

Approved _____ Mayor
Veto _____
Override _____

Amended
Agenda Item No. 8(J)(1)(D)

09-04-07

**OFFICIAL FILE COPY
CLERK OF THE BOARD
OF COUNTY COMMISSIONERS
MIAMI-DADE COUNTY, FLORIDA**

RESOLUTION NO. 973-07

RESOLUTION ADOPTING THE MIAMI-DADE TRANSIT (MDT) SUBMISSION OF THE ANNUAL UPDATE OF THE 2007 TRANSIT DEVELOPMENT PROGRAM (TDP) COVERING THE FIVE-YEAR PERIOD FROM 2008-2012

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

WHEREAS, Transit Development Programs 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 memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that this Board hereby adopts the Annual Update of the 2007 Transit Development Program covering the period from 2008-2012.

68

OFFICIAL FILE COPY
OFFICE OF THE CLERK
MIAMI-DADE COUNTY
11/10/07 11:00 AM

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

Bruno A. Barreiro, Chairman	aye	Audrey M. Edmonson	aye
Barbara J. Jordan, Vice-Chairwoman	aye	Sally A. Heyman	absent
Jose "Pepe" Diaz	aye	Dennis C. Moss	aye
Carlos A. Gimenez	aye	Natacha Seijas	aye
Joe A. Martinez	aye	Rebeca Sosa	absent
Dorrian D. Rolle	aye		
Katy Sorenson	aye		
Sen. Javier D. Souto	aye		

The Chairperson thereupon declared the resolution duly passed and adopted this 4th day of September, 2007. 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: **KAY SULLIVAN**
Deputy Clerk



Approved by County Attorney
as to form and legal sufficiency.

Bruce Libhaber

60

Memorandum



Date: September 4, 2007

Amended
Agenda Item No. 8(J)(1)(D)

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

From: George M. Burgess
County Manager

Subject: Resolution Adopting the Annual Update of the 2007 Transit Development Program covering the period from 2008-2012

R#973-07

This item was amended at the September 4, 2007 Board meeting to make clear in the correspondence to the Florida Department of Transportation (FDOT) transmitting this document that the contents of the document are fluid and subject to change and to incorporate results of the Charette held in Commission District 13 identifying specific park and rides.

RECOMMENDATION

It is recommended that the Board of County Commissioners (Board) adopt the Miami-Dade Transit (MDT) submission of the Annual Update of the 2007 Transit Development Program (TDP) covering the five year period from 2008-2012. This TDP update incorporates MDT data for calendar year 2006 (through December 2006).

SCOPE

This agenda item has a county-wide impact.

FISCAL IMPACT / FUNDING SOURCE

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

The funding for the development of this report comes from the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area, FY 2007 Unified Planning Work Program (UPWP) under Task Number 2.02 Short Range Transit Planning. This FY 07 planning grant funding allocation is \$60,000. There is \$20,000 from: Section 5307 FY 2007 (Federal plus Soft Match) and \$40,000 from Section 5303 FY 2007 (Federal State, and Local) funding.

TRACK RECORD/ MONITOR

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

BACKGROUND

Transit Development Plans are required for grant program recipients such as, MDT, and 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 five-year Work Program, the Transportation Improvement Program (TIP), and the Department's Program and Resource Plan. Historically, the MPO had served as the entity responsible for facilitating adoption of this plan.

However, a new ruling this year from FDOT mandated that a TDP shall be adopted by a provider's governing body. Since MDT is the provider of transportation services for Miami-Dade County, the appropriate governing body is the Board.

This item represents an Administrative Update of the Transit Development Program and was prepared by MDT to fulfill State of Florida statutory requirements, which require that all transit properties receiving Public Transit Block Grants prepare or update annually a five-year TDP. This mandate is spelled out under Sections 341.052 and 341.071 of the Florida Statutes. With the new ruling published in February 20, 2007, a major update is required every ten years. This 2007 TDP Update represents a "minor" or Administrative Update to the 2005 TDP Major Update, completing the sequence. The next major update is to be completed in 2008. This 2007 Administrative Update to the TDP presents the operating environment, committed improvements, an amended 5-year Recommended Service Plan (RSP), and the financial analysis of proposed transit improvements for the five-year period ending in 2012.

Public transit funds will be considered by the State on the basis of public transit needs as identified in TDPs. 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. In accordance with the new ruling, an adopted TDP is to be presented to the FDOT District VI by September 2007.



Assistant County Manager



Transit
 111 NW 1st Street • Suite 910
 Miami, Florida 33128-1999
 T 305-375-5675 F 305-372-6150

miamidade.gov

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- Housing Agency
- Housing Finance Authority
- Human Services
- Independent Review Panel
- International Trade Consortium
- Juvenile Assessment Center
- Medical Examiner
- Metro-Miami Action Plan
- Metropolitan Planning Organization
- Park and Recreation
- Planning and Zoning
- Police
- Procurement Management
- Property Appraisal
- Public Library System
- Public Works
- Safe Neighborhood Parks
- Seaport
- Solid Waste Management
- Strategic Business Management
- Team Metro
- Transit**
- Task Force on Urban Economic Revitalization
- Vizcaya Museum And Gardens
- Water & Sewer

September 17, 2007

Mr. Carl Filer
 Florida Department of Transportation-District Six
 1000 N.W. 111 Avenue
 Miami, Florida 33172

RE: 2007 Transit Development Program (2008-2012) Update

Dear Mr. Filer:

We are pleased to report that the 2007 Transit Development Program (TDP) Update covering fiscal years 2008-2012 was adopted by the Board of County Commissioners (BCC) at their September 4, 2007 meeting.

I have enclosed for your attention two copies of the final Miami-Dade Transit (MDT) 2007 Transit Development Program (TDP) Update. This document includes information derived from the People's Transportation Plan proposed service improvements, as well as the Comprehensive Bus Operation Analysis (CBOA) study.

The report does not vary from the copy provided to your staff for early review, with the exception of comments and requests provided at the BCC meeting, included on an errata sheet enclosed in the report. These changes will appear within the body of next year's 2008 TDP Update report.

As you know, the 2007 TDP Update is not final until it is accepted by your Department. As such, it is a fluid document and we would include in the Supplemental Information sheet any comments that your staff may want added to this report before it goes for mass reproduction.

If you need additional information, do not hesitate to contact my office at 786-469-5289.

Sincerely,

John T. Spillman, Senior Chief
 Planning and Development Division

C: H. Kapoor, MDT
 A. Hernandez, MDT
 E. Carson, FDOT
 M. Batista, MDT

2007 Transit Development Program
Supplemental Information Sheet – dated September 6, 2007
Questions and Comments provided at the Board of County Commissioner’s meeting of
September 4, 2007

At the request of Commissioner Natacha Seijas, District 13:

Delete on page I-21 the reference to:

“NW 57 Avenue & Miami Gardens Drive (SW quadrant) Sears lot”

this statement is located in Chapter I; Section 3 Transit Facilities; g. Florida Department of Transportation Park and Ride Program.

The location is within Commissioner’s Seijas District 13 and this Commissioner wants her staff to be notified before any consideration is given to this site for park and ride.

At the request of Commissioner Natacha Seijas:

Add the reference to the Park and Ride location at Miami Gardens Drive and NW 73rd Ave. underneath the FPL power lines. This location was a recommendation of the Country Club Palm Springs North Charrette Area Plan Report.

This site was included on Chapter I, Section 3 Transit Facilities, e. Planned Park and Ride Sites located in page I-19:

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

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

Updated information for this Park and Ride Lot underneath FPL right-of-way:

The MDT Joint Development & Leasing Division along with the Design & Engineering Division have been working on this park/ride lot project for more than two years.

Preliminary Design drawings and cost estimates have been completed for the location at Miami Gardens Drive and NW 73rd Avenue at an estimated cost of \$1.3 million. This project would definitely assist bus passengers who ride both local and limited-stop MAX routes that serve this area and corridor. Presently, MDT operates four bus routes (83, 91, 183 MAX, 267 MAX) that could serve this proposed lot.

At the request of Commissioner Dennis C. Moss, District 9:

1. **“Page III -13, some reference is made to 27 new bus routes, but on page III-21, there is no mention of terminals”**

Chapter III - 2012 Recommended Service Plan (RSP), Section b. New Routes - Page III-13 references the 27 proposed new routes located in pages III -17 through III -20, Table III -3, 2012 Recommended Service Plan, New Routes Description.

This Table III-3 provides a summary of 27 proposed new routes describing proposed level of service, the peak vehicle requirement to operate the service, the cost to operate and an estimated time of implementation.

Page III-21 contains Table III-4, Transit Hub Locations and Feeder Routes for New Routes. None of the new routes described in Table III -3 would use Homestead as their transit hub. However, the Homestead location would be serving the existing routes listed on Table III

Transit Hub is a location where numerous transit routes and other modes meet to allow passengers to transfer. Examples of a transit hub would be the Omni Terminal and Golden Glades.

At the request of Commissioner Dennis C. Moss, District 9:

2. How many new bus routes are planned for District 9?

Table III - 3, 2012 Recommended Service Plan, New Routes Description proposes that four of these new routes serve District 9. These four routes are: 97 Avenue Crosstown, Coconut Palm Connection, Florida City/Medley MAX, and the Quail Roost MAX.

At the request of Commissioner Dennis C. Moss, District 9:

3. Page III-12, Table 3-1, mention is made to route 344, but changes are not clear.

The improvements to Route 344 included in table III -1 states that in the year 2008 an improvement is planned to the headway services during the peak time. This improvement changes the headways from every 30 minutes to every 15 minutes during the AM and PM peak. This additional service will cost about \$205,172 to operate and it will increase the peak vehicle requirement by two vehicles.

At the request of Commissioner Dennis C. Moss, District 9:

4. Page III-18, Florida City/Medley Max states "introducing peak hours express service from Florida City/Homestead Area to Medley in the AM and PM. What does PVR 3M mean? Also, in this section explain MDT is cutting, as this is confusing since it says 3 trips are being provided.

Table III-3 New Route Description, Page III-18 – PVR stands for Peak Vehicle Requirement or how many vehicles are needed in the peak periods to operate the service. 3M is MDT's code for 3 minibuses. A number 3 alone signifies 3 regular or full-sized buses and 3M signifies 3 minibuses are needed in the peak to operate the service for the Florida City/Medley MAX.

Cutting service/3 trips – The list of new routes (Table III-3 on pages, III-17- III-20) are proposed routes that MDT has identified for possible future implementation *should funding become available*. All of these tables in Chapter III of the TDP are titled "2012 Recommended Service Plan." This Recommended Service Plan is a "needs" plan.

The issue of providing 3 trips is taken out of context because MDT would operate the Florida City/Medley MAX by having 3 trips in the AM peak and 3 trips in the PM peak, and not that MDT would be implementing 3 trips.



MEMORANDUM

(Revised)

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

DATE: September 4, 2007

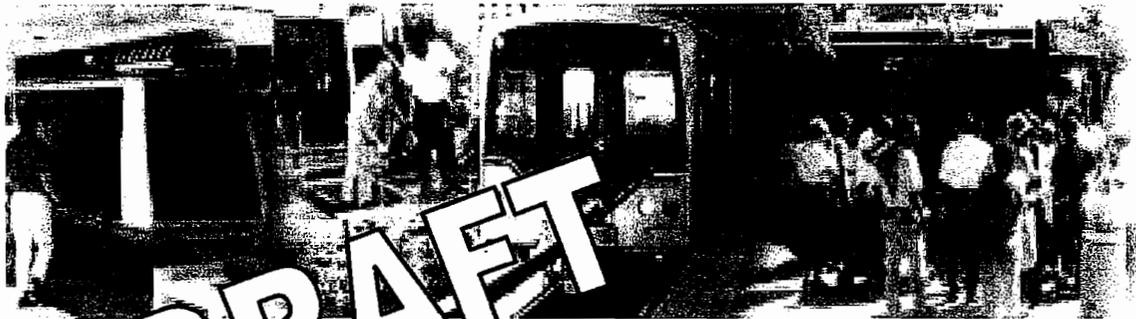
FROM: 
R. A. Cuevas, Jr.
County Attorney

SUBJECT: Amended
Agenda Item No. 8(J)(1)(D)

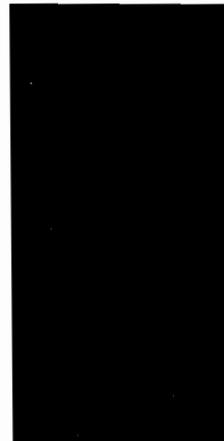
Please note any items checked.

- "4-Day Rule" ("3-Day Rule" for committees) applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Bid waiver requiring County Manager's written recommendation
- Ordinance creating a new board requires detailed County Manager's report for public hearing
- Housekeeping item (no policy decision required)
- No committee review

2007 TRANSIT DEVELOPMENT PROGRAM



FISCAL YEARS



*Delivering Excellence
Every Day*

Transit Development Program

2007 TDP

(covering Fiscal Years 2008-2012)

Prepared by:

**MIAMI-DADE TRANSIT
111 N.W. First Street, Suite 910
Miami, Florida 33128-1999
(305) 375-1193**

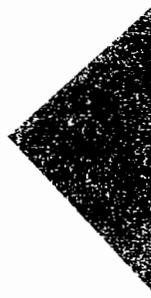
September 2007

7

2007 TRANSIT DEVELOPMENT PROGRAM



FISCAL YEARS



- 2008
- 2009
- 2010
- 2011
- 2012



*Delivering Excellence
Every Day*

0D

Transit Development Program

2007 TDP

(covering Fiscal Years 2008-2012)

Prepared by:

**MIAMI-DADE TRANSIT
111 N.W. First Street, Suite 910
Miami, Florida 33128-1999
(305) 375-1193**

September 2007

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Appendix A:	2007 Transportation Improvement Program (TIP) (Multimodal Transit Capital Improvements)
Appendix B:	Community and South Florida Work Force Meetings

EXECUTIVE SUMMARY

This Administrative Update of the Transit Development Program (TDP) was prepared by Miami-Dade Transit (MDT) to fulfill State of Florida statutory requirements. These requirements mandate that all transit properties receiving Public Transit Block Grants prepare or update annually a five-year Transit Development Plan. This mandate is spelled out under Sections 341.052 and 341.071 of the Florida Statutes. The last major update of the TDP was prepared in 2005; thus this 2007 Update represents a "minor" or administrative update. New Rules were published in February 2007 and the next major update to be done in 2008, will reflect a 10-year horizon as per new rules. This 2007 Administrative Update to the TDP presents the operating environment, committed improvements, an amended 5-year Recommended Service Plan (RSP), and the financial analysis of proposed transit improvements for the period ending in 2012. The data reflected in this 2007 TDP Update report is for the calendar year 2006 unless otherwise specified. Transit improvements continue to be done periodically, based on the People's Transportation Plan (PTP) schedule. However, this report covers a finite period, ending in December 31, 2006.

OPERATING ENVIRONMENT

Miami-Dade County voters in November 5, 2002 overwhelmingly approved the People's Transportation Plan sales tax referendum. This ½ % surtax is being used to fund improvements to the County's Metrobus, Metrorail, Metromover system, and other transit related projects. The PTP calls for the creation of 31 new routes and a total of 410 improvements to be implemented to existing and future new routes during a five-year period which began in November 2002. The 2012 RSP has incorporated all the improvements listed in the People's Transportation Plan (PTP) that were recommended to be implemented within the next five years and added those transit improvement needs beyond the PTP. However, implementation of any transit service beyond that contemplated in the original People's Transportation Plan (PTP) committed service to the year 2007, is subject to results of the route analysis study conducted for MDT by the Center for Urban Transportation Research (CUTR).

The socioeconomic variables explored in detail in the 2005 TDP major revision, remain stable and will not be revisited for this cycle. The 2007 TDP provides a detailed description of existing transit service in Miami-Dade County. Improvements and changes that occurred during the past year are identified under the Committed Improvements section of this TDP. The Needs Plan development and evaluation has been updated and identified under the RSP. MDT is relatively confident that most of the improvements detailed in the 2012 RSP, as transit needs, will be implemented.

COMMITTED IMPROVEMENTS

The Committed Improvements are those projects that affect the delivery of transit services and can be reasonably expected to be implemented during the next five years. These projects may include projects or improvements programmed through the 2007 Transportation Improvement Program (TIP), transit service improvements budgeted for fiscal year 2007, and other private sector projects. These improvements, in conjunction with the 2007 TDP's existing conditions, and the improvements recommended in the PTP, form the baseline conditions from which the 2012 Recommended Service Plan is developed.

2012 RECOMMENDED SERVICE PLAN DESCRIPTION (RSP)

The Recommended Service Plan was amended to address unmet community transit needs as ascertained through the public outreach efforts, and to prioritize those needs. In addition to the meetings specifically targeted to receive input to update the 2007 TDP, many meetings and outreach efforts were held to obtain the public's input to formulate the PTP in the year 2002, prior to the approval of the PTP by voters. The needs identified at these meetings and included in the PTP were also incorporated in the development of the 2012 RSP. Implemented services for the past year are identified and the RSP is amended based on additions, deletions, priority, alignment, and service frequency. The policy bus route frequency follows the recommendation of the PTP of 15-minute peak service and 30-minute off-peak. The improvements, which are programmed in a systematic manner by year, will be funded through the ½% surtax. The capital needs of the RSP improvements are also included in this document.

FINANCIAL ANALYSIS

The financial analysis focuses on the service improvements identified in the 2012 RSP, its operational and maintenance costs and its capital costs. The methodology employed to calculate operating and maintenance costs involved the costing of each improvement identified in the 2012 RSP. These costs reflect the fully allocated costs for additional revenue hours required by the service improvements. The capital cost analysis is confined to those capital needs deemed necessary to implement the 2012 RSP. The cumulative annual capital required to implement the 2012 RSP is approximately \$436.9 million by the fifth year (2011) of the TDP period; with a total cumulative cost for the five years of \$1.4 billion. Annual incremental costs range from \$53.8 million to \$170.1 million.

The following improvements summarize the 2012 RSP:

Metrobus

- Schedule one hundred and fifty-nine (159) service improvements to the existing one hundred and five (105) Metrobus routes, (some routes get multiple improvements) at an estimated cumulative operating cost of \$183.1 million for the next five; operating cost by the fifth year of the TDP is \$38.8 million.
- A total of thirty (27) new routes to be added to the Metrobus system, at an estimated cumulative operating cost covering the next five years of \$140.8 million; operating cost for the fifth year of the TDP is \$32.8 million.
- Expand the Metrobus fleet with 474 new buses, which includes 252 full size buses and 221 minibuses. This includes a peak vehicle requirement of 394 vehicles and a 20% spare ratio;
- Implement a plan to develop various transit terminals or hubs throughout the service area at a cost of \$36.5 million.

Metrorail

- Capital improvement cost for the Rail Rehabilitation Program is estimated at \$237.7 million for the five-year RSP period (2008-2012).

Metromover

- Rail Rehabilitation (purchase of new cars) is estimated at \$9.6 million for the five-year RSP period.

Special Transportation Services (STS)

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

CHAPTER I: OPERATING ENVIRONMENT

The following chapter provides a description and overview of the existing transit services that exist within Miami-Dade County. The data reflected in this Transit Development Program (TDP) update is for calendar year 2006. Transit improvements will continue to occur regularly based on the needs and resources available. However, this report covers a five-year period: years 2008 – 2012.

1. MDT DESCRIPTION

Miami-Dade Transit has been a department of Miami-Dade County since 1961. Prior to that date, transit services within Miami-Dade County were provided by multiple private providers operating principally within municipal boundaries. Today, MDT has 3,769 employees with a Department Director reporting to the County Manager through a Transportation Manager with the rank of Assistant County Manager. The Table of Organization for MDT is provided in Figure I-1.

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

a. Metrobus

Metrobus operates seven days a week, twenty-four hours. There are a total of one hundred and eight (108) routes (including 3 contracted routes) within MDT's regular bus service structure. Table I-2 provides a detailed headway schedule for current Metrobus routes, as of December 2006.

b. Metrorail

Metrorail, the heavy rail portion of Miami-Dade County's transit system, provides service to 22 stations on a 23.5-mile line. The Metrorail system is primarily on elevated structure and interfaces with two other passenger rail systems at the Tri-Rail, Brickell and Government Center Stations. Metrorail began service in 1984 with the last major component of the system completed in May 2003 (Palmetto station).

Metrorail daily service operates between 5:00 a.m. and 12:00 a.m. (trip takes 48 minutes from terminus to terminus) with 6-minute peak headways, and 10 minutes during the midday and 30 minutes during evening hours. Weekend and holiday service operates with headways of 15 minutes.

