine, West Goulds and Cutler Bay	Discontinue first roundtrip on weekdays
7	Dolphin Mall to downtown Miami via Miami International Mall, Fontainebleau, NW 7 Street and Little Havana	Discontinue last westbound trip on weekdays
8	FIU University Park Campus to CBD via Westchester, SW 8 Street and Little Havana	Move short turn layover from 57th Avenue to 67th Avenue
12	Northside station to Mercy Hospital via Liberty City, Allapattah, Civic Center, Little Havana and Coconut Grove	Discontinue the 5am southbound trip on weekdays

Table 6-2: 2010 Committed Bus Service Improvement Adjustments (Continued)

Route	Description	Improvement / Adjustment
17	Norwood to Vizcaya Metrorail station via 17th Avenue	Discontinue the 12:30am northbound trip on weekdays
19	163 Street Mall to MDC North Campus via 119 Street and West Dixie Highway	Improve peak headway from 30 to 24 minutes, adjust running times and improve recovery at MDC North Campus
31 (Busway Local)	Cutler Bay to Dadeland South station via the Busway	Add two AM northbound trips
32	Carol City to Omni via Opa-locka, Northside, Liberty City and Civic Center	Adjust weekday running times to improve schedule reliability
33	Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street	Discontinue the last round trip on weekdays
34 (Busway Flyer)	Dadeland South station to Florida City via Busway	Adjust weekday AM northbound running times to improve schedule reliability
36	Dolphin Mall to Biscayne Boulevard via Koger Office Park, Miami Springs and 36 Street	Adjust schedule to provide a more even split with the Route J on NW 36 Street where schedules overlap
37	Hialeah to South Miami station via Palm Avenue and Douglas Road	Discontinue the last northbound trip on weekdays
38 (Busway MAX)	Dadeland South station to Florida City via Busway	Adjust weekday AM northbound running times to improve schedule reliability
40	West Miami-Dade to Douglas Road station via Bird Road	Adjust the early morning peak headway from 15 to 20 minutes
42	Opa-locka to Douglas Road station via LeJeune Road and Miami Springs	Discontinue the first weekday round trip from Miami Springs
46 (Liberty City Connection)	Caleb Center to NW 7 Avenue/NW 62 Street via NW 46 Street, NW 54 Street and NW 10 Avenue	Discontinue the first round trip on weekdays
51 (Flagler MAX)	CBD to West Miami Dade via West Flagler Street	Move EOL recovery area to SW 8th Street/SW 132nd Avenue
54	Miami Lakes to Liberty City via 54th Street	Adjust the Sunday headway from 30 to 40 minutes
59	Golden Glades to Aventura	Adjust weekday running times to improve schedule reliability
71	Dolphin Mall to MDC Kendall Campus via 107 Avenue and Sweetwater	Restore weekday midday service to SW 107 Street
71	Dolphin Mall to MDC Kendall Campus via 107 Avenue and Sweetwater	Adjust midday headway from 60 to 65 minutes
75	Miami Lakes Tech to FIU Biscayne Bay Campus via 175 Street, Norwood and NE 163/167 Street	Adjust weekday running times to improve schedule reliability
88	Dadeland North station to Kendall via Kendall Drive	Adjust peak headway from 15 to 20 minutes
93 (Biscayne MAX)	Aventura Mall to CBD via Biscayne Boulevard	Adjust weekday running times to improve schedule reliability

65

Table 6-2: 2010 Committed Bus Service Improvement Adjustments (Continued)

Route	Description	Improvement / Adjustment
95 Express	Downtown Miami, Golden Glades, Civic Center	Add a 4 PM trip from Civic Center to Golden Glades
99	Miami Lakes to Aventura Mall via Carol City, California Club and North Miami Beach	Extend weekday peak short turn trips to NW 68 Avenue
104	Dadeland North station to Kendall via SW 104 Street	Adjust weekday midday running times to improve schedule reliability
115 (Mid-North Beach Connection)	Miami Beach	Extend to Lincoln Road for both directions
115 (Mid-North Beach Connection)	Miami Beach	Adjust weekday headway from 40 to 45 minutes
115 (Mid-North Beach Connection)	Miami Beach	Discontinue the last eastbound trip on weekdays
120 (Beach MAX)	Aventura to CBD via Miami Beach and Omni Terminal	Extend cut-in and cutout trips to and from Aventura Mall to provide more capacity during rush hours in the Haulover to Aventura segment of Collins Avenue
120 (Beach MAX)	Aventura to CBD via Miami Beach and Omni Terminal	Adjust schedule so that there are no layovers at Haulover Park after 7pm
120 (Beach MAX)	Aventura to CBD via Miami Beach and Omni Terminal	Discontinue the 5:30am northbound trip on weekdays, the 6:15am northbound trip on Saturday and extend the previous northbound trip to Aventura Mall
123 (South Beach Local)	Miami Beach	Revise the alignment to and from Belle Isle, extend in Collins Park to Collins Avenue and realign to Alton Road between 6th Street to 9th Street
123 (South Beach Local)	Miami Beach	Adjust peak headway from 12 to 13 minutes
135	Miami Lakes to FIU Biscayne Bay Campus via 135 Street, Opa-locka	Discontinue the 5:23am eastbound trip on weekdays
136	SW 147 Avenue to Douglas Road station via SW 120th/136th Street and Old Cutler Road	Adjust weekday running times to improve schedule reliability
137 (West Dade Connection)	Dolphin Mall to Cutler Bay via SW 137 Avenue	Improve Sunday running time to improve schedule reliability and adjust Sunday afternoon headway from 40 to 45 minutes
150 (Airport Flyer)	Miami International Airport to Miami Beach via Earlington Heights station, SR-112/I-195 and Collins Avenue	Add an afternoon trip to improve weekday afternoon running times and improved recovery
150 (Airport Flyer)	Miami International Airport to Miami Beach via Earlington Heights station, SR-112/I-195 and Collins Avenue	Move recovery zone to Washington Avenue and Lincoln Road

Table 6-2: 2010 Committed Bus Service Improvement Adjustments (Continued)

Route	Description	Improvement / Adjustment
183	Miami Lakes to Aventura Mall via Miami Gardens Drive	Extend to later evening cut-out trips from NW 57 Avenue to NW 87 Avenue and two later evening eastbound trips to NE 183 Street instead of deadheading
195 (I-95 Dade/Broward Express)	Express Route from Downtown Miami to Broward Boulevard and Sheridan Street via I-95	Fifteen minute peak headway service. One hundred percent funded by FDOT.
202 (Little Haiti Circulator)	Edison/Little River to Miami Design District via NE 2 Avenue	Adjust running time to increase the recovery on the south end of the route
204 (Killian KAT)	Hammocks to Dadeland North station via Killian Drive	Discontinue two AM and two PM low ridership trips in both directions
249 (Coconut Grove Circulator)	Coconut Grove station to Douglas Road station via SW 27 Avenue, Grand Avenue and SW 37 Avenue	Discontinue two early AM weekday trips and one early AM weekend round trip
252 (Coral Reef MAX)	Dadeland South station to Country Walk via Coral Reef Drive	Begin first weekday eastbound trip from SW 162 Avenue instead of SW 152 Avenue
272 (Sunset KAT)	Kendall to Dadeland North station via Sunset Drive	Discontinue two PM low ridership weekday round trips
277 (7 Avenue MAX)	Golden Glades to CBD via NW 7 Avenue	Add two later morning southbound trips and one evening southbound trip to alleviate overcrowding on the Route 77
286 (North Pointe Circulator)	Miami Lakes and Palm Springs North	Discontinue the 8:24am trip.
288 (Kendall KAT)	Kendall to Dadeland North station via Kendall Drive	See the new Kendall Enhanced Bus Route.
Kendall Enhanced Bus	Kendall to Dadeland North station via Kendall Drive	Replace the Kendall KAT with this new service which will double the amount of service currently provided. Service will be operated from two branches during extended peak periods, by 60 ft. articulated hybrid buses and will provide enhanced technology services for passengers

Source: Miami-Dade Transit, 2010

6.3 Infrastructure Renewal Program – Committed Projects

The following section lists those committed projects that are proposed to be implemented during the FY 2009 – 2010 timeframe. These project commitments are based on an Infrastructure Renewal Program (IRP) evaluation and prioritization process as performed by MDT. The IRP process results in the identification, evaluation, prioritization, and programming of capital improvement projects. Project commitments are based on the Infrastructure Renewal Program (IRP) evaluation and prioritization process. Table 6-3 presents a listing of the committed

67

projects that are proposed for implementation during the FY 2010-2012 time period as provided by MDT.

Please note that at the time the TDP Annual Update was being prepared MDT had not finalized the IRP evaluation and prioritization process results for FY 2010 – 2012. Once these results are final the following table will be updated.

Table 6-3: FY 2010 – 2011 Prioritized New IRP Projects for Budget Approval

Classification	Project Name	Estimate Total Project Cost FY 09-10	Total Project Amount	Total funding Allocated	Type of Grant	2010	2011
Safety & Security	Parking Garages - Fire Suppression	$ 975,000	$ 975,000	$1,249.820 earmarked FY'10	5309 formula	$ 975,000	$ -
Maintenance Facilities	40 Year Building Re-Certification 3311 NW 31 St.	$ 159,923	$ 228,558	$210,000 earmarked FY'10	5309 Formula	$ 159,923	$ -
Maintenance Facilities	Coral Way Garage Hurricane Panels	$ 100,000	$ 100,000	$100,000 earmarked FY'10	5309 Formula	$ -	$ -
Systems	Bus Garages Plumbing			$300,000 earmarked FY'10	5309 Formula	$ 300,000	$ -
Passenger Facilities	Concrete Repairs at Omni Bus Terminal	$ 198,786	$ 809,047	$810,000 earmarked FY '10	5309 Formula	$ 198,786	$ 610,261
Maintenance Facilities	Metrobus: A/C Replacement, and A/C &	$ 293,100	$ 1,590,410	$300,000 earmarked FY'10	5309 Formula	$ 245,700	$ 178,450
Maintenance Facilities	Bus Garages: Roofs	$ 297,320	$ 2,879,193	$300,000 earmarked FY'10	5309 Formula	$ 297,320	$ -
Passenger Facilities	Concrete Repairs and Asphalt repaving at Hialeah	$ 286,125	$ 286,125	$330,000 earmarked FY'10	5309 Formula	$ 286,125	$ -
Maintenance Facilities	Secondary Guide Rails for Bus Washes	$ 90,000	$ 90,000	$90,000 earmarked FY' 10		$ 90,000	$ -
Maintenance Facilities	Replace air compressors at all bus locations	$ 380,546	$ 1,170,180	$400,000 earmarked FY' 10	5309	380,456,25	$ 417,459
Systems	Tools and Equipment	$ 298,000		$298,000 FY '10	5309 Fixed Guideway	$ 298,000	$ -
TOTALS:						**$ 2,850,854**	**$ 1,206,170**

7.0 Ten Year Implementation Program

A ten year implementation plan for FY 2011 – 2020 has been prepared for the TDP Annual Update to include a new tenth year or FY 2020 as presented.

7.1 Capital Improvement Plan

Annually MDT prepares a proposed capital budget and a multi-year Capital Plan as previously mentioned. Funded Metrorail and Metrobus projects identified within the Capital Plan are expected to be implemented within the ten year planning period. The Capital Improvement Plan for FY 2011-2020 is presented in Table 7-1.

Please note that the YOE totals in this table are based upon the total project cost which include annual dollar amounts previously expended prior to FY 2010 - 2011. Furthermore, the escalation applied is specific to each project as related to project conditions and contractual agreements. Each selected project corresponds to a committed funding source and is consistent with the Miami-Dade MPO's FY 2010 – 2014 Transportation Improvement Program (TIP).

Funded projects are expected to be implemented within the next ten years for the Metrorail and Metrobus system. There are no planned service extensions or expansion of the existing Metromover system under consideration at this time or within the planning horizon of this TDP Annual Update.

At the time the TDP Annual Update was being prepared the proposed FY 2010 – 2011 capital budget and multi-year capital plan were being finalized by MDT. Once MDT determines the budget and capital plan to be final this section will be updated to reflect the most current information.

7.2 2020 Recommended Service Plan

The MDT Recommended Service Plan (RSP) serves as the needs plan for the MDT system. The 2020 RSP has been developed for the 2010 TDP Annual Update and has been updated from the previous RSP as presented in last year's FY 2010 – 2019 TDP Major Update. Any future project recommended in this section 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 2020 RSP are identified under the PTP one-half percent sales surtax approved by voters on November 5, 2002. Most of the improvements listed in the RSP beyond 2011 were not included in the original PTP improvements list, but may be funded with future PTP surtax funds. These improvements were deemed to be the most pressing or requested by the community after the original PTP list was completed. This section addresses the four modes of transit as operated by MDT to include Metrobus, Metrorail, Metromover and Special Transportation Services.

7.2.1 Recommended Service Plan – Existing Metrobus Routes

MDT is committed to provide the level of transit service that will provide efficient services to passengers throughout the Miami-Dade County service area. This provision of service is continuously considered while MDT seeks to properly address critical issues of generating revenue, managing operational budgets, and prioritizing capital expansion programs.

Table 7-1: MDT FY 2010 – 2011 Proposed Capital Budget and Multi-Year Capital Plan ($000's)

Project Name	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY18-19	FY 19-20	FY 20-21	YOE Total
PROPOSED CORRIDOR PROJECTS & RELATED PROJECTS:												
Orange Line Phase 1, MIC-EHT Connector Project	$149,824	$29,815	$29,815									$ 209,454
Orange Line Phase 1: MIC-EHT Connector (FDOT MIC Components - West Concourse, Vestibule, & Bus Plaza Rway)	$8,710	$8,213	$0									$ 16,923
Metrorail Central Control Upgrade	$14,734	$12,171	$1,185									$ 28,090
Existing Metrorail Station (Phase 1) - Graphics & Signage Upgrade	$2,970	$715										$ 3,685
Subtotal	**$ 176,238**	**$ 50,914**	**$ 31,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 258,152**
VEHICLE PROCUREMENT & RELATED PROJECTS:												
Lehman Yard Rehabilitation & Expansion Phase 1 (5 storage and 2 MOW tracks)	$ 3,545	$ 5,068										$ 8,613
Rail New Vehicle Procurement (136 cars)	$ 25,969	$ 28,878	$ 48,420	$ 108,685	$ 121,731	$ 31,260						$ 364,943
Lehman Center Test Track	$ 6,594	$ 9,241										$ 15,835
Palmetto Station Traction Power Sub-Station	$ 13,299	$ 2,453										$ 15,752
Mover 17 Phase 2 Vehicle Replacement	$ 12,159	$ 620										$ 12,779
Bus Acquisition	$ 15,734	$ 12,462	$ 27,534	$ 21,589	$ 16,589							$ 93,908
Mainline Turnout Replacement (T&G ARRA)	$ 435											$ 435
Infrastructure Renewal Plan (IRP)	$ 7,080	$ 7,500	$ 7,500	$ 12,500	$ 12,500	$ 12,500						$ 59,580
Subtotal	**$ 84,815**	**$ 66,222**	**$ 83,454**	**$ 142,774**	**$ 150,820**	**$ 43,760**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 571,845**
FARE COLLECTION	$ 1,805											$ 1,805
Subtotal	**$ 1,805**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,805**

Source: Miami-Dade Transit, F-5 Report, 2010

Table 7-1: MDT FY 2010 – 2011 Proposed Capital Budget and Multi-Year Capital Plan ($000's)(continued)

OTHER PROJECTS:													
Track & Guideway Rehabilitation Subset	$ 7,413	$ 7,243	$ 6,377	$ 5,503	$ 3,589								$ 30,125
Park and Ride Facility at NW 168 St. and Busway	$ 1,400												$ 1,400
Park and Ride Facility at SW 344 Street and Busway	$ 5,939	$ 452											$ 6,391
Park and Ride Facility at Kendall Drive and SW 127 Ave	$ 1,779	$ 608											$ 2,387
NW 7th Avenue Transit Village	$ 2,891	$ 1,097	$ 235										$ 4,223
AMAG \ Proximity Access Control	$ 11,521	$ 11,982	$ 16,827										$ 40,330
Metrorail & Metromover Tools & Equipment	$ 441	$ 463	$ 486	$ 510	$ 536	$ 563							$ 2,999
ADA Improvements and Equipment		$ 252	$ 265	$ 278	$ 292	$ 307							$ 1,394
Busway ADA Improvements	$ 1,714	$ 2,079											$ 3,793
Bus and Bus Facilities	$ 2,797												$ 2,797
Facility and Equipment Rehabilitation	$ 240	$ 252	$ 265	$ 278	$ 292	$ 307							$ 1,634
Bus Tools and Equipment	$ 240	$ 252	$ 265	$ 278	$ 292	$ 307							$ 1,634
Passenger Amenities and Transit Enhancements	$ 519	$ 545	$ 572	$ 601	$ 631	$ 662							$ 3,530
Capitalization of Preventative Maintenance	$ 82,705	$ 84,061	$ 89,625	$ 93,163	$ 98,733	$ 103,021							$ 551,308
Kendall Enhanced Bus Service	$ 2,320												$ 2,320
Metrorail Bike Path (M-Path)	$ 908	$ 292											$ 1,200
Metromover Station Canopies and Escalator Replacement	$ 4,655	$ 2,007											$ 6,662
Metromover Bicentennial Park Station Refurbishment	$ 1,230	$ 971											$ 2,201
ARRA Municipalities	$ 10,577	$ 2,288											$ 12,865
Park and Ride Facility at Quail Roost Drive	$ 4,379												$ 4,379
Security and Safety Equipment	$ 1,775	$ 544	$ 571	$ 600	$ 630	$ 661							$ 4,781
Northeast Passenger Activity Center			$ 2,373	$ 1,574	$ 1,050	$ 920							$ 5,917
Transit Operating System Replacement Project	$ 4,754	$ 413											$ 5,167
Sub Total	**$ 150,197**	**$ 115,801**	**$ 117,861**	**$ 102,785**	**$ 106,045**	**$ 106,748**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	$ 699,437
Total	**$ 413,055**	**$ 232,937**	**$ 232,315**	**$ 245,559**	**$ 256,865**	**$ 150,508**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,531,239**

Source: Miami-Dade Transit, F-5 Report, 2010

Since the TDP Annual Update comprises part of MDT's operational foundation for the future, it is imperative that the importance of "rightsizing" the RSP cannot be over emphasized. Therefore, the following details the both improvements and adjustments to achieve MDT's long term objectives.