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

c. Metromover

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

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

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

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

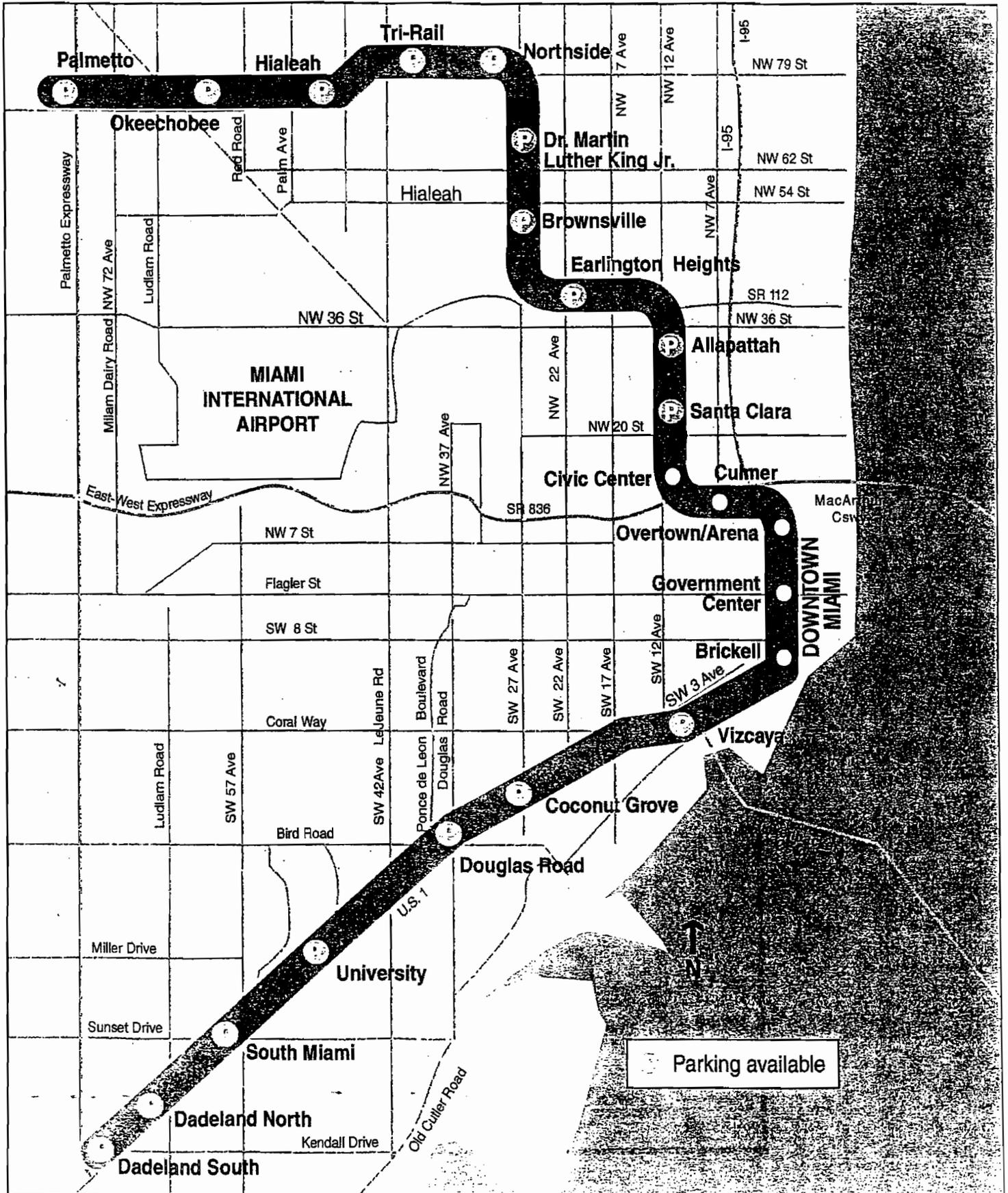
d. Special Transportation Services

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

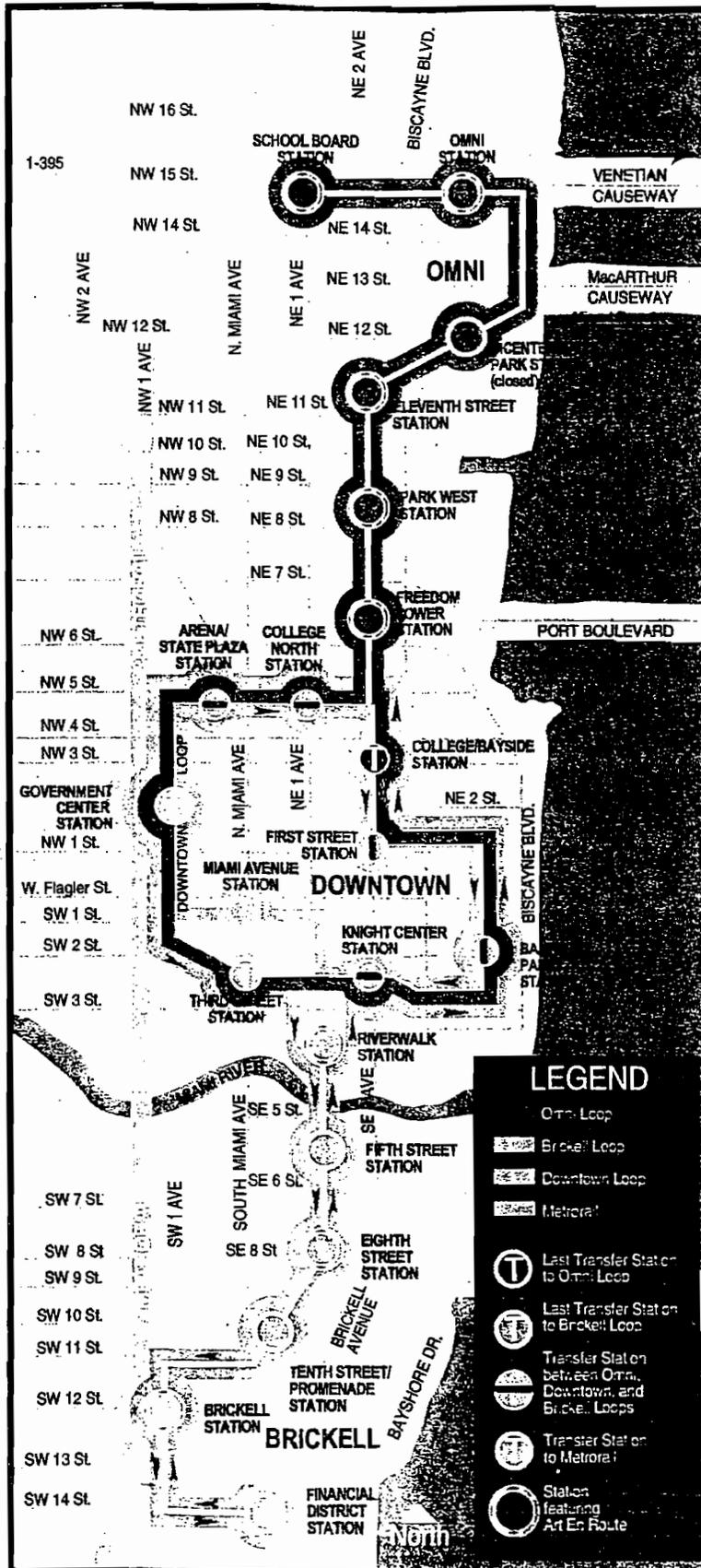
Presently, there are 173 sedans, 63 standard vans, 10 minivans and 102 wheelchair lift equipped vans. This is a total of 348 vehicles for ambulatory transportation. These vehicles are privately contracted through a brokerage agreement with Advanced Transportation Solutions (ATS). There are 22,217 eligible clients enrolled in the STS program including both ambulatory and non-ambulatory clients.

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

**Figure I-3
METRORAIL SYSTEM**



**Figure I-4
METROMOVER SYSTEM**



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Table I-1

**MDT FACT SHEET
UPDATE FOR FY 2006 CONDITIONS**

System Characteristics	Metrobus	Metrorail	Metromover	STS
Operating Hours	24 hrs ¹	5:00am-12:48am	5:00am-12:30am	24 hrs
Number of Routes	108 ²	1	3	Demand Response
Number of Stations/Stops	9,358	22	20	N/A
Peak Headways	5-60 min.	6 min.	2 min.- 2.5 min.	(Pick up +/-30 minutes of scheduled time)
Midday Headways	10-60 min.	10 min.	2.5 min.	
Weekend Headways	10-60 min.	15 min.	2.5 min.	
Routes Miles	3,216-rnd trip	22.4 miles	4.4 miles	N/A
Peak Vehicle Requirements	854	102	18	276
Total Fleet Size (Section 15 Report)	1,054	136	29	249 sedans 102 lift-equipped vans.
Annual Revenue Miles	36,825,387	9,690,079	941,678	13,493,392
Annual Boardings	82,364,607	17,234,964	8,221,687	1,576,552
Park-Ride Spaces	1,724	9,657	0	N/A
Annual Operating Expenses	\$309,379,653	\$75,026,360	\$19,184,690	\$39,882,583
Annual Operating Revenues	\$69,992,925	\$21,484,520	\$0	\$3,878,264
Annual Revenues (Other) ³	\$4,556,243	\$0	\$0	N/A
Base Fare	\$ 1.50	\$ 1.50	Free	\$ 2.50

¹ Ten Metrobus routes (L, S, 3, 11, 12, 27, 54, 77, 88, Busway MAX) operate 24 hours per day. Three other routes, the Airport Owl, Midnight Owl and Night Owl, provide hourly bus service approximately between the hours of 10:30 pm. and 6:25 am.

² 105 Metrobus operated routes plus 3 contracted routes.

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

TABLE I-2
2007 METROBUS DETAILED ROUTE HEADWAYS
 (As of December 2006)

ROUTE	PEAK	MIDDAY	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
BRANCHES						
1	24	40	60	n/a	30	30
2						
NE 84 Street/NE 2 Avenue	15	15	30	n/a	20	30
163rd Street Mall	60	60	40	n/a	n/a	n/a
3	20	20	30	60	20	24
6	30	40	n/a	n/a	40	40
7						
East of NW 42 Avenue	15	20	30	n/a	20	20
Hook Square	30	40	n/a	n/a	40	40
Dolphin Mall	30	40	60	n/a	40	40
8						
East of SW 82 Avenue	10	15	15	n/a	15	20
Westchester	20	n/a	n/a	n/a	15	20
FIU via SW 8 Street	30	30	n/a	n/a	n/a	n/a
FIU via Coral Way	30	30	30	n/a	n/a	n/a
9						
163rd Street Mall	12	30	20	n/a	30	30
Aventura Mall	24	30	30	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	7½	12	15	60	12	15
Mall of the Americas	15	24	15	60	24	30
FIU-University Park Campus	15	24	15	60	24	30
12	30	30	60	60	30	30
16	20	20	30	n/a	30	30
17						
South of NW 95 Street/NW 17 Avenue	15	30	60	n/a	30	30
Norwood	30	30	60	n/a	30	30
NW 103 Street	30	n/a	n/a	n/a	n/a	n/a
21						
Northside	30	30	45	n/a	30	30
Bunche Park	60	60	45	n/a	n/a	n/a
22						
North of NW 36 Street	15	30	60	n/a	30	30
Santa Clara Station	30	n/a	n/a	n/a	60	60
Coconut Grove	30	60	60	n/a	60	60
24						
Westchester	15	20	30	n/a	30	30
SW 137 Avenue/26 Street	30	40	30	n/a	30	30
27	15	15	30	60	20	30
28	30	30	60	n/a	60	60
29	30	45	n/a	n/a	n/a	n/a
31 (Busway Local)	15	30	30	n/a	30	30
32	15	30	20	n/a	30	30
33	30	30	50	n/a	30	30
34 (Busway Flyer)	12	n/a	n/a	n/a	n/a	n/a

TABLE I-2 (continued)
 2007 METROBUS DETAILED ROUTE HEADWAYS
 (As of December 2006)

ROUTE	PEAK	MIDDAY	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
BRANCHES						
35	30	30	60	n/a	30	30
36						
East of NW 57 Avenue	10	30	30	n/a	30	30
Doral Center	15	60	60	n/a	60	60
Hook Square	60	60	60	n/a	60	60
37	30	40	60	n/a	30	30
38 (Busway MAX)	15	15	15	60	20	20
40						
East of SW 127 Avenue	20	20	60	n/a	30	30
SW 8 Street/SW 129 Avenue	40	40	60	n/a	60	60
SW 147 Avenue/Bird Road	40	40	n/a	n/a	60	60
41	30	40	60	n/a	45	60
42	30	30	60	n/a	30	30
46 (Liberty City Connection)	30	30	30	n/a	n/a	n/a
48	30	30	30	n/a	40	40
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	40	60	n/a	40	40
54	15	30	30	60	30	30
56						
East of SW 56 Street/SW 107 Avenue	30	30	30	n/a	n/a	n/a
MDC - Kendall Campus	60	60	n/a	n/a	n/a	n/a
Miller Road /SW 157 Avenue	60	60	n/a	n/a	n/a	n/a
57	30	60	50	n/a	n/a	n/a
62						
MLK Station	10	15	30	n/a	20	20
Hialeah	30	30	30	n/a	20	20
Miami Beach	20	n/a	n/a	n/a	n/a	n/a
Omni	20	15	30	n/a	20	20
65	30	n/a	n/a	n/a	n/a	n/a
68 (Gratigny Connection)	30	45	45	n/a	n/a	n/a
70						
Cutler Ridge	30	30	60	n/a	60	60
Saga Bay	n/a	60	n/a	n/a	n/a	n/a
71	30	30	24	n/a	30	30
72						
East of SW 137 Avenue	30	30	30	n/a	30	30
Miller Square	60	60	60	n/a	60	60
Kendall Drive/SW 157 Avenue	60	60	60	n/a	60	60
73	20	30	60	n/a	30	30
75						
163 Street Mall	30	30	30	n/a	30	30
MDC - North Campus	30	30	30	n/a	n/a	n/a
77						
South of NW 183 Street	7½	15	30	60	15	30
NW 199 Street	15	30	30	n/a	30	60
82	30	30	30	n/a	n/a	n/a
83						
163rd Street Mall	15	30	50	n/a	30	30
FIU- Biscayne Bay Campus	30	30	50	n/a	30	n/a
87	20	40	30	n/a	40	40

TABLE I-2 (continued)
 2007 METROBUS DETAILED ROUTE HEADWAYS
 (As of December 2006)

ROUTE	PEAK	MIDDAY	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
BRANCHES						
88						
East of SW 132 Avenue	15	30	15	60	20	30
Kendale Lakes	30	60	30	n/a	40	60
SW 157 Avenue/Kendall Drive	30	60	30	60	40	60
91	30	60	30	n/a	60	60
93 (Biscayne MAX)	15	30	n/a	n/a	n/a	n/a
95	5	60	n/a	n/a	n/a	n/a
97 (27 Avenue MAX)	15	30	30	n/a	n/a	n/a
99	30	60	60	n/a	60	60
101 (Route A)	20	45	20	n/a	40	40
102 (Route B)						
East of Harbor Drive	10	30	40	n/a	30	30
Cape Florida State Park	15	30	40	n/a	30	30
Mashta Drive	48	60	n/a	n/a	60	60
103 (Route C)	15	20	30	n/a	20	30
104	30	30	60	n/a	30	30
105 (Route E)	30	30	30	n/a	30	30
107 (Route G)	30	30	45	n/a	30	30
108 (Route H)	20	20	24	n/a	20	30
110 (Route J)	15	30	60	n/a	30	30
111 (Route K)						
Haulover Marina	15	20	20	n/a	30	30
Diplomat Mall	30	60	30	n/a	60	60
112 (Route L)						
Northside Station	10	12	30	60	15	20
Hialeah Station	20	24	30	60	30	40
Amtrak Station	20	24	30	n/a	30	40
113 (Route M)	30	30	30	n/a	60	60
118 (Route R)	30	30	n/a	n/a	n/a	n/a
119 (Route S)	12	12	12	60	15	20
120 (Route T)	20	30	30	n/a	30	30
122 (Route V)	60	60	n/a	n/a	n/a	n/a
123 (South Beach Local)	10	10	15	n/a	10	15
132 (Tri-Rail Doral Shuttle)	*	n/a	n/a	n/a	n/a	n/a
133 (Tri-Rail Airport Shuttle)	20	20	40	n/a	24	24
136	30	45	45	n/a	45	n/a
137 (West Dade Connection)	30	30	50	n/a	30	30
147	30	60	24	n/a	n/a	n/a
152 (Gables Connection)	30	40	n/a	n/a	40	40
175 (NW Dade Express)	20	n/a	n/a	n/a	n/a	n/a
183 (183 Street MAX)	30	30	30	n/a	30	30
202 (Little Haiti Connection)	30	30	30	n/a	30	30
204 (Killian KAT)	6	n/a	30	n/a	40	40
207/208 (Little Havana Circulator)	15	20	20	n/a	20	20
212 (Sweetwater Circulator)	15	20	30	n/a	20	30

TABLE I-2 (continued)
2007 METROBUS DETAILED ROUTE HEADWAYS
(As of December 2006)

ROUTE	PEAK	MIDDAY	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
BRANCHES						
216 (Goulds Connection)	30	30	30	n/a	60	60
224 (Coral Way MAX)	24	n/a	n/a	n/a	n/a	n/a
236 (Airport Owl)	n/a	n/a	n/a	60	60	60
238 (East-West Connection)	30	60	30/60	n/a	n/a	n/a
240 (Bird Road MAX)	24	n/a	n/a	n/a	n/a	n/a
241 (North Dade Connection)	30	60	n/a	n/a	n/a	n/a
242 (Doral Connection)	30	60	30	n/a	n/a	n/a
243 (Seaport Connection)	15	30	n/a	n/a	n/a	n/a
245 (Okeechobee 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)	15	30	n/a	n/a	n/a	n/a
249 (Coconut Grove Circulator)	15	15	15	n/a	15	15
252 (Coral Reef MAX)						
Country Walk	15	30	20/40	n/a	30	30
SW 162 Avenue	30	n/a	n/a	n/a	30	30
Metrozoo	20	30	n/a	n/a	30	30
SW 119 Avenue	20	n/a	n/a	n/a	n/a	n/a
254 (Brownsville Circulator)	n/a	30	n/a	n/a	n/a	n/a
267 (Ludlam MAX)	20	n/a	n/a	n/a	n/a	n/a
272 (Sunset KAT)	7½	n/a	15	n/a	n/a	n/a
277 (7 Avenue MAX)	15	n/a	n/a	n/a	n/a	n/a
278 (Flagami Connection)	30	30	n/a	n/a	30	30
282 (Hialeah Gardens Connection)	30	60	n/a	n/a	60	60
287 (Saga Bay MAX)	24	n/a	n/a	n/a	n/a	n/a
288 (Kendall KAT)	12	n/a	48	n/a	n/a	n/a
344	30	30	50	n/a	60	60
500 (Midnight Owl)	n/a	n/a	n/a	60	60	60

n/a = no service available or not applicable

* = to match Tri-Rail service at Hialeah Market Station

2. FARE STRUCTURE

To keep up with rising operating costs, Miami-Dade Transit increased fares on May 1, 2005, the first such increase in 15 years. This added about \$24 million to operating funds in the next two years.

Fares have not kept pace with rising operating, maintenance, and fuel costs over the last 15 years. With the new fare structure, MDT will be able to maintain services currently offered to valued transit customers.

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

**TABLE I-3
NEW FARE POLICY SUMMARY**

<u>SERVICE</u>	<u>Fare</u>	<u>Reduced*</u>
Bus / Rail	\$1.50	\$0.75
Express Bus	\$1.85	\$0.90
Shuttle Bus	\$0.25	\$0.10
Metromover	Free	Free
 <u>TRANSFERS</u>		
Bus / Rail	\$0.50	\$0.25
Bus / Rail to Express Bus	\$0.50+	\$0.25+
	\$0.35 fare upgrade	\$0.15 fare upgrade

Special Transportation Service	\$2.50
Metrorail Daily Parking	\$4.00
Metrorail Parking Permit	\$6.25**
Monthly Metropass	\$75.00
Discount Metropass	\$37.50
College Metropass	\$56.25
Golden Passport	Free

* Reduce fare for Medicare recipients, most people with disabilities, and local students (grades 1-12) anytime with a valid permit/ID.

**Only available with the purchase of a Metropass, Discount Pass, and for Golden and Patriot Pass users.

3. TRANSIT FACILITIES

a. Garages

Miami-Dade Transit operates four maintenance bus garages to serve a fleet of 1,054 buses. These garages are located throughout the County to provide services efficiently:

Central Facility, 3311 NW 31 Street;
Coral Way Facility, 2775 SW 74 Avenue;
Northeast Facility, 360 NE 185 Street;
Medley Facility, 8141 NW 80 Street.

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

b. Park and Ride Facilities

Miami-Dade Transit has nearly 11,000 available parking spaces, including park and ride lots, Metrorail station lots and parking garages. An average of 75% parking spaces are utilized on any given weekday. However, actual parking usage is highest on the southern portion of the Metrorail line, and at the Metrobus Golden Glades parking lot with 95% occupancy. Earlington Heights Garage has 1,016 parking spaces. Except for the 100 spaces used for Metrorail patrons, all other spaces are being used and maintained by Miami-Dade County GSA Department at this station.

c. Existing Park and Ride Sites

- **Busway / SW 152nd Street**

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

- **SW 152nd Street / Turnpike**

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

- **Busway / SW 168th Street**

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

- **Busway / SW 200th Street**

In April 2002, Miami-Dade Transit acquired a 3.4 acre site at the northwest corner of the South Miami-Dade Busway and SW 200th Street (Caribbean Boulevard) to be used as a park and ride lot. In October 2005, the facility opened on a temporary basis as a 131 space park and ride lot until the complete facility is completed.

Preliminary plans call for up to 362 spaces. The necessary public hearings were held and zoning issues have been resolved. Final construction and design plans were commissioned and have been completed. A preliminary construction cost estimate has been prepared. An application for approval of a sewer connection has been submitted to DERM. Technical specifications for a construction contract are being completed. Construction will take place in two phases in order to accommodate customers that are currently using this facility. Bids are being requested for construction.

- **Busway / SW 244th Street**

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

- **Busway / SW 296th Street**

In July 2002, MDT purchased a 2.2 acre site at the northeast corner of SW 296th Street and the proposed Busway. The site is the home of a former auto dealership, and contains a paved parking area and service building. MDT is preparing an amendment to the County Zoning Code which will include this site and others in the "Rapid Transit Zone" which will allow the park and ride use on the property. It is expected that all zoning issues as well as construction will be completed in advance of the Busway's completion date.

MDT purchased two additional parcels with a total of approximately 5 acres north and south of SW 296th Street. These two combined properties present a unique opportunity to create a well-planned transit oriented development that will provide amenities for transit customers and focus density around the station. Initially, the facility will serve

a Park and Ride and as a staging area for Busway-related construction. Longer term, it will also be ideal location for intermodal transit facility / joint development project. A consultant for the preparation of design drawings for the north parcel has been selected and currently awaiting proposal from consultant.

This lot has been opened since October 2005 on a temporary basis until construction of the lot and the Busway extension is completed. There are 117 spaces currently being used at the temporary park and ride lot.

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

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

- **Golden Glades**

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

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

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

d. Park and Ride Sites Under Development

MDT has been in the process of acquisition and development of Park and Ride sites, improving capacity and providing additional parking spaces. The following Park and Ride projects are currently under way:

- **Busway / SW 344th Street**

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

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

- **Bird Road and Tamiami Trail**

MDT and the Miami-Dade Housing Agency have undertaken joint development projects at two sites, Bird Road (SW 40th Street) and SW 89th Avenue and Tamiami Trail (SW 8th Street) and 127th Avenue. When completed, each site will house a park-and-ride facility for bus patrons and elderly low-income housing.

- **Quail Roost Transit Village**

Miami-Dade Transit received an unsolicited proposal from the West Perrine Community Development Corporation (WP), a not for profit corporation active in affordable housing and commercial economic development in the Perrine target area. Under this proposal, WP will develop approximately 8.51 acres located immediately west of the Busway between SW 186 Street and SW 184 Street. The property will include a parking facility for transit riders with the remainder being used as a private/public mixed use joint development project. WP will build a joint use parking facility including 500 transit parking spaces and MDT will be responsible for purchasing or leasing those spaces. The components of the project will include retail, commercial and affordable housing.

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

e. **Planned Park and Ride Sites**

- **Dadeland North Metrorail Parking Garage**

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

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

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

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

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

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

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

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

- **Dadeland South Metrorail Parking Garage**

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

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

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

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

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

Park and Ride proposed lots

Location

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

Specific sites for these facilities have not yet been identified. Ideally, actual locations could be sited within a two-mile radius from the location identified above. However, in some cases, the actual sites could be more than two miles from the above mentioned locations depending on the availability of space. MDT will be working to identify specific locations and acquire properties (purchase or lease) during the upcoming years.

g. Florida Department of Transportation Park and Ride Program

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

Location Considerations

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

Site considerations

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

Economic Considerations

- Land cost
- Ease of land acquisition
- Development cost

Based on these factors, 25 locations (three of them in Monroe County) were tentatively chosen as candidates for Park and Rides. It should be noted that these locations are general geographical boundaries and actual locations will not be restricted to these exact locations.

<u>Location</u>	<u>Current Use</u>
Biscayne Boulevard & NE 107 Street (NW quadrant)	K Mart lot
Biscayne Boulevard & NE 143 Street (NE quadrant)	Target lot
Biscayne Boulevard & NE 163 Street (NE quadrant)	Vacant building
Biscayne Boulevard & NE 38 Street (NW quadrant)	Vacant
Collins Avenue & 72 Street (NW quadrant)	City lot
NW 57 Avenue & Miami Gardens Drive (SW quadrant)	Sears lot
NW 67 Avenue & NW 188 Street (NE quadrant)	Parking lot
NW 87 Avenue & NW 186 Street (NE quadrant)	Strip Mall
NW 137 Avenue & NW 6 Street (NW quadrant)	MDC Public School
SR 826 & West Flagler Street (NW quadrant)	Mall of America lot
SW 40 Street & SW 82 Avenue (SE quadrant)	Tropical Park
SW 87 Avenue & SW 24 Street (SE quadrant)	K-Mart lot
SW 99 Court & West Flagler Street (SE quadrant)	Church lot
SW 107 Avenue & West Flagler Street (SW quadrant)	West Flagler Plaza
SW 114 Avenue & SW 24 Street (NW quadrant)	Tamiami Park
SW 114 Avenue & SW 40 Street (NW quadrant)	West Bird Plaza
SW 137 Avenue & SW 26 Street (NW quadrant)	Shopping Center
SW 137 Avenue & SW 42 Street (NE quadrant)	Power line easement
SW 137 Avenue & SW 160 Street (SW quadrant)	Power line easement
US-1 & SW 216 Street (NW quadrant)	Vacant
US-1 & SW 264 Street (NW quadrant)	Vacant
US-1 & SW 280 Street (NW quadrant)	Vacant

h. South Miami-Dade Busway

MDT operates and maintains a 13.5-mile exclusive Busway paralleling U.S.-1 from the Dadeland South Metrorail Station to SW 264 Street. Counting Cutler Bay, this facility includes 17 stations with two park and ride facilities. Revenue service on this facility began in February 1997. Both full-size buses and minibuses operate on the Busway and in adjacent neighborhoods, entering the exclusive lanes at major intersections, providing both local and limited-stop service. Free parking is provided adjacent to the Palmetto Golf Course on SW 152nd Street (Coral Reef Drive), at SW 168th Street, SW 200th Street, SW 244th Street and at SW 296th Street. An additional Park

and Ride lot is also provided at the Florida Turnpike exit on Coral Reef Drive (SW 152 Street) and SW 117 Avenue.

The proposed Busway extension to Florida City, which will be a continuation of the existing South Miami-Dade Busway further south to serve the cities of Homestead and Florida City is under construction and schedule to be completed in 2007. The extension will be similar to the existing Busway, which is an exclusive, two-lane, two-direction, at grade transit facility.

The project length of the proposed Busway extension is approximately 11.5 miles and is divided into two segments. Segment 1 (North Section) - SW 112 Avenue to SW 232 Street and (South Section) SW 232 Street to SW 264 Street (which opened for revenue on April 24, 2005); and Segment 2 - SW 264 Street to SW 344 Street (due to be completed during Fall 2007).

Busway Segment 2 includes the installation of 19 bus stations at ten locations (9 at Segment 2 and 1 at Segment 1). The following are the locations:

1. SW 344th Street (West Palm Drive)
2. SW 328th Street (Lucy Street)
3. SW 324th Street (SW 4th Street)
4. NE 2nd Drive (Civil Court)
5. SW 312th Street (Campbell Drive)
6. SW 296th Street (Avocado Drive)
7. SW 280th Street (Waldin Drive)
8. SW 272nd Street (Epmore Drive)
9. SW 264th Street (Bauer Drive) – northbound station
10. SW 220th Street (Goulds from Segment 1)

4. SPECIAL PROGRAMS

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

To support this effort, a \$1.50 is added to the cost of all vehicular license tags sold in the State, plus a \$1.00 voluntary donation for vehicle tag renewals, in addition to revenue from parking tickets for illegally parking in handicapped designated spaces. These funds are placed in the Transportation Disadvantaged Trust Fund (TDTF) and administered by the Commission for the Transportation Disadvantaged (CTD). Miami-Dade County received \$7 million dollars annually in FY-2006 from the TDF. The Local Coordinating Board (LCB) allocates \$2 million to be spent on Metropasses and tokens for the disadvantaged, and \$5 million to off-set the cost of paratransit

trips for the disabled. There are currently 250 agencies in Miami-Dade County receiving Metropasses and tokens subsidized through the TDTF. The passes and tokens are provided free of charge to agencies, programs, and entities that serve:

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

In fiscal year 2006, Miami-Dade County provided 29 million of the almost 54 million cost-efficient coordinated transit trips in the State of Florida. Programs such as the Section 5310, Medicaid Metropass, Golden Passport, Patriot Passport, STS, Lifeline Services and Medicaid Transportation are also included in the Coordinated Transportation System.

a. Section 5310 Program

MDT actively participates in the Federal Transit Administration (FTA) Section 5310 program by participating in the grant review, evaluation and award process. MDT in its role as the Community Transportation Coordinator is responsible for the program coordination with local non-profit agencies serving elderly and disabled residents in Miami Dade County. There are currently approximately 50 Section 5310 agencies participating in the coordinated transportation system.

b. Golden Passport

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

Passport to be renewed in the spring of 2007 will be good for two years with an expiration date of June 30, 2009.

c. Patriot Passport

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

To date there are over 166,000 Miami-Dade County residents who have received a Golden Passport and over 3,900 Patriot Passport recipients. This represents a program growth of approximately 200%.

d. Medicaid Metropass Program

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

The program began in 1993 and has accounted for an estimated total savings to ACHA of \$63,000,000. MDT has collected in excess of \$20 million in revenues from the program.

e. Services Provided by Private Contractors

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

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

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

5. IDENTIFICATION OF SERVICE DEFICIENCIES

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

Major Generators

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

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

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

**TABLE I-4
MAJOR TRIP GENERATORS
TRANSIT SERVICE ANALYSIS**

MAJOR GENERATORS	ROUTES					COMMENTS
Special Attractors						
Coconut Grove	6	22	27	48	249	Service on major arterials
Miami International Airport	J 132	7 133	37 236	42 238	57	Bus terminal on site; shuttle to Tri-Rail Station
Metrozoo	252					On-site service to entrance
Miami Seaquarium	B					Service on adjacent roadways
Port of Miami	243					On-site service via local roadways
South Beach	C 51	H 123	K 236	M 246	S	Service on major arterials
Educational Centers						
Barry University	2	10	75			Service on local roadways
FIU - University Park	8	11	24	71		Bus terminal area with shelters on-site
FIU - Biscayne Bay	28	83	183			On-site service
Florida Memorial	32	241				Service on local roadways
MDC - Homestead	34	35	344			Service on local roadways
MDC - Interamerican	8	27	207	208		Service on local roadways
MDC - Kendall	35 204	56	71	104	128	On-site service with shelters
MDC - Medical Center	M	12	21	22	32	Service on local roadways
MDC - North	21 97	27	32	68	75	On-site terminal with shelters
MDC - West	41					Service on local roadways
St. Thomas University	32					Service on local roadways
University of Miami	48	56	152	500	Metrorail	Service on local roadways
Regional Retail Centers						
Aventura Mall	E 95	S 99	3 183	9	93	On-site service
Bal Harbour Shops	G T	H 246	K	R	S	Adjacent on-street service with shelters
Dadeland Mall	1 104 Metrorail	52 204	73 240	87 272	88 288	Service on adjacent roadways. Planned pedestrian walkway to rail station
Diplomat Mall	K	V	3			Service on adjacent roadways
Dolphin Mall	7 242	41	71	147	238	On-site terminal with shelters
(The) Falls	1 65	31 136	34 252	38 287	52	Service on SW 136th Street and Busway Station at SW 136 Street
Mall of the Americas	7	11	51	87	278	On-site service with shelters
Miami International Mall	7 242	41	71	137	238	Service on adjacent roadways
Pembroke Lakes Mall	175					Service on adjacent roadways
Prime Outlets	35	70	344			On-site and adjacent roadway service
Skylake Mall	H 183	V	9	91	95	Adjacent On-street service. Route 95 provides service four times a day.
Southland Mall	1 70	31 137	35 216	38	52	Service on adjacent roadways
Westland Mall	29	33	54			Service on adjacent roadways
163 Street Mall	E 9 83	H 10 91	V 16 95	2 22 246	3 75	Off-site terminus with shelters. Route 95 provides service four times a day

**TABLE I-4
MAJOR TRIP GENERATORS
TRANSIT SERVICE ANALYSIS**

MAJOR GENERATORS	ROUTES					COMMENTS
Regional Hospitals						
Aventura	3					Service on adjacent roadways
Baptist	88	104				Service on adjacent roadways
Doctors'	56	152				Service to entrance on local roadway
Hialeah	L	28	42			Service on adjacent roadway
Homestead	70					Service on local roadway
Jackson Memorial / U.M. / Cedars of Lebanon / V.A.	M 32	12 95	17 246	21 500	22 Metrorail	Service on adjacent roadways
Jackson South	52	57	252			Service on adjacent roadway
Kendall AMI	40	240				Service on adjacent roadway
Memorial West	175					Service on adjacent roadway
Mercy	12	48				On-site service with shelters
Miami Children's	24	152	224			On-site service with shelters
Miami Heart Institute	M	R				Service on local roadway
Mount Sinai	C	M	R			On-site service; planned terminus
North Shore	33					Service on adjacent roadway
Palmetto General	29	68				On-site service with shelters
Palm Springs General	33	54				On-site service with shelters
Parkway Regional	E	V	22	246		Service on adjacent roadways
South Miami	37 500	52 Metrorail	57	72	73	Service on adjacent roadways

CHAPTER II: COMMITTED TRANSIT IMPROVEMENTS

The following chapter describes those transit projects or improvements, which directly or indirectly influence the delivery of transit services, and those that can be reasonably expected to be implemented during the next five years. These projects include those listed in the People's Transportation Plan (PTP), as well as those programmed through the 2007 Transportation Improvement Program (TIP), as approved by the Metropolitan Planning Organization (MPO), transit service improvements budgeted for fiscal year 2007, and other private sector transportation projects. This information, in conjunction with existing conditions, forms the baseline conditions from which the 2012 Recommended Service Plan (RSP) is developed.

1. MAJOR TRANSIT CAPITAL PROJECTS INCLUDED IN THE TIP

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

a. North Corridor

A 9.5-mile Metrorail extension along NW 27th Avenue from Dr. Martin Luther King Jr. Metrorail Station, north to the Broward/Miami-Dade County line, including seven (7) stations. The on-going Planning, Environmental and Design studies continue, including the preparation of the Final Environmental Impact Statement (FEIS) scheduled for completion by mid-2006. The Preliminary Engineering work is in progress as well, and scheduled for completion in early 2006. Transit Oriented Development (TOD) plans are being developed for the following proposed station locations: Miami-Dade College (NW 119 Street), Ali Baba Station (at approximately NW 145 Street), NW 183 Street and NW 199 Street Stations.

Estimated Cost: \$ 1,372, million (YOE)

Estimated Completion Date: June, 2014

For detail information visit:

www.miamidade.gov/transit/corridor/n_corridor/n_home.asp

b. Earlington Heights – MIC Connector

This project will serve as a premium transit link between the existing Earlington Heights Metrorail station at NW 22nd Avenue, and the Miami Intermodal Center (MIC). The Planning and Environmental work is scheduled to be completed by early 2006.

Estimated Cost: \$ 523 million (YOE)

Estimated Completion Date: July 2011

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

c. East - West Corridor

The East-West Corridor is a 16.8 mile rail extension divided into several segments. The segment (MIC to FIU) of the East-West will extend 10.1 miles from the Miami Intermodal Center (MIC) to Florida International University (FIU) and the Florida's Turnpike (HEFT) and includes a total of six (6) stations. The process to update and reevaluate previous studies is presently underway, including preparation of Transit Oriented Development (TOD) plans on the areas surrounding the stations to support transit.

Estimated Cost: \$ 2.2 billion (YOE)
Estimated Completion Date: October 2016

For detail information visit:

www.miamidade.gov/transit/corridor/ew_corridor/ew_home.asp

d. South Miami-Dade Busway Extension and US-1 Reconstruction

This project is presently under construction. The Busway extension will stretch over 11 miles south of the existing 8.2 miles Busway, terminating in Florida City. The project is split into two segments: Segment 1 South (SW 232 Street to SW 264 Street), construction completed in 2004 and Segment 1 North (SW 200 Street to SW 232 Street), construction completed in April 2005. Segment 2 (SW 264 Street to SW 344 Street) is scheduled for completion in 2007.

Estimated Cost (all segments): \$ 105.5 million (YOE)
Completion Date: Segment 2: October 2007

For detail information visit: <http://www.miamidade.gov/trafficrelief/home.asp>

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

FDOT District 4 issued a Notice-to-Proceed for the two phases, 24-month study to Gannett-Fleming on September, 2005. The completion date for this study is September, 2007

Presently, a regional (tri-county) Transit Analysis Study (TAS) is under development and scheduled for completion by 2007. This study will be a regional effort that also includes Broward and Palm Beach Counties as requested by the South Florida Regional Transportation Authority (SFRTA). FDOT-District IV will be the lead agency of this project. The study limits extend the 85-mile of the corridor from Downtown Miami to Jupiter. The project within the Miami-Dade County area (13.6 miles) extends from Downtown Miami to the Broward County Line, along the FEC RR/Biscayne Blvd. Corridor.

Estimated Cost: TBD
Estimated Completion Date: Not available

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

f. South Link (Metrorail Extension to Florida City)

An Alternatives Analysis (AA) was completed in June, 2006 to define new premium transit improvements along the 21-mile length of the corridor from the Dadeland area to Florida City, in addition to the current Busway project. The intent is to provide both short, mid and long-term transit investment strategies for this rapidly growing region of Miami-Dade County.

Estimated Cost: TBD

(Rail option estimated cost: \$ 1.63 billion -YOE)

Estimated Completion Date: To be evaluated for funding in 2016

g. Kendall Corridor

An Alternatives Analysis (AA) commenced in November 2005 to re-evaluate the existing Locally Preferred Alternative (LPA). The Kendall Corridor is approximately 15-miles long including an east-west segment along Kendall Drive (SW 88 Street) from SW 157 Avenue to the southern terminus of Phase I Metrorail in Dadeland area, and a north-south segment from Dadeland area north connecting to the East-West corridor at FIU. An Alternative Analysis study to select a Locally Preferred Alternative commenced in late-2005.

Estimated Cost: TBD

Estimated Completion Date: To be evaluated for funding in 2016

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

2. TRANSIT CAPITAL IMPROVEMENTS

Included in the 2007 TIP's Multimodal Transit Improvements section are other capital-related projects, which directly enhance the transit passenger experience. Detailed information on current TIP projects is also available via the Internet at www.miamidade.gov/mpo under the Plans/Programs and Projects section. The following is a sample of these projects. For a detailed list of improvements, see Appendix A.

- ADA improvements and equipment
- Bus acquisition
- Bus facilities
- Bus rehabilitation
- Information Technology Equipment
- Bus Tools
- AVL / AVM Radio System (equipment acquisition)
- Fare Collection equipment
- Central Control Room Overhaul

- Facilities (bus and rail facilities such as bus washers, roofs, oil & water separators, safety at bus garages, construction of 2 new bus garages)
- Passenger Amenities and Passenger Activity Centers
- Rail / Mover Rehabilitation (Vehicles)
- Rail / Mover Rehabilitation (Non-Vehicle) facilities and equipment
- Security and Safety Equipment
- Service /Support Vehicle
- Metrorail Tools
- Treasury Service Equipment
- PTP Public Works road enhancement projects

3. ON-GOING PROJECTS

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

a. Park and Ride Lots

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

Two new Park and Ride facilities at the Douglas Road Metrorail Station and adjacent to the Dadeland North Metrorail Station were approved by FDOT for initial funding in FY 2004. Both received supplemental funding in FY 2005 to complete these projects, which will help relieve the parking problems at those sites.

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

Other locations in heavily used corridors include SW 8th Street at SW 127th Avenue and Bird Road (SW 40th Street) at SW 89th Avenue. Additional locations throughout the county are also under consideration for future facilities as traffic demands warrant. A site on Kendall Drive and SW 127th Avenue has also been designated for State funding.

b. Job Access and Reverse Commute (JARC)

This project was closed in 2005. However, new Federal regulations in 2007 have created additional funding opportunities for several new or expanded routes where implementation will

generally serve to enhance the overall Welfare to Work Program through provision of numerous low-income jobs in major employment areas within Miami-Dade County.

c. WAGES (Work and Gain Employment Self-Sufficiency)

This grant was also closed out during 2005.

d. Transit Corridor Development / Service Development

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

- Community Shuttles. This grant was closed out during 2005.
- South Miami-Dade Busway Pre-Extension Feeder Service: This grant exhausted all the funds and was closed in 2006. The following routes were operated under this program: Goulds Connection (Route 216) and the Route 344.
- Inter-County Transit Service: This grant also exhausted all the funds and was closed in 2006. The grant project initiated a new route, the NW Dade Express (Route 175), that serves the Pembroke Lakes Mall and northwest Miami-Dade connecting to the Palmetto Metrorail Station.

e. Bicycle Parking

A Transportation Enhancements Program (TEP) grant for \$432,000 is programmed in the Transportation Improvement Program, FY 2007, for the purchase and installation of new bike racks and lockers at Metrorail Stations and other transit hubs (FM# 4105742). Recommendations of the amounts and locations of new bike parking are included in the MPO's Bicycle Parking Plan for Miami-Dade Transit that was prepared by CUTR in 2002.

f. Snapper Creek M-Path Extension

A Local Agency Program (LAP) agreement has been executed with FDOT for \$2,000,000 for the design and construction of an extension to the M-Path Trail from its current terminus at SW 67 Avenue to the Dadeland South Station. This extension will connect the M-Path to the South Dade Trail that is being built along the US-1 segment of the Busway. When both projects are complete, MDT will have a 30-mile long continuous paved trail from Florida City to downtown Miami.

g. Other

Other passenger Amenities include the proposed South Miami and the University Pedestrian Overpasses (design and from existing Metrorail Stations over US-1); the Northeast Miami-Dade Passenger Activity Center (design and construction of a transit hub as a viable alternative to the 163rd Street Mall bus transfer area), the Flagler Street Bus Terminal (expansion of the current Downtown Miami terminal), and the NW 7th Avenue/NW 62nd Street (Martin Luther King Boulevard) Transit Hub (design and construction of a Passenger Activity Center in the NW 7th Avenue corridor).

4. INFORMATION TECHNOLOGY PROJECTS

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

Current projects

- Consumer Information Network Interactive Voice Response(CIN)
- Metro-Mover Work Order Automation – EAMS Phase 2
- Special Transportation System Software Upgrade & Maintenance (STS / Paratransit) Web
 - Voice Response Unit: Will allow riders to confirm and cancel trips using the telephone.
 - Mobile Data Terminals (Dependent upon Fare Collection RFP)
- Visitor Pass Sales on the Web
- Web Pas Sales System Enhancements
- Computer Aided Dispatch Automatic Vehicle Locator CAD/AVL System Modifications and Enhancements
- Evaluation of Automatic Vehicle Maintenance
- Electronic Bus arrivals at Bus Rapid Transit (Kendal)
- Electronic Next Train Arrivals at Rail Stations
- Provide Next Train and Bus Arrival Times via Cell
- Bus Stop Maintenance Application
- TrainTracker.
 - Web: Project entails developing a program to capture the train location data from the rail relays and the development of a web site displaying the train location.
 - Write program to collect train location data from track relays.
 - Interface with Electronic Signage – Write program to interface the rail data to the electronic signage.
- EAMS system Interface with Web Services
- Improve work flow and integration of the EJ Ward Fueling System
- Improve Accuracy and Centralize Transit's Reporting – Data Warehouse
- Integrate Penske garage Vehicle Maintenance Data
- Fare Collection System RFP – Technical Tasks
- Improve Performance of Transit Operational system
- Bus Accident/Incident Management

Future Projects:

- Incident Management
- Enterprise Data Warehouse
- Transit Operations Systems (TOS) Upgrade & Replacement
- Real Time Vehicle Maintenance Monitoring Bus Diagnostics & New Development
- CAD/AVL System Replacement

- Transit Safety Business Analysis & Application Upgrade (Analyze computerized off the shelf)
- Electronic Document Management System (EDMS)
- Transit Information on Handhelds
- Human Resources Business Analysis & Application Upgrade
- Enterprise Resource Planning Analysis & Application Upgrade (ERP)
- Disaster Recovery

5. COMMITTED BUS SERVICE IMPROVEMENTS

The following section identifies committed bus transit service improvements. For the January to December 2007 Committed Service Improvements, MDT is concentrating on improving and refining existing and recent new service. A few service adjustments will be made as well as implementing new route services as necessary. The majority of the improvements considered as "Committed" and which are programmed in the "People's Transportation Plan" 5 - year plan for fiscal year 2007 and fully funded through the dedicated source of funding for transit approved on November 5, 2002, will continue to be programmed for the following period. Table II-1 includes the list of committed Bus Service improvements/adjustments programmed for 2007. Implemented improvements within the period January to December 2006 are included in Table II-2, Consistency Analysis, of this report.

a. Committed Improvements for January to December 2007

In addition to the list of committed improvements provided on Table II-1, the following bus service-related projects are included in the 2007 Transportation Improvement Program (TIP):

- Transit Corridor Development

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

- Service Development

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

- Busway Re-structuring: Busway Flyer (Route 34) to serve the south area from Dadeland South Metrorail Station to Florida City along the Busway and the US-1.
- 7th Avenue MAX: A premium transit service along the 7th Avenue corridor from Golden Glades to downtown Miami with the 7 Avenue MAX (Route 277).
- Red Road MAX / Beach MAX: A limited-stop service connecting Miramar in southern Broward with the Okeechobee Metrorail Station and limited-stop service along Collins Avenue in Miami Beach.
- Kendall Town Center extension – To extend service further westward in the Kendall area. Currently, all three KAT routes (Sunset, Kendall and Killian) have been extended to the Shoppes at Paradise Lakes (Kendall Drive and SW 167th Avenue). Three remaining local routes (Routes 72, 88, 104) will be extended upon the completion of the Kendall Town Center. These improvements are included in the TDP and PTP.
- 79th Street MAX: A premium transit service between the Hialeah Metrorail Station and Haulover Park was identified within the PTP and scheduled to be implemented by before 2008.

- Commuter Assistance Program

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

6. METRORAIL SERVICE IMPROVEMENTS

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

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

Regarding rail capital improvements, MDT plans to replace all Metrorail and Metromover vehicles. Improvements will include a sleek new design, state-of-the-art air conditioning systems and a vehicle-monitoring and control system. New Metrorail vehicles are expected to come online in 2011.

TABLE II-1
COMMITTED BUS SERVICE IMPROVEMENTS/ADJUSTMENTS
JANUARY – DECEMBER 2007

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT
A	Miami Beach to Omni Terminal via Venetian Causeway	Extend the route to serve Lincoln Road and Meridian Avenue after 6pm, seven days a week
A	Miami Beach to Omni Terminal via Venetian Causeway	Restore 9:07am weekday trip from Omni
C	Miami Beach to CBD via Collins Avenue, Washington Avenue, and MacArthur Causeway	Adjust peak headway from 15 to 20 minutes
E	Miami Lakes to Aventura Mall via Opa-Locka, North Miami Beach, Sunny Isles and Lehman Causeway	Adjust midday and weekend headway from 30 to 45 minutes
M	Civic Center to Miami Beach via Omni Terminal and MacArthur Causeway	Adjust midday headway from 30 to 40 minutes
R	Surfside to south Miami Beach	Truncate route at 85 Street/Hawthorne Avenue
T	Bal Harbour to CBD via Miami Beach and Omni Terminal	Adjust peak headway from 20 to 24 minutes
1	South Miami Heights to Dadeland South Station via Busway	Adjust weekend headway from 30 to 40 minutes
2	163 Street Mall to CBD via Miami Avenue and NW 2 Avenue	Adjust weekday headway from 15 to 20 minutes
6	Allapattah to Coconut Grove via Little Havana and Downtown Miami	Extend from Coconut Grove Station to Bird Avenue on a one-way loop seven days a week
28	FIU Biscayne Bay Campus to Hialeah Station via 135th Street and East 4th Avenue	Adjust midday headway from 30 to 40 minutes
32	Carol City to Omni via Opa-Locka, Northside, Liberty City and Civic Center	Adjust peak headway from 15 to 20 minutes
33	Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street	Extend 30 minute weekday westbound headway later by adding a westbound trip at 5:43am
Route 34 (Busway Flyer)	Dadeland South Station to Florida City via Busway and US-1	Add an earlier northbound trip departing at 4:55 a.m.
36	Dolphin Mall to Omni Terminal via Koger Office Park, Miami Springs, 36 St. and Biscayne Blvd	Adjust peak headway from 10/15 to 20 minutes
37	Hialeah to South Miami via Palm Avenue and Douglas Road	All trips will enter and serve the Airport Tri-Rail station seven days a week
42	Golden Glades to Coconut Grove via LeJeune Road	Adjust midday and weekend headway from 30 to 45 minutes
Route 46 (Liberty City Connection)	NW 7 Avenue/NW 62 Street to Tri-Rail Hialeah Market station via NW 10 Avenue and NW 46 Street	Adjust midday and evening headway from 30 to 40 minutes
48	Civic Center to South Miami via Overtown, CBD and Coral Gables	Discontinue portion of route between South Miami and University stations; adjust midday headway from 30 to 45 minutes and weekend headway from 40 to 45 minutes
Route 51 (Flagler MAX)	Miami Beach to West Miami-Dade via MacArthur Causeway and West Flagler Street	Adjust running times
54	Hialeah to Liberty City via 54th Street	Adjust peak headway from 15 to 20 minutes
56	Coral Gables to Kendall/MDC Kendall Campus via Miller Road and SW 107/117 Avenues	Extend route to Miami Children's Hospital (see Route 152/Gables Connection)