Service route improvements and adjustments needs outlined in the RSP are proposed for implementation throughout the ten year planning horizon of FY 2011-FY 2020. The following Table 7-2 provides a summary description of all bus service improvements, impact of additional buses on the peak vehicle requirements (PVR), annual operating need per improvement, and programming of transit improvements by fiscal years; and corresponding funding needs by fiscal year. The estimated total need for improvements to existing transit routes over this ten planning horizon is $81.5 million (Table 7-2).

7.2.1.1 Transit Hubs and Feeder Routes for Existing Routes

The 2020 RSP improvements to the existing transit routes also include the development of a regional transit hub system. The current bus system generally operates on a modified grid pattern to provide feeder services to Metrorail and Metromover stations. Under the modified grid, bus routes will continue to serve their respective corridors and Metrorail stations, but will also provide connections to various routes within the general service area at a single location or transit hub.

Nine transit hubs are proposed throughout Miami-Dade County. Passenger amenities will be provided at these locations such as the ability for transit riders to purchases transit passes, obtain transit schedule information, benches, shelters with weather protection etc. Some of these proposed transit hubs already serve these functions (i.e., Dadeland stations) while other hubs continue to remain in the conceptual planning phase. In addition, the 7th Avenue Transit Village (at 62nd Street) and the Homestead terminals were added as proposed transit hub locations following the submittal of the 2009 MDT TDP Major Update. The Northeast Passenger Activities Center (NEPAC) and the Homestead (Busway/SW 344th Street) transit hubs have the highest number of proposed routes, with twelve and five routes planned respectively.

Table 7-3 provides a list of the transit hubs with corresponding route connections planned to serve them. These hubs are also illustrated in Figure 7-1. In addition to those listed in this table there are many other areas that serve as transit hubs, for example, Golden Glades, Aventura Mall, Douglas Road Metrorail station and other Metrorail stations, and the Omni. In addition, the City of Miami Beach has funding for a transit hub at 72nd Street and Collins/Harding Avenue.

Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020)

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
A	No planned improvements.																				
B	No planned improvements.																				
C	No planned improvements.																				
E	No planned improvements.																				
G	No planned improvements.																				
H	No planned improvements.																				
J	Extend to 72 Street.																				
L	No planned improvements.																				
M	No planned improvements.																				
S	Improve headways. Monday-Saturday from 12 to 10 minutes and Sundays from 15 to 10 minutes.					$1,750,000	4	$1,750,000	4	$1,750,000	4	$1,750,000	4	$1,750,000	4	$1,750,000	4	$1,750,000	4	$1,750,000	4
1	Extend Route to Dadeland South Metrorail Station									$500,000	3	$500,000	3	$500,000	3	$500,000	3	$500,000	3	$500,000	3
2	Realign northern terminus to future Golden Glades Intermodal Terminal.							$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
3	No planned improvements.																				
6	Extend route to serve the Miami Intermodal Center.					$221,623	0	$221,623	0	$221,623	0	$221,623	0	$221,623	0	$221,623	0	$221,623	0	$221,623	0
7	New branch (7M) from MIC to Culmer Metrorail station, serving the Marlins Ballpark.			$850,000	6	$850,000	6	$850,000	6	$850,000	6	$850,000	6	$850,000	6	$850,000	6	$850,000	6	$850,000	6
8	No planned improvements.																				
9	No planned improvements.																				
10	No planned improvements.																				
11	No planned improvements.																				

74

Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) (continued)

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
12	Remove Civic Center loop; alignment will stay on NW 12 Ave. City of Miami to implement Health District Circulator.	-$173,190		-$173,190		-$173,190		-$173,190		-$173,190		-$173,190		-$173,190		-$173,190		-$173,190		-$173,190	
16	No planned improvements.																				
17	No planned improvements.																				
19	No planned improvements.																				
21	No planned improvements.																				
22	No planned improvements.																				
24	Convert limited-stop service east of Ponce de Leon Boulevard due to City of Miami Coral Way Trolley.	-$600,000	-2	-$600,000	-2	-$600,000	-2	-$600,000	-2	-$600,000	-2	-$600,000	-2	-$600,000	-2	-$600,000	-2	-$600,000	-2	-$600,000	-2
27	No planned improvements.																				
29	No planned improvements.																				
31 (Busway Local)	Extend service to Florida City/Homestead along South Miami-Dade Busway Extension.					$2,411,848	5	$2,411,848	5	$2,411,848	5	$2,411,848	5	$2,411,848	5	$2,411,848	5	$2,411,848	5	$2,411,848	5
32	No planned improvements.																				
33	Improve peak headway from 30 to 20 minutes.													$395,453	3	$395,453	3	$395,453	3	$395,453	3
34 (Busway Flyer)	No planned improvements.																				
35	Improve peak headway from 30 to 20 minutes.					$642,620	4	$642,620	4	$642,620	4	$642,620	4	$642,620	4	$642,620	4	$642,620	4	$642,620	4
36	No planned improvements.																				
37	Realign route to serve the Miami Intermodal Center.			$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
38 (Busway MAX)	Improve peak headway from 12 to 10 minutes.	$255,396	1	$255,396	1	$255,396	1	$255,396	1	$255,396	1	$255,396	1	$255,396	1	$255,396	1	$255,396	1	$255,396	1
40	No planned improvements.																				
42	Realign route to serve the Miami Intermodal Center.			$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
46 (Liberty City Connection)	No planned improvements.																				
48	No planned improvements.																				
49	No planned improvements.																				
51 (Flagler MAX)	Route to be transformed to Flagler Rapid Bus (see New Routes table).	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0

Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) (continued)

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
52	No planned improvements.																				
54	No planned improvements.																				
56	Discontinue peak period branch to MDC, increase service to 162 Avenue branch.	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
57	Realign route to serve the Miami Intermodal Center.			$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
59	Realign to 163rd Street Mall with 2-way service	$100,000	1	$100,000	1	$100,000	1	$100,000	1	$100,000	1	$100,000	1	$100,000	1	$100,000	1	$100,000	1	$100,000	1
62	No planned improvements.																				
70	Truncate Route at Southland Mall when Cutler Bay Circulator begins service.	($82,000)	0	($82,000)	0	($82,000)	0	($82,000)	0	($82,000)	0	($82,000)	0	($82,000)	0	($82,000)	0	($82,000)	0	($82,000)	0
71	Extend Route to Palmetto station via 74 Street.			$500,000	2	$500,000	2	$500,000	2	$500,000	2	$500,000	2	$500,000	2	$500,000	2	$500,000	2	$500,000	2
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	$207,000	1	$207,000	1
73	No planned improvements.																				
75	No planned improvements.																				
77	No planned improvements.																				
79 (79 Street MAX)	Extend Route to Tri-Rail Metrorail	$153,000	1	$153,000	1	$153,000	1	$153,000	1	$153,000	1	$153,000	1	$153,000	1	$153,000	1	$153,000	1	$153,000	1
87	Extend to Flager station in Medley			$400,000	1	$400,000	1	$400,000	1	$400,000	1	$400,000	1	$400,000	1	$400,000	1	$400,000	1	$400,000	1
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	$233,477	1	$233,477	1
93 (Biscayne Max)	Route to be transformed to Biscayne Rapid Bus (see New Routes table).	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
95X	Increase the number of trips to downtown and Civic Center by 10%.	$192,780	0	$192,780	0	$192,780	0	$192,780	0	$192,780	0	$192,780	0	$192,780	0	$192,780	0	$192,780	0	$192,780	0
97 (27 Avenue MAX)	Route to be transformed to 27 Avenue Rapid Bus, connecting to MIC (see New Routes table)			$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
99	No planned improvements.																				
104	Realign 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	$83,629	0	$83,629	0
115 (Mid-North Beach Connection)	Restructure into two (2) separate routes			$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
120 (Beach MAX)	Improve weekday headways from 12 to 10 minutes.			$765,000	3	$765,000	3	$765,000	3	$765,000	3	$765,000	3	$765,000	3	$765,000	3	$765,000	3	$765,000	3

77

Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) (continued)

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
123 (South Beach Local)	No planned improvements.																				
132 (Tri-Rail Doral Shuttle)	No planned improvements.																				
133 (Tri-Rail Airport Shuttle)	To be discontinued with the opening of the MIC-MIA Mover.			($142,000)	-1	($142,000)	-1	($142,000)	-1	($142,000)	-1	($142,000)	-1	($142,000)	-1	($142,000)	-1	($142,000)	-1	($142,000)	-1
135	Discontinue Hialeah branch to MDC, and increase service to Miami Lakes.	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
136	No planned improvements.																				
137 (West Dade Connection)	No planned improvements.																				
150 (Airport Flyer)	Extend north to 44th St / Collins Ave. and south to South Pointe Dr.	$600,000	1	$600,000	1	$600,000	1	$600,000	1	$600,000	1	$600,000	1	$600,000	1	$600,000	1	$600,000	1	$600,000	1
183 Local	No planned improvements.																				
195 (I-95 Dade-Broward Express)	Add midday service			$217,000	0	$217,000	0	$217,000	0	$217,000	0	$217,000	0	$217,000	0	$217,000	0	$217,000	0	$217,000	0
202 (Little Haiti Connection)	No planned improvements.																				
204 (Killian 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	$0	0	$0	0
207/208 (Little Havana Circulator)	Extend Route to Brickell Metrorail station.			$438,000	1	$438,000	1	$438,000	1	$438,000	1	$438,000	1	$438,000	1	$438,000	1	$438,000	1	$438,000	1
211 (Overtown Circulator)	No planned improvements.																				
212 (Sweetwater Circulator)	No planned improvements.																				

Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) (continued)

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
238 (East-West Connection)	Extend westward to Beacon Lakes.					$250,000	1	$250,000	1	$250,000	1	$250,000	1	$250,000	1	$250,000	1	$250,000	1	$250,000	1
243 (Seaport Connection)	No planned improvements.																				
246 (Night Owl)	No planned improvements.																				
248 (Brickell Key Shuttle)	Discontinue service once City of Miami Shuttle begins service.			($130,000)	-1	($130,000)	-1	($130,000)	-1	($130,000)	-1	($130,000)	-1	($130,000)	-1	($130,000)	-1	($130,000)	-1	($130,000)	-1
249 (Coconut Grove Circulator)	No planned improvements.																				
252 (Coral Reef MAX)	Operate later evening service into the Metrozoo Entertainment complex.															$81,004	1	$81,004	1	$81,004	1
254 (Brownsville Circulator)	No planned improvements.																				
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	$0	0	$0	0

79

Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) (continued)

Route	Change Description	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
277 (7 Avenue MAX)	No planned improvements.																				
286 (North Pointe Circulato)r	No planned improvements.																				
287 (Saga Bay MAX)	Improve peak headway from 30 to 20 minutes.			$153,213	1	$153,213	1	$153,213	1	$153,213	1	$153,213	1	$153,213	1	$153,213	1	$153,213	1	$153,213	1
288 (Kendall KAT)	Realign route to the future West Kendall Bus Terminal and transform to Kendall Enhanced Bus.	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0	$0	0
344	No planned improvements.																				
500 (Midnight Owl)	No planned improvements.																				
INCREMENTAL TOTALS		$970,092	4	$4,021,305	12	$9,297,396	14	$9,297,396	0	$9,797,396	3	$9,797,396	0	$10,192,849	3	$10,273,853	1	$10,273,853	0	$10,273,853	0
(MINI-BUSES)			0		0		0		0		0		0		0		0		0		0
(FULL SIZE BUSES)			4		12		14		0		3		0		3		1		0		0
CUMULATIVE TOTALS		$970,092	4	$4,991,397	16	$14,288,793	30	$23,586,189	30	$33,383,585	33	$43,180,981	33	$53,373,830	36	$63,647,683	37	$73,921,536	37	$84,195,389	37
(MINI-BUSES)			0		0		0		0		0		0		0		0		0		0
(FULL SIZE BUSES)			4		16		30		30		33		33		36		37		37		37

Source: Miami-Dade Transit, 2010

Table 7-3: Transit Hub Locations and Feeder Routes for Existing Bus Routes

TERMINALS	ROUTES																				
	A	B	C	E	G	H	J	L	M	S	1	2	3	6	7	8	9	10	11	12	16
Dadeland Metrorail Stations																					
Flagler Marketplace (CBD)			■							■		■	■		■	■	■		■		
Homestead (Busway/SW 344th Street)																					
Miami Beach - Lincoln Rd/Washington	■		■					■	■	■											
Miami Intermodal Center (Airport)							■														
Northeast Passenger Activities Center				■		■						■	■				■	■			■
West Dade (Dolphin Station)															■						
West Kendall (Kendall Town Center)																					
7th Avenue Transit Village (at 62nd St)															■						

TERMINALS	ROUTES																				
	17	19	21	22	24	27	29	31*	32	33	34*	35	36	37	38*	40	42	46*	48	49	51*
Dadeland Metrorail Stations								■			■				■						
Flagler Marketplace (CBD)			■		■																■
Homestead (Busway/SW 344th Street)								■			■	■			■						
Miami Beach - Lincoln Rd/Washington																					
Miami Intermodal Center (Airport)														■			■				
Northeast Passenger Activities Center		■		■																	
West Dade (Dolphin Station)													■								
West Kendall (Kendall Town Center)																					
7th Avenue Transit Village (at 62nd St)																		■			

Table 7-3: Transit Hub Locations and Feeder Routes for Existing Bus Routes (continued)

TERMINALS	ROUTES																				
	52	54	56	57	59	62	70	71	72	73	75	77	79*	87	88	93*	95X	97*	99	104	115*
Dadeland Metrorail Stations	■									■				■	■					■	
Flagler Marketplace (CBD)												■				■	■				
Homestead (Busway/SW 344th Street)							■														
Miami Beach - Lincoln Rd/Washington																					■
Miami Intermodal Center (Airport)				■																	
Northeast Passenger Activities Center					■						■										
West Dade (Dolphin Station)								■													
West Kendall (Kendall Town Center)									■						■					■	
7th Avenue Transit Village (at 62nd St)						■						■									

TERMINALS	ROUTES																				
	120*	123*	132*	133*	135	136	137*	150*	183*	202*	204*	207*	211*	212*	238*	243*	246*	248*	249*	252*	254*
Dadeland Metrorail Stations						■					■									■	
Flagler Marketplace (CBD)	■											■					■				
Homestead (Busway/SW 344th Street)																					
Miami Beach - Lincoln Rd/Washington	■	■						■													
Miami Intermodal Center (Airport)				■				■							■						
Northeast Passenger Activities Center																	■				
West Dade (Dolphin Station)							■								■						
West Kendall (Kendall Town Center)											■										
7th Avenue Transit Village (at 62nd St)																					

Table 7-3: Transit Hub Locations and Feeder Routes for Existing Bus Routes (continued)