TABLE II-1 - Continued
COMMITTED BUS SERVICE IMPROVEMENTS/ADJUSTMENTS
JANUARY - DECEMBER 2007

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT
57	Miami International Airport to Pinecrest	Revise south end-of-line from SW 92 Avenue to the Busway (southbound). EOL loop will be made in both northbound and southbound trips
Route 68 (Gratigny Connection)	Hialeah Gardens City Hall to MDC North Campus via NW 122 St (West 68 Street)	Discontinue five low ridership trips on weekdays including last two evening trips
70	Cutler Ridge to Florida City via Naranja, Goulds, Princeton and Homestead	Extend an additional Saturday trip to and from Old Cutler Road/SW 92 Avenue
71	Dolphin Mall to MDC Kendall Campus via 107th Avenue	Adjust midday and weekend headway from 30 to 40 minutes
73	Miami Lakes to Dadeland South Station via Milam Dairy Road and Ludlam Road	Adjust weekend headway from 30 to 40 minutes
75	Miami Lakes Tech to MDC North Campus via 175 Street, Miami Gardens Drive, West Dixie Highway and 119 Street	Adjust weekend headway from 30 to 45 minutes
82	Coral Way to Bird Road via SW 82 Avenue	Adjust span of service from 6am to 10pm to 8am to 5pm
87	Palmetto Station to Dadeland North Station via 87th Avenue	Restructure route by eliminating diversions to MDPD and NW 84 Avenue
87	Palmetto Station to Dadeland North Station via 87th Avenue	Adjust peak headway from 20 to 30 minutes
88	Dadeland North Station to Kendall via SW 88 St	Discontinue overnight trips after 2am
95X	Downtown Miami, Golden Glades, Civic Center, Carol City, Aventura, West Dade	Extend route to serve the new Overtown Village office building in the CBD
95X	Downtown Miami, Golden Glades, Civic Center, Carol City, Aventura, West Dade	Adjust running times for all CBD trips extended to serve the Overtown Village
95X	Downtown Miami, Golden Glades, Civic Center, Carol City, Aventura, West Dade	Realign some of the 36 Street/CBD PM trips to Brickell trips which will provide additional service to the SE area of the CBD
Route 97 (27 Avenue MAX)	Carol City to Allapattah via NW 27 Avenue	Adjust schedule from 15 to 18 min to allow time to do north EOL loop in both the northbound and southbound (double loop) trips
104	Dadeland North Station to Kendall via SW 104 Street	Adjust weekday running times especially in the P.M. peak
136	SW 137 Avenue to Dadeland South via SW 120th/136th Street	Discontinue Saturday service
Route 137 (West Dade Connection)	Dolphin Mall to Cutler Ridge via SW 137 Avenue	Adjust weekend headway from 30 to 40 minutes
147	Dolphin Mall to Hammocks via SW 147 Avenue	Discontinue 3 weak trips in peak period
Route 152 (Gables Connection)	Coral Gables to South Miami	Discontinue entire route (see Route 56)

TABLE II-1 - Continued
COMMITTED BUS SERVICE IMPROVEMENTS/ADJUSTMENTS
JANUARY – DE CEMBER 2007

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT
Route 175 (NW Dade Express)	Southwest Broward County to Palmetto station	Combine route with the Route 267 (Ludlam MAX). This new route will still serve Pembroke Lakes Mall, CB Smith Park-Ride and Miami Gardens Drive. Route will be 267 MAX
Route 175 (NW Dade Express)	Southwest Broward County to Palmetto station	Discontinued last two AM and PM southbound trips
Route 183 (183 Street MAX)	Golden Glades Park/Ride Lot to Central Miami via NW 7 Avenue	Adjust midday and weekend headway from 30 to 40 minutes
Route 202 (Little Haiti Connection)	INS Office to NW 36 Street via 79 Street and NE 2 Avenue	Adjust off-peak and weekend headway from 30 to 40 minutes
Route 216 (Goulds Connection)	West Goulds to Cutler Ridge Terminal	Discontinue weekend service
Route 238 (East-West Connection)	Earlington Heights Station to Dolphin Mall via Miami International Airport, Blue Lagoon, and Airport West	Realign from NW 62 Avenue to NW 65 Avenue in the Blue Lagoon area
Route 241 (North Dade Connection)	California Club to Miami Lakes via Uleta and Opa-Locka	Discontinue weekday midday service
Route 242 (Doral Connection)	Okeechobee Station to Dolphin Mall via Koger, Doral and Airport West	Discontinue 3 low ridership trips including the last trip
Route 246 (Night Owl)	Okeechobee Station to Hialeah Gardens via Okeechobee/Frontage Road and Medley Industrial Parks	Adjust running times
Route 252 (Coral Reef MAX)	Dadeland South Station to Country Walk via Coral Reef Drive	Adjust Sunday headway from 40 to 60 minutes
Route 254 (Brownsville Connection)	Brownsville station to Caleb Center	Thursday only, every other trip will go from the Caleb Center to the Publix via NW 54 Street
Route 267 (Ludlam MAX)	Golf Club of Miami to Okeechobee Station via Ludlam Road/West 12 Avenue	Realigned from Hialeah station back to Okeechobee station (long-term detour of Okeechobee Road construction project completed)
Route 267 (Ludlam MAX)	Golf Club of Miami to Okeechobee Station via Ludlam Road/West 12 Avenue	Combine route with the Route 267 (Ludlam MAX). This new route will still serve Pembroke Lakes Mall, CB Smith Park-Ride and Miami Gardens Drive. Route will be 267 MAX
Route 287 (Saga Bay MAX)	Dadeland South Station to Saga Bay via Busway and SW 87 Avenue	Add 2 northbound trips (1 later AM and 1 later PM) and adjust peak headway from 24 to 30 minutes

7. METROMOVER SERVICE IMPROVEMENTS

No new service improvements were implemented during 2006.

New Metromover cars are expected to come online in 2008.

8. OTHER 2006 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

The 2007-2011 TIP Update includes many other projects affecting the delivery of transit services. However, they are not under the direct responsibility of MDT. This list is frequently updated with amendments. A complete list of projects included in the TIP is posted in the MPO website at: www.miamidade.gov/mpo.

9. CONSISTENCY ANALYSIS

The following section examines the relationship between the improvements implemented by MDT during 2006 and committed improvements included in the 2006 TDP and the previous Recommended Service Plan. This serves to measure MDT's adherence to established policy for the systematic expansion of transit services. The RSP is used as a blueprint of immediate and future transit needs of the community and is updated on an annual basis. Throughout the year, unforeseen transit needs and opportunities may arise which may require making adjustments to or deviating from the approved RSP.

The consistency analysis for improvements implemented between January and December 2006 is shown in Table II-2.

During the January to December 2006 period, a total of 117 service changes were implemented. The 2006 TDP had programmed 18 Committed Bus Service Improvements/Adjustments, and all 18 were accomplishing. This represents 100% consistency with committed service changes implemented. The not-committed implemented modifications during 2006 (98 in total) are related to the availability of funds to move forward with some improvements programmed for subsequent years in the PTP, as well as required unforeseen transit needs to satisfy travel demand.

TABLE II-2
CONSISTENCY ANALYSIS SUMMARY
JANUARY - DECEMBER 2006

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2006 TDP CONSISTENCY
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EXISTING ROUTES

A	Miami Beach to Omni Terminal via Venetian Causeway	Adjusted weekday off-peak headway from 20 to 40 minutes	July 16, 2006	✓
A	Miami Beach to Omni Terminal via Venetian Causeway	Expanded evening service span to 11:40pm	October 11, 2006	*
B	Key Biscayne to CBD via Rickenbacker Causeway	Added one AM weekday trip from Brickell station to reduce overcrowding	July 16, 2006	*
B	Key Biscayne to CBD via Rickenbacker Causeway	Realigned first weekend trip to serve Cape Florida	December 3, 2006	*
C	Miami Beach to CBD via Collins Avenue, Washington Avenue, and MacArthur Causeway	Running time improvements for a more realistic schedule due to Biscayne Blvd construction and adjusted weekend schedule	July 16, 2006	*
G	Opa-Locka to Miami Beach via NW 22 Avenue, NW 125 Street, Broad Causeway, and Collins Avenue	Restored alignment to Broad Causeway (remove long-term detour on Biscayne Boulevard)	February 27, 2006	✓
G	Opa-Locka to Miami Beach via NW 22 Avenue, NW 125 Street, Broad Causeway, and Collins Avenue	Adjusted the running times because alignment restored back to Broad Causeway in February	July 16, 2006	✓
G	Opa-Locka to Miami Beach via NW 22 Avenue, NW 125 Street, Broad Causeway, and Collins Avenue	Adjusted scheduled running times	December 3, 2006	*
H	North Miami Beach to Miami Beach via 163 Street and Collins Avenue	Adjusted scheduled running times	December 3, 2006	*
J	Coral Gables to Miami Beach via LeJeune Road, 36 Street, and Collins Avenue	Running time improvements for LeJeune Road construction between South Dixie and SW 8 Street	July 16, 2006	*
K	Diplomat Mall to CBD via Collins Avenue and MacArthur Causeway	Adjusted weekend schedule as it is duplicating the Route C	July 16, 2006	*
L	Miami Beach to Hialeah via Collins Avenue, 79th Street Causeway, and 79 Street	Running time improvements for a more realistic schedule	July 16, 2006	*
L	Miami Beach to Hialeah via Collins Avenue, 79th Street Causeway, and 79 Street	Adjusted scheduled running times and improved recovery	December 3, 2006	*
S	Aventura Mall to CBD via Miami Beach	Running time improvements and headway adjustments for a more realistic schedule	July 16, 2006	*
V	Diplomat Mall to Golden Glades via Miami Beach and North Miami Beach	Weekday running time improvements for a more realistic schedule and discontinued first and last trip in each direction	July 16, 2006	*

TABLE II-2 (continued)
CONSISTENCY ANALYSIS SUMMARY
JANUARY - DECEMBER 2006

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2006 TDP CONSISTENCY
V	Diplomat Mall to Golden Glades via Miami Beach and North Miami Beach	Increased daily headway from 30 to 60 minutes	December 3, 2006	*
1	South Miami Heights to Dadeland South Station via Busway	Running time improvements and headway adjustments for a more realistic schedule	July 16, 2006	*
3	Diplomat Mall to CBD via 163 Street Mall and Biscayne Boulevard	Running time improvements and headway adjustments for a more realistic schedule	July 16, 2006	*
3	Diplomat Mall to CBD via 163 Street Mall and Biscayne Boulevard	Adjusted scheduled running times	December 3, 2006	*
6	Allapattah to Coconut Grove via Little Havana and Downtown Miami	Discontinued alignment between Coconut Grove station and Coconut Grove and increased midday/ weekend headway from 30 to 40 min.	December 3, 2006	*
7	Dolphin Mall to CBD via NW 7 Street, Fontainebleau Boulevard, Miami Springs and Little Havana	Realigned out of the Miami International Mall and extended to NW 25 Street	December 3, 2006	*
8	FIU University Park Campus to CBD via Westchester, SW 8 Street, and Little Havana	Adjusted scheduled running times	December 3, 2006	*
9	Aventura Mall to CBD via 163 Street Mall and NE 2 Avenue	Realigned weekday early AM trips off of NE 10 Avenue	July 16, 2006	*
11	FIU University Park Campus to CBD via West Flagler Street	Running time improvements and headway adjustments for a more realistic schedule	July 16, 2006	*
11	FIU University Park Campus to CBD via West Flagler Street	Realigned 6:30pm Sunday trip out of the Mall of the Americas	December 3, 2006	*
16	163 Street Mall to CBD via North Miami Beach and Biscayne Boulevard	Running time improvements and headway adjustments for a more realistic schedule due to Biscayne Blvd construction	July 16, 2006	*
22	163 Street Mall to Douglas Road Station via Golden Glades, NW 22 Avenue and Coconut Grove	Discontinued midday service to Santa Clara station and operate all trips to Coconut Grove station	December 3, 2006	*
22	163 Street Mall to Douglas Road Station via Golden Glades, NW 22 Avenue and Coconut Grove	Adjusted scheduled running times	December 3, 2006	*
24	Westchester to CBD via Coral Way and Brickell Avenue	Running time improvements and headway adjustments for a more realistic schedule	July 16, 2006	*
28	FIU Biscayne Bay Campus to Hialeah Station via 135th Street and East 4th Avenue	Running time improvements during the mid-afternoon and pm peak for a more realistic schedule	July 16, 2006	*
* Route 31 (Busway Local)	Dadeland South Station to South Dade Government Center via Busway	Extended service to SW 216 Street between SW 112 Avenue and US-1	December 3, 2006	*

**TABLE II-2 (continued)
CONSISTENCY ANALYSIS SUMMARY
JANUARY - DECEMBER 2006**

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2006 TDP CONSISTENCY
32	Carol City to Omni via Opa-Locka, Northside, Liberty City and Civic Center	Adjusted scheduled running times	December 3, 2006	*
33	Hialeah Gardens to Miami Shores via 103rd Street (49 St) and 95th Street	Running time improvements for a more realistic schedule	July 16, 2006	*
Route 34 (Busway Flyer)	Dadeland South Station to Florida City via Busway and US-1	Improved peak headways from 12 to 10 minutes and eliminated 8 bus stops to provide premium express service	December 3, 2006	*
35	MDC Kendall Campus to Florida City via Busway, US-1	Restored back into the Florida Keys Shops and realigned on SW 272 Street and SW 140 Avenue	December 3, 2006	*
37	Hialeah to South Miami via Palm Avenue and Douglas Road	Realigned northbound service onto East 2 Avenue between Hialeah Drive and East 3 Street	December 3, 2006	*
Route 38 (Busway MAX)	Dadeland South Station to Florida City via Busway and US-1	Running time improvements and headway adjustments for a more realistic schedule	July 16, 2006	*
Route 38 (Busway MAX)	Dadeland South Station to Florida City via Busway and US-1	Improved peak headways from 15 to 10/12 minutes	December 3, 2006	*
Route 38 (Busway MAX)	Dadeland South Station to Florida City via Busway and US-1	Realigned service at Southland Mall terminal discontinuing service on SW 211 Street east of SW 112 Avenue	December 3, 2006	*
40	West Miami-Dade to Coral Gables via Bird Road	Running time improvements and headway adjustments for a more realistic schedule and truncated all service at Douglas Road station	July 16, 2006	√
40	West Miami-Dade to Coral Gables via Bird Road	Discontinued overnight service	December 3, 2006	*
41	Allapattah Station to Dolphin Mall via NW 36/41 Streets and NW 107 Avenue	Realigned out of Miami International Mall	December 3, 2006	*
42	Golden Glades to Coconut Grove via LeJeune Road	Running time improvements for LeJeune Road construction between South Dixie and SW 8 Street	July 16, 2006	*
42	Golden Glades to Coconut Grove via LeJeune Road	Discontinued alignment between Douglas Road and Coconut Grove stations on the weekends	December 3, 2006	*
Route 46 (Liberty City Connection)	NW 7 Avenue/NW 62 Street to Tri-Rail Hialeah Market station via NW 10 Avenue and NW 46 Street	Realigned from NW 71 Street to NW 69 Street by Northwestern High School	January 23, 2006	√
Route 46 (Liberty City Connection)	NW 7 Avenue/NW 62 Street to Tri-Rail Hialeah Market station via NW 10 Avenue and NW 46 Street	Discontinued weekend service	December 3, 2006	*
48	Civic Center to South Miami via Overtown, CBD and Coral Gables	Increased weekend headway from 30 to 40 minutes	December 3, 2006	*

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**TABLE II-2 (continued)
CONSISTENCY ANALYSIS SUMMARY
JANUARY - DECEMBER 2006**

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2006 TDP CONSISTENCY
Route 51 (Flagler MAX)	Miami Beach to West Miami-Dade via MacArthur Causeway and West Flagler Street	Running time improvements for a more realistic schedule	July 16, 2006	*
52	South Miami to Cutler Ridge via Busway, Perrine and Richmond Heights	Running time improvements and headway adjustments for a more realistic schedule	July 16, 2006	*
54	Hialeah to Liberty City via 54th Street	Reduced peak headway span	December 3, 2006	*
57	Miami International Airport to Pinecrest	Running time improvements for a more realistic schedule	July 16, 2006	*
62	Hialeah to Ormi via 62nd Street and Biscayne Boulevard	Running time improvements for a more realistic schedule due to Biscayne Blvd construction	July 16, 2006	*
Route 68 (Gratigny Connection)	Hialeah Gardens City Hall to MDC North Campus via NW 122 St (West 68 Street)	Discontinued weekend evening service after 6:30pm	July 16, 2006	*
Route 68 (Gratigny Connection)	Hialeah Gardens City Hall to MDC North Campus via NW 122 St (West 68 Street)	Discontinued weekday service after 8pm and weekend service	December 3, 2006	*
70	Cutler Ridge to Florida City via Naranja, Goulds, Princeton and Homestead	Reduced trips to Saga Bay	December 3, 2006	*
70	Cutler Ridge to Florida City via Naranja, Goulds, Princeton and Homestead	Restored back into Florida Keys Shops	December 3, 2006	*
71	Dolphin Mall to MDC Kendall Campus via 107th Avenue	Realigned out of Miami International Mall	December 3, 2006	*
72	South Miami Station to Kendall via Sunset Drive	Extended Bent Tree leg to use SW 127 Avenue instead of SW 129 Court	July 16, 2006	*
73	Miami Lakes to Dadeland South Station via Milam Dairy Road and Ludlam Road	Running time improvements for a more realistic schedule	July 16, 2006	*
73	Miami Lakes to Dadeland South Station via Milam Dairy Road and Ludlam Road	Realigned from Palmetto station back to Okeechobee station (long-term detour of Okeechobee Road construction project completed)	December 3, 2006	*
73	Miami Lakes to Dadeland South Station via Milam Dairy Road and Ludlam Road	Improved peak headways from 30 to 20 minutes	December 3, 2006	✓
75	Miami Lakes Tech to MDC North Campus via 175 Street, Miami Gardens Drive, West Dixie Highway and 119 Street	Running time improvements for a more realistic schedule	July 16, 2006	*
77	Norwood to CBD via NW 7 Avenue	Added a later evening round trip	December 3, 2006	*

TABLE II-2 (continued)
CONSISTENCY ANALYSIS SUMMARY
JANUARY - DECEMBER 2006

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2006 TDP CONSISTENCY
87	Palmetto Station to Dadeland North Station via 87th Avenue	Running time improvements and headway adjustments for a more realistic schedule	July 16, 2006	*
87	Palmetto Station to Dadeland North Station via 87th Avenue	Improved peak headways from 30 to 20 minutes	December 3, 2006	√
87	Palmetto Station to Dadeland North Station via 87th Avenue	Added an early morning northbound trip	December 3, 2006	*
88	Dadeland North Station to Kendall via SW 88 Street	Running time improvements and headway adjustments for a more realistic schedule and converted a deadhead trip into a revenue trip	July 16, 2006	*
Route 93 (Biscayne MAX)	Aventura Mall to CBD via Biscayne Boulevard	Running time improvements for a more realistic schedule due to Biscayne Blvd construction	July 16, 2006	*
Route 93 (Biscayne MAX)	Aventura Mall to CBD via Biscayne Boulevard	Added two early morning northbound trips	December 3, 2006	*
95X	Downtown Miami, Golden Glades, Civic Center, Carol City, Aventura, West Dade	Discontinued late evening trip from Civic Center, added am and pm peak trips, and running time improvements due to Biscayne Blvd construction	July 16, 2006	√
95X	Downtown Miami, Golden Glades, Civic Center, Carol City, Aventura, West Dade	Added an early morning trip to the Civic Center and two morning trips to downtown	December 3, 2006	*
95X	Downtown Miami, Golden Glades, Civic Center, Carol City, Aventura, West Dade	Adjusted scheduled running times for downtown and Civic Center trips	December 3, 2006	*
95X	Downtown Miami, Golden Glades, Civic Center, Carol City, Aventura, West Dade	Increased downtown midday headway from 30 to 60 minutes	December 3, 2006	*
Route 97 (27 Avenue MAX)	Carol City to Allapattah via NW 27 Avenue	Running time improvements for a more realistic schedule	July 16, 2006	*
Route 123 (South Beach Local)	Miami Beach via Washington Avenue, West Avenue, and Alton Road	Rescheduled trips to provide more recovery seven days a week	July 16, 2006	*
Route 128 (Howard Killian Connection)	SW 128 Street community (Howard Drive) to Killian Sr. High and MDC Kendall Campus	Discontinued route	July 16, 2006	*
Route 123 (Tri-Rail - Doral Shuttle)	Tri-Rail Station to Koger via NW 36 Street	Improved headway because Tri-Rail headway was improved on March 27, 2006	July 16, 2006	√
Route 133 (Tri-Rail - Airport Shuttle)	Miami Int'l Airport Terminal to Tri-Rail Station	Improved headway because Tri-Rail headway was improved on March 27, 2006	July 16, 2006	√
Route 133 (Tri-Rail - Airport Shuttle)	Miami Int'l Airport Terminal to Tri-Rail Station	Added trips to weekday midday and weekend service	December 3, 2006	*

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TABLE II-2 (continued)
CONSISTENCY ANALYSIS SUMMARY
JANUARY - DECEMBER 2006

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2006 TDP CONSISTENCY
136	SW 137 Avenue to Dadeland South via SW 120th/136th Street	Realigned from Busway to SW 104 Street via SW 87 Avenue	December 3, 2006	*
136	SW 137 Avenue to Dadeland South via SW 120th/136th Street	Discontinued weekday/Saturday service after 8pm and discontinued Sunday service	December 3, 2006	*
Route 137 (West Dade Connection)	Dolphin Mall to Cutler Ridge via SW 137 Avenue	Realigned out of Miami International Mall and extended to Dolphin Mall	December 3, 2006	√
147	Dolphin Mall to Hammocks via SW 147 Avenue	Moved south end of recovery to Hammocks Blvd and SW 147 Avenue	December 3, 2006	*
147	Dolphin Mall to Hammocks via SW 147 Avenue	Discontinued first southbound trip and evening service after 7pm	December 3, 2006	*
Route 152 (Gables Connection)	Coral Gables to South Miami	Discontinued weekday service after 7pm and weekend service before 9am and after 6pm	December 3, 2006	*
Route 175 (NW Dade Express)	Southwest Broward County to Palmetto station	Realigned north EOL loop within Pembroke Lakes Mall	December 3, 2006	*
Route 175 (NW Dade Express)	Southwest Broward County to Palmetto station	Discontinued last two AM and PM southbound trips	December 3, 2006	*
Route 183 (183 Street MAX)	Golden Glades Park/Ride Lot to Central Miami via NW 7 Avenue	Discontinued first westbound trip and increased weekday/Saturday evening headway to 60 minutes	December 3, 2006	*
Route 212 (Sweetwater Circulator)	Sweetwater	Reduced service in the evenings, seven days a week	July 16, 2006	*
Route 216 (Goulds Connection)	West Goulds to Cutler Ridge Terminal	Extended to SW 122 Avenue/SW 208 Street and discontinued last 3 round trips seven days a week	July 16, 2006	√
Route 216 (Goulds Connection)	West Goulds to Cutler Ridge Terminal	Increased weekend headway from 30 to 60 minutes	December 3, 2006	*
Route 224 (Coral Way MAX)	Douglas Road Station to West Dade via Coral Way	Adjusted running times	July 16, 2006	*
Route 224 (Coral Way MAX)	Douglas Road Station to West Dade via Coral Way	Increased peak headways from 20 to 24 minutes	December 3, 2006	*
Route 238 (East-West Connection)	Earlington Heights Station to Dolphin Mall via Miami International Airport, Blue Lagoon, Airport West and Miami International Mall	Discontinued weekend service	July 16, 2006	√
Route 238 (East-West Connection)	Earlington Heights Station to Dolphin Mall via Miami International Airport, Blue Lagoon, and Airport West	Discontinued first eastbound trip	December 3, 2006	*

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**TABLE II-2 (continued)
CONSISTENCY ANALYSIS SUMMARY
JANUARY - DECEMBER 2006**