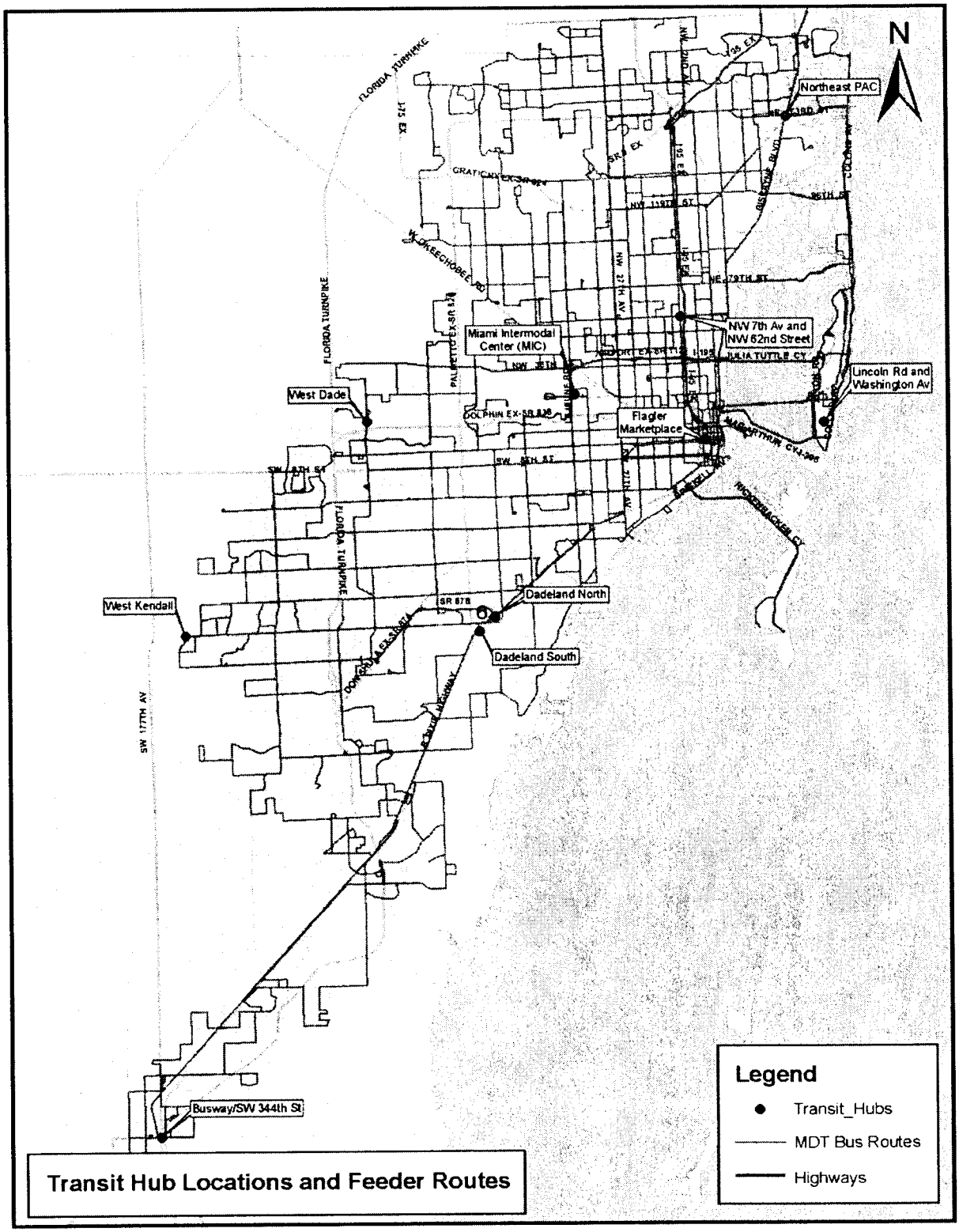
TERMINALS	ROUTES								
	272*	277*	286*	287*	288*	301*	302*	344	500*
Dadeland Metrorail Stations	■			■	■				■
Flagler Marketplace (CBD)		■							■
Homestead (Busway/SW 344th Street)						■	■	■	
Miami Beach - Lincoln Rd/Washington									
Miami Intermodal Center (Airport)									
Northeast Passenger Activities Center									
West Dade (Dolphin Station)									
West Kendall (Kendall Town Center)	■				■				
7th Avenue Transit Village (at 62nd St)		■							

Source: Miami-Dade Transit, 2010

*** Route Descriptions**

Route 31: Busway Local
Route 34: Busway Flyer
Route 38: Busway MAX
Route 46: Liberty City Connection
Route 51: Flagler MAX
Route 79: 79 Street MAX
Route 93: Biscayne MAX
Route 97: 27th Avenue MAX
Route 115: Mid-North Beach Connection
Route 120: Beach MAX
Route 123: South Beach Local
Route 132: Tri-Rail Doral Shuttle
Route 133: Tri-Rail Airport Shuttle
Route 137: West Dade Connection
Route 150: Airport Flyer
Route 183: 183 Local
Route 202: Little Haiti Connection
Route 204: Killian KAT
Route 207/208: Little Havana Connection
Route 211: Overtown Circulator
Route 212: Sweetwater Circulator
Route 238: East West Connection
Route 243: Seaport 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 272: Sunset KAT
Route 277: 7 Avenue MAX
Route 286: North Pointe Circulator
Route 287: Saga Bay MAX
Route 288: Kendall KAT
Route 301: Dade-Monroe Express
Route 302: Card Sound Express
Route 500: Midnight Owl

Figure 7-1: Transit Hub Locations



Source: Miami-Dade Transit, 2010

7.2.2 Recommended Service Plan – New Metrobus Routes

Five (5) new transit routes have been proposed under the 2020 RSP to replace old existing routes or add new service (Table 7-4). The table presents the proposed new transit routes with associated service levels, peak vehicle requirements for buses, annual operating funding needs, and proposed implementation schedule. The preliminary programming of these routes was conducted in a systematic and regional approach based on coordination with major transit capital projects.

A description of each of the new routes identifying whether they are funded or partially funded is included below. These new routes represent MDT's response to citizens' request for additional enhanced bus service throughout the County. These new transit routes are also illustrated in Figure 7-2.

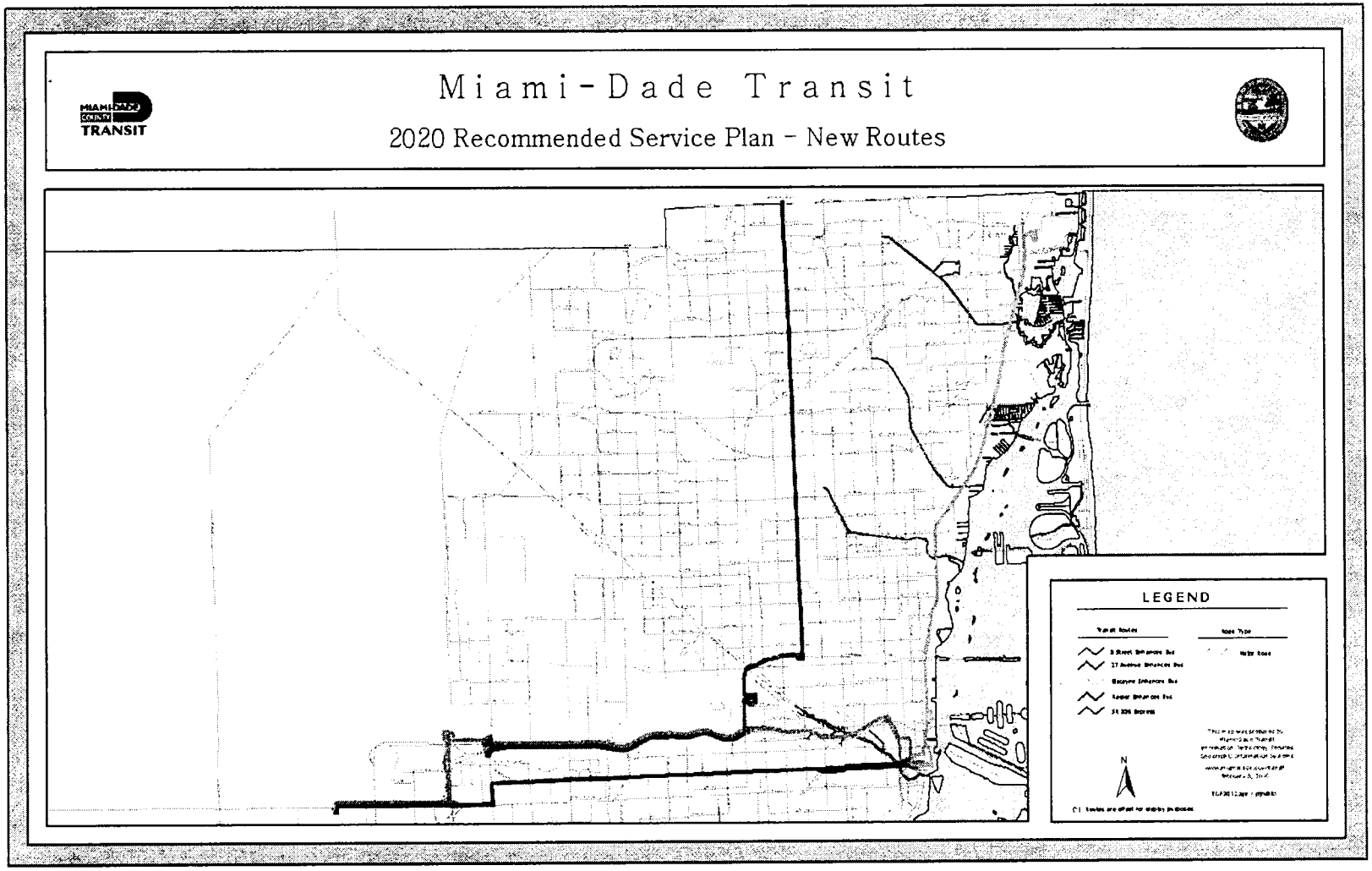
- **Route 27 Avenue Rapid Bus Route (North Corridor):** Funded: $1.0 million from Route 97. $1.0M (Applied for) JARC FY 2008 and FY 2009.
- **SW 8 Street Rapid Bus (East-West Corridor):** Funded: $750K (Applied for) JARC FY 2008 and FY 2009. $750k to be funded by efficiencies and restructuring.
- **SR 836 Express:** Funded: $500K (Applied for) JARC FY 08 and FY 09. $500k to be funded by efficiencies and restructuring..
- **Biscayne Rapid Bus:** $2.3M from Route 93 and $1.2M to be funded by efficiencies and restructuring. .
- **Flagler Rapid Bus:** $2.8M from Route 51 and $1.2M to be funded by efficiencies and restructuring.

Table 7-4: Recommended Service Plan Summary New Routes Description

New Route	Description	Headways			2011		2012		2013		2014		2015		2016		2017		2018		2019		2020	
		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
NW 27 Avenue Rapid Bus (old route 97)	This route would provide limited-stop service along NW 27 Avenue between the Broward/Miami-Dade county line and the MLK Metrorail station.	10	20	N/S			$0	10	$0	10	$0	10	$0	10	$0	10	$0	10	$0	10	$0	10	$0	10
SW 8 Street Rapid Bus	This route would provide limited-stop service along SW 8 Street between West Miami-Dade (approximately SW 147 Avenue) and Downtown Miami.	15	30	N/S					$750,000	8	$750,000	8	$750,000	8	$750,000	8	$750,000	8	$750,000	8	$750,000	8	$750,000	8
SR 836 Express	This route would provide Express 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 lanes project routes.	15	N/S	N/S	$500,000	6	$500,000	6	$500,000	6	$500,000	6	$500,000	6	$500,000	6	$500,000	6	$500,000	6	$500,000	6	$500,000	6
Biscayne Rapid Bus (old Route 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 with peak headways improvements.	12	20	N/S	$1,200,000	14	$1,200,000	14	$1,200,000	14	$1,200,000	14	$1,200,000	14	$1,200,000	14	$1,200,000	14	$1,200,000	14	$1,200,000	14	$1,200,000	14
Flagler Rapid Bus (old Route 51)	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 with peak headways improvements.	15	30	N/S	$1,200,000	15	$1,200,000	15	$1,200,000	15	$1,200,000	15	$1,200,000	15	$1,200,000	15	$1,200,000	15	$1,200,000	15	$1,200,000	15	$1,200,000	15
INCREMENTAL TOTALS					$2,900,000	35	$2,900,000	10	$3,650,000	8	$3,650,000	0	$3,650,000	0	$3,650,000	0	$3,650,000	0	$3,650,000	0	$3,650,000	0	$3,650,000	0
(MINI-BUSES)						0		0		0		0		0		0		0		0		0		0
(FULL SIZE BUSES)						35		10		8		0		0		0		0		0		0		0
CUMULATIVE TOTALS					$2,900,000	35	$5,800,000	45	$9,450,000	53	$13,100,000	53	$16,750,000	53	$20,400,000	53	$24,050,000	53	$27,700,000	53	$31,350,000	53	$35,000,000	53
(MINI-BUSES)						0		0		0		0		0		0		0		0		0		0
(FULL SIZE BUSES)						35		45		53		53		53		53		53		53		53		53

Source: Miami-Dade Transit, 2010

Figure 7-2: Recommended Service Plan New Transit Routes



Source: Miami-Dade Transit, 2010

7.2.2.1 Transit Hubs and Feeder Routes for New Routes

The 2020 RSP provided that nine (9) transit hubs were proposed for implementation in locations throughout the county. As a result, these new bus routes would serve local corridors and stations, while also providing connecting service to transit hubs. Table 7-5 provides a summary overview of the new routes that have been added to provide additional service to identified transit hub locations.

The 2009 MDT TDP Major Update RSP included nine (9) proposed new transit routes of which eight (8) were unfunded or partially funded. Four (4) new proposed routes listed in the table serve as replacements for old existing routes. In total, five (5) of the nine (9) recommended new transit routes were implemented following the 2009 MDT TDP Major Update.

Table 7-5: Transit Hub Locations and Feeder Routes for New Routes

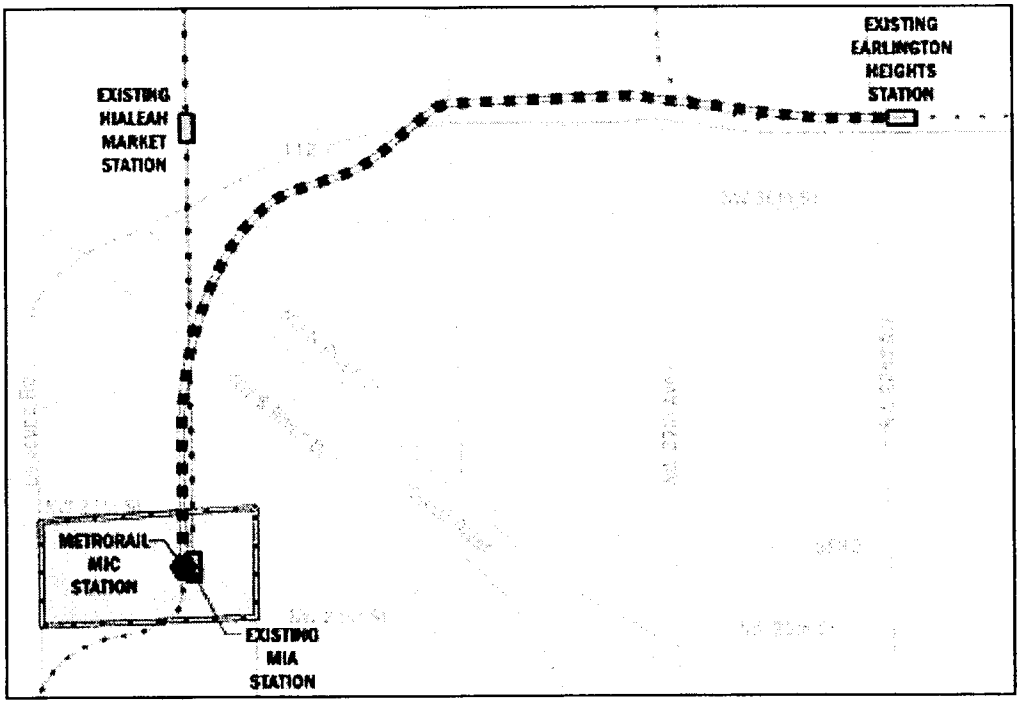
Terminals	Routes				
	Biscayne Rapid Bus (Old Route 93)	Flagler Rapid Bus (old Route 51)	NW 27 Avenue Rapid Bus (old route 97)	SR-836 Express	SW 8th Street Rapid Bus
Dadeland Metrorail Stations					
Flagler Marketplace (CBD)	■	■			■
Homestead (Busway/SW 344th Street)					
Miami Beach - Lincoln Rd/Washington					
Miami International Center (Airport)				■	
Northeast Passenger Activities Center					
West Dade (Dolphin Station)				■	
West Kendall (Kendall Town Center)					
7th Avenue Transit Village (at 62nd St)					

Source: Miami-Dade Transit, 2010

7.2.3 Recommended Service Plan – Metrorail

The Metrorail expansion program continues to progress with the construction of the Orange Line Phase 1: Earlington Heights-Miami Intermodal Center (MIC) Connector. The service will operate on the new section of elevated tracks being constructed between the MIC and Earlington Heights and share the existing elevated tracks currently used for the Stage 1 line from Palmetto to Dadeland South station on Stage 1 (Figure 7-3). This new Metrorail service will also provide rail connection to the Miami International Airport via the MIA PeopleMover line operated by Miami-Dade Aviation Department that will provide service between the Airport and the MIC at 90-second headways. Construction is scheduled to be complete in FY 2012.