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2006 TDP CONSISTENCY
Route 238 (East-West Connection)	Earlington Heights Station to Dolphin Mall via Miami International Airport, Blue Lagoon, and Airport West	Realigned out of Miami International Mall	December 3, 2006	*
Route 240 (Bird Road MAX)	Dadeland North Station to West Dade via Bird Road	Running time improvements and headway adjustments for a more realistic schedule	July 16, 2006	*
Route 240 (Bird Road MAX)	Dadeland North Station to West Dade via Bird Road	Discontinued midday service	December 3, 2006	*
Route 242 (Doral Connection)	Okeechobee Station to Dolphin Mall via Koger, Doral and Airport West	Realigned out of Miami International Mall	December 3, 2006	*
Route 243 (Seaport Connection)	Downtown Miami to Port of Miami	Discontinued weekday service after 7pm and discontinued weekend service	July 16, 2006	√
Route 243 (Seaport Connection)	Downtown Miami to Port of Miami	Realigned inside the Port of Miami	December 3, 2006	*
Route 245 (Okeechobee Connection)	Okeechobee Station to Hialeah Gardens via Okeechobee/Frontage Road and Medley Industrial Parks	Discontinued evening service after 7pm	July 16, 2006	√
Route 245 (Okeechobee Connection)	Okeechobee Station to Hialeah Gardens via Okeechobee/Frontage Road and Medley Industrial Parks	Discontinued midday service	December 3, 2006	*
Route 248 (Brickell Key Shuttle)	Brickell Avenue to Brickell Key Island	Increased weekday midday headway from 15 to 30 minutes	July 16, 2006	√
Route 249 (Coconut Grove Circulator)	Coconut Grove Station to Douglas Road Station via SW 27 Avenue, Grand Avenue, and SW 37 Ave	Adjusted Sunday early morning and later evening headway from 15 to 20 minutes	July 16, 2006	√
Route 249 (Coconut Grove Circulator)	Coconut Grove Station to Douglas Road Station via SW 27 Avenue, Grand Avenue, and SW 37 Ave	Extended to Jefferson Street on Grand Avenue	December 3, 2006	*
Route 252 (Coral Reef MAX)	Dadeland South Station to Country Walk via Coral Reef Drive	Running time improvements and headway adjustments on weekends for a more realistic schedule	July 16, 2006	*
Route 254 (Brownsville Connection)	Brownsville station to Caleb Center	New weekday-midday only route operating every 30 minutes	February 27, 2006	√
Route 267 (Ludlam MAX)	Golf Club of Miami to Okeechobee Station via Ludlam Road/West 12 Avenue	Realigned from Hialeah station back to Okeechobee station (long-term detour of Okeechobee Road construction project completed)	December 3, 2006	*
Route 267 (Ludlam MAX)	Golf Club of Miami to Okeechobee Station via Ludlam Road/West 12 Avenue	Improved peak headways from 24 to 20 minutes	December 3, 2006	√
Route 272 (Sunset KAT)	Dadeland North Station to Kendall via Sunset Drive	Discontinued midday service	December 3, 2006	*

TABLE II-2 (continued)
CONSISTENCY ANALYSIS SUMMARY
JANUARY - DECEMBER 2006

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2006 TDP CONSISTENCY
Route 278 (Flagami Connection)	Flagami/West Miami area between Tamiami Boulevard and NW/SW 57 Avenue	Discontinued evening service after 6:40pm seven days a week	July 16, 2006	*
Route 278 (Flagami Connection)	Flagami/West Miami area between Tamiami Boulevard and NW/SW 57 Avenue	Discontinued weekend early morning service and last trip	December 3, 2006	*
Route 282 (Hialeah Gardens Connection)	Miami Lakes to Hialeah Gardens to Palmetto station via NW 82 and 87 Avenues	Discontinued last round trip seven days a week	July 16, 2006	*
Route 288 (Kendall KAT)	Dadeland North Station to West Kendall via Kendall Drive	Adjusted scheduled running times	December 3, 2006	*
344	MDC Homestead Campus to Florida City City Hall via Krome Avenue, Villas of Homestead and East/West Palm Dr	Adjusted early morning headway to 60 minutes and discontinued later evening service	July 16, 2006	*
344	MDC Homestead Campus to Florida City City Hall via Krome Avenue, Villas of Homestead and East/West Palm Dr	Increased weekend headway from 30 to 60 minutes	December 3, 2006	*

√ Implemented service change committed to in previous TDP

* Implemented service change not included in previous TDP

CHAPTER III: 2012 RECOMMENDED SERVICE PLAN (RSP)

The following chapter describes the 2012 Recommended Service Plan (RSP) as updated from the previous RSP appearing in the 2006 Transit Development Program (TDP). The 2012 RSP follows in the footsteps of the 2011 PTP Five-Year implementation Plan. Items reflected in the 2012 RSP occurring during the five-year People's Transportation Plan (PTP) period (December 2002 to December 2007), are currently "funded" needs under the PTP's one-half percent sales surtax approved by voters on November 5, 2002.

The RSP also cites those needs that are beyond the earlier PTP improvements; improvements targeted for the last four years of the 2012 RSP. However, most improvements listed beyond 2008 were not included in the original PTP improvements list, but may be funded with future PTP surtax funds. These improvements were deemed to be most pressing or requested by the community after the original PTP list was completed. Some improvements listed beyond 2008 were included in the original PTP, however, due to lack of equipment or man-power were not implemented as planned.

Additionally, MDT conducted the Comprehensive Bus Operation Analysis (CBOA) study. This study created a proposed Implementation Plan for MDT to follow in order to reduce its operation and capital expenditures. For this 2012 RSP, MDT is including some of those recommendations of the CBOA that are more likely to occur. Some improvements were already implemented during this past two years.

Moreover, MDT also conducted a study on Special Use Lane, now call the Buses Running on Shoulders study. Most of the routes recommended by this study are also included in the 2012 RSP. The Buses Running on Shoulders Program will permit MDT buses to operate on shoulder lanes during morning and afternoon peak hours on the most congested roadways in the county when the mainline speed is less than 25 mph. This would provide faster transit service.

MDT is partnering with FDOT, Florida Turnpike Enterprise (FTE) and the Miami-Dade Expressway Authority (MDX) to permit shoulder access on SR 878-Snapper Creek Expressway, SR 874 Don Shula Expressway, the Homestead Extension of the Florida Turnpike, and in the future, I-95. Buses can use the shoulder when traffic in general lanes is 25 mph or less. Buses on shoulders cannot exceed 35 mph. The Kickoff of Buses Running on Shoulders Pilot was held on March 22, 2007. Service has commenced on SR 874 and SR 878 with the Kendall Area Transit (KAT) routes.

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

This chapter addresses the four modes MDT operates, i.e., Metrobus, Metrorail, Metromover and Special Transportation Services (STS). The improvements shown in the 2012 RSP correspond only to transit services provided directly by MDT, not contracted out or provided by municipalities.

1. METROBUS

a. Existing Routes Improvements

Table III-1 provides a description of the needed bus service improvements for existing routes. All the improvements listed in the PTP have been incorporated. Aside from the description summary of bus service improvements, this table also includes the following items: annual operating cost per improvement; impact of additional buses on the peak vehicle requirement (PVR); programming of improvements by fiscal years; and funding needs by fiscal years.

There may be multiple improvements listed for a single route on Table III-1. This reflects the fact that each improvement may be implemented on an independent and incremental basis. The improvements may be spaced out in different time periods. Other routes have various improvements listed under a single improvement item. For these routes, it deemed these improvements to be implemented in a coordinated fashion because they are dependent on each other for realizing the highest benefits expected.

In addition to the large number of public meetings that were held throughout the county during the development of the PTP, MDT staff met several times through the year 2006 with FDOT and several other coordinated contractors to determine additional clients' needs. (Appendix B lists the meeting dates). These improvements are also reflected in the 2012 RSP. MDT also held several public project meetings throughout the year where recommendations for route improvements were obtained. All of these were analyzed and some of the recommendations are also incorporated in the RSP for 2012, along with additional improvements developed through citizens input received by direct telephone calls with recommendations. Additionally, the programming of improvements reflects a regional approach in providing the re-structuring of routes in a coordinated manner within particular sub-regions.

Immediate system needs were programmed in the first four years of the PTP plan, which were incorporated during the past five RSP years, i.e., 2003, 2004, 2005, and 2006. Therefore, the costs for the first three years were quite substantial. The fifth year of the PTP plan (2008) is the first year of improvements on this 2012 RSP, at approximately \$34.8 million in improvements to existing routes (see Table III-1, Cumulative Total, page III-12).

The improvements to existing routes also incorporate the development of a regional hub transit system. The current bus system operates generally on a grid pattern providing feeder services to the Metrorail stations. The bus system concept presented in the 2012 RSP continues to add, as in previous years, an additional component and feature to the existing scheme by providing a "modified" grid bus system. Under the modified grid, routes will continue to serve their respective corridors and Metrorail stations, but will also provide connections to various routes within their general service area at a single location or transit hub. Numerous passenger amenities will be afforded at these locations such as purchasing transit passes, providing transit schedule information, providing weather protection, etc. Nine (9) such transit hubs are proposed within Miami-Dade County. Some of these locations already perform some of these functions,

TABLE III-1
2012 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2008		2009		2010		2011		2012	
		Cost	PVR								
A	Improve peak headway from 20 to 15 minutes.	\$ 83,154	IM								
A	Improve weekend headway from 40 to 30 minutes.	\$ 95,113	0	\$ 95,113	0	\$ 95,113	0	\$ 95,113	0	\$ 95,113	0
B	Improve headway to 10 minutes during AM peak to accommodate southbound loads. Operate additional trips via the Crandon branch. (CBOA)	\$ 91,809	2	\$ 91,809	2	\$ 91,809	2	\$ 91,809	2	\$ 91,809	2
C	All night service, every 60 minutes, seven days a week. Serves the Government Center station.	\$ 348,854	0	\$ 348,854	0	\$ 348,854	0	\$ 348,854	0	\$ 348,854	0
C	Improve headway on Sundays from 30 minutes to 20 minutes. Operate existing Saturday schedule on Sunday. (CBOA)	\$ 75,548	0	\$ 75,548	0	\$ 75,548	0	\$ 75,548	0	\$ 75,548	0
E	Improve peak headway from 30 to 15 minutes.	\$ 674,505	8	\$ 674,505	8	\$ 674,505	8	\$ 674,505	8	\$ 674,505	8
E	Streamline via NW 163 St., and add Country Club loop from Route 3. Add one late trip on Saturday and Sunday evenings from Aventura to Golden Glades. (CBOA)					\$ 125,146	1	\$ 125,146	1	\$ 125,146	1
G	Improve peak headway from 20 to 15 minutes.	\$ 232,000	2	\$ 232,000	2	\$ 232,000	2	\$ 232,000	2	\$ 232,000	2
H	Improve peak headway from 20 to 15 minutes.	\$ 352,496	4	\$ 352,496	4	\$ 352,496	4	\$ 352,496	4	\$ 352,496	4
J	All night service, every 60 minutes, seven days a week. Serves the Douglas Road and Allapattah Center stations.	\$ 306,987	0	\$ 306,987	0	\$ 306,987	0	\$ 306,987	0	\$ 306,987	0
K	Improve peak headway from 40 to 30 minutes and midday headway from 60 to 40 minutes north of Haulover.	\$ 306,615	1	\$ 306,615	1	\$ 306,615	1	\$ 306,615	1	\$ 306,615	1
L	Improve peak headway from 10 to 7½ minutes.	\$ 517,434	6	\$ 517,434	6	\$ 517,434	6	\$ 517,434	6	\$ 517,434	6
M	Improve peak headway from 30 to 15 minutes.	\$ 604,116	6	\$ 604,116	6	\$ 604,116	6	\$ 604,116	6	\$ 604,116	6

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TABLE III-1
2012 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2008		2009		2010		2011		2012	
		Cost	PVR								
M	Improve weekend headway from 60 to 30 minutes.	\$ 232,336	0	\$ 232,336	0	\$ 232,336	0	\$ 232,336	0	\$ 232,336	0
R	Improve peak headway from 30 to 15 minutes.	\$ 410,976	4M								
S	No planned improvements.										
T	Route to be transformed to Beach MAX (see New Routes table).										
V	Improve peak headway from 60 to 15 minutes.	\$ 763,718	6M								
1	Improve peak headway from 24 to 15 minutes.	\$ 180,018	2	\$ 180,018	2	\$ 180,018	2	\$ 180,018	2	\$ 180,018	2
1	Extend Service to Quail Roost Drive and SW 137 Avenue.							\$ 184,600	1	\$ 184,600	1
2	Improve weekday headway north of NW 84 Street from 60 to 30 min.	\$ 493,063	2	\$ 493,063	2	\$ 493,063	2	\$ 493,063	2	\$ 493,063	2
2	All night service, every 60 minutes, seven days a week. Serves the Overtown station.	\$ 249,494	0	\$ 249,494	0	\$ 249,494	0	\$ 249,494	0	\$ 249,494	0
2	Re-align northern terminus to future Golden Glades Intermodal Terminal.										
2	Extend weekend service to 167 Street Terminal.					\$ 333,900	0	\$ 333,900	0	\$ 333,900	0
3	No planned improvements.										
6	Improve peak headway from 30 to 15 minutes.	\$ 551,324	4M								
6	Extend route to serve the Miami Intermodal Center.	\$ 130,626	0	\$ 130,626	0	\$ 130,626	0	\$ 130,626	0	\$ 130,626	0
6	Extend service span to: 7:00 am to 10:00 pm (seven days a week).							\$ 198,200	0	\$ 198,200	0
7	No planned improvements.										
8	Extend service westward to SW 149 Avenue every 30 minutes and add weekend service to branch.	\$ 443,433	1	\$ 443,433	1	\$ 443,433	1	\$ 443,433	1	\$ 443,433	1
8	All night service, every 60 minutes, seven days a week. Serves the Government Center station.	\$ 166,329	0	\$ 166,329	0	\$ 166,329	0	\$ 166,329	0	\$ 166,329	0
8	Extend Westchester short trips to FIU Terminal via SW 16 Street.	\$ 230,727	1	\$ 230,727	1	\$ 230,727	1	\$ 230,727	1	\$ 230,727	1

TABLE III-1
2012 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2008		2009		2010		2011		2012	
		Cost	PVR								
8	Extend route to FIU on weekends via SW 24 Street.	\$ 170,000	0	\$ 170,000	0	\$ 170,000	0	\$ 170,000	0	\$ 170,000	0
9	No planned improvements.										
10	Improve peak headway from 30 to 15 minutes.	\$ 346,326	4	\$ 346,326	4	\$ 346,326	4	\$ 346,326	4	\$ 346,326	4
11	Extend short trips to Dolphin Mall.	\$ 850,000	4	\$ 850,000	4	\$ 850,000	4	\$ 850,000	4	\$ 850,000	4
12	Improve peak headway from 30 to 15 minutes.	\$ 586,820	6	\$ 586,820	6	\$ 586,820	6	\$ 586,820	6	\$ 586,820	6
16	No planned improvements.										
17	Improve early evening headway.	\$ 106,185	0	\$ 106,185	0	\$ 106,185	0	\$ 106,185	0	\$ 106,185	0
17	Extend service to the Golden Glades Intermodal Terminal.	\$ 298,297	1	\$ 298,297	1	\$ 298,297	1	\$ 298,297	1	\$ 298,297	1
21	Improve peak headway from 30 to 15 minutes.	\$ 458,108	4	\$ 458,108	4	\$ 458,108	4	\$ 458,108	4	\$ 458,108	4
21	Improve daily headway north of the Northside station from 60 to 30 minutes.	\$ 241,754	1	\$ 241,754	1	\$ 241,754	1	\$ 241,754	1	\$ 241,754	1
21	Extend route from Bunche Park to the future Golden Glades Intermodal Terminal.	\$ 254,114	1	\$ 254,114	1	\$ 254,114	1	\$ 254,114	1	\$ 254,114	1
22	All night service, every 60 minutes, seven days a week. Serves the Earlington Heights and Coconut Grove stations.	\$ 384,106	0	\$ 384,106	0	\$ 384,106	0	\$ 384,106	0	\$ 384,106	0
24	Extend service westward to SW 152 Avenue.	\$ 314,629	0	\$ 314,629	0	\$ 314,629	0	\$ 314,629	0	\$ 314,629	0
24	All night service, every 60 minutes, seven days a week. Serves the Vizcaya and Government Center stations.	\$ 295,556	0	\$ 295,556	0	\$ 295,556	0	\$ 295,556	0	\$ 295,556	0
27	Improve Saturday headway from 20 to 15 minutes and Sunday headway from 30 to 20 minutes.	\$ 228,516	0	\$ 228,516	0	\$ 228,516	0	\$ 228,516	0	\$ 228,516	0
28	Improve peak headway from 30 to 15 minutes.	\$ 429,064	4	\$ 429,064	4	\$ 429,064	4	\$ 429,064	4	\$ 429,064	4
28	Improve weekend headway from 60 to 30 minutes.	\$ 173,959	0	\$ 173,959	0	\$ 173,959	0	\$ 173,959	0	\$ 173,959	0

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TABLE III-1
2012 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2008		2009		2010		2011		2012	
		Cost	PVR								
28	Extend route to serve the Northeast Bus Terminal.	\$ 243,400	1	\$ 243,400	1	\$ 243,400	1	\$ 243,400	1	\$ 243,400	1
29	Improve peak headway from 30 to 15 minutes.	\$ 346,326	4M								
29	Improve midday service from 45 to 30 minutes.	\$ 115,860	0	\$ 115,860	0	\$ 115,860	0	\$ 115,860	0	\$ 115,860	0
29	Introduce weekend service at 60 minute headways.	\$ 203,438	0	\$ 203,438	0	\$ 203,438	0	\$ 203,438	0	\$ 203,438	0
29	Improve weekend headway from 60 to 30 minutes.	\$ 194,009	0	\$ 194,009	0	\$ 194,009	0	\$ 194,009	0	\$ 194,009	0
31 (Busway Local)	Improve peak headway from 15 to 12 minutes.	\$ 262,190	2	\$ 262,190	2	\$ 262,190	2	\$ 262,190	2	\$ 262,190	2
31 (Busway Local)	Improve midday headway from 30 to 15 minutes.	\$ 209,488	0	\$ 209,488	0	\$ 209,488	0	\$ 209,488	0	\$ 209,488	0
31 (Busway Local)	Improve weekend headway from 30 to 20 minutes.	\$ 103,207	0	\$ 103,207	0	\$ 103,207	0	\$ 103,207	0	\$ 103,207	0
31 (Busway Local)	Extend service to Florida City/Homestead along South Miami-Dade Busway Extension.	\$ 1,451,297	5	\$ 1,451,297	5	\$ 1,451,297	5	\$ 1,451,297	5	\$ 1,451,297	5
31 (Busway Local)	Re-align route to service Goulds area.	\$ 344,610	1	\$ 344,610	1	\$ 344,610	1	\$ 344,610	1	\$ 344,610	1
32	No planned improvements.										
33	Improve peak headway from 30 to 15 minutes.	\$ 509,208	6	\$ 509,208	6	\$ 509,208	6	\$ 509,208	6	\$ 509,208	6
33	Re-route NE 10th Ave. segment via NE 96 St, Biscayne Blvd., NE 79 St., and NE 5 Ave. to route current layover. (CBOA)	\$ (125,723)	-1	\$ (125,723)	-1	\$ (125,723)	-1	\$ (125,723)	-1	\$ (125,723)	-1
34 (Busway Flyer)	Extend route southward to Key Largo to provide peak-hour express service top Dadeland South Metrorail station via the Busway.	\$ 880,000	6	\$ 880,000	6	\$ 880,000	6	\$ 880,000	6	\$ 880,000	6
35	Improve peak headway from 30 to 15 minutes.	\$ 763,940	8	\$ 763,940	8	\$ 763,940	8	\$ 763,940	8	\$ 763,940	8
35	Re-align along South Miami-Dade Busway Extension.										
36	Extend route south to serve Dolphin Mall.	\$ 448,292	2	\$ 448,292	2	\$ 448,292	2	\$ 448,292	2	\$ 448,292	2

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TABLE III-1
2012 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2008		2009		2010		2011		2012	
		Cost	PVR								
37	Improve peak headway from 30 to 15 minutes.	\$ 687,170	8	\$ 687,170	8	\$ 687,170	8	\$ 687,170	8	\$ 687,170	8
37	All night service, every 60 minutes, seven days a week. Serves the South Miami and Douglas Road stations.	\$ 409,691	0	\$ 409,691	0	\$ 409,691	0	\$ 409,691	0	\$ 409,691	0
37	Extend weekday service to the Miami Lakes Technical Education Center.	\$ 347,999	1	\$ 347,999	1	\$ 347,999	1	\$ 347,999	1	\$ 347,999	1
38 (Busway MAX)	No planned improvements.										
40	No planned improvements.										
41	Improve peak headway from 30 to 15 minutes.	\$ 524,174	5	\$ 524,174	5	\$ 524,174	5	\$ 524,174	5	\$ 524,174	5
41	Improve midday headway from 40 to 30 minutes.										
41	Improve weekend headway from 45/60 to 30 minutes.										
42	Improve peak headway from 30 to 15 minutes.	\$ 475,270	5	\$ 475,270	5	\$ 475,270	5	\$ 475,270	5	\$ 475,270	5
46 (Liberty City Connection)	Improve peak headway from 30 to 15 minutes.										
48	Improve peak headway from 30 to 15 minutes.	\$ 472,553	4M								
51 (Flagler MAX)	Introduce weekend service.										
52	Improve peak headway from 30 to 15 minutes.	\$ 450,902	5	\$ 450,902	5	\$ 450,902	5	\$ 450,902	5	\$ 450,902	5
52	All night service, every 60 minutes, seven days a week. Serves the Dadeland South, South Miami and University stations.	\$ 516,647	0	\$ 516,647	0	\$ 516,647	0	\$ 516,647	0	\$ 516,647	0
54	No planned improvements.										
56	Improve peak headway from 30 to 15 minutes.	\$ 371,688	4M								
56	Introduce weekend service.										
57	Improve peak headway from 30 to 15 minutes.	\$ 178,304	2	\$ 178,304	2	\$ 178,304	2	\$ 178,304	2	\$ 178,304	2

TABLE III-1
2012 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2008		2009		2010		2011		2012	
		Cost	PVR								
57	Improve midday headway from 30 to 15 minutes.										
57	Introduce weekend service.										
62	All night service, every 60 minutes, seven days a week. Serves the Dr. Martin Luther King, Jr. station.	\$ 198,713	0	\$ 198,713	0	\$ 198,713	0	\$ 198,713	0	\$ 198,713	0
65	Improve peak headway from 30 to 15 minutes.	\$ 424,945	4	\$ 424,945	4	\$ 424,945	4	\$ 424,945	4	\$ 424,945	4
68 (Gratigny Connection)	Improve peak headway from 30 to 15 minutes.	\$ 331,655	3M								
68 (Gratigny Connection)	Improve midday headway from 45 to 30 minutes.										
70	Improve peak headway from 30 to 15 minutes.	\$ 705,715	6	\$ 705,715	6	\$ 705,715	6	\$ 705,715	6	\$ 705,715	6
70	Improve weekend headway from 60 to 30 minutes.	\$ 303,886	0	\$ 303,886	0	\$ 303,886	0	\$ 303,886	0	\$ 303,886	0
70	Re-align along South Miami-Dade Busway Extension.										
71	Improve peak headway from 30 to 15 minutes.	\$ 465,844	5M								
72	Improve peak headway from 30 to 15 minutes.	\$ 665,912	7	\$ 665,912	7	\$ 665,912	7	\$ 665,912	7	\$ 665,912	7
73	Improve peak headways from 20 to 15 minutes.	\$ 313,163	4	\$ 313,163	4	\$ 313,163	4	\$ 313,163	4	\$ 313,163	4
73	Begin Sunday service earlier than 9:00 am.										
75	Improve peak headway from 30 to 15 minutes.	\$ 834,000	6	\$ 834,000	6	\$ 834,000	6	\$ 834,000	6	\$ 834,000	6
75	Extend service to the Northeast Transit Terminal.	\$ 98,981	1	\$ 98,981	1	\$ 98,981	1	\$ 98,981	1	\$ 98,981	1
77	No planned improvements.										
82	No planned improvements.										
83	All night service, every 60 minutes, seven days a week.	\$ 379,759	0	\$ 379,759	0	\$ 379,759	0	\$ 379,759	0	\$ 379,759	0
83	Extend Sunday service into Miami Lakes.										
87	Improve peak headway from 30 to 15 minutes.	\$ 525,660	6	\$ 525,660	6	\$ 525,660	6	\$ 525,660	6	\$ 525,660	6