Figure 7-3: Earlington Heights – MIC Connector



Source: Miami-Dade Transit, 2009

Service improvements to the Metrorail System are linked to the expansion program and to the Metrorail Vehicle Replacement Program as previously discussed in the capital improvement plan committed section of this chapter.

7.2.4 Recommended Service Plan – Metromover

No service improvements are committed for Metromover in the FY 2011-2020 RSP. MDT is committed to continue improvement of service reliability during this period. There are no other planned extensions of the existing Metromover system.

7.2.5 Recommended Service Plan – Special Transportation Services

No significant changes are programmed as part of the FY 2011-2020 RSP. MDT is committed to continue improvement of service reliability during this period.

7.3 Capital Needs

7.3.1 Transit Terminals

As identified in the 2019 RSP, the modified grid system requires the development of transit hubs throughout the region of service. Table 7-6 lists the capital needs identified for transit hub locations along with their respective status and funding needs for the 2020 RSP. This is followed by a list of proposed Park and Ride locations.

Table 7-6: 2020 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 2020 RSP provides the need for added bus bays 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.	$23,000
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.	Committed Improvement
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 (2010) twelve 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 to implement this terminal.	Committed Improvement
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
Homestead Busway at SW 344 Street	The facility is proposed to address the increased level of services planned in the south Miami 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.	Committed Improvement
Miami Beach at Lincoln Road and Washington Avenue	A bus terminal is planned to be built at the site adjacent to the Lincoln Road.	Committed Improvement

Table 7-6: 2020 Recommended Service Plan Transit Hub Needs (Continued)

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 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.	Committed Improvement
West Dade	This facility is committed to be constructed by private developers. The location slated for the terminal is at NW 12 Street, west of NW 107th Avenue. The developer has committed to build for MDT a park and ride garage with 260 spaces, 10 bus bays and a driver's comfort station.	Committed Improvement

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

Proposed Park and Ride Locations

Map ID	NAME	LOCATION
1	Busway Lot	Busway and SW 216th Street
2	Kendall South/Metrozoo	Miami Metrozoo Park
3	FPL Lot	SW 72nd Street and SW 136th Court
4	FPL Lot	SW 104th Street and SW 127th Avenue
5	West Miami-Dade/SW Eight Street Park and Ride	SW 8 Street and SW 147th Avenue
6	Bird Central Park and Ride	Tropical Park
7	West Miami-Dade/Tamiami Park and Ride	Tamiami Park
8	El Portal Park and Ride	Biscayne Boulevard and NE 79th Street
9	Church at Kendall and 150th Avenue (purchase)	Kendall drive and 150th Avenue
10	County Line Park and Ride	NW 27th Avenue and NW 215th Street

Source: Miami-Dade Transit, 2010

7.3.2 Bus Fleet Expansion

The 2020 RSP service improvements identify the peak vehicle requirements (PVR) for designated bus routes. A determination of bus fleet needs based on the 2020 RSP, which accounts for a 20 percent (20%) vehicle spare ratio results in a total requirement of 80 full size buses. This fleet need also includes new service routes. Based on the RSP, there will be no additional purchase needs of minibuses.

7.3.3 Priority Transit Corridor Needs

The TDP Major Update identified eleven priority transit corridors as unfunded needs. Each of these corridors currently have existing Metrobus service but due to growing travel demands, traffic congestion, and estimated population and land use changes warrant consideration for new capital investment. The types of capital investment include additional infrastructure that would allow bus service to improve travel time. This could include priority signalization, stylized stations with shelters, onboard Wi-Fi, real time information systems at bus stops, as well as the implementation of a branded bus service that would include new transit vehicles.

The Table 7-7 presents the proposed priority corridors together with recommended timeframe for implementation as well as an opinion of the approximate estimated cost for each corridor.

Table 7-7: Priority Transit Corridors

Year of Implementation	Priority Transit Corridors	Possible Types of Improvements	2010 Capital Cost (000's)
2011	US 1 (Biscayne Boulevard) from Downtown Miami to County line	Station upgrades, Queue jump lanes, traffic signal priority/pre-emption, off-bus fare collection system, passenger information systems	$97,000
2012	NE 167th/163rd/Sunny Isles Boulevard from Golden Glades Tri-Rail Station to Collins Avenue		$38,700
2013	NW 135th Street from NW 12th Avenue to US 1		$24,200
2014	NW 36th Street/Julia Tuttle Causeway from Tri-Rail Hialeah Market Station to Collins Avenue		$62,900
2015	West 12th Avenue from Okeechobee Metrorail Station to NW 186th Street		$48,100
2016	SW 107th Avenue from SW 40th Street to NW 25th Street		$29,400
2017	Flagler Street from SW 107th Avenue to Downtown		$74,800
2018	SW 8th Street from SW 107th Avenue to Downtown		$73,200
2018	SW 72nd Street from 117th Avenue to US 1/Busway		$38,100
2019	Kendall Drive from 137th Avenue to US 1/Busway		$44,600
2019	Coral Reef Drive from 137th Avenue to US 1/Busway		$30,300
Total			**$561,300**

7.4 Infrastructure Renewal Program Needs

The following table identifies a number of proposed projects that have been determined by MDT as necessary for the upkeep and maintenance of existing infrastructure to ensure the MDT transit system operates in a state of good repair. The infrastructure renewal program (IRP) includes planned investments in the following program areas:

- Information technology, including data center modernization, network upgrades, and improved accident/incident reporting;
- Passenger amenities, including escalator covers and improved signage;
- Passenger facilities, including escalator and elevator replacements, Busway improvements, and platform refurbishments;

93

- Rolling stock, including bus maintenance component replacements (bus vehicle fleet replacement schedule is provided in the Appendix);
- Systems, including wayside overhauls, uninterrupted power supplies, AC unit substations, train control system replacement, traction power substations, and traction power cabling;
- Maintenance facilities, including bus garage lot resurfacing, emergency backup generators, and A/C replacement;
- Safety and security, including fire alarm replacement, railing replacements, and pedestrian safety improvements; and,
- Track and guideway, including guideway painting, frog replacement, and work vehicles.

These investments are critical to the continued safe and efficient operation of MDT's transit network. The proposed year of implementation is also presented for the FY 2011- 2020 planning horizon (Table 7-8).

Table 7-8: Proposed Infrastructure Renewal Program Need (2020)

Classification	Project Name	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total Estimated Cost YOE
INFORMATION TECHNOLOGY												
Information Technology	MDT CAD/AVL System Upgrade/Enhancements	$ 6.20	$ 3.37	-	-	-	-	-	-	-	-	$ 9.57
Information Technology	Uninterrupted Power Supply for Network Equipment	$ 0.44	$ 0.01	$ 0.01	$ 0.01	$ 0.08	$ 0.01	$ 0.01	$ 0.01	$ 0.10	$ 0.01	$ 0.68
Information Technology	Mobile Technology Tools & Bus Driver Training System -Vigil	$ 0.04	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.47
Information Technology	Static Technology Tools	$ 0.18	$ 0.19	$ 0.19	$ 0.20	$ 0.20	$ 0.21	$ 0.22	$ 0.23	$ 0.23	$ 0.24	$ 2.08
Information Technology	Server Plan Upgrade/Strategy	$ 0.29	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.15	$ 0.16	$ 0.16	$ 0.16	$ 0.16	$ 1.67
Information Technology	Multi-function Copier/Fax/Printer/Scanner Services	$ 0.62	$ 0.32	$ 0.34	$ 0.35	$ 0.36	$ 0.37	$ 0.38	$ 0.40	$ 0.41	$ 0.42	$ 3.95
Information Technology	Data Center Modernization	-	-	-	-	-	-	$ 0.33	-	-	-	$ 0.33
Information Technology	MDT Network Upgrade/Enhancements	$ 0.53	$ 0.28	$ 0.29	$ 0.30	$ 0.31	-	$ 0.33	$ 0.34	$ 0.35	$ 0.36	$ 3.07
Information Technology	Data Warehouse	-	-	-	$ 0.32	-	-	-	$ 0.36	-	-	$ 0.68
Information Technology	Voice / Data Communication	$ 0.25	$ 0.13	$ 0.14	$ 0.14	$ 0.14	-	$ 0.15	$ 0.16	$ 0.16	$ 0.17	$ 1.44
Information Technology	Bus Accidents and Incidents System Replacement	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.11	-	$ 0.11
Information Technology	Electronic Kiosks	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.49	$ 0.49
Information Technology	Bus Diagnostic Systems	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.08	$ -	$ -	$ 0.08
Information Technology	Financial Systems Replacement	$ -	$ -	$ -	$ -	$ 0.17	$ -	$ -	$ -	$ -	$ -	$ 0.17
Information Technology	Personal / Payroll Systems Replacement	$ -	$ -	$ -	$ -	$ 0.26	$ -	$ -	$ -	$ -	$ -	$ 0.26

94

Table 7-8: Proposed Infrastructure Renewal Program Need (2020) (continued)

Classification	Project Name	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total Estimated Cost YOE
PASSENGER AMENITIES												
Passenger Amenities	Metromover Escalator Covers & Escalator Replacement and Government Center Canopy Extension	$ 1.97	$ 2.06	$ 2.13	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6.16
Passenger Amenities	Map Cabinet Replacements	$ -	$ -	$ -	$ -	$ -	$ 0.06	$ 0.09	$ -	$ -	$ -	$ 0.15
Passenger Amenities	Trailblazer (Wayfinding) Sign Replacements	$ -	$ -	$ -	$ -	$ -	$ 0.06	$ 0.03	$ -	$ -	$ -	$ 0.09
Passenger Amenities	Corporate Identity Signage for Bus Terminals	$ -	$ -	$ -	$ -	$ -	$ 0.04	$ -	$ -	$ -	$ -	$ 0.04
Passenger Amenities	Map Cabinet Replacements	$ -	$ -	$ -	$ -	$ -	$ 0.06	$ -	$ -	$ -	$ -	$ 0.06
Passenger Amenities	Permanent Signage Replacements for "Overtown" Station	$ -	$ -	$ -	$ -	$ -	$ 0.07	$ -	$ -	$ -	$ -	$ 0.07
PASSENGER FACILITIES												
Passenger Facilities	Escalators Replacement/Elevators Refurbishment	$ 3.86	$ 2.03	$ 2.10	$ 2.18	$ 2.24	$ 2.32	$ 2.39	$ 2.48	$ 2.56	$ 2.64	$ 24.79
Passenger Facilities	Metrorail Piers & Guideway Coating	$ -	$ -	$ -	$ -	$ -	$ 0.77	$ 0.81	$ 0.35	-	-	$ 1.93
Passenger Facilities	SouthMiami-Dade Busway 1/4 Mile Radius ADA Improvements Between SW 200 & 88 Street (ADA Accessibility on the Busway)	$ -	$ -	$ -	$ -	$ -	$ 0.30	$ 1.87	$ -	$ -	$ -	$ 2.17
Passenger Facilities	Request for Proposal (RFP) for Functional Assessment of STS Applicants	$ 0.89	$ 0.89	$ 0.87	$ 0.86	$ 0.86	$ 0.85	$ 0.84	$ 0.83	$ 0.83	$ 0.82	$ 8.53
Passenger Facilities	Parking Garages Relamping (Induction)	$ -	$ -	$ -	$ -	$ -	$ 0.41	$ 0.43	$ 0.44	$ 0.45	-	$ 1.73
Passenger Facilities	Metrorail Relampling -Stations	$ 0.09	$ 0.09	$ 0.10	$ 0.10	$ 0.11	$ 0.11	$ 0.11	$ 0.11	$ 0.12	$ 0.12	$ 1.05
Passenger Facilities	Replace Elevator Machine Room & Cab Ventilation	$ 0.08	-	-	-	-	-	-	-	-	-	$ 0.08
Passenger Facilities	Metrorail Station Refurbishment / Door Replacement at Metromover	$ 0.84	$ 0.87	$ 0.84	$ 0.93	$ 0.96	$ 0.99	$ 1.03	$ 1.06	$ 1.10	$ 1.13	$ 9.74
Passenger Facilities	Metromover Escalator Covers & Escalator Replacement	$ 0.02	$ 2.06	$ 2.13	-	-	-	-	-	-	-	$ 4.21
ROLLING STOCK *(Note: IRP assumes, for buses, mid-life overhaul intervals only. No bus overhaul is assumed after the year 2025 due to technological improvements (hybrid technology starting in the year 2019).*												
Rolling Stock	Phase 2 Vehicle Door System Facelift	-	-	-	-	-	-	-	-	1.06	-	$ 1.06
Rolling Stock	Mover F & G Inspections	$ 0.86	-	-	-	-	-	-	-	$ 0.39	$ 0.41	$ 1.66
Rolling Stock	Phase 2 Vehicle HVAC Facelift	-	-	-	-	-	-	-	-	$ 1.00	-	$ 1.00
Rolling Stock	Bus Maintenance Component Replacemetn Plan	$ 0.95	$ 3.14	$ 3.44	$ 2.68	$ 2.77	$ 2.86	$ 2.96	$ 3.05	$ 3.15	$ 3.26	$ 28.25
Rolling Stock	Rail HVAC Overhaul	$ -	-	-	-	$ 0.41	-	-	-	-	-	$ 0.41
Rolling Stock	Purchase of Service & Support Vehicles	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.88	-	-	$ 0.31	$ 1.19

95

Table 7-8: Proposed Infrastructure Renewal Program Need (2020) (continued)

Classification	Project Name	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
SYSTEMS											
Systems	Data Transmission System - Mover	$ -	$ -	$ -	$ -	$ 4.16	$ -	$ -	$ -	$ -	$ -
Systems	Conduit Grounding Rebuild	$ -	$ -	$ -	$ -	$ 1.94	$ 0.97	$ -	$ -	$ -	$ -
Systems	Uninterrupted Power Supplies - Mover	$ -	$ -	$ -	$ -	$ -	$ 1.73	$ 1.75	$ -	$ 0.49	$ -
Systems	Wayside Overhaul	$ -	$ -	$ -	$ -	$ -	$29.25	$15.00	$ -	$ -	$ -
Systems	Switch Machine Cable- Mainline	$ -	$ -	$ -	$ -	$ -	$ 0.88	$ 0.91	$ 0.88	$ 0.89	$ -
Systems	Rebuild Switch Machines (M-3) - Mainline	$ -	$ -	$ -	$ -	$ -	$ 0.40	$ 0.21	$ 0.21	-	$ -
Systems	Tools and Equipment	$ -	$ 0.05	$ 0.05	$ 0.08	$ 0.10	$ 0.05	$ 0.05	$ 0.05	$ 0.06	$ 0.06
Systems	Bus Garages Plumbing	$ -	$ -	$ 0.39	$ -	-	$ 0.25	$ 0.26	$ 0.50	$ 0.51	$ 0.53
Systems	Uninterrupted Power Supply - Government Center	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.08	-	$ -	$ -
Systems	CAD/AVL RF Vehicular Radio Replacement	$ -	$ -	$ -	$ -	$ -	$ -	-	$ 4.65	$ -	$ -
Systems	Lehman and Mover Facility Plumbing	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.86	-	$ -	$ -
Systems	Replace Switch Machines - Yard	$ -	$ -	$ 0.20	$ 0.20	$ 0.20	$ 0.21	$ 0.22	$ 0.23	$ -	$ -
Systems	AC Unit Substations	$ -	$ -	$ -	$ -	$ 2.94	$ 2.96	$ 3.02	$ 3.02	$ 3.16	$ -
Systems	Running Surface	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3.01	$ -
Systems	Traction Power Substation - Palmetto Yard	$ -	$ -	$ -	$ -	$ 1.23	$ 1.22	$ -	$ -	$ -	$ -
Systems	AC Unit Substations - Palmetto Yard	$ -	$ -	$ -	$ -	$ 1.09	$ 1.10	$ -	-	-	$ -
Systems	Train Control Systems Replacement	$ -	$ -	$ -	$ -	$ -	$ -	$14.33	$13.70	$12.86	$13.43
Systems	Traction Power Substations	$ -	$ -	$ -	$ -	$ 5.47	$ 5.38	$ 5.01	$ 4.76	$ 4.94	-
Systems	Switch Machine Cable - Yard	$ -	$ -	$ -	$ -	$ 0.78	$ 0.81	$ 0.83	$ 0.86	$ 0.89	$ 0.92
Systems	Replace Switch Machines - Mainline	$ -	$ -	$ -	$ -	$ 0.45	$ 0.46	$ 0.47	$ 0.42	$ -	$ -
Systems	LED Signal Upgrades	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.14
Systems	Traction Power Cabling	$ -	$ -	$ -	$ -	$ 3.68	$ 3.80	$ 4.12	$ 4.06	$ 4.19	$ -
Systems	Traction Power Gap Ties	$ -	$ -	$ -	$ -	$ 0.92	$ 0.90	$ 0.93	$ -	$ -	$ -
Systems	Uninterrupted Power Supply - Mainline (Metrorail)	$ -	$ -	$ -	$ 1.74	$ 1.80	$ -	$ -	$ -	$ -	$ -
Systems	Traction Power Cable Requirement	$ -	$ -	$ -	$ -	$ -	$ 1.24	$ -	$ -	$ -	$ -
MAINTENANCE FACILITIES											
Maintenance Facilities	Lifts Replacement for Rail and Bus	$ -	$ -	$ -	$ -	$ -	$ 1.65	$ -	$ -	$ -	$ -
Maintenance Facilities	Lehman Center Yard Tower Upgrade	$ -	$ -	$ -	$ -	$ -	$ 0.85	$ 2.99	$ 1.01	$ -	$ -
Maintenance Facilities	Replace air compressors at all bus locations	$ -	$ -	$ -	$ -	$ -	$ 0.92	$ 0.60	$ -	$ -	$ -
Maintenance Facilities	A/C & Chiller Unit Replacement	$ -	$ -	$ -	$ -	$ -	$ 2.42	$ 0.14	$ 0.14	$ 0.14	$ 0.38
Maintenance Facilities	Bus Garages: Roofs	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.90	$ 0.63	$ 0.65	$ 0.68

Table 7-8: Proposed Infrastructure Renewal Program Need (2020) (continued)

Classification	Project Name	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total Estimated Cost YOE
Maintenance Facilities	Metrobus: A/C Replacement	$ -	$ -	$ -	$ -	$ -	$ 0.56	$ -	$ -	$ -	$ -	$ 0.56
Maintenance Facilities	Central O & I Garage Shop Floor Leveling	$ -	$ -	$ -	$ -	$ -	$ 0.97	$ -	$ -	$ -	$ -	$ 0.97
Maintenance Facilities	Secondary Guide Rails for Bus Washes	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Maintenance Facilities	ETS - Telephone Cable Replacement - Rail	$ -	$ -	$ -	$ -	$ -	$ 0.44	$ 0.23	$ 0.24	$ 0.25	$ -	$ 1.16
Maintenance Facilities	Repairs at Central Bus Facility Storage Building for 40 Year Building	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Maintenance Facilities	Emergency Backup Generators	$ -	$ -	$ -	$ -	$ -	$ 1.94	$ -	$ -	$ -	$ -	$ 1.94
Maintenance Facilities	Flood mitigation at William Lehman Facility	$ -	$ -	$ -	$ -	$ -	$ 0.06	$ -	$ -	$ -	$ -	$ 0.06
Maintenance Facilities	Tire Servicing Equipment Replacement	$ -	$ -	$ -	$ -	$ -	$ 0.23	$ -	$ -	$ -	$ -	$ 0.23
Maintenance Facilities	Currency Counters	$ -	$ -	$ -	$ -	$ 0.11	$ 0.08	$ -	$ -	$ -	$ -	$ 0.19
Maintenance Facilities	Mover and Lehman Facility - Water Main	$ -	$ -	$ -	$ -	$ -	$ 0.32	$ -	$ -	$ -	$ -	$ 0.32
Maintenance Facilities	Rennovation of Drainfield	$ -	$ -	$ -	$ -	$ -	$ 0.15	$ -	$ -	$ -	$ -	$ 0.15
Maintenance Facilities	Bus Garages: Lot Resurfacing	$ -	$ -	$ -	$ -	$ -	$ 0.72	$ 0.74	$ 0.77	$ -	$ -	$ 2.23
Maintenance Facilities	Lehman Facility Lot Resurfacing	$ -	$ -	$ -	$ -	$ -	$ 0.07	$ -	$ -	$ -	$ -	$ 0.07
Maintenance Facilities	Mover Maintenance Facility - Lifts	$ -	$ -	$ -	$ -	$ -	$ 0.10	$ -	$ -	$ -	$ -	$ 0.10
Maintenance Facilities	Bus Garages: Coral Way and Central	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1.73	$ -	$ 1.73
Maintenance Facilities	Mover Maintenance Facility General Refurbishment	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.82	$ -	$ -	$ 0.82
SAFETY & SECURITY												
Safety & Security	Lehman Facility - Fire Systems	$ -	$ -	$ -	$ -	$ -	$ 1.57	$ -	$ -	$ -	$ -	$ 1.57
Safety & Security	Metrorail: Fire Systems	$ -	$ -	$ -	$ -	$ -	$ 1.16	$ -	$ -	$ -	$ -	$ 1.16
Safety & Security	Parking Garages - Fire Suppression	$ -	$ -	$ -	$ -	$ -	$ 0.95	$ -	$ -	$ -	$ -	$ 0.95
Safety & Security	Mover Maintenance Facility - Fire Systems	$ -	$ -	$ -	$ -	$ -	$ 0.29	$ -	$ -	$ -	$ -	$ 0.29
Safety & Security	Existing Metrorail Stations Repair to Stair Railing (Part 2)	$ 0.20	$ 0.17	$ 0.41	$ 0.12	$ 0.30	$ -	$ -	$ -	$ -	$ -	$ 1.20
Safety & Security	Pedestrian Safety Improvements at Coconut Grove Metrorail Station	$ 0.96	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.96
Safety & Security	Rail Fire Alarm and Halon Replacement Project	$ -	$ -	$ -	$ -	$ -	$ 2.12	$ -	$ -	$ -	$ -	$ 2.12
Safety & Security	SMI and OKE Garages Fire Alarm Replacement Project	$ -	$ -	$ -	$ -	$ -	$ 0.41	$ -	$ -	$ -	$ -	$ 0.41
Safety & Security	Mover Fire Alarm and Halon Replacement Project	$ -	$ -	$ -	$ -	$ -	$ 2.39	$ -	$ -	$ -	$ -	$ 2.39

Table 7-8: Proposed Infrastructure Renewal Program Need (2020) (continued)

Classification	Project Name	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total Estimated Cost YOE
Safety & Security	SPCC Fire Alarm and Halon Replacement Project	$ -	$ -	$ -	$ -	$ -	$ 2.60	$ -	$ -	$ -	$ -	$ 2.60
Safety & Security	Safety Walkway Sections for the Metromover Test Track	$ -	$ -	$ -	$ -	$ -	$ 0.37	$ -	$ -	$ -	$ -	$ 0.37
Safety & Security	Bus Garages: Fire Suppression	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.84	$ -	$ -	$ 0.84
Safety & Security	Emergency Plumbing Fixtures	$ -	$ -	$ -	$ -	$ -	$ 0.23	$ -	$ -	$ -	$ -	$ 0.23
Safety & Security	William Lehman Site Lighting	$ -	$ -	$ -	$ -	$ -	$ 0.50	$ -	$ -	$ -	$ -	$ 0.50
Safety & Security	Metromover Bridge Navigational Lights	$ -	$ -	$ -	$ -	$ -	$ 0.04	$ -	$ -	$ -	$ -	$ 0.04
Safety & Security	Metromover Public Address System Replacement	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3.11	$ -	$ 3.11
Safety & Security	Rail Public Address System Replacement	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2.81	$ -	$ 2.81
Safety & Security	Rebuild MLK Park-and-Ride Garage	$ -	$ -	$ -	$ -	$ -	$ 0.42	$ -	$ -	$ -	$ -	$ 0.42
Safety & Security	DLN Garage Fire Alarm Replacement Project	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.46	$ 0.46
TRACK & GUIDEWAY												
Track & Guideway	Replacement Work Vehicles 10-15 Year Plan	$ -	$ 0.81	$ 0.39	$ 0.36	$ 0.41	$ 0.31	$ 0.20	$ 0.20	$ 0.19	$ 0.20	$ 3.07
Track & Guideway	Fastener Replacement Station Areas	$ -	$ -	$ -	$ -	$ 1.07	$ 1.05	$ 1.02	$ 1.03	$ 1.10	$ -	$ 5.26
Track & Guideway	Metromover Brickell Extenson Guideway Painting	$ -	$ -	$ 5.17	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5.17
Track & Guideway	Metromover Inner Loop Guideway Painting	$ -	$ -	$ -	$ -	$ 9.53	$ -	$ -	$ -	$ -	$ -	$ 9.53
Track & Guideway	Metromover Omni Extenson Guideway Painting	$ -	$ -	$ -	$ -	$ -	$ 7.26	$ -	$ -	$ -	$ -	$ 7.26
Track & Guideway	Metrorail Steel Box Girder Guideway Painting	$ -	$ -	$ -	$ -	$ -	$ 5.22	$ 7.83	$ -	$ -	$ -	$ 13.05
	TOTALS:	$19.32	$16.70	$19.43	$10.79	$45.30	$99.68	$75.82	$49.15	$53.23	$27.44	**$ 416.87**

Source: Miami-Dade Transit, Infrastructure Renewal Program Existing System FY 2009-10 (April 21, 2009) (PRO-FORMA IRP) IRP is partially funded.

8.0 Financial Plan

8.1 Introduction

The TDP financial section provides estimated costs and financial resources for Miami-Dade Transit to provide existing and planned new services from FY 2011 through FY 2020. It is through the development of this TDP Annual Update that MDT considers which service improvements can be achieved and when those service improvements should be implemented.

The source document that provides MDT's accounting of projected expenses and revenues is known as the "*People's Transportation Plan* (PTP) Pro Forma" (or the Pro Forma). The Pro Forma is regularly updated through collective efforts of both MDT and the County's Office of Strategic Business Management. The current Pro Forma projects MDT's expenses and revenues for thirty years, through FY 2040. This TDP Annual Update relies directly on the first ten years (FY 2011-2020) of Pro Forma projections.

8.2 Operating Expenses

In FY 2011 the direct operating budget for MDT is projected to be $466 million. The primary components of the direct operating expenses are presented below to include the four transit modes and professional support.

Table 8-1: MDT Projected FY 2011 Direct Operating Expenses

Direct Operating Expense Category	Amount (000s)
Metrobus	$ 220,360
Metrorail	$ 52,695
Metromover	$ 8,805
STS/Paratransit	$ 42,850
Operational Support	$ 106,407
Customer Support	$ -
Executive Support	$ 1,319
Engineering	$ 14,469
Other	$ 19,696
TOTAL	$ 466,601

Source: RFRO (Working)

In addition to these direct operating expenses, MDT will support over $110 million of other operating expenses, debt service payments, and funding of reserves in FY 2011 as detailed below.

Table 8-2: MDT Projected FY 2011 Other Operating Expenses

Direct Operating Expense Category	Amount (000s)
Municipal Contribution	$ 32,565
CITT Staff	$ 2,514
SFRTA Contribution	$ 4,235
Deficit & Loan Repayment	$ 6,290
Public Works Support	$ 2,916
Pre existing Debt	$ 11,737
Reserves	$ 20,722
Debt Service	$ 29,491
TOTAL	$ 110,470

Source: Transit Proforma FY 2010-2011

In FY 2011, MDT will spend approximately $577 million in FY 2011 for the operation of the transit system and support of MDT's other local and regional responsibilities.

8.3 Projected Operating Expenses

Apart from the expected 10 percent (10%) increase in Metrorail service associated with the opening of the Miami Intermodal Center – Earlington Heights Connector in 2012, MDT is not projecting any increase in service levels for bus, rail, or Mover between FY 2011 – FY 2020. Therefore, nearly all growth in MDT operating expenses will come from inflationary cost increases. The key inflation assumptions that drive the cost projections, as included in the Pro Forma, are also summarized below.

Table 8-3: MDT Operating Expense Inflation Assumptions

Expense Iten	Annual Inflation Rate
Labor Increase- Merit	0% (2011) 2.0% thru 2015, and2.20% thereafter
Labor Increase-COLA	3% (2011) 2% (2012) 2% (2013) 3% (2014) 3% (2015 and after)
Health Insurance	10% (2010-2014) 3.5% (2015 and after)
Major Support Line Items	2.5%
Inventory	1%
Fuel	1%
Maintenance	3.5%

Source: Transit Proforma FY 2010-2011

8.4 Operating Revenues

MDT's transit operations are supported by a range of federal, state, local, and directly-generated revenue streams. Table 8-4 shows the projected agency operating revenues for FY 2011 by major category.

Table 8-4: MDT Projected FY 2011 Operating Revenues

Operating Revenue Category	Amount (000s)
Fare Revenues	$ 98,797
Other Operating Revenues	$ 12,493
Federal Grant Funds Used for PM	$ 65,985
State Block Grant	$ 18,764
Other State Operating Support	$ 5,989
PTP Surtax	$ 162,827
County General Funds	$ 153,188
Local Option Gas Tax	$ 16,720
Federal Grants	$ 9,015
Interest, Reimbursement & Other	$ 33,293
TOTAL	$ 577,071

Source: Transit Proforma FY 2010-2011

8.5 Projected Operating Revenues

Future revenue growth is projected to fluctuate with a low level of tax revenue growth resulting from the existing state of the economy. However, in years without any major policy changes, total available funding for MDT is expected to grow at slightly over three percent (3%) annually. In addition, MDT does foresee two separate major policy actions related to funding during FY 2011 – FY 2020 to include:

- *Regular programmed fare increases*: The Pro Forma projects a 25 cent increase in the base fare (from its current level of $2.00 to $2.25) in 2013, with another 25 cent increase levied in 2017. These increases have the effect of increasing the overall revenue growth rate in those years. These programmed fare increases every three years results from the Board of County Commission approved policy that authorizes MDT to implement regular fare increases to keep pace with inflation.

- *Additional local funding*: In 2014, MDT anticipates to receive two additional local funding sources to support operations -- the local option gas tax (LOGT) and County General Funds. Miami-Dade County currently imposes three of the five cents allowed under that fuel tax, and the Pro Forma assumes that the other two cents will be approved, levied, and collected for MDT's use in 2014. The value of those additional two cents from the LOGT is approximately $10 million annually. The second source is additional County General Funds, which is estimated at approximately $43.6 million in the first year.

The critical funding growth assumptions that drive the Pro Forma results are also outlined below.

Table 8-5: MDT Operating Revenue Growth Assumptions

Revenue Item	Annual Growth Rate
PTP Surtax	2011: 1.0% 2012: 3.0% 2013+: 5.0%
General Funds (Maintenance of Effort)	3.50%
Fare Revenue (Trip Growth)	2011: 0% 2012+: 1%
State Block Grant and Transp. Disadv. Funds	2011: 2% 2012+: 2%
Federal Funds	2011: 5% and after
Local Option Gas Tax	2011: 1.5% and after 2014: 0.5%

Source: Transit Pro Forma FY 2010-2011

8.6 Summary of Operating Budget

The operating budget as presented in the 2010 Pro Forma for the ten-year period from FY 2011 to FY 2020 is balanced. This means that all projected operating expenses are covered by the forecasted revenues from various local and non-local sources, and there is no funding gap. This balanced budget is achieved by a combination of cost efficiencies and service restructuring in Metrobus; an avoidance of any major service expansion except for the MIC-Earlington Heights Metrorail connector service; and aggressive use of available local funding sources (LOGT and general funds) during the second five years of the TDP.