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TABLE III-1
2012 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2008		2009		2010		2011		2012	
		Cost	PVR								
87	Extend route to the Palmetto station on the weekends.	\$ 263,577	0	\$ 263,577	0	\$ 263,577	0	\$ 263,577	0	\$ 263,577	0
88	Straighten route and extend westward to the West Kendall Terminal, eliminate the 142 Avenue branch.	\$ 144,796	1	\$ 144,796	1	\$ 144,796	1	\$ 144,796	1	\$ 144,796	1
91	Extend service to the future Northeast Transit Terminal.			\$ 73,272	1	\$ 73,272	1	\$ 73,272	1	\$ 73,272	1
93 (Biscayne MAX)	Improve peak headway from 15 to 10 minutes.					\$ 369,200	4	\$ 369,200	4	\$ 369,200	4
93 (Biscayne MAX)	Introduce weekend service.							\$ 464,500	0	\$ 464,500	0
95	Introduce midday service into the Civic Center.							\$ 192,780	0	\$ 192,780	0
95	Introduce weekend service.									\$ 217,000	0
97 (27 Avenue MAX)	Improve peak headway from 18 to 10 minutes.	\$ 303,442	3	\$ 303,442	3	\$ 303,442	3	\$ 303,442	3	\$ 303,442	3
99	No planned improvements.										
104	Improve peak headway from 30 to 15 minutes.	\$ 366,890	4M								
104	Extend route westward to future West Kendall Terminal.	\$ 46,994	0	\$ 46,994	0	\$ 46,994	0	\$ 46,994	0	\$ 46,994	0
123 (South Beach Local)	No planned improvements.										
132 (Tri-Rail Doral Shuttle)	No planned improvements.										
133 (Tri-Rail Airport Shuttle)	No planned improvements.										
136	Improve peak headway from 30 to 15 minutes.										
136	Improve midday headway from 45 to 30 minutes.										
137 (West Dade Connection)	Improve peak headway from 30 to 15 minutes.	\$ 475,748	5	\$ 475,748	5	\$ 475,748	5	\$ 475,748	5	\$ 475,748	5
147	Improve peak headway from 30 to 15 minutes.	\$ 385,396	3M								
147	Improve midday headway from 60 to 30 minutes.	\$ 135,395	0	\$ 135,395	0	\$ 135,395	0	\$ 135,395	0	\$ 135,395	0

TABLE III-1
2012 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2008		2009		2010		2011		2012	
		Cost	PVR								
183 (183 Street MAX)	Improve peak headway from 30 to 15 minutes.										
202 (Little Haiti Connection)	Improve peak headway from 30 to 15 minutes.	\$ 280,686	3M								
202 (Little Haiti Connection)	Extend service to El Portal.			\$ 220,000	1	\$ 220,000	1	\$ 220,000	1	\$ 220,000	1
204 (Killian KAT)	Extend route westward to the future West Kendall Bus Terminal.			\$ 350,085	2M						
207/208 (Little Havana Circulator)	No planned improvements.										
212 (Sweetwater Circulator)	No planned improvements.										
216 (Goulds Connection)	Improve peak headway from 30 to 15 minutes.	\$ 185,504	2M								
224 (Coral Way MAX)	Improve peak headway from 24 to 15 minutes.	\$ 264,886	3M								
236 (Airport Owl)	No planned improvements.										
238 (East-West Connection)	Improve peak headway from 30 to 15 minutes.	\$ 506,124	5M								
238 (East-West Connection)	Improve midday headway from 60 to 30 minutes.	\$ 214,748	0	\$ 214,748	0	\$ 214,748	0	\$ 214,748	0	\$ 214,748	0
240 (Bird Road MAX)	Improve peak headway from 24 to 15 minutes.	\$ 199,553	2	\$ 199,553	2	\$ 199,553	2	\$ 199,553	2	\$ 199,553	2
241 (North Dade Connection)	Improve peak headway from 30 to 15 minutes.	\$ 435,412	4M								
242 (Doral Connection)	Improve peak headway from 30 to 15 minutes.	\$ 391,545	4M								
242 (Doral Connection)	Improve midday headway from 60 to 30 minutes.	\$ 112,775	0	\$ 112,775	0	\$ 112,775	0	\$ 112,775	0	\$ 112,775	0
242 (Doral Connection)	Add overnight service seven days a week.							\$ 413,910	0	\$ 413,910	0
243 (Seaport Connection)	No planned improvements.										

TABLE III-1
2012 RECOMMENDED SERVICE PLAN
SUMMARY FOR EXISTING ROUTES

Route	Change Description	2008		2009		2010		2011		2012	
		Cost	PVR								
245 (Okcechobee Connection)	Improve peak headway from 30 to 15 minutes.	\$ 321,895	3M								
246 (Night Owl)	No planned improvements.										
248 (Brickell Key Shuttle)	No planned improvements.										
249 (Coconut Grove Circulator)	No planned improvements.										
252 (Coral Reef MAX)	Operate weekday long trips to and from 162 Av directly via SW 152 St., operating non-stop from SW 152 Ave. to SW 137 Ave. (CBOA)										
252 (Coral Reef MAX)	Extend SW 162 Avenue loop to evening service.							\$ 69,300	0	\$ 69,300	0
254 (Brownsville Circulator)	No planned improvements.										
267 (267 MAX)	No planned improvements.										
272 (Sunset KAT)	Extend route westward to future West Kendall Bus Terminal.			\$ 255,009	1M						
277 (7 Avenue MAX)	No planned improvements.										
278 (Flagami Connection)	Improve peak headway from 30 to 15 minutes.	\$ 169,454	2M								
282 (Hialeah Gardens Connection)	Improve peak headway from 30 to 20 minutes.	\$ 399,879	4M								
282 (Hialeah Gardens Connection)	Improve midday headway from 60 to 30 minutes.										
282 (Hialeah Gardens Connection)	Improve weekend headway from 60 to 30 minutes.										
287 (Saga Bay MAX)	Improve peak headway from 30 to 15 minutes.	\$ 185,502	2M								
287 (Saga Bay MAX)	Introduce midday service.										

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TABLE III-1
 2012 RECOMMENDED SERVICE PLAN
 SUMMARY FOR EXISTING ROUTES

Route	Change Description	2008		2009		2010		2011		2012	
		Cost	PVR								
288 (Kendall KAT)	Extend route to the future West Kendall Bus Terminal.			\$ 132,743	1M						
344	Improve peak headway from 30 to 15 minutes.	\$ 205,172	2M								
500 (Midnight Owl)	No planned improvements.										
INCREMENTAL TOTALS		\$ 33,670,090	241	\$ 1,583,520	8	\$ 1,338,546	5	\$ 2,078,950	0	\$ 217,000	0
(MINI-BUSES)			80		4		0		0		0
(FULL SIZE BUSES)			161		4		5		0		0
CUMULATIVE TOTALS		\$ 33,670,090	241	\$ 35,253,610	249	\$ 36,592,156	254	\$ 38,671,106	254	\$ 38,888,106	254
(MINI-BUSES)			80		84		84		84		84
(FULL SIZE BUSES)			161		165		170		170		170

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(i.e., both Dadeland North and South Metrorail stations) while others continue to be just concepts at this point. In the near future, all transit hub stations will need to be upgraded, or constructed from scratch, to meet the standards for such facilities. Table III-2 provides a list of the transit hubs with the respective routes planned to serve them.

The construction or upgrading of these facilities will likely be funded through the one-half percent surtax, except for the future construction of the Miami Intermodal Center (MIC) and the Miami Beach terminal, expected to be placed near Lincoln Road. MDT has actively pursued the funding for construction of such facilities by the private sector as part of future urban developments. Such is the case with the West Dade transit hub which is to be constructed by a private developer once its multi-use project reaches a pre-determined permitted square footage. The Kendall Town Center project (West Kendall) Development of Regional Impact (DRI) was approved four years ago by Miami-Dade County and a terminal is to be built prior to any Certificate of Occupancy being awarded (estimated to occur in 2010). Additionally, the Golden Glades park and ride lot will have an intermodal terminal in the near future. This project continues to be under the FDOT District VI supervision.

b. New Routes

Table III-3 provides a summary of the 27 new bus routes that are proposed under the 2012 RSP. The table also includes data on the proposed service levels, number of buses needed to operate the service, annual operating costs, along with time frame for implementation. The preliminary programming of these routes was conducted in a systematic and regional approach based on coordination with major transit capital projects. The recommendations from the CBOA and the Special Use Lane studies were also taken into consideration. These new routes also respond to citizen's request for new service throughout the County. Table III-4 provides the additional services planned for the identified transit hub locations by these new routes.

These new routes for the period 2008-2012, proposed under the 2012 RSP, increases the number of routes to be operated by MDT from one hundred and five (105) to one hundred thirty (131).

**TABLE III-2
TRANSIT HUB LOCATIONS AND FEEDER ROUTES
FOR EXISTING ROUTES**

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

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

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TABLE III-2 (continued)
 TRANSIT HUB LOCATIONS AND FEEDER ROUTES
 FOR EXISTING ROUTES

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

TERMINALS	ROUTES																					
	91	93*	95X	97*	99	104	123*	132*	133*	136	137*	147	152*	175*	183*	202*	204*	207*	212*	216*	224*	
Flagler Marketplace																						
Dadeland Stations																						
Miami Beach - Lincoln/Washington																						
West Kendall																						
Northeast																						
Miami Intermodal Center																						
West Dade																						
NW 7th Avenue and 62nd Street																						
Homestead																						

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**TABLE III-2 (continued)
TRANSIT HUB LOCATIONS AND FEEDER ROUTES
FOR EXISTING ROUTES**

TERMINALS	ROUTES																					
	236*	238*	240*	241*	242*	243*	245*	246*	248*	249*	252*	254*	267*	272*	277*	278*	282*	287*	288*	344	500*	
Flagler Marketplace																						
Dadeland Stations																						
Miami Beach - Lincoln/Washington																						
West Kendall																						
Northeast																						
Miami Intermodal Center																						
West Dade																						
NW 7th Avenue and 62nd Street																						
Homestead																						

*** Route Descriptions**

- | | | |
|-------------------------------------|---|---------------------------------------|
| Route 31: Busway Local | Route 183: 183 Street MAX | Route 246: Night Owl |
| Route 34: Busway Flyer | Route 202: Little Haiti Circulator | Route 248: Brickell Key Shuttle |
| Route 38: Busway MAX | Route 204: Killian KAT | Route 249: Coconut Grove Circulator |
| Route 46: Liberty City Connection | Route 207/208: Little Havana Circulator | Route 252: Coral Reef MAX |
| Route 51: Flagler MAX | Route 212: Sweetwater Circulator | Route 254: Brownsville Circulator |
| Route 68: Gragny Connection | Route 216: Goulds Connection | Route 267: Ludlam MAX |
| Route 93: Biscayne MAX | Route 224: Coral Way MAX | Route 272: Sunset KAT |
| Route 97: 27th Avenue MAX | Route 236: Airport Owl | Route 277: 7 Avenue MAX |
| Route 123: South Beach Local | Route 238: East West Connection | Route 278: Flagami Connection |
| Route 132: Tri-Rail Doral Shuttle | Route 240: Bird Road MAX | Route 282: Hialeah Gardens Connection |
| Route 133: Tri-Rail Airport Shuttle | Route 241: North Dade Connection | Route 287: Saga Bay MAX |
| Route 137: West Dade Connection | Route 242: Doral Connection | Route 288: Kendall KAT |
| Route 152: Gables Connection | Route 243: Seaport Connection | Route 500: Midnight Owl |
| Route 175: NW Dade Express | Route 245: Okeechobee Connection | |

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TABLE III-3
2012 RECOMMENDED SERVICE PLAN
NEW ROUTES DESCRIPTION

New Routes	Improvement Description	PVR	Headways			Estimated Operating Expenses				
			Peak	Mid Day	Week End	2008	2009	2010	2011	2012
79 Street MAX	This route would provide limited-stop service between the Hialeah Station to Haulover Park via 79th Street. Weekday peak service only with headways every 15 minutes.	7	15	N/S	N/S	\$644,456	\$644,456	\$644,456	\$644,456	\$644,456
80 Street MAX	Limited-stop weekday service between the future Kendall Town Center and Dadeland North during the morning and evening peak.	6M	15	N/S	N/S	\$745,958	\$745,958	\$745,958	\$745,958	\$745,958
96 Street MAX	Limited-stop weekday service between the future Kendall Town and Dadeland North during the morning and evening peak.	7M	15	N/S	N/S	\$874,508	\$874,508	\$874,508	\$874,508	\$874,508
97 Avenue Crosstown	This route would operate on SW/NW 97 Avenue from Jackson South Hospital to the Palmetto Station. Service should also be provided along the Busway and the route would serve the Miami International and Dolphin Malls every 30 minutes daily.	6M	30	30	30	\$2,042,733	\$2,042,733	\$2,042,733	\$2,042,733	\$2,042,733
97 Avenue Crosstown	Improve peak headway from 30 to 15 minutes.	6	15	30	30	\$543,824	\$543,824	\$543,824	\$543,824	\$543,824
127	This route would provide weekday local service to the west Kendall area primarily along SW 122 and 127 Avenues, extending from SW 120 Street to the proposed West Dade Terminal at the Miami International Mall.	4M	30	60	60	\$2,149,718	\$2,149,718	\$2,149,718	\$2,149,718	\$2,149,718
127	Improve peak headway from 30 to 15 minutes.	4M	15	60	60					
127	Improve midday headway from 60 to 30 minutes.	0	15	30	60					
127	Improve weekend headway from 60 to 30 minutes.	0	15	30	30					
163rd Street Shuttle	This route would operate daily from Golden Glades to Collins Avenue, along 163 Street. It would provide reliable and frequent service along the entire NE/NW 163 Street corridor in North Miami Beach.	6M	15	30	30	\$1,637,936	\$1,637,936	\$1,637,936	\$1,637,936	\$1,637,936

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TABLE III-3
2012 RECOMMENDED SERVICE PLAN
NEW ROUTES DESCRIPTION

New Routes	Improvement Description	PVR	Headways			Estimated Operating Expenses				
			Peak	Mid Day	Week End	2008	2009	2010	2011	2012
Baja Connection	Introduce new circulator service to Lake Lucerne and Carol City connecting to the NW 27 Avenue/183 Street transfer point.	2M	2	15	30	30		\$466,200	\$466,200	\$466,200
Baptist Hospital Shuttle	Shuttle service from Dadeland South station to the Baptist Hospital complex and surrounding medical centers/buildings on SW 87 Avenue.	2M		15	30	30		\$510,300		
Beach MAX	This route would provide limited-stop service along Collins Avenue between Aventura and Downtown Miami, and would be created by adjusting the Route T. Weekday peak periods would run every 15 minutes and off-peak and weekends every 30 minutes.	5M		15	30	30	\$658,113	\$658,113	\$658,113	\$658,113
Civic Center Circulator	Establish Civic Center Circulator every 15 minutes during weekdays and every 30 minutes on weekends within the area of the Civic Center.	3M		15	15	30	\$675,675	\$675,675	\$675,675	\$675,675
Coconut Palm Connection	Introduce a feeder route from SW 248 Street into the Busway with connections to the Cutler Ridge Terminal via SW 112 Avenue.	3M	3	15	30	30		\$825,300	\$825,300	\$825,300
Florida City/Medley MAX	Introduce peak hour express service between Florida City/Homestead area to Medley. Provide 3 trips in the am and 3 in the pm.	3M		20	N/S	N/S	\$153,800	\$153,800	\$153,800	\$153,800
Kendall Lakes Connection	This route would operate daily on SW 122 Ave. and SW 62 St within Kendall Lakes between the West Dade Bus Terminal and Lakes of the Meadows.	8M		15	30	30	\$1,982,757	\$1,982,757	\$1,982,757	\$1,982,757
Kendall Circulator	New weekday only route operating from SW 133 Ave to SW 157 Ave on SW 96 Street and Hammocks Boulevard to the south and SW 80/82 Street to the north.	4M		30	30	N/S	\$1,731,452	\$1,731,452	\$1,731,452	\$1,731,452
Kendall Circulator	Improve peak headway from 30 to 15 minutes.	2M		15	30	N/S	\$432,457	\$432,457	\$432,457	\$432,457

TABLE III-3
2012 RECOMMENDED SERVICE PLAN
NEW ROUTES DESCRIPTION

New Routes	Improvement Description	PVR	Headways			Estimated Operating Expenses						
			Peak	Mid Day	Week End	2008	2009	2010	2011	2012		
											4	15
MIA Connection	Introduce a new express route operating between the Douglas Road Metrorail Station and the Airport.	4M	4	15	30			\$926,100	\$926,100	\$926,100	\$926,100	\$926,100
Overtown Circulator	Introduce new circulator service to Overtown connecting to the Garment District and downtown Miami.	2M		30	30		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Quail Roost MAX	Introduce a MAX route on SW 184 Street and Quail Roost Drive.	4M		15	N/S						\$385,560	\$385,560
Red Road MAX	Limited-stop weekday service during the morning and evening peak periods at 15 minute headways.	6M		15	N/S		\$684,597	\$684,597	\$684,597	\$684,597	\$684,597	\$684,597
SoBe/MIA Connection	New premium service between South Beach and the Miami International Airport.	5		30	N/S			\$1,230,000	\$1,230,000	\$1,230,000	\$1,230,000	\$1,230,000
SR 826 Express	A new express route from Dadeland area to the Palmetto Metrorail Station and Westland Mall via the Palmetto Expressway, serving Dadeland Mall and the Dadeland Metrorail Station.	6		15	N/S		\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000
SR 836 Express (SUL)	This route would provide limited-stop service between the FIU University Campus and downtown Miami via the Dolphin Expressway (SR836) during the morning and afternoon peak periods only every 15 minutes.	6		15	N/S			\$692,459	\$692,459	\$692,459	\$692,459	\$692,459
SW Broward/ Civic Center Express	This route would operate daily on Pines Blvd in SW Broward to Civic Center.	4		15	N/S		\$635,000	\$635,000	\$635,000	\$635,000	\$635,000	\$635,000
Broward Blvd/ to Miami CBD	I-95 Managed Lanes Route - from Broward Blvd to the Miami-Dade CBD	7		15	60			\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000
Sheridan St/ to Miami CBD	I-95 Managed Lanes Route - from Sheridan St. to the Miami-Dade CBD	6		15	60			\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000

TABLE III-3
2012 RECOMMENDED SERVICE PLAN
NEW ROUTES DESCRIPTION

New Routes	Improvement Description	PVR	Headways			Estimated Operating Expenses				
			Peak	Mid Day	Week End	2008	2009	2010	2011	2012
West Kendall Crosstown	New route operating seven days a week from the West Dade Bus Terminal to Coral Reef Drive and SW 137 Avenue primarily along SW 147, 152, 157 and 162 Avenues.	13M	15	30	N/S		\$3,714,970	\$3,714,970	\$3,714,970	\$3,714,970
Weschester to MIA MAX	New premium service between the SW Weschester area and the Miami International Airport.	5M	30	30	N/S			\$461,500		\$461,500
Western Express	Express bus service between Miami-Dade and Broward counties, connecting the new Palmetto Metrorail Station and Sawgrass Mall through Pembroke Pines.	10M	15	30	N/S	\$3,045,778	\$3,045,778	\$3,045,778	\$3,045,778	\$3,045,778

INCREMENTAL TOTAL	\$20,227,421	\$3,868,770	\$7,347,600	\$847,060	\$510,300
INCREMENTAL TOTAL (BUSES)	91	16	27	4	2
(MINI-BUSES)	69	16	9	4	2
(FULL SIZE BUSES)	22	0	18	0	0

CUMULATIVE TOTAL (O&M COSTS)	\$20,227,421	\$24,096,191	\$31,443,791	\$32,290,851	\$32,801,151
CUMULATIVE TOTAL (BUSES)	91	107	134	138	140
(MINI-BUSES)	69	85	94	98	100
(FULL SIZE)	22	22	40	40	40

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2. METRORAIL

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

The Earlington Heights-MIC Corridor is the next segment of Metrorail to be implemented. It consists of a 2.6-mile Metrorail extension connecting the Miami Intermodal Center (MIC), located north of NW 21 Street and east of NW 42 Avenue, to the existing Earlington Heights Metrorail Station at NW 22 Avenue. MDT has contracted with consultants, URS Southern Corporation, to perform the final design and preparation of bid documents for this project. The consultant is working on the final design for the project based on the definition of the alignment provided by staff. Projected completion date for this project is 2011, at a cost of approximately \$523 million with no federal funds involved (only State and PTP dollars).

a. Service Improvements

There is no service improvements scheduled for the Metrorail during the TDP period of 2008-2012 with the exception of the Earlington Heights-MIC Connector. However, the service schedule for this segment and its connection to the main line are under study at this time. No estimate of operation cost is available at this time. Operation cost will be dependant on the service frequency for that segment and the rest of the rail system.

For the next four years, no additional vehicles are anticipated to accommodate the service improvements reflected in the 2012 RSP for Metrorail. The extension of service to the Palmetto Metrorail station, the last major rail improvement, impacted the rail peak vehicle requirement (PVR) by increasing it to 103 cars.

b. System Expansion

Miami-Dade Transit engaged, in the summer of 2005, the services of a Program Management Consultant (PMC). The contract is for a period of at least seven (7) years, to assist generally with the development of the People's Transportation Plan (PTP) capital program, and specifically with the transit corridor development program. Among other projects, the PMC will collaborate the full development of the Earlington Heights-MIC Connector, and the development of the North Corridor and East-West Corridor projects leading to Federal Transit Administration (FTA) approval to enter the next stage of project development, i.e. authorization to enter final design for the North Corridor and preliminary engineering for the East-West Corridor. These three corridors combined form what the agency refers to as the Orange Line.

The following section provides a status update of the identified transit priority corridors as included in the 2030 Long-Range Transportation Plan. The updates will concentrate on the activities foreseen during the next five years even though full implementation of these projects reaches beyond the year 2012.

1) East-West Multimodal Corridor

The heavy rail component of the project is being revisited by MDT with funding identified through the one-half percent surtax and the project is included as Priority I in the Long Range Transportation Plan. The corridor study encompasses reviewing and updating the previous East-West Corridor Study to proceed with a rail connection linking FIU, the Airport and the Port of Miami. The corridor has been divided into two segments. The segment currently being studied is the MIC to FIU segment with possible extension further to the west. This corridor segment will extend a minimum of 10.1 miles from the Miami Intermodal Center (MIC) to Florida International University (FIU) and includes a minimum of six (6) stations, with a possible seventh station at 97th Avenue.

The FTA indicated to MDT that a Supplemental Draft Environmental Impact Statement (SDEIS) for the MIC-FIU alignment is needed at this time. Therefore an SDEIS is underway and is scheduled to be completed in October 2007. Within the SDEIS, MDT will evaluate a No-Build Alternative, a Transportation System Management (TSM)/Baseline Alternative, and a Heavy Rail/Metrorail Alternative. Upon completion of this planning effort, MDT will seek a recommended rating from the FTA, thus enabling the project to qualify for Federal funds necessary to pursue this project. The current projected completion date for this project is 2017.

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

2) North Corridor

This is a 9.5-mile heavy rail extension that runs along NW 27th Ave., from Dr. Martin Luther King Jr. Plaza Metrorail Station (NW 62 Street) to NW 215 Street (Miami-Dade/Broward County Line). The project includes seven stations and four multilevel parking garages. A Final Environmental Impact Study was completed in 1998. It included a Metrorail extension along NW 27th Avenue from the Dr. Martin Luther King, Jr., Plaza Metrorail station to the County boundary with Broward, at approximately the Calder Race Track. However, because of lack of funds, the MPO Governing Board on October 1999 abandoned the rail alternative and re-designated the North Corridor Locally Preferred Alternative (LPA) from a Metrorail extension to a Bus Rapid Transit (BRT) project. Since the passage of the one-half percent surtax on November 5, 2002, the study has reverted to a rail extension. The consultant updated the necessary information regarding alignment and station location and the Federal Transit Administration (FTA) gave its approval to proceed

into preliminary engineering. Currently, preliminary engineering is in progress and is scheduled to be completed in May 2006. On February 2006 the project received a "Medium" rating from FTA, a crucial step toward securing a 50% funding commitment from the federal government.