Table 8-6: MDT Operating Budget (FY 2011 - FY 2020)

Operating Revenues	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Fare Revenues	$98,797	$99,785	$112,121	$113,242	$114,375	$115,518	$127,034	$128,304	$129,587	$141,336	$1,180,099
Other Operating Revenues	$12,493	$12,618	$12,744	$12,872	$13,000	$13,130	$13,262	$13,394	$13,528	$13,663	$130,704
Federal Grant Funds Used for PM	$65,985	$69,284	$72,748	$76,385	$80,204	$84,214	$86,319	$88,477	$90,689	$92,956	$807,262
State Block Grant	$18,764	$19,139	$19,522	$19,913	$20,311	$20,717	$21,131	$21,554	$21,985	$22,425	$205,461
Other State Operating Support	$5,989	$5,989	$5,989	$5,989	$5,989	$5,989	$5,989	$5,989	$5,989	$5,989	$59,890
PTP Surtax	$162,827	$167,712	$176,098	$184,902	$194,148	$203,855	$214,048	$224,750	$235,988	$247,787	$2,012,114
County General Funds	$153,189	$158,486	$163,969	$213,243	$220,424	$228,748	$237,398	$246,385	$255,724	$265,429	$2,142,995
Local Option Gas Tax	$16,720	$14,777	$16,877	$26,932	$32,135	$32,481	$32,644	$32,807	$32,971	$33,136	$271,479
Federal Grants	$9,015	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,015
Interest, Reimbursements & Other	$33,293	$47,294	$27,654	$28,925	$30,258	$31,657	$33,123	$34,662	$36,275	$37,968	$341,109
Total Revenues	$577,072	$595,084	$607,721	$682,402	$710,843	$736,309	$770,947	$796,322	$822,737	$860,689	$7,160,128
Operating Expenses											
Metrobus	$220,360	$228,073	$236,055	$244,317	$252,868	$261,719	$270,879	$280,359	$290,172	$300,328	$2,585,130
Metrorail	$52,695	$54,539	$56,448	$58,424	$60,469	$62,585	$64,776	$67,043	$69,389	$71,818	$618,186
Metromover	$8,805	$9,114	$9,432	$9,763	$10,104	$10,458	$10,824	$11,203	$11,595	$12,001	$103,299
STS/Paratransit	$42,850	$44,350	$45,902	$47,509	$49,171	$50,892	$52,674	$54,517	$56,425	$58,400	$502,691
Operational Support	$106,407	$110,131	$113,986	$117,975	$122,104	$126,378	$130,801	$135,379	$140,118	$145,022	$1,248,302
Customer Support	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$
Executive Support	$1,319	$1,365	$1,413	$1,462	$1,514	$1,567	$1,621	$1,678	$1,737	$1,798	$15,474
Engineering	$14,469	$14,975	$15,500	$16,042	$16,604	$17,185	$17,786	$18,409	$19,053	$19,720	$169,742
SFRTA Contribution	$4,235	$4,235	$4,235	$4,235	$4,235	$4,235	$4,235	$4,235	$4,235	$4,235	$42,350
Deficit Repayment	$6,290	$6,290	$6,290	$6,290	$6,290	$0	$0	$0	$0	$0	$31,450
Debt Service	$29,491	$49,562	$61,997	$86,614	$104,711	$116,526	$131,105	$152,098	$159,959	$171,681	$1,063,744
Municipal Contribution	$32,565	$33,542	$35,220	$36,980	$38,830	$40,771	$42,810	$44,950	$47,198	$49,557	$402,423
PTP Reserve	$20,722	$20,723	$20,724	$20,725	$20,726	$20,727	$20,728	$20,729	$20,730	$20,731	$207,265
PWD Project Management (Pay Go)	$2,916	$3,003	$3,094	$3,186	$3,282	$2,380	$2,452	$2,525	$2,601	$2,679	$28,120
CITT Staff	$2,514	$2,514	$2,514	$2,514	$2,514	$2,589	$2,667	$2,747	$2,830	$2,914	$26,318
Pre Existing Debt Service	$11,737	$7,439	$7,439	$2,494	$2,494	$2,494	$0	$0	$0	$0	$34,097
Other	$19,379	$3,268	$3,754	$4,027	$7,160	$7,101	$7,186	$7,430	$7,848	$9,058	$76,212
Total Expenses	**$576,754**	**$593,124**	**$624,002**	**$662,558**	**$703,076**	**$727,607**	**$760,543**	**$803,303**	**$833,889**	**$869,943**	**$7,154,801**
Annual Operating Surplus/(Deficit)	**318**	**1,960**	**(16,281)**	**19,844**	**7,767**	**8,702**	**10,404**	**(6,981)**	**(11,153)**	**(9,253)**	
Cumulative Operating Surplus/(Deficit)	**318**	**2,278**	**(14,004)**	**5,841**	**13,608**	**22,310**	**32,714**	**25,733**	**14,580**	**5,327**	

Source: Transit Proforma FY 2010-2011 and RFRO (Working)

103

8.7 Capital Expenditures and Funding Sources

8.7.1 Planned Capital Expenditures

MDT's planned capital expenditures for the period FY 2011 to FY 2020 are divided into two groups: 1.) Those projects which will be financed with PTP-backed debt; and, 2.) Those projects which will be paid for on a "cash" basis with funding from various sources. For large capital projects (e.g., MIC-EH connector) or ongoing projects during FY 2011 – FY 2020 (such as bus acquisition and replacement), these may be funded by a combination of debt proceeds and cash. A summary of the two groups of projects is provided below.

Table 8-7: Planned MDT Capital Expenditures FY 2011-2020

PTP Debt-Financed Capital Projects	Total Cost FY11-FY20 (000s)
Bus Acquisition	369,099
Mover Vehicle Replacement	12,779
Central Control Overhaul	27,251
MIC-EH Connector	179,189
Rail Vehicle Replacement	366,619
Track and Guideway Rehab	30,560
IRP (Infra. Renewal Prog.)	180,904
All Other Projects	705,153
TOTAL	1,871,554

Pay-as-you-go ("cash") Capital Projects	Total Cost FY11-FY20 (000s)
Bus Acquisition	0
MIC-EH Connector	0
All Other Projects (CI-LOGT)	13,318
TOTAL	13,318

Source: Transit Pro Forma FY 2010-2011

Many of the listed projects, such as the vehicle replacements (for bus, rail, and peoplemover) and the guideway rehabilitation, will greatly improve the quality and longevity of the existing MDT transit system. However, most of the projects shown above are scheduled for completion on or before 2015. After 2015, the capital program consists only of scheduled bus acquisitions and the Infrastructure Renewal Program (IRP), which is the agency's long-term projection of future rehabilitation and replacement needs throughout the MDT system.

8.8 Capital Funding Sources

As noted, MDT's capital projects between FY 2011 – FY 2020 will either be debt-financed or funded on a pay-as-you-go basis. The debt financing is backed by the PTP surtax revenues, as projected in the previous financial section. The "cash"-funded projects will be supported by a combination of funding sources, which are shown in the figure below. All of these funding sources for pay-as-you-go capital will be concluded by 2015.

Table 8-8: Projected "Cash" Revenue Sources for Capital Projects, FY 2011-2020

Capital Funding Source	Total Amount (000s)
Building Better Communities (BBC)	$ 1,015
Future Bus Financing	$ -
FTA Section 5307/5309 Formula Grant	$ 91,403
CI-LOGT PAY GO	$ 6,267
Pay Go Surtax	$ -
FDOT Funds	$ 83,181
TOTAL	**$ 181,866**

Source: F2 Report, Transit Pro Forma FY 2010-2011

8.9 Summary of Capital Plan

The capital budget as presented in the 2010 Pro Forma for the ten-year period from FY 2011 to FY 2020 is balanced. There is no baseline capital funding gap and all projected capital expenditures will be funded with either PTP surtax debt proceeds or on a pay-as-you-go basis with funds available from a variety of sources. This balanced budget is achieved by aggressive borrowing against the PTP surtax (ultimately requiring the inclusion of additional LOGT and general funds in MDT's budget, as described above, to guarantee debt coverage).

Table 8-9: MDT Capital Budget (FY 2011 - FY 2020)

Capital Revenues	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
PTP Bond Program	$ 220,064	$ 110,158	$ 76,496	$ 148,090	$ 154,929	$ 44,620	$ 14,276				$ 768,633
Building Better Communities (BBC)	$ 1,015										$ 1,015
Future Financing											$ -
FTA Section 5307/5309 Formula Grant	$ 121,629	$ 82,087	$ 77,247	$ 78,990	$ 82,986	$ 87,081					$ 530,020
Local Option Gas Tax	$ 17,458	$ 17,720	$ 17,986	$ 18,255	$ 18,529	$ 18,807					$ 108,755
PTP Surtax (pay-as-you-go)											$ -
FDOT Funds	$ 46,553	$ 20,557	$ 14,024	$ 224	$ 421						$ 81,779
Total Capital Project Revenues	**$ 406,719**	**$ 230,522**	**$ 185,753**	**$ 245,559**	**$ 256,865**	**$ 150,508**	**$ 14,276**	**$ -**	**$ -**	**$ -**	**$ 1,490,202**
PTP Debt-Financed Projects											
Busway ADA Improvements	$ 100										$ 100
Lehaman Yard Rehab and Expnasion Phase 1	$ 3,546	$ 5,067									$ 8,613
Bus Acquisition	$ 13,108	$ 8,434	$ 12,917	$ 21,402	$ 16,589						$ 72,450
Bus Tracker System/Computer Aided Dispatch	$ 4,740	$ 9,770									$ 14,510
TOS Replacement	$ 938	$ 413									$ 1,351
IRP	$ 7,080	$ 7,500	$ 7,500	$ 12,500	$ 12,500	$ 12,500	$ 12,500				$ 72,080
Mover Bicentennial Park Station Refurbishm	$ 500	$ 348									$ 848
Mover Vehicle Replacement Phase II (17 cars)	$ 12,159	$ 620									$ 12,779
Central Control Overhaul	$ 13,895	$ 12,171	$ 1,185								$ 27,251
EH-MIC Connector	$ 118,224	$ 20,473									$ 138,697
Rail Vehicle Replacement	$ 25,969	$ 28,878	$ 48,420	$ 108,685	$ 121,731	$ 31,260	$ 1,676				$ 366,619
Test Track for Metrorail	$ 6,594	$ 9,241									$ 15,835
Track and Guideway Rehab Subset	$ 7,413	$ 7,243	$ 6,377	$ 5,503	$ 3,589						$ 30,125
NE Passenger Activity Center			$ 97	$ -	$ 520	$ 860	$ 100				$ 1,577
Park and Ride lot Kendall Dr	$ 889										$ 889
Park and Ride lot SW 168 St and Busway	$ 700										$ 700
Park and Ride lot SW 344 St	$ 2,404										$ 2,404
Total PTP Debt-Financed Project Expenditures	**$ 220,064**	**$ 110,158**	**$ 76,496**	**$ 148,090**	**$ 154,929**	**$ 44,620**	**$ 14,276**	**$ -**	**$ -**	**$ -**	**$ 768,633**

Source: MDTD Capital Book, F2 (revenue) and F5 (expense) Reports

Table 8-9: MDT Capital Budget (FY 2011 - FY 2020) (Continued)

Capital Revenues	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Other Funding Sources Financed Projects											
Americans with Disabilities Act Improv&Equip	$ 240	$ 252	$ 265	$ 278	$ 292	$ 307					$ 1,634
Busway ADA Improvements	$ 1,614	$ 2,079									$ 3,693
Graphics and Signage Upgrade	$ 2,970	$ 715									$ 3,685
Bus Acquisition	$ 2,626	$ 4,028	$ 14,617	$ 187							$ 21,458
Bus and Bus Facilities	$ 2,797										$ 2,797
Facilities and Equip Rehab	$ 240	$ 252	$ 265	$ 278	$ 292	$ 307					$ 1,634
TOS Replacement	$ 3,821										$ 3,821
Bus Tools and Equipm	$ 240	$ 252	$ 265	$ 278	$ 292	$ 307					$ 1,634
Rail Tools and Equipm	$ 441	$ 463	$ 486	$ 510	$ 536	$ 563					$ 2,999
Passenger Amenities and Enhancements	$ 519	$ 545	$ 572	$ 601	$ 631	$ 662					$ 3,530
Capitalization Preventative Maintenance	$ 82,705	$ 84,061	$ 89,625	$ 93,163	$ 98,733	$ 103,021					$ 551,308
EH-MIC Bus Plaza	$ 8,710	$ 8,213	$ 80								$ 17,003
Kendall Enhanced Bus Service	$ 2,320										$ 2,320
Rail Bike Path	$ 1,108	$ 92									$ 1,200
Mover Bicentennial Park Station Refurbishm	$ 730	$ 623									$ 1,353
Mover Station Canopies	$ 4,655	$ 2,007									$ 6,662
Central Control Overhaul	$ 839										$ 839
EH-MIC Connector	$ 31,600	$ 9,342									$ 40,942
Mainline Turnout Replacement	$ 435										$ 435
Palmetto Station TPS	$ 13,299	$ 2,453									$ 15,752
NE Passenger Activity Center			$ 2,276	$ 1,574	$ 530	$ 60					$ 4,440
NW 7 Ave NW 62 St Passenger Activity Ctr	$ 2,891	$ 1,097	$ 235								$ 4,223
Park and Ride lot Kendall Dr	$ 889	$ 606									$ 1,495
ARRA Municipalities	$ 10,577	$ 2,288									$ 12,865
Park and Ride lot Quail Roost Dr	$ 4,379										$ 4,379
Park and Ride lot SW 168 St and Busway	$ 700										$ 700
Park and Ride lot SW 344 St	$ 3,535	$ 452									$ 3,987
Security and Safety Equipm	$ 1,775	$ 544	$ 571	$ 600	$ 630	$ 661					$ 4,781
Total Other Funding Financed Projects	**$ 186,655**	**$ 120,364**	**$ 109,257**	**$ 97,469**	**$ 101,936**	**$ 105,888**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 721,569**
Total Project Expenditures	**$ 406,719**	**$ 230,522**	**$ 185,753**	**$ 245,559**	**$ 256,865**	**$ 150,508**	**$ 14,276**	**$ -**	**$ -**	**$ -**	**$ 1,490,202**
Capital Funding Surplus/(Deficit)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Source: MDTD Capital Book, F2 (revenue) and F5 (expense) Reports

8.10 Unfunded Needs for New Service Initiatives

MDT FY 2011 – FY 2020 TDP Annual Update is based upon four primary initiatives as identified by MDT that are currently unfunded, but which represent important areas of need to include:

- Bus route improvements, including modifications to existing routes and the introduction of new routes, which have both a capital cost component and an operating cost component;
- Significant capital investments in eleven (11) priority travel corridors that will improve customer comfort and Metrobus service quality and reliability;
- Additional Capital Improvement Program (CIP) projects that represent selective improvements to the existing transit network; and

The estimated capital and operating costs to support these service expansion and capital investment initiatives between FY 2011 – FY 2020 are included. These unfunded project costs are presented in year-of-expenditure (YOE) dollars, according to the planned implementation schedules and inflation assumptions.

8.11 Bus Route Improvements

MDT has identified a number of service improvements to existing routes as well as the implementation of additional new routes based upon the availability of funding. The projected YOE costs of implementing these services are presented in Table 8-10. The operating costs recur annually after the service is introduced. For all these replacement vehicles, a 20 percent (20%) vehicle spare ratio is assumed, and bus costs are assumed to be $600,000 per hybrid vehicle in 2011 dollars, which grows at a five percent (5%) annual cost inflation over the ten year period.

Table 8-10: Proposed Bus Route Improvements (Unfunded)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	TOTAL
Existing Routes											
Operating Costs	$ 1.2	$ 4.5	$ 10.6	$ 10.9	$ 11.9	$ 12.3	$ 12.8	$ 13.3	$ 13.8	$ 14.3	**$ 105.8**
Capital Costs	$ 2.9	$ 8.6	$ 10.1	$ -	$ 2.2	$ -	$ 2.2	$ 0.7	$ -	$ -	**$ 26.6**
New Routes											
Operating Costs	$ 3.0	$ 3.1	$ 4.1	$ 4.2	$ 4.3	$ 4.5	$ 4.7	$ 4.8	$ 5.0	$ 5.2	**$ 42.9**
Capital Costs	$ 21.0	$ 0.6	$ 4.8	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ 26.4**
TOTAL (millions)	**$ 28.1**	**$ 16.9**	**$ 29.5**	**$ 15.1**	**$ 18.4**	**$ 16.8**	**$ 19.6**	**$ 18.9**	**$ 18.8**	**$ 19.5**	**$ 201.7**

Source: MDT; YOE capital costs assume a 5% annual cost inflation rate; YOE operating costs assume a 3.5% annual cost inflation rate

8.12 Priority Corridors

Eleven priority corridors were identified as part of last year's TDP Major Update. These proposed capital/service improvement projects remain unfunded. Table 8-11 shows the unfunded capital cost associated with these priority corridor improvements.

Table 8-11: Priority Transit Corridors (Unfunded)

Year of Implementation	Priority Transit Corridor	Base Year (2010) Capital Cost (millions)	Year-of-Expenditure Capital Cost (millions)
2011	US 1 (Biscayne Boulevard) from Downtown Miami to County line	$ 96.95	$ 106.90
2012	NE 167th/163rd/Sunny Isles Boulevard from Golden Glades Tri-Rail Station to Collins Avenue	$ 38.74	$ 44.80
2013	NW 135th Street from NW 12th Avenue to US 1	$ 24.22	$ 29.40
2014	NW 36th Street/Julia Tuttle Causeway from Tri-Rail Hialeah Market Station to Collins Avenue	$ 62.90	$ 80.30
2015	West 12th Avenue from Okeechobee Metrorail Station to NW 186th Street	$ 48.11	$ 64.50
2016	SW 107th Avenue from SW 40th Street to NW 25th Street	$ 29.37	$ 41.30
2017	Flagler Street from SW 107th Avenue to Downtown	$ 74.84	$ 110.60
2018	SW 8th Street from SW 107th Avenue to Downtown	$ 73.19	$ 113.50
2018	SW 72nd Street from 117th Avenue to US 1/Busway	$ 38.08	$ 59.10
2019	Kendall Drive from 137th Avenue to US 1/Busway	$ 44.55	$ 72.60
2020	Coral Reef Drive from 137th Avenue to US 1/Busway	$ 30.30	$ 49.30
TOTAL		**$ 561.27**	**$ 772.30**

Source: MDT; YOE capital costs assume a 5% annual cost inflation rate

8.13 Capital Improvement Program Projects

MDT has identified three (3) projects from the near-term Capital Improvement Program (CIP) that are important for the agency to achieve its service objectives. However, these projects are unfunded and should funding become available, these projects may be implemented around FY 2012, so that is the assumed implementation year shown here. Table 8-12 shows the unfunded capital cost associated with these CIP projects.

Table 8-12: Additional Capital Improvement Program (CIP) Projects (Unfunded)

Year	Project Description	Base Year (2009)C Cost (millions)	Year-of-expenditure Cost (millions)
2012	Bus Pullout Bays throughout Miami-Dade County	$0.8	$0.9
2012	Electronic Information Kiosks	$0.5	$0.6
2012	Park and Ride Fcilities throughout Miami-Dade County	$14.6	$17.0
TOTAL		$4.9	$18.5

Source: MDT; capital costs are in YOE dollars assuming a 5% capital cost inflation rate

8.14 Total Unfunded Needs

MDT's total unfunded needs between FY 2011 – FY 2020– covering bus service improvements, capital investment in priority travel corridors, and CIP projects – totals $980 million in YOE dollars.

Table 8-13: Total Unfunded Needs, FY2011-2020 (YOE millions)

Service Improvement Category	Total Funding Required FY11-20
Bus Improvements (Operating)	$ 148.7
Bus Improvements (Capital)	$ 53.0
Priority Corridors (Capital)	$ 772.3
CIP Projects (Capital)	$ 5.7
TOTAL UNFUNDED NEEDS	**$ 979.7**

Source: MDT 2010

APPENDIX

A.1

Metrobus Service Characteristics (December 2009)

MDT METROBUS ROUTE HEADWAYS (December 2009)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
1	30	40	70	n/a	40	40
2						
NE 84 Street/Miami Avenue	20	20	30	n/a	20	30
163rd Street Mall	60	60	50	n/a	n/a	n/a
3	18	18	30	60	15	20
6	60	60	n/a	n/a	60	60
7						
East of NW 60 Avenue	15	20	30	n/a	20	20
Dolphin Mall	30	40	60	n/a	40	40
8						
East of SW 57 Avenue	10	15	20	n/a	15	20
East of SW 82 Avenue	10/20	15	20	n/a	15	20
Westchester	n/a	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	30	30	30	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	8	12	20	60	12	15
Mall of the Americas	16	24	40	60	24	30
FIU-University Park Campus	16	24	40	60	24	30
12	30	30	40	n/a	40	40
16	18	30	30	n/a	24	30
17						
South of NW 95 Street/North of Flagler Street	15	30	60	n/a	30	30
NW 7 Avenue/105 Street	30	n/a	n/a	n/a	n/a	n/a
Norwood	30	30	60	n/a	30	30
South of Flagler Street	30	30	60	n/a	30	30
19	30	30	40	n/a	n/a	n/a
21	30	30	60	n/a	40	40
22						
North of West Flagler Street	15	30	60	n/a	30	30
Coconut Grove Station	30	60	60	n/a	60	60
24						
Westchester	20	20	24	n/a	30	30
FIU-University Park Campus	40	40	24	n/a	60	60
SW 137 Avenue/26 Street	40	40	n/a	n/a	60	60
SW 147 Avenue/26 Street	40	n/a	n/a	n/a	n/a	n/a
27						
South of NW 183 Street	15	15	30	n/a	20	30
Via NW 27/32 Avenue & via NW 37 Avenue	30	30	60	60	40	60
29	45	45	n/a	n/a	n/a	n/a
31 (Busway Local)	15	30	40	n/a	30	30
32	24	30	60	n/a	40	60
33	30	35	60	n/a	30	30
34 (Busway Flyer)	7½	n/a	n/a	n/a	n/a	n/a
35	30	30	60	n/a	60	60
36						
East of NW 57 Avenue	20	30	20	n/a	30	30
Doral Center	20/40	60	40	n/a	60	60
Miami Springs Circle	60	60	60	n/a	60	60
Dolphin Mall	60	60	60	n/a	n/a	n/a
37	30	30	40	n/a	30	30
38 (Busway MAX)	12	15	15	60	15	20
40						
East of SW 127 Avenue	15	30	60	n/a	60	60
SW 8 Street/SW 129 Avenue	30	60	60	n/a	n/a	n/a
Miller Drive/SW 152 Avenue	30	60	n/a	n/a	60	60
42						
Miami Int'l Airport Terminal	15	30	60	n/a	30	30
South of NW 36 Street	15	30	n/a	n/a	30	30
Miami Springs Circle	30	60	n/a	n/a	60	60
Opa-locka Tri-Rail Station	30	60	n/a	n/a	60	60

MDT METROBUS ROUTE HEADWAYS (December 2009)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
46 (Liberty City Connection)	40	n/a	n/a	n/a	n/a	n/a
48	60	60	n/a	n/a	n/a	n/a
49	30	n/a	n/a	n/a	n/a	n/a
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	45	60	n/a	45	60
54						
Hialeah Gardens	25	30	30	n/a	30	30
Miami Gardens Drive/NW 87 Avenue	50	60	n/a	n/a	n/a	n/a
56						
East of SW 107 Avenue	30	60	n/a	n/a	n/a	n/a
MDC - Kendall Campus	60	n/a	n/a	n/a	n/a	n/a
Miller Road /SW 152 Avenue	60	60	n/a	n/a	n/a	n/a
57	40	60	n/a	n/a	n/a	n/a
59	50	n/a	n/a	n/a	n/a	n/a
62						
Dr. Martin Luther King, Jr. Station	10	15	30	n/a	20	30
Hialeah	30	30	30	n/a	20	30
Miami Beach	30	n/a	n/a	n/a	n/a	n/a
70						
South Dade Government Center	30	60	60	n/a	60	60
Saga Bay	n/a	60	n/a	n/a	60	60
71	30	60	n/a	n/a	60	60
72						
East of SW 137 Avenue	30	30	n/a	n/a	60	60
Miller Square	60	60	n/a	n/a	60	60
Kendall Drive/SW 157 Avenue	60	60	40	n/a	60	60
73	30	40	60	n/a	60	60
75	30	30	60	n/a	45	60
77						
South of NW 183 Street	8	15	30	n/a	15	30
NW 199 Street	16	30	30	n/a	30	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
87						
Koger Center	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a
88						
East of SW 132 Avenue	15	30	30	n/a	24	30
Kendale Lakes	30	60	n/a	n/a	48	60
SW 157 Avenue/Kendall Drive	30	60	30	n/a	48	60
93 (Biscayne MAX)	18	30	n/a	n/a	n/a	n/a
95	5	n/a	n/a	n/a	n/a	n/a
97 (27 Avenue MAX)	20	40	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	30	45	n/a	40	40
Miami Lakes	60	60	60	n/a	40	40
101 (Route A)	20	45	40	n/a	45	45
102 (Route B)						
East of Harbor Drive	10/15	30	30	n/a	30	30
Cape Florida State Park	10/30	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	20	20	30	n/a	20	30
104	24	60	60	n/a	60	60
105 (Route E)	30	45	60	n/a	60	60
107 (Route G)	20/30	30	70	n/a	35	35
108 (Route H)	24	24	45	n/a	30	30
110 (Route J)	20	30	60	n/a	30	30
112 (Route L)						
Northside Station	12	12	20	60	15	20
Amtrak Station	24	24	n/a	*	*	*
Hialeah Station	24	24	30	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60
115 (Mid-North Beach Connection)	40	40	60	n/a	60	60
119 (Route S)	12	12	12	60	15	15
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	12	12	30	n/a	15	30
Haulover Park Marina	24	24	60	n/a	30	n/a
Aventura Mall	24	24	60	n/a	30	30

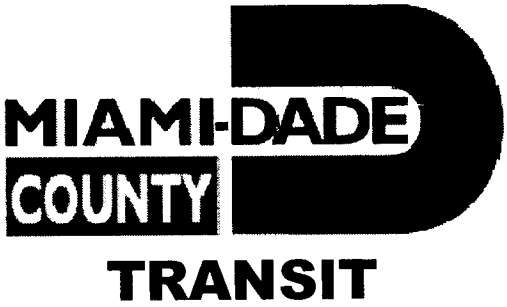
MDT METROBUS ROUTE HEADWAYS (December 2009)

ROUTE BRANCHES	PEAK (AM/PM)	OFF-PEAK (Midday)	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
123 (South Beach Local)	20	12	20	n/a	12	12
132 (Tri-Rail Doral Shuttle)	80/60	n/a	n/a	n/a	n/a	n/a
133 (Tri-Rail Airport Shuttle)	15/20	30	30	n/a	30	30
135						
East of LeJeune Road	30	30	30	n/a	60	60
Hialeah Station	50	60	70	n/a	60	60
Miami Lakes	50	60	70	n/a	n/a	n/a
136	50	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	40	40
150 (Airport Flyer)	30	30	30	n/a	30	30
183 (183 Local)						
East of NW 57 Avenue	12	20	24	n/a	20	24
Miami Gardens Drive/NW 87 Avenue	24	40	n/a	n/a	40	48
202 (Little Haiti Connection)	60	60	n/a	n/a	60	60
204 (Killian KAT)	7½	n/a	30	n/a	n/a	n/a
207/208 (Little Havana Connection)	15	20	20	n/a	20	20
211 (Overtown Circulator)	30	30	n/a	n/a	n/a	n/a
238 (East-West Connection)	40/50	60	n/a	n/a	n/a	n/a
243 (Seaport Connection)	30	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)	20	n/a	n/a	n/a	n/a	n/a
249 (Coconut Grove Circulator)	18	18	20	n/a	18	18
252 (Coral Reef MAX)						
East of SW 117 Avenue	20	60	50	n/a	60	60
Metrozoo	20	60	n/a	n/a	60	60
Country Walk	20	60	50	n/a	60	60
SW 162 Avenue	40	n/a	n/a	n/a	60	60
254 (Brownsville Circulator)	n/a	30	n/a	n/a	n/a	n/a
272 (Sunset KAT)	10	n/a	n/a	n/a	n/a	n/a
277 (7 Avenue MAX)	18	n/a	n/a	n/a	n/a	n/a
286 (North Pointe Circulator)	24	48	n/a	n/a	48	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	60	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
* = Service via select trips only
Gray shaded cells are branches to routes

A.2

Public Involvement Activities



DRAFT

TRANSIT DEVELOPMENT PLAN

PUBLIC INVOLVEMENT PLAN

April 2010

Table of Contents

1.0 INTRODUCTION 1
1.1 PUBLIC PARTICIPATION GOAL AND OBJECTIVES 1
1.2 FDOT PUBLIC INVOLVEMENT OBJECTIVES 1
2.0 PUBLIC INVOLVEMENT PROGRAM 2
2.1 PUBLIC PARTICIPATION 2
2.2 PUBLIC ACCESS 2
2.3 PUBLIC OUTREACH AND INPUT 2
3.0 PUBLIC INVOLVEMENT ACTIVITIES 3
3.1 INTER-AGENCY COORDINATION 3
3.2 MIAMI-DADE COUNTY BOARD OF COUNTY COMMISSIONERS 4
3.3 TDP ADVISORY REVIEW COMMITTEE 4
3.4 TECHNICAL COMMITTEES 5
3.5 COMMUNITY OUTREACH AND INVOLVEMENT OPPORTUNITIES 6
4.0 PUBLIC INVOLVEMENT COMMENT IMPLEMENTATION 8

List of Tables

Table 3-1: Inter-Agency Coordination Summary 3
Table 3-2: TDP Advisory Review Committee Summary 5
Table 3-3: Public Involvement Technical Committees Summary 5
Table 3-4: Public Involvement Opportunities Summary 7

1.0 INTRODUCTION

The Transit Development Plan (TDP) Public Involvement Plan (PIP) for Miami-Dade Transit (MDT) has been developed to provide numerous opportunities for public participation and to facilitate consensus building for this planning study. The PIP is consistent with the Miami-Dade County Metropolitan Planning Organization's (MPO) guidelines for public participation in the planning process, and places a particular emphasis on outreach to minorities, low-income groups, environmental justice, and intergovernmental coordination. This plan is consistent with the Florida Department of Transportation (FDOT) TDP guidelines for public participation.

1.1 Public Participation Goal and Objectives

The goal of the MDT PIP is to establish a process that engages public stakeholders by providing complete project information, timely public notice, and encourages early and continuous public involvement for the development of the MDT TDP. The following lists the PIP objectives for the development of the MDT TDP:

- Ensure early, frequent and continuous communication with the public and other stakeholders;
- Provide meaningful opportunities for public input and systematic follow-through to address issues and ideas identified by the public.
- Promote MDT project benefits to the community.
- Promote an on-going public partnership to ensure transportation benefits are considered within the context of the communities directly impacted by MDT's projects.

1.2 FDOT Public Involvement Objectives

In addition to goals and objectives set forth by MDT for the TDP PIP, FDOT has also established four (4) public involvement objectives in an effort to meet and exceed the goals set forth for TDP's throughout the state. The TDP PIP will also seek to implement and abide by these objectives as presented below:

1. Educate and present information by promoting proactive and early public involvement.
2. Solicit public input throughout the planning process by gathering full and complete information from the public.
3. Integrate public feedback into the TDP.
4. Monitor and improve the public involvement process.

2.0 PUBLIC INVOLVEMENT PROGRAM

The PIP utilizes various tools to establish a process for involvement, facilitate communication with the public and gather input into the TDP project. In an effort to develop consensus and direction from the public for TDP development, MDT will utilize the following three areas of public involvement: Public Participation, Public Access, and Public Outreach and Input. The three avenues through which the public involvement will conduct outreach are through the community, governmental, and media participation.

Public input is being actively sought throughout all phases of TDP development. MDT solicits input from the public by implementing direct and indirect methods of information gathering. Miami-Dade Transit has set forth a formal process and system by which to address and respond to input. A database to monitor and track input received is utilized throughout the year.

2.1 Public Participation

One of the main goals of the PIP is that all segments of the public be provided the opportunity to actively participate in the development and preparation of the TDP. Miami-Dade Transit develops, maintains, and implements proactive means and methods to systematically identify and build relationships with public community stakeholders and encourage ongoing public participation. Coordination with the media is another important aspect of public participation which MDT utilizes to reach a broad community audience. Furthermore, public involvement activities are part of a continual process designed to reach out to the community and particularly to members in predominantly minority and low-to-moderate income areas.

2.2 Public Access

The TDP PIP involves providing the public with timely notice and reasonable access to information related to MDT transit projects, issues and processes. All meetings will be held in community locations that are American with Disabilities Act of 1990 (ADA) compliant and accessible by public transit.

Technical and policy information as well as plans and documents used for the development of the TDP will be available for public review. All technical information provided will be available in a format that is accessible for use by persons with English as a second language, and persons with disabilities upon request.

2.3 Public Outreach and Input

Miami-Dade Transit maintains a proactive outreach program tailored to inform the public on all aspects of the TDP. MDT will advertise public meetings in local periodicals and on the website advising citizens when a draft is available for review. Community outreach efforts and campaigns will be focused on local citizen, resident, and business participation to ensure opportunities for input are provided. TDP related updates will be provided to key governmental stakeholders on a regular basis as reports are updated.

All public comments received at the designated public hearing or through the website will be forwarded to appropriate individuals for response. The media is also used as an outreach

tool for announcing public participation opportunities as well as notifying the public about specific MDT project information.

3.0 PUBLIC INVOLVEMENT ACTIVITIES

Miami-Dade Transit utilizes a multi-faceted approach for engaging the public and other stakeholders through various activities and meeting forums. This approach includes a comprehensive coordinated effort by all of MDT's Divisions with its job basis/executive workforce to deliver important transit information to all Miami-Dade County residents.

3.1 Inter-Agency Coordination

Miami-Dade Transit will work closely with inter-governmental agencies in an effort to ensure maximum public and stakeholder involvement. Coordination with local and state government agencies will allow for ongoing public input and recommendations. In particular, MDT will organize its efforts to engage the following governmental agencies for the development of the TDP:

- Florida Department of Transportation
- Miami-Dade County Metropolitan Planning Organization
- Local Municipalities
- Regional Partners

Table 3-1 provides a summary of inter-agency coordination.

Table 3-1: Inter-Agency Coordination Summary

Agency/ Stakeholder	Function	Purpose
FDOT	The Department seeks to improve economic vitality throughout the state by facilitating the mobility of people and goods while preserving the quality of communities and the environment. FDOT will review and provide input on the TDP to assure it meets all of the State requirements.	Informational/ Input/ Adoption
MPO	Transportation policy making organization composed of representatives from local government and governmental transportation authorities. Public participation is a vital element of the MPO which provides community members opportunities to become more actively involved in transportation planning. The MPO will be involved in the review of the TDP through participation on the TDPARC and presentations to its technical committee.	Informational/ Input
Local Municipalities	Administrative local authorities within the region including county, city, and municipal governments. Supports and represents the current and future needs of the community for which they govern. Throughout the TDP process coordination with local municipalities will take place to coordinate transit services with agencies during the transportation planning process.	Informational/ Input

Table 3-1: Inter-Agency Coordination Summary (continued)

Agency/ Stakeholder	Function	Purpose
Regional Partners	Administrative inter-county agencies within the region which support and represent the current and future needs of the community for which they govern. Regional partners include agencies such as the South Florida Regional Transportation Authority (SFRTA), Regional Planning Council (RPC), and the Southeast Florida Transportation Council (SEFTC). Coordination with regional agencies will take place throughout TDP development to coordinate transit services during the transportation planning process.	Informational/ Input

3.2 Miami-Dade County Board of County Commissioners

The Miami-Dade County Board of County Commissioners (BCC) is the administrative body for county government which provides policy guidance and the establishment of community laws through ordinances and resolutions. Commissioners are elected by residents to represent each of the 13 districts in Miami-Dade County. The BCC works closely with the general public to make certain that their voice is heard and the needs of the county are addressed.