Concurrent with the Preliminary Engineering effort, MDT is developing the planning phase under the National Environmental Policy Act (NEPA) for the project, as required by FTA. The Supplemental Draft Environmental Impact Statement (SDEIS) was completed in the summer of 2005 and was submitted to FTA. A Record of Decision (ROD) was received on April 27, 2007 allowing the county to commence right-of-way acquisition. The current schedule update for this project reflects a completion date of 2014.

3) Earlington Heights-Miami Intermodal Center (MIC) Connector

The MPO Governing Board in September 1999 requested the County Manager to implement a heavy rail link from the future MIC facility to the northern portion of the existing Metrorail system. The MPO Governing Board also designated this transit corridor as a high priority only behind the South Miami-Dade Busway Extension project. MDT conducted a Draft Environmental Impact Statement (DEIS) and it was signed off by FTA on May 2003. The Locally Preferred Alternative (LPA) was selected in 2003. In October 2004, the decision was made to implement this project with 100% state and local funds. In January 2006 a Draft Environmental Assessment was completed and submitted to FDOT for comment. The consultant is in the process of performing the final design and preparation of bid documents for this project, and is scheduled to be completed in December 2006. The Florida Department of Transportation has committed to a contribution of \$100 million for this project. The balance of the project's estimated \$523 million cost will be funded through the one-half percent sales surtax. The estimated date for completion of this Metrorail link is 2011.

4) Kendall/SR-826 Corridor

In 1998, MDT concluded a Major Investment Study (MIS) that examined possible transportation improvements along the Kendall and SR-826 corridors. This is a 15-mile corridor extending from the Downtown Dadeland area to SW 157th Avenue and a north/south segment along the Florida Turnpike, connecting with the proposed East-West Metrorail extension. A Locally Preferred Alternative (LPA) was approved by the MPO Governing Board in June 2000, and consisted of pursuing the Bus Rapid Transit (BRT) alternative as well as other lower cost operational improvements using HOV lanes in the Homestead Extension of the Florida Turnpike HEFT), SR-826 and SR-836. An Alternative Analysis (AA) commenced in November 2005 to re-evaluate the existing LPA.

5) Northeast Corridor

This project is included in the 2030 LRTP. Miami-Dade County had initiated a consultant selection process for the performance of an Alternatives Analysis (AA) in 2002. During this process, the South Florida Regional Transportation Authority (SFRTA) requested that Miami-Dade join in a regional AA effort along with Broward and Palm Beach Counties. All parties agreed that FDOT District IV would be the lead agency for this project,

including contract award. The study limits extend from Downtown Miami to Jupiter, a corridor length of 81 miles. The Miami-Dade County segment is 13.6 miles extending from downtown Miami to the Broward County Line (NE 215 Street), along Biscayne Boulevard and the Florida East Coast (FEC) Railroad right-of-way. FDOT issued a Notice-to-Proceed for a two-phase, 24-month study on September 2005. The completion date for this study is September 2007.

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

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

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

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

8) South Miami-Dade Corridor

This is a 21-mile corridor that extends along US-1 from Dadeland South Metrorail Station to Cutler Bay, and from Cutler Bay to Florida City. Future plans call for heavy rail extension of the existing Metrorail system. An Alternatives Analysis (AA) commenced in November 2004 to define new premium transit improvements from the Dadeland area to Florida City, in addition to the current Busway project. The intent was to provide both short-, mid- and long-term transit investment strategies for this rapidly growing region of Miami-Dade County. The Alternatives Analysis Study was completed in January 2006. On August 2005, The Citizen's advisory Committee advanced three build alternatives, to the tier II analysis. On January 2006, the MPO Board approved the advancement of the Light Rail, Metrorail and enhanced Bus Rapid Transit (BRT).

Presently, the South Miami-Dade Busway extension is under construction from 264 Street to Florida City. The Segment 1 of Phase 2, from SW 112 Avenue to 264 Street was inaugurated on April 24, 2005. Segment 2 is slated for completion during the fall of 2007.

9) Dadeland to Palmetto Metrorail Station

Transit technologies have not been specified in the 2030 LRTP for this corridor, pending further studies. This corridor is included in the 2030 LRTP Priority IIII-Unfunded Projects.

10) South West Corridor

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

3. METROMOVER

No new improvements are currently committed for the 2008-2012 RSP. A brief history shows that after the passing of the one-half percent surtax, service improvements were programmed and implemented which included all-night service for the Inner Loop and extended service until midnight for the Outer Loop. Again, as with Metrorail service, ridership fell short of expectations. Therefore, all-night service was discontinued and only the Outer Loop provides service until midnight. There are no other planned extensions of the existing Metromover system, although the 2030 LRTP includes as "Unfunded" the closure of the Omni and Brickell extensions. MDT is committed to continue improvement of service reliability during the 2008-2012 TDP period.

4. SPECIAL TRANSPORTATION SERVICES

No significant service changes are programmed as part of the 2008-2012 Recommended Service Plan, however, MDT implemented a new computer program in early 2006. The Special Transportation System Software Upgrade & Maintenance takes and distribute STS trips, replaces upgrades and centralizes the Special Transportation System Computer Software System and Processes. This project also includes: Web Accessibility which allows riders to cancel and confirm trips using internet; and, a Voice Response Unit which allows riders to confirm and cancel trips using the telephone. MDT is committed to continue improvement of service reliability during the TDP 2008-2012 period.

5. CAPITAL NEEDS

a. Transit Terminals

As identified in the 2012 RSP, the modified grid system requires the development of transit hubs throughout the region of service. Table III-5 lists the capital needs identified for transit hub locations along with their respective status and funding needs.

**TABLE III-5
2012 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 2012 RSP provides the need for added bus berths at this location.	\$3,185,000
Dadeland Stations	Both the Dadeland North and Dadeland South Metrorail stations provide a high degree of passenger amenities which in turn offer passengers efficient and convenient transfers. In addition to the kiosk placed at Dadeland South, the following is the cost for a similar kiosk at the Dadeland North station.	\$42,500
Miami Beach	Currently a bus terminal is planned and programmed in the Transportation Improvement Program to be built at a site adjacent to Lincoln Road.	Committed Improvement
West Kendall	A West Kendall hub is sought to address regional service linkages and as a western terminus of the Kendall "Priority Transit" Corridor. Currently, private developers have included the construction of a transit terminal in their development proposal. This station will be constructed through private/public partnership.	\$5,300,000*
Northeast	MDT is seeking funding from state and federal sources to implement this terminal. A study was completed and a site was selected for the terminal. However, the City of North Miami Beach was opposed to the selected site, and they recommended a new site. A supplement study is being conducted which will provide two conceptual designs for the selected site.	\$4,635,000
Miami Intermodal Center (MIC)	FDOT is managing this project. FDOT has over \$400 million programmed for the MIC distributed among 17 projects. These include the rental car HUB, the MIC Core Roadway and intersection improvements, transit connections to the terminal building, utilities relocation, etc. Phase I (MIC Core) includes the bus terminal facilities and infrastructure to coordinate with other modes.	Committed Improvement

TABLE III-5 (continued)
2012 RECOMMENDED SERVICE PLAN
TRANSIT HUB NEEDS

TRANSIT HUBS	STATUS	UNFUNDED NEEDS
West Dade	This facility is committed to be constructed by private developers once the development reaches a pre-determined size, as identified in the DRI. The location slated for the terminal is at NW 12 Street, east of NW 107 Avenue. Alternative funding and sites may be necessary, if the developer does not attain the required development threshold.	\$3,185,000*
NW 7th Avenue and 62nd Street	This facility will be developed as a multimodal Passenger Activity Center (PAC), and located on NW 7th Avenue and NW 62nd Street as proposed in the City of Miami's Transportation Corridor Study. This PAC will promote accessible public transportation and economic development throughout the City of Miami's Transportation Corridor (NW 7th Avenue between NW 54 Street and NW 95 Street) utilizing a "Transit Village Vision" concept. The center will provide much needed parking relief; promote the use of park-and-ride and kiss-and-ride services, and access to privately operated taxi and Jitney services. This center will include a mixed-use facility.	\$16,500,000
Homestead	This facility is proposed to address the increased level of services planned in the South Miami-Dade area with the completion of the South Miami-Dade Busway Extension. This facility will be integrated with the Busway facility to offer a greater degree of passenger convenience. Site to be determined.	\$3,700,000*

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

b. Bus Fleet Expansion

All service improvements identified in the 2012 Recommended Service Plan also reflected the peak vehicle requirement (PVR) impact of each improvement. The programming of services during the 2008-2012 period allows for the bus fleet requirements to be analyzed. Table III-6 depicts the calculation of bus fleet needs based on the 2012 RSP, which assumes a 20% spare ratio applied to the PVR.

**TABLE III-6
2012 RECOMMENDED SERVICE PLAN
BUS FLEET NEEDS**

BUS TYPE	2008	2009	2010	2011	2012	TOTAL BUSES	TOTAL PVR
Mini-Buses	149	20	9	4	2	221	184
Full Size (40 foot)	183	4	23	0	0	252	210
Annual Additional Buses	398	29	38	5	2	474	
Annual PVR Increase	332	24	32	4	2		394

c. Bus Maintenance and Storage Facility

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

d. Capital Improvement for Rail and Mover

On September 9, 2004, the Board of County Commissioners (BCC) sanctioned Resolution 7J1A (#042001), which granted authorization to issue the request for proposal for the Metrorail and Metromover fleet rehabilitation. A large rail capital improvement program has been estimated for this rail rehabilitation project and other projects. These are included in MDT's capital program through the year 2034. For the purpose of this report, we have included only those cost that relates to the 5-year RSP, that is, 2008-2012. These costs are included in table IV-3. The rail rehabilitation program is assumed to be funded with proceeds from long term sales tax revenue bonds.

CHAPTER IV: FINANCIAL NEEDS SUMMARY

The following chapter analyzes the costs and financial capacity of implementing the 2012 Recommended Service Plan (RSP) as described in *Chapter III: 2012 Recommended Service Plan (RSP)*. The analysis will identify the funding needs required for each year of the RSP program. The analysis is divided between operating and capital costs.

1. OPERATING AND MAINTENANCE COSTS

The methodology employed to calculate operating and maintenance (O&M) costs involved the costing of each improvement identified in the 2012 RSP. These O&M costs reflected the fully allocated costs for additional revenue hours required by each service improvements. Each mode has its individual cost per revenue hour. The bus service cost is no longer being differentiated between regular buses and minibuses. Both are assigned the same cost per hour. These allocated costs represent both direct operating expenses and administrative (indirect) expenses. These allocated costs are calibrated based upon 2006 conditions, thus all figures are in 2006 constant dollars.

Table IV-1 provides a summary of the five-year (2008-2012) cost summary of the RSP. These figures represent the additional costs that the RSP proposes above and beyond the fiscal year 2007 Miami-Dade Transit (MDT) budget. The information focuses only on services directly operated by MDT.

**TABLE IV-1
2012 RECOMMENDED SERVICE PLAN (RSP)
OPERATING COST ANALYSIS**

MODE	TDP PERIOD					TDP PERIOD 5-Year Total
	2008	2009	2010	2011	2012	
Metrobus	\$ 53,897,511	\$ 5,462,290	\$ 8,686,146	\$ 2,926,010	\$ 727,300	
Metrorail	\$ -	\$ -	\$ -	\$ -	\$ -	
Metromover	\$ -	\$ -	\$ -	\$ -	\$ -	
STS	\$ -	\$ -	\$ -	\$ -	\$ -	
Incremental Total	\$ 53,897,511	\$ 5,462,290	\$ 8,686,146	\$ 2,926,010	\$ 727,300	
Cumulative Total	\$ 53,897,511	\$ 59,359,801	\$ 68,045,947	\$ 70,971,957	\$ 71,699,257	\$ 323,974,473
Farebox Recovery (cumulative) 31% Assumed	16,708,228	18,401,538	21,094,244	22,001,307	22,226,770	100,432,087
Net Operating Costs (Cumulative Needs)	\$ 37,189,283	\$ 40,958,263	\$ 46,951,703	\$ 48,970,650	\$ 49,472,487	\$ 223,542,386

The 2012 RSP operating costs represents a full scaled RSP based on the availability of funding source derived from the ½ % surtax. All improvements in the PTP have been incorporated in the 2012 RSP. Reasonable prioritization of needs occurs under this environment as not all improvements can be targeted to become available on the first year of the RSP. This is based on the limited capability of securing the equipment and personnel required to provide all these improvements on the first year. There are no further operating improvements expected for the Metrorail and Metromover during this five-year RSP period, with the exception of the opening of the MIC- Erlington Heights connector scheduled for 2011. This cost are being estimated and will be reported on the next TDP period which will take a look t a ten-year time period. This RSP only reflects the expenses incurred for the Metrobus system added operational improvements. The cumulative operational annual impact of the RSP being implemented by the year 2012 is \$323.9 million. The implementation of new services is distributed during the TDP period 2008-2012, with years 2008-2009 having the greater amount of proposed service improvements. Incremental annual operating cost increases range from roughly \$727,300 to \$53.9 million per year after the initial year 2008 with an estimate of \$223.5 million in net operating costs for the 5-year period.

The subsidy required to operate the proposed service improvements is also reflected in Table IV-1. The financial needs represent the operating cost of additional services minus the forecasted farebox recovery ratio of about 31%, or operating revenue for Metrobus. This percentage is estimated to be low because of the new service improvements that MDT is implementing, the additional free service being provided with the expansion of the Golden Pass originally limited to low-income seniors and now expanded to all seniors 65 years old; and, the new Patriot Pass Program, a pilot program which allows honorably discharged veterans with an income of \$22,000 or less to ride free on the transit system. These programs have decreased the amount of fare paying customers. In addition the overall recovery ratio for all modes is estimated even lower because of the free Metromover service. This operating revenue cost of the RSP begins in fiscal year 2008 with \$37.2 million and increases to \$49.5 million by fiscal year 2012. Part of this revenue cost may be absorbed by the proceeds derived from the ½ % surtax.

Table IV-2 reflects the impact of the RSP on the total MDT operating budget. These figures represent additional costs in current year dollars. Since there are no significant improvements reflected in this RSP for Metrorail, Metromover or Special Transportation Services, cost figures for these modes are reflected to remain constant. Hence, Table IV-2 does not reflect any cost increases due to operating cost increases per revenue hour.

**TABLE IV-2
MDT TOTAL OPERATING COSTS BASED
ON 2012 RECOMMENDED SERVICE PLAN (RSP)**

	ESTIMATED BASE YEAR	TDP PERIOD					TDP PERIOD 5-Year Total
MODE	2006	2007	2008	2009	2010	2011	
Metrobus	\$ 318,661,043	\$ 372,558,554	\$ 378,020,844	\$ 386,706,990	\$ 389,633,000	\$ 390,360,300	\$ 1,917,279,686
Metrorail	\$ 77,277,151	\$ 77,277,151	\$ 77,277,151	\$ 77,277,151	\$ 77,277,151	\$ 77,277,151	\$ 386,385,754
Metromover	\$ 19,760,231	\$ 19,760,231	\$ 19,760,231	\$ 19,760,231	\$ 19,760,231	\$ 19,760,231	\$ 98,801,154
STS	\$ 41,079,060	\$ 41,079,060	\$ 41,079,060	\$ 41,079,060	\$ 41,079,060	\$ 41,079,060	\$ 205,395,302
Annual Operating Cost Total	\$ 456,777,485	\$ 510,674,996	\$ 516,137,286	\$ 524,823,432	\$ 527,749,442	\$ 528,476,742	\$ 2,607,861,896
Annual Increase	N/A	11.80%	1.07%	1.68%	0.56%	0.14%	

2. CAPITAL COSTS

The capital cost analysis consist of capital needs identified in the 2006 Transportation Improvement Program (TIP) and the improvements noted in the PTP. These are deemed necessary to fully implement the 2012 Recommended Service Plan (RSP). For all projects included in the PTP, the funding will be provided by the ½ % surtax. The capital needs identified by the 2012 RSP are focused on the expansion of the bus fleet, construction of new transit terminals, and improvements to the Metrorail and Metromover vehicles through the Rail Rehabilitation Program. These needs were identified in *Chapter III: 2012 Recommended Service Plan (RSP)*. The following section provides a capital cost analysis for these identified improvements during the TDP period. This analysis may serve as a basis for inclusion of new projects into future TIP updates or amendments.

The total additional capital necessary to implement the 2012 RSP is approximately \$1.3 billion. Annual incremental costs range from \$553.8 million to \$170.1 million. These figures represent future year expenditures in current year dollars. The bus fleet expansion reflected entails the purchase of 394 new buses, of which 221 would be mini-buses. Acquisition cost per bus was estimated at \$287,552 per minibus and \$325,481 per full size bus.

**TABLE IV-3
MDT CAPITAL COSTS BASED ON
2012 RECOMMENDED SERVICE PLAN (RSP)**

CAPITAL ITEMS	2008	2009	2010	2011	2012	TDP PERIOD 5-Year Total
Bus Fleet Expansion	\$102,408,271	\$7,052,964	\$10,074,031	\$1,150,208	\$575,104	\$121,260,578
Transit Terminals	\$3,131,200	\$8,000,000	\$9,650,000	\$3,600,000	\$3,090,000	\$27,471,200
Metrorail Rehab. Program	\$27,648,256	\$79,591,298	\$61,813,198	\$50,135,749	\$18,568,969	\$237,757,470
Metromover Rehab. Program	\$9,258,099	\$366,347				\$9,624,446
Total Year Cost	\$142,445,826	\$95,010,609	\$81,537,229	\$54,885,957	\$22,234,073	\$396,113,694
Cumulative Costs	\$142,445,826	\$237,456,435	\$318,993,664	\$373,879,621	\$396,113,694	\$1,326,443,414

The largest portion of the capital expenditure for this RSP period is the Metrorail Rehabilitation Program at \$237.7 million for the 5-year RSP period (2008-2012). The program commenced in 2005 with an estimated expenditure for FY 2006-2007 of \$56.1 million. The Mover expenses for FY 2006-2007 were estimated at \$10 million. It is anticipated that the majority of the funding will come from the ½ % surtax.

APPENDICES

Appendix A: 2007 Transportation Improvement Program (TIP)
(Multimodal Transit Capital Improvements)

Appendix B: List of Community Meetings

APPENDIX A:

**2007 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
(MULTIMODAL TRANSIT CAPITAL IMPROVEMENTS)**



FY 2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM MULTIMODAL TRANSIT IMPROVEMENTS



MIAMI-DADE TRANSIT

SPECIFIC ASPECTS OF THE PROGRAM

The FY 2007 Transportation Improvement Program includes funding over the next five years for the following projects:

South Miami-Dade Busway Extension: The South Miami-Dade Busway extension which adds an additional 11.5 miles of exclusive, bus-only transit corridor lanes to the original 8.2-mile Busway adjacent to U.S.-1 will be completed in FY 2006. The first five-mile segment of the extension was placed into service in April 2005. The construction of this project is enabled using Federal Discretionary and State funds.

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

ROUTINE REPLACEMENT AND ENHANCEMENT

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

Automated Fare Collection: MDT is pursuing state-of-the-art fare collection equipment that will support a future region-wide Smart Card-based system for seamless fare integration between MDT, Tri-Rail, Broward County Transit and Palm Tran.

Buses: MDT continues its bus replacement and expansion program to include new over-the-road coaches for longer, limited stop routes. Funding is provided through the People's Transportation Plan (PTP) and through Congestion Mitigation and Air Quality (CMAQ) Federal funding made available through the State. For 2005, MDT projects delivery of 70 additional 40-foot low-floor buses.

Safety: Funding is programmed to purchase security equipment, to continue upgrades and installations of closed circuit camera television systems (CCTV) and to continue the replacement of fire detection and reporting systems.

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

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

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM



MPO Project Num	Agency Project Num	Facility/Project Name	Type of Work	Project Cost (\$000s)	Plan Years Funding (\$000s)	Construction Year	JDOI Work Program Number	Detailed Project Description												
								Remarks/Comments												
								Activity /Phase	Funding Source	Proposed Funding (in \$000s)			Proposed Funding (in \$000s)							
								2005	2007	2008	2009	2010	2011	2005	2007	2008	2009	2010	2011	
TA0000001		North Corridor	Metrorail Extension	914,695	3,052	2009	421043	PE	FTA 5309	4,900	0	0	0	0	0	0	0	0	0	
0000001		Extend Metrorail from Dr. Martin Luther King Jr. Metrorail Station to the Miami-Dade/Broward County Line; included is construction of stations, parking, access roads, and elevated guideway. Full Federal and State contribution requested.																		
								Peoples Transportation Plan; received initial federal earmark for Orange Line in FY 06												
								Activity /Phase	Funding Source	Proposed Funding (in \$000s)			Proposed Funding (in \$000s)							
								2005	2007	2008	2009	2010	2011	2005	2007	2008	2009	2010	2011	
								PE	FTA 5309	4,900	0	0	0	0	0	0	0	0	0	0
								CST	FDOI	11,381	18,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
								ROW	PTP Bond	66,083	34,886	0	52,911	0	52,911	0	52,911	0	52,911	0
TA0000002		East West Corridor	Metrorail Extension	1,376,200	41,430	2009	4210761													
0000002		Extend Metrorail from the MIC west to the Florida Turnpike and south to FIU. Local funding commitment in place since November 2002. Funding shown represents local share. Federal and State contribution requested.																		
								Peoples Transportation Plan												
								Activity /Phase	Funding Source	Proposed Funding (in \$000s)			Proposed Funding (in \$000s)							
								2005	2007	2008	2009	2010	2011	2005	2007	2008	2009	2010	2011	
								PE	FTA 5309	4,900	0	0	0	0	0	0	0	0	0	0
								PE	PTP Bond	0	20,227	0	41,733	0	41,733	0	41,733	0	41,733	0
TA0000005		Mover Canopies and Escalator Replacement	Capital equipment replacement and improvement	7005	3,015,000	2006	4146521													
0000005		Replace escalators and provide canopies over escalators on Mover System design																		
								Peoples Transportation Plan Amendment October 2003												
								Activity /Phase	Funding Source	Proposed Funding (in \$000s)			Proposed Funding (in \$000s)							
								2005	2007	2008	2009	2010	2011	2005	2007	2008	2009	2010	2011	
								CAP	PTP Bond	0	3,990	0	0	0	0	0	0	0	0	0

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MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
 TRANSPORTATION IMPROVEMENT PROGRAM



MPO Project Num	Agency Project Num	Facility/Project Name	Type of Work	Project Cost (\$000s)	Prior Years Funding (\$000s)	Construction Year	FDOT Work Program Number	Detailed Project Description													
								Remarks/Comments		Activity /Phase		Funding Source		Proposed Funding (in \$000s)							
TA0000008		Park and Ride (Kendall Drive and SW 127 Avenue)	construction	2500	0 00	2007	4205871	Construct Park and Ride facility at Kendall Drive and SW 127 Avenue served by Kendall area routes and connecting to Dadeland North Metrorail Station		planning		CAP		DDR		750		0		0	
0000008								Construct Park and Ride facility at Kendall Drive and SW 127 Avenue served by Kendall area routes and connecting to Dadeland North Metrorail Station		CAP		LF		750		1,000		0		0	
TA0000009		Passenger Amenities and Enhancements	Capital equipment and improvements	2827	1,070.00	2005	4105742, 4124591, 4146551, 4162221, 4162431, 4202371	Replace signage, install bicycle-related amenities, supplement other projects related to passenger enhancements as defined by FTA		ongoing		CAP		LF		23		0		0	
0000009								Replace signage, install bicycle-related amenities, supplement other projects related to passenger enhancements as defined by FTA		CAP		SE		432		0		0		0	
										CAP		FTA 5307		100		200		250		275	
TA0000010		Transit Facilities Systemwide	construction	6000	849 00	2005		Replace roofs on transit facilities including RailMover stations and bus facilities.		ongoing		CST		PTP		480		525		525	
0000010								People's Transportation Plan Amendment October 2003		ongoing		CST		PTP		480		525		525	

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MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
 TRANSPORTATION IMPROVEMENT PROGRAM