The TDP will be reviewed by and presented to the BCC for formal adoption prior to the submittal of the TDP document to FDOT for review and approval.

3.3 TDP Advisory Review Committee

The TDP Advisory Review Committee (TDPARC) is comprised of representatives from various divisions with MDT such as Finance, Marketing, and Operations. Also, representatives from the South Florida Workforce Board (SFWB), MPO, and FDOT participate on the TDPARC.

The main goal of the TDPARC is to provide MDT with a countywide perspective of current conditions throughout the project milestones of the TDP. Members are encouraged to provide input, comments, and recommendations throughout the TDP development process. Table 3-2 presents a summary overview of the TDPARC.

Table 3-2: TDP Advisory Review Committee Summary

Committee	Committee Function	Meeting Purpose
Advisory Committee		
TDPARC	Provides technical guidance, recommendations, input, and an overall countywide perspective of transportation related planning issues throughout the development of the TDP. The TDARC serves as an active participant in the development of the MDT TDP.	Informational/ Input

3.4 Technical Committees

MDT expands its public involvement program by engaging members of transportation related advisory committees established in Miami-Dade County. MDT will attend these groups during regularly scheduled meetings as informational agenda or action items to seek input, provide information and address questions on the development of the MDT TDP. Table 3-3 provides a summary of the technical committee's role and intended meeting purpose.

- Transportation Disadvantaged Local Coordinating Board (TDLCB)
- Citizen's Transportation Advisory Committee (CTAC)
- Transportation, Infrastructure, and Roads Committee (TIRC)
- Transportation Planning Technical Advisory Committee (TPTAC)

Table 3-3: Public Involvement Technical Committees Summary

Committee	Committee Function	Meeting Purpose
TDLCB	Ensures the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons within the county. Provides opportunities for public involvement in transportation disadvantaged planning. Members are appointed by the MPO Governing Board. MDT will provide report drafts and request comments from the TDLCB.	Informational/ Input
CTAC	Ensures that transportation projects in all stages of the planning process adhere to established visions, goals, objectives and collective needs of the community. This group is comprised of Miami-Dade County residents appointed by the MPO Governing Board members. MDT will attend the CTAC to seek input for the TDP based upon a review and formal presentation of the TDP development.	Informational/ Input

Table 3-3: Public Involvement Technical Committees Summary (continued)

Committee	Committee Function	Meeting Purpose
TIRC	Provides an oversight of transportation systems from a local perspective and the capital and infrastructure program. The TIRC will review and provide input on the TDP as well as take formal action in recommending its approval to the BCC based upon a formal presentation. MDT will attend the TIRC to seek input and address comments and questions for the development of the TDP. MDT will seek formal action by the TIRC to approve and make recommendation to the BCC.	Input/Hearing
TPTAC	Provides technical support, via a review process, to the Transportation Planning Council. TPTAC discussions are focused on technical aspects related to the projects. The TPTAC meets once a month and is open to the public.	Informational/ Input

3.5 Community Outreach and Involvement Opportunities

Through coordinated county-wide efforts MDT continues upon its mission to provide early and ongoing public involvement opportunities to the residents of Miami-Dade County. Opportunities for community outreach take the form of many different forums and outlets already set in place by the County. The following list the various community outreach opportunities that MDT employs to provide the public access to information and encourage participation in the transportation planning process, including the TDP.

- South Florida Workforce Board (SFWB)
- Community Meetings
- Outreach Campaigns
- Media Campaigns
- Publications
- On-Board Surveys
- 3-1-1 Information Center
- Miami-Dade Transit Website (www.miamidade.gov/transit/home.asp)

Table 3-4 provides an overview of the various public involvement opportunities that MDT utilizes to engage the public.

Table 3-4: Public Involvement Opportunities Summary

Public Involvement Opportunities	Function	Purpose
South Florida Workforce Board	Coordinates workforce planning and quality training services for job seekers and businesses in Miami-Dade County. The SFWB connects employers to local talent and provides worker resources and training to improve career skills. MDT will actively seek input from the SFWB through direct coordination with the Executive Director and organizational members.	Informational/ Input
Community Meetings	Provides participants an opportunity to openly communicate and become fully engaged in the transportation planning process whereby their input and recommendations can be received. Informational materials and project background are provided to further educate the public of proposed plans. Public involvement is sought through public workshops, community meetings, public meetings, Transportation Fairs, Transit Summits, neighborhood site visits, and special events. MDT utilizes the input received from these meetings to facilitate TDP development.	Informational/ Input
Outreach Campaigns	Public outreach campaigns provide coordinated opportunities to deliver communication about MDT programs and services. Outreach involves participation and presentations at community events, senior citizen centers, community fairs, community centers, medical centers, area schools, and with special interest groups. Presentations are tailored to inform all segments of the community about MDT transportation projects or initiatives. Campaigns include site visits and distribution of materials.	Informational/ Input
Outreach Campaigns	Public outreach campaigns provide coordinated opportunities to deliver communication about MDT programs and services. Outreach involves participation and presentations at community events, senior citizen centers, community fairs, community centers, medical centers, area schools, and with special interest groups. Presentations are tailored to inform all segments of the community about MDT transportation projects or initiatives. Campaigns include site visits and distribution of materials.	Informational/ Input
Media Campaigns	Media campaigns provide coordinated opportunities to deliver communication to the public about MDT programs and services. These communications are conducted in English, Spanish and Creole with open radio for questions and answers. Press releases and Public Service Announcements are also prepared and posted for community newspapers. Campaigns include radio and television announcements and distribution of materials. MDT will utilize these campaigns to notify the public of upcoming community meeting and public participation opportunities.	Informational

Table 3-4: Public Involvement Opportunities Summary (continued)

Public Involvement Opportunities	Function	Purpose
Publications	MDT informs the public and its customers via a variety of publications including individual Metrobus route guides, Metromover and Metrorail system guides, rider alerts and a system map. MDT publishes information in local newspapers and other publications, posts transit information on bus stop displays located at major bus transfer points, at bus stops, at transit facilities, and with vehicle advertising.	Informational
On-Board Surveys	Provides an opportunity to receive feedback through origin-destination surveys through on our transportation services. TDP utilizes available survey results.	Input
3-1-1 Information System	This system serves as a main point of telephone contact for residents to inquire about MDT services and provide feedback. This input is utilized for the development of the TDP.	Informational/ Input
Miami-Dade Transit Website	MDT maintains a comprehensive website to provide the community with easily accessible up-to-date system information. Offers the public an outlet for involvement to contact MDT, learn about services, and provide input. MDT utilizes the website to post the TDP for public review and record. The MDT website is www.miamidade.gov/transit/home.asp	Informational/ Input

4.0 PUBLIC INVOLVEMENT COMMENT IMPLEMENTATION

Miami-Dade Transit is committed to better understanding and hearing the transportation needs of the community it serves. As a result of public involvement efforts, the Customer Service Division works to ensure that comment and recommendations received from the TDP outreach opportunities are properly logged, maintained, and responded to. Matrices of all public involvement activities throughout the year are recorded to include information such as date, location, project/event subject, attendance, comments received, and the number of participants. Requests received from the public are forwarded to the appropriate division for follow-up and resolution.

	PUBLIC INVOLVEMENT INITIATIVES REPORT APRIL 2009 - MARCH 2010					
#	DATE	LOCATION	PROJECT/ EVENT SUBJECT	ATTENDANCE	COMMENTS	TOTAL
1	4/9/2009	OTV	Parking under the Guideway on Sw 1st Avenue	City of Miami NET Office, City Of Miami Liza Walton, ADM, Eric Muntan, Forbes	Improving the area with lighting, signs and grass seed from DERM	15
2	4/20/2009	City Year Headquarters	Coordination meeting for partnership with City Year volunteers on taining, activities and logistics	Lee Grever, Development Director and Lynette Williams, Operations Manager	Initial meeting on distribution of Easy Card brochures by volunteers at Metrobus Passenger Transfer locations and Metrorail Stations	3
3	4/22/2009	OTV	Bermello & Ajamil MIC/EH Connector Public Involvement Contract	Rosalyn Contreras/ADM	Initial meeting	2
4	5/1/2009	Little Haiti	Haitian Career Fair	General Public	Outreach to the Haitian Community on the Easy Card Coming Soon Campaign	50
5	5/1/2009	MIC	MIC/EH Connector Groundbreaking Ceremony	Elected officials and general public	Groundbreaking event on MIC/EH Connector	300
6	5/2/2009	Dade County Fair Grounds	Familia & Hogar Fair	General Public	Outreach to the Hispanic Community on the Easy Card Coming Soon Campaign	2,000
7	5/3/2009	Dade County Fair Grounds	Familia & Hogar Fair	General Public	Outreach to the Hispanic Community on the Easy Card Coming Soon Campaign	2,000
8	5/6/2009	OTV	SERI ARRA Workshop	Municipalities/MDT staff	Training session on ARRA funding for Municipalities by MDT's Fianance	50
9	5/8/2009	Wyndham Hotel	MIC/EH Connector Workshop	MDT/Construction staff	Outreach and partnering workshop	75
10	5/9/2009	Omni Metromover Station	Mayor Alvarez's V Initiative sponsors Metromover Station Cleaning and Greening	City Year Volunteers, MDT staff, Mayor's Office Staff	Participation in the cleanup greening of Metro Mover Stations in preparation for International Pow Wow.	25

	PUBLIC INVOLVEMENT INITIATIVES REPORT APRIL 2009 - MARCH 2010					
11	5/14/2009	Radio Paz	Easy Card coming soon outreach	ADM	Radio interview anticipating MDT's participation at Cuba Nostalgia Fair	3
12	5/17/2009	Dade County Fair Grounds	Cuba Nostalgia	General Public	Outreach to the Hispanic Community on the Easy Card Coming Soon Campaign	4,000
13	5/19/2009	Caleb Center	CAA Fair & Expo	General Public	Outreach on the Easy Card Coming Soon Campaign	150
14	5/29/2009	OTV	Odebrecht/MDT Public Outreach collaboration	Tommy Wallace, Marketing Director, ADM	Joint participation effort planning meeting on Public Outreach for MIC/EH Connector project to area schools	2
15	5/30/2009	Miami Beach Convention Center	Storm Preparation Expo	General Public	Easy Card Outreach	500
16	6/1/2009	Coconut Grove	Goombay Festival	General Public	Outreach on the Easy Card Coming Soon Campaign	2,000
17	6/8/2009	Metrorail Stations	Coordination of Easy Card Round I brochures for distribution campaign at 22 locations	General Public	275 participants distributed brochures for the Outreach on the Easy Card Coming Soon Campaign from 6/8/09-8/11/09	50,000
18	6/8/2009	Major Metrobus Transfer Points and Metrorail Stations	Coordination of Easy Card brochures for distribution campaign by City Year at 19 locations	General Public	80 City Year volunteers distributed brochures for the Outreach on the Easy Card Coming Soon Campaign from 6/8/09-6/12/09	50,000
19	8/6/2009	Major Metrobus Transfer Points at 9 locations	Coordination of Easy Card Round II brochures for distribution campaign	General Public	50 MDT participants distributed brochures for the Outreach on the Easy Card Coming Soon Campaign with the Command Bus wrapped with the Easy Card brand used as visual centerpiece of the campaign from 8/6/09-9/3/09	50,000
20	9/18/2009	Vizcaya Station	Team Captain for Easy Card Round III Distribution from 9/18-9/30	General Public	Easy Card Outreach	1,000
21	10/7/2009	Brickell Corridor	Go Green Event	General Public	Easy Card Outreach	100
22	11/10/2009	Caleb Center	Mini Resource Fair	General Public	Easy Card Outreach	25

	PUBLIC INVOLVEMENT INITIATIVES REPORT APRIL 2009 - MARCH 2010					
23	11/12/2009	Radio Luz	WKAT 1360 Interview	General Public	Easy Card Outreach	3
24	11/14/2009	Double Tree Merchandise Mart	Health Fair	General Public	Easy Card Outreach	200
25	11/18/2009	Commission Chambers	Transit Summitt	General Public	Transit Improvements	300
26	11/30/2009	Major Metrobus Transfer Points, Metrorail Stations, Shopping Malls, Airport	Coordination of SERI lineup changes Phase I for Metrobus Routes distribution of Metrobus Books and Maps at 29 locations	75,000 Metrobus Line up changes books and maps distributed to the general public	100 MDT participants distributed Metrobus Line up changes books and maps from 11/30/09-12/14/09	75,000
27	12/1/2009	Major Metrobus Transfer Points, Metrorail Stations, Shopping Malls, Airport, Educational Centers, Health Care Centers, Elderly Care Centers, Haitian Centers, Central Station	Coordination of SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	General Public	Distribution of 253.37 Metrobus Route Book Boxes and 75.6 Route Map boxes from 12/1/09-1/21/10	10,000
28	12/7/2009	Miami Springs Senior Center	Presentation for Commissioner Rebeca Sosa District's senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	50

	PUBLIC INVOLVEMENT INITIATIVES REPORT APRIL 2009 - MARCH 2010					
29	12/8/2009	Generations Club	Presentation for Commissioner Rebeca Sosa District's senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	30
30	12/9/2009	Badia Senior Center	Presentation for Commissioner Rebeca Sosa District's senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	35
31	12/10/2009	Villa Aida Senior Center	Presentation for Commissioner Rebeca Sosa District's senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	90
32	12/11/2009	City of West Miami Senior Center	Presentation for senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	100

	PUBLIC INVOLVEMENT INITIATIVES REPORT APRIL 2009 - MARCH 2010					
33	12/14/2009	City of Hialeah Goodlet Adult Center	Presentation for senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	50
34	12/15/2009	City of Hialeah Villa Ashley	Presentation for senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	55
35	12/15/2009	Major Metrobus Transfer Points, Metrorail Stations, Shopping Malls, Airport	Coordination of SERI lineup changes Phase II for Metrobus Routes distribution of Metrobus Books and Maps at 19 locations	75,000 Metrobus Line up changes books and maps distributed to the general public	60 MDT participants distributed Metrobus Line up changes books and maps from 12/15/09-12/23/09	75,000
36	1/4/2010	East Ridge Retirement Center	Presentation for Commissioner Katy Sorenson District's senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	35

	PUBLIC INVOLVEMENT INITIATIVES REPORT APRIL 2009 - MARCH 2010					
37	1/6//2010	Federation Gardens	Presentation for Commissioner Katy Sorenson District's senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed 40 Golden Passport Easy Cards	40
38	1/20/2010	City of Hialeah Wilde Community Center	Presentation for senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	69
39	1/22/2010	95 Express Inauguration	Ceremonty for 95 Express	Dignitaries and general public	Route inauguration and convoy event	150
40	1/25/2010	Coral Bay Terrace Senior Center	Presentation for Commissioner Katy Sorenson District's senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	150
41	1/26/2010	Lakeshore Apartments	Presentation for Commissioner Katy Sorenson District's senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	140

	PUBLIC INVOLVEMENT INITIATIVES REPORT APRIL 2009 - MARCH 2010					
42	1/27/2020	Saga Bay Apartments	Presentation for Commissioner Katy Sorenson District's senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	130
43	2/2/2010	Pine Woods Villa	Presentation for Commissioner Katy Sorenson District's senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	50
44	2/2/2010	Concerned Citizens of Cutler Bay	Presentation for Commissioner Katy Sorenson District's citizens on Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	General Public	Distribution of Metrobus Route Books and Route Maps. Route updates were provided by Service Planning.	30
45	2/12/2010	Census Kick Off	Mayor's Office event announcing Census participation by County Speakers Bureau	Dignitaries and general public	Census Speakers introductions	75
46	2/16/2010	Rafael Villaverde Center	Census presentation	Senior Citizens	Distribution of Census information to seniors	100

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47	2/17/2010	Walker Community Center	Presentation for senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Renewal applications and photos were processed for Golden Passport Easy Cards	200
48	2/23/2010	College Park Tower	Presentation for Commissioner Katy Sorenson District's senior citizens on Golden Passport Easy Cards and SERI lineup changes for Metrobus Routes distribution of Metrobus Books and Maps	Senior Citizens	Distribution of Metrobus Route Books and Route Maps. Route 71 and circulator updates were provided by Service Planning to seniors.	50
49	3/4/2010	College Park Tower	Census presentation	Senior Citizens	Distribution of Census information to seniors	60
50	3/9/2010	Myers Senior Center	Census presentation	Senior Citizens	Distribution of Census information to seniors	90
51	3/11/2010	Association for Development of Exceptional	Census presentation	Disabled persons	Distribution of Census information	60
						324,642

S61