MPO Project Num	Agency Project Num	Facility/Project Name	Type of Work	Project Cost (\$000s)	Prior Years Funding (\$000s)	Construction Year	FDOT Work Program Number	Proposed Funding (in \$000s)															
								Activity /Phase		Funding Source		2007		2008		2009		2010		2011			
TA0000017	0000017	Central Control: Metrorail/Metromover	Purchase / Installation: central control system	30000	5,528 00	N/A	4146981	CAP		DDR		1,100		1,585		0		0		0			
Modernize central control system in Government Center for Metrorail and Metromover.								People's #39; Transportation Plan Amendment October 2003															
Planning								CAP		PTP Bond		0		21,786		0		0		0		0	
TA0000018	0000018	Bus Facilities	Facility and equipment renovation	3,951	3,403	2005	4124591, 4146551, 4162221, 4162431, 4202371	People's #39;s Transportation Plan Amendment October 2003															
Replace bus washers and vacuums at all bus facilities; annual bus facility and equipment rehabilitation through federal formula grant.								CST		FTA 5307		400		400		375		275		225		56	
Ongoing								CST		FTRC		100		94		69		0		0		0	
								CST		PTP Bond		0		222		0		0		0		0	

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MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM



MPO Project Num	Facility/Project Name	Type of Work	Project Cost (\$000s)	Prior Years Funding (\$000s)	Construction Year	FDOT Work Program Number	Detailed Project Description															
							Remarks/Comments		Status		Activity /Phase		Funding Source		Proposed Funding (in \$000s)							
TA0000019	AVL / AVM Radio System	Purchase / Replacement: radio systems	18,403	2,169	N/A	4124591, 4146551, 4162221, 4162431, 4202371																
0000019	Replace radios and maintain Automated Vehicle Locator and monitoring system (AVL/AVM)												Ongoing		CAP		FTA 5307		50 100 125 100 100			
													Ongoing		CAP		FTRC		13 26 31 26 26			
TA0000020	Information Technology Equipment	Equipment Replacement / Upgrades: communication	2830	280.00	N/A	4124591, 4146551, 4162221, 4162431, 4202371																
0000020	Acquire replacement computers and servers as required												Ongoing		CAP		FIA 5307		300 400 400 400 450			
													Ongoing		CAP		FTRC		75 100 100 113 113			
TA0000021	Bus Stop Signage	Installation of new bus stop signage.	900	150	2005																	
0000021	Provide bus stop signage.												Ongoing		CAP		PIP		150 150 150 150 150			
	Peoples Transportation Plan												Ongoing		CAP		PIP		150 150 150 150 150			

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM



MPO Project Num	Agency Project Num	Facility/Project Name	Type of Work	Project Cost (\$000s)	Prior Years Funding (\$000s)	Construction Year	FDOT Work Program Number
TA0000022	0000022	Rail Mid Life Rehabilitation	Major Overhaul of Existing Rail Fleet	318569	4,489.00	N/A	
Rail vehicle mid-life modernization of 136 car fleet.							
Specification Preparation							
Peoples Transportation Plan							
		Activity /Phase	Funding Source	Proposed Funding (in \$000s)			
		MNT	PTP Bond	2006 - 2007	2008 - 2009	2010 - 2011	2010 - 2011
				0	104,490	0	109,574
							0
TA0000023	0000023	Rail / Mover Facilities Maintenance	Rehab / Maintenance: Rail/Mover facilities	157,967	63,827	N/A	4162231, 4162411
Purchase miscellaneous tools and perform minor repairs to Rail/Mover facilities and vehicles.							
Ongoing							
Allocation of annual fixed guideway modernization funds							
		Activity /Phase	Funding Source	Proposed Funding (in \$000s)			
		CAP	FTA 5309	2006 - 2007	2008 - 2009	2010 - 2011	2010 - 2011
				525	552	579	608
		CAP	FTRC	131	138	145	152
							160
TA0000025	0000025	Service/Support Vehicles	Acquisition of Maintenance and Service Vehicles	1,650	0	N/A	4124591, 4146551, 4162221, 4162431, 4202371
Acquire new and replacement service vehicles, low trucks, and service trucks.							
Ongoing							
Peoples Transportation Plan							
		Activity /Phase	Funding Source	Proposed Funding (in \$000s)			
		CAP	FTRC	2006 - 2007	2008 - 2009	2010 - 2011	2010 - 2011
				50	75	88	100
		CAP	FTA 5307	200	300	350	400
							400

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM



MPO Project Num	Agency Project Num	Facility/Project Name	Type of Work	Project Cost (\$000s)	Prior Years Funding (\$000s)	Construction Year	FDOI Work Program Number	Detailed Project Description																					
								Status		Remarks/Comments		Activity /Phase		Funding Source		Proposed Funding (in \$000s)													
1A0000029		Earlington Heights - Miami Intermodal Center Extension	Metro rail Extension	340,027	82,917	2007	417994																						
0000029		Extend Metro rail west and south 2.6 miles from the Earlington Heights Metro rail Station to the Miami Intermodal Center.																											
		Final Design	Peoples Transportation Plan.																										
1A0000030		Metro rail Station Refurbishment	Capital Maintenance	7555	3,790.00																								
0000030		Refurbish Metro rail Stations and Lehman Center including emergency lighting, safety systems, restrooms, irrigation, landscape, benches, building systems and controls.																											
		ongoing	People's Transportation Plan Amendment October 2003																										
1A0000031		UPS/Emergency Lighting	Capital Equipment Replacement	1140	520.00	2005																							
0000031		Replace UPS systems and emergency lighting at existing Metro rail Stations.																											
		ongoing	People's Transportation Plan Amendment October 2003																										

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
 TRANSPORTATION IMPROVEMENT PROGRAM



MPO Project Num	Agency Project Num	Facility/Project Name	Type of Work	Project Cost (\$000s)	Prior Years Funding (\$000s)	Construction Year	FDOT Work Program Number																												
TA0000032	0000032	Bus Pull Out Bays	Construction	7,430	5230	2006	4147001																												
Local and construct bus pull out bays where feasible -Construction People's Transportation Plan Detailed Project Description Status Remarks/Comments																																			
				<table border="1"> <thead> <tr> <th colspan="2">Activity (Phase)</th> <th>Funding Source</th> <th colspan="4">Proposed Funding (in \$000s)</th> </tr> <tr> <th>2006</th> <th>2007</th> <th>2008</th> <th>2009</th> <th>2010</th> <th>2011</th> <th></th> </tr> </thead> <tbody> <tr> <td>CAP</td> <td>PIP Bond</td> <td></td> <td>300</td> <td>800</td> <td>0</td> <td>0</td> </tr> <tr> <td>CAP</td> <td>DDR</td> <td></td> <td>300</td> <td>800</td> <td>0</td> <td>0</td> </tr> </tbody> </table>				Activity (Phase)		Funding Source	Proposed Funding (in \$000s)				2006	2007	2008	2009	2010	2011		CAP	PIP Bond		300	800	0	0	CAP	DDR		300	800	0	0
Activity (Phase)		Funding Source	Proposed Funding (in \$000s)																																
2006	2007	2008	2009	2010	2011																														
CAP	PIP Bond		300	800	0	0																													
CAP	DDR		300	800	0	0																													
TA0000033	0000033	MetroRail Test Track	construction	4000	2,215.00	2007																													
Install test track for vehicle safety inspections under acceleration conditions. People's Transportation Plan Amendment October 2003 Detailed Project Description Status Remarks/Comments																																			
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Activity (Phase)		Funding Source	Proposed Funding (in \$000s)																																
2006	2007	2008	2009	2010	2011																														
CAP	PIP Bond		0	1,785	0	0																													
TA0000034	0000034	MetroRail - Track and Guideway Rehabilitation; Fixed Guideway Inspection	construction	35418	12,562.00	2005	4051331, 4051332																												
Capital maintenance of existing guideway. ongoing People's Transportation Plan Amendment October 2003 Detailed Project Description Status Remarks/Comments																																			
				<table border="1"> <thead> <tr> <th colspan="2">Activity (Phase)</th> <th>Funding Source</th> <th colspan="4">Proposed Funding (in \$000s)</th> </tr> <tr> <th>2006</th> <th>2007</th> <th>2008</th> <th>2009</th> <th>2010</th> <th>2011</th> <th></th> </tr> </thead> <tbody> <tr> <td>CAP</td> <td>XU</td> <td></td> <td>750</td> <td>750</td> <td>750</td> <td>750</td> </tr> <tr> <td>CAP</td> <td>PIP Bond</td> <td></td> <td>0</td> <td>10,957</td> <td>0</td> <td>8,129</td> </tr> </tbody> </table>				Activity (Phase)		Funding Source	Proposed Funding (in \$000s)				2006	2007	2008	2009	2010	2011		CAP	XU		750	750	750	750	CAP	PIP Bond		0	10,957	0	8,129
Activity (Phase)		Funding Source	Proposed Funding (in \$000s)																																
2006	2007	2008	2009	2010	2011																														
CAP	XU		750	750	750	750																													
CAP	PIP Bond		0	10,957	0	8,129																													

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MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM



MPO Project Num	Agency Project Num.	Facility/Project Name	Type of Work	Project Cost (\$000s)	Prior Years Funding (\$000s)	Construction Year	FDOT Work Program Number	Detailed Project Description																	
								Status		Remarks/Comments		Activity /Phase		Funding Source		Proposed Funding (in \$000s)									
TA0000029		Earlington Heights - Miami Intermodal Center Extension	Metro rail Extension	340,027	82,917	2007	417994	Final Design		Peoples Transportation Plan.		Activity /Phase		Funding Source		Proposed Funding (in \$000s)									
0000029		Extend Metro rail west and south 2.6 miles from the Earlington Heights Metro rail Station in the Miami Intermodal Center.										CAP		FDOT		2007		2008		2009		2010		2011	
								CAP		PIP Bond		0		125,000		0		59,007		0		0			
TA0000030		Metro rail Station Refurbishment	Capital Maintenance	7555	3,790.00			ongoing		Refurbish Metro rail Stations and Lehman Center including emergency lighting, safety systems, restrooms, irrigation, landscape, benches, building systems and controls.		Activity /Phase		Funding Source		Proposed Funding (in \$000s)									
0000030		People's Transportation Plan Amendment October 2003										CAP		PIP Bond		0		1,369		0		1,224		0	
TA0000031		UPS/Emergency Lighting	Capital Equipment Replacement	114M	520.00	2005		ongoing		Replace UPS systems and emergency lighting at existing Metro rail Stations.		Activity /Phase		Funding Source		Proposed Funding (in \$000s)									
0000031		People's Transportation Plan Amendment October 2003										CAP		PIP		253		367		0		0		0	

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM



MPO Project Num	Agency Project Num	Facility/Project Name	Type of Work	Project Cost (\$000s)	Prior Years Funding (\$000s)	Construction Year	FDOT Work Program Number
TA0000038	0000038	Transit Hub at NW 7 Avenue and NW 62 Street	Construct New and Improve existing Passenger Activity Centers	16535	7,261.00	2008	4137543, 4137544, 4137545
Acquire site, construct bus transfer facility and participate in joint development of Transit Hub at NW 7 Avenue and NW 62 Street							
Site Acquisition							
Includes retail, office and affordable housing development project through Miami-Dade							
		Activity /Phase	Funding Source	Proposed Funding (in \$000s)			
		ROW	DDR	2005 2007	2006 2008	2007 2009	2008 2010
		CST	FTA 5309	500	0	816	1,970
		CAP	FTRC	0	0	0	0
		ROW	LF	840	911	238	0
				210	228	0	0
				500	0	816	1,970
TA0000042	0000042	Bus Maintenance Facilities	New Construction	44000	890.00	2007	
Construct new bus garage in South and West Miami Dade County to accommodate expanding fleet							
A 25 acre site has been identified on County-owned land at Homestead Air Reserve Base							
Planning/Design							
		Activity /Phase	Funding Source	Proposed Funding (in \$000s)			
		CST	PIP Bond	2005 2007	2006 2008	2007 2009	2008 2010
				8,262	26,000	8,900	0

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TRANSPORTATION IMPROVEMENT PROGRAM

MIAMI-DADE TRANSIT



MPO Project Num	Agency Project Num	Facility/Project Name	Type of Work	Project Cost (\$000s)	Prior Years Funding (\$000s)	Construction Year	FDOT Work Program Number	Detailed Project Description									
								Remarks/Comments		Status	Activity /Phase	Funding Source	Proposed Funding (in \$000s)				
		Service development: bus routes		0	0.00	N/A	4202631	2005	2006				2007	2008	2009	2010	2011
TA0000035	0000035	Service Development	Service development: bus routes	0	0.00	N/A	4202631	Implement new bus service route (7th Avenue MAX) from Golden Glades to Downtown Miami.	Ongoing	OPS	DDR	421	0	0	0	0	
TA0000036	0000036	Pedestrian Overpasses at South Miami and University Metrorail Stations	Construction	16,362	6,844	2007	4132383, 4180841	Construction of a pedestrian overpass at South Miami Metrorail Station and at the University spanning US - 1.	Design	CST	FDOT	0	0	0	1,000	2,000	
		Peoples Transportation Plan Amendment October 2003				CST	PIP Bond	0	6,518	0	0	0	0	0	0	0	

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MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM



MPO Project Num	Agency Project Num	Facility/Project Name	Type of Work	Project Cost (\$000s)	Plan Years Funding (\$000s)	Construction Year	F DOT Work Program Number	Proposed Funding (in \$000s)													
								2006-2007		2008-2009		2010-2011		2007-2008		2009-2010		2010-2011			
TA0000046	0000046	Park and Ride at Quail Roost Drive and Busway	Construct and provide transit related parking	2457	0 00	2008	4204601	0		2,456		0		0		0		0			
Participate in private sector development by including a transit related Park and Ride Lot or provide transit dedicated spaces within a commercial garage. Planning								CST		CM		CST		FTRC		0		614		0	
Completion time frame is estimated.								CST		FTRC		0		614		0		0		0	
TA0000047	0000047	Transit Hub/Intermodal Center	Construction of transit hub in West Miami Dade, construction of Intermodal facility at Dadeland South.	5,000	460	2011	4137545, 4137546, 4137547, 4202301, 4180781, 4180791	0		540		0		0		0		0			
Completion date is estimated								CAP		FTRC		CST		DDR		CST		LF		0	
Completion date is estimated								480		520		540		0		0		0		0	
Completion date is estimated								120		130		135		0		0		0		0	
Completion date is estimated								0		0		0		1,500		0		0		0	
Completion date is estimated								0		0		0		1,500		0		0		0	

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM



MPO Project Num	Agency Project Num	Facility/Project Name	Type of Work	Project Cost (\$000s)	Prior Years Funding (\$000s)	Construction Year	FDOT Work Program Number																																														
TA0000052	0000052	Pedestrian Overpass at Dadeland North	Design and construct	7000	0.00	2010	4207921																																														
Construct pedestrian overpass connecting east side of US - 1 to Dadeland North Metrorail Station																																																					
planning																																																					
<table border="1"> <thead> <tr> <th rowspan="2">Activity /Phase</th> <th rowspan="2">Funding Source</th> <th colspan="6">Proposed Funding (in \$000s)</th> </tr> <tr> <th>2005</th> <th>2007</th> <th>2008</th> <th>2009</th> <th>2010</th> <th>2011</th> </tr> </thead> <tbody> <tr> <td>LOGT</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>300</td> <td>300</td> <td>400</td> </tr> <tr> <td>CAP</td> <td>CM</td> <td>0</td> <td>0</td> <td>1,931</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>CAP</td> <td>FTRC</td> <td>0</td> <td>0</td> <td>0</td> <td>483</td> <td>0</td> <td>0</td> </tr> </tbody> </table>								Activity /Phase	Funding Source	Proposed Funding (in \$000s)						2005	2007	2008	2009	2010	2011	LOGT		0	0	0	300	300	400	CAP	CM	0	0	1,931	0	0	0	CAP	FTRC	0	0	0	483	0	0								
Activity /Phase	Funding Source	Proposed Funding (in \$000s)																																																			
		2005	2007	2008	2009	2010	2011																																														
LOGT		0	0	0	300	300	400																																														
CAP	CM	0	0	1,931	0	0	0																																														
CAP	FTRC	0	0	0	483	0	0																																														
TA0000053	0000053	Pedestrian Overpasses at Coconut Grove and Dadeland South	Construction	14,000	0	N/A	4207901, 4204531																																														
Provide pedestrian overpasses connecting the east side of US - 1 with Metrorail Stations at Coconut Grove and Dadeland South Submitted for Congressional earmark. Federal allocation exp. to be announced first quarter 2007																																																					
planning																																																					
People Transportation Plan Amendment October 2003																																																					
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Activity /Phase	Funding Source	Proposed Funding (in \$000s)																																																			
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CAP	FTRC	0	0	0	483	0	0																																														
CAP	PIP	0	0	0	0	0	1,000																																														

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION
 TRANSPORTATION IMPROVEMENT PROGRAM



MIAMI-DADE TRANSIT

MPO Project Num.	Agency Project Num.	Facility/Project Name	Type of Work	Project Cost (\$000s)	Prior Years Funding (\$000s)	Construction Year	FDOI Work Program Number	Detailed Project Description																	
								Funding Source		Proposed Funding (in \$000s)		Proposed Funding (in \$000s)		Proposed Funding (in \$000s)		Proposed Funding (in \$000s)									
Status								Activity /Phase	2006	2007	2008	2009	2010	2011	2006	2007	2008	2009	2010	2011					
TA0000060		Urban Corridor Service	Bus service	0	0.00		4096371, 4179171, 4204611, 4204621	OPS	LF	1,740	1,340	1,340	934	935	OPS	LF	111	0	0	0	0				
0000060		Includes Flagler MAX, South Miami Dade Busway, Busway Flyer to Key Largo, 95 Express from Dolphin Stadium Ave to Downtown Miami										OPS	CM	840	440	440	0	0	OPS	DUR	111	0	0	0	0
		ongoing										OPS	DOR	900	900	900	934	935							
TA0000061		Special Use Lanes (SUL)	Premium Bus Service	0	1,000		4202641, 4204561																		
0000061		Capital and operating support for running on road shoulders																							
		Construction										CAP	CM	1,208	1,208	0	0	0	CAP	FIRC	302	302	0	0	

APPENDIX B:
LIST OF COMMUNITY MEETINGS

PUBLIC INVOLVEMENT SECTION

MIC-EARLINGTON HEIGHTS METRORAIL PROJECT: As the first Miami-Dade Transit heavy rail project to be rolled out in the People's Transportation Plan, the MIC-Earlington Heights project is well on it's way to providing the community a real and true example of the ½ sales tax dollars at work.

Project Status: Project has been recently rescheduled (February) and is approaching 90% submittal which is anticipated for somewhere in the time-frame of May-June 2007. Advertising is projected to begin in the Summer 2007.

The 90% submittal point will mark the time for returning to the public with an update. A newsletter is planned to be developed the mailed to stakeholders around the 90% submittal point.

Right-of-Way (ROW) acquisition process is in full swing. Public involvement team has made themselves available to accompany agents if necessary to field community questions.

August 24 th	MIC-Earlington Heights Progress Meeting
October 31 st	Meeting to discuss Contractor's Information Workshop
November 2 nd	City of Opa-locka Project Status update
November 7 th	Meeting: Contractors Information Workshop planning
November 14 th	Contractors Information Planning Meeting
January 8 th	Meeting with Gladys Kidd & Associates to discuss the next steps for Public Involvement

NORTH CORRIDOR METRORAIL PROJECT is poised and ready to enter the design phase (followed by construction) for the project once the Record of Decision is received April 24th, 2007.

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

Municipalities and their elected officials have been engaged and are excitedly working with the project in anticipation of the development of the line. A wide variety of techniques have been utilized to assure the broadest coverage. Currently the municipalities are engaged in reviewing the charrette process for approval, signature and forwarding to the Board of County Commissioners.

The team is in the process of making individual project updates to stakeholder entities, i.e. Miami-Dade College, City of Opa-locka, City of Miami Gardens

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

A Business Development Action Plan is being developed in an effort to craft a proactive approach to managing the impact of businesses along the corridor.

To provide access and information to project development and activities the North Corridor website is being upgraded.

Project Status: Notice of Availability has been advertised and information placed in strategic outlets that would allow all points of the community to access the document. Awaiting the Record of Decision.

September 28 th	North Corridor Summit – Community event to unveil the project model
October 24 th	Community Development and Planning: Tour of project area and discuss Impacts of MetroRail Extension in Opa-locka Area
October 25 th	Opa-locka City Commission Meeting
October 25 th	Miami Gardens City Council Meeting
November 1 st	Miami Gardens City Council Meeting
November 2 nd	Meeting with Opa-locka City Planner
November 14 th	Meeting with Opa-locka Vice Mayor Dottie Johnson
November 14 th	Meeting with Opa-locka Mayor Joseph Kelly
November 15 th	Miami Gardens City Council Meeting
November 28 th	Meeting with Opa-locka Commissioner Timothy Holmes
November 28 th	Meeting with Opa-locka Commissioner Rose Tydus
December 1 st	Corridor Tour: to identify opportunities for green housing as part of our TOD efforts on the North Corridor.
December 11 th	Unveiling of the street renaming of NW 135 th Street - A.B. Martin Street
December 13 th	Opa-locka City Commission Meeting
January 10 th	Miami Gardens City Council Meeting
January 23 rd	Meeting with Miami Gardens Vice-Mayor Oscar Braynon to provide an update on the North Corridor project
	Meeting with Miami Gardens Councilperson Barbara Watson to provide an update on the North Corridor project
	Meeting with Miami Gardens Councilman Melvin Bratton to provide an update on the North Corridor project
January 24 th	Opa-locka City Commission Meeting
January 26 th	Meeting with Miami Gardens Councilman Andre Williams to provide an update on the North Corridor Project
January 26 th	Meeting with Charita Allen of the Beacon Council for a preliminary discussion for a Business Outreach program.
January 29 th	Opa-Locka State of the City Address

- January 31st Meeting with Miami Gardens Mayor Shirley Gibson to provide an update on the North Corridor Project.
- February 21st Meeting with Beacon Council and Urban Trust Fund to discuss business outreach strategies
- March 2nd Meeting Miami-Dade College to provide an update on the North Corridor 119th Station project

THE EAST-WEST CORRIDOR PROJECT – A Supplemental Draft Environmental Impact Statement (SDEIS) is being prepared. MDT's commitment to public involvement in the SDEIS has been to bring the public into the process in a way that enables community concerns to be properly addressed and satisfied. The Public Involvement Plan provides a mechanism for input to be incorporated into the process.

Briefings were held with elected officials, and stakeholders from local, state and federal agencies. Additionally, meetings were held with community organizations, business groups and neighborhood associations.

Two public scoping meetings were held during June, 2006 to secure comments, concerns and suggestions from the community. Workshops were held during July, 2006 to collect input from the community in reference to station area design. In August, 2006, after receiving valuable suggestions from the community on many aspects of the project, including new alignment options, additional corridor meetings were held.

On September 12, 2006, the Board of County Commissioners approved Resolution No. R-960-06, which created the Citizen's and Business Advisory Committee (CBAC). The objective of this advisory committee is to seek input and support from the public and private sectors during development of the East-West Corridor. The CBAC was created to represent the different segments of the corridor, and will be comprised of fourteen (14) to twenty-four (24) members. The first meeting of CBAC is anticipated to be held in April, 2007.

Public Involvement Contributions:

- September, 2006 – Corridor Meetings were held at three locations throughout the corridor
- September, 2006 – Meetings were held with the President of Florida International University
- September, 2006 – Briefings were held with various community organization to gather support for the project, including Greater Miami Chamber of Commerce, area Community Councils and homeowner groups.
- September, 2006 – Briefing was held with the Wyndham Hotel at the Airport regarding impact of East-West Corridor
- October, 2006 - Attended meeting with Florida International University School of Architecture for the research initiative concerning the East-West Corridor
- October, 2006 – One-on-One briefings were held with the City of Sweetwater Councilmembers
- November, 2006 – Attended FDOT Public Information Meeting regarding 107 Avenue project

November, 2006 – Attended the City of Sweetwater, Metropolitan Center and the School of Architecture at FIU Planning Meeting
February, 2007 - Citizens and Business Advisory Committee

Project Status: MDT is currently evaluating numerous corridor options for the East-West Corridor. Including the possibility of a shorter segment that is fully funded through local and state resources

CONGESTION BY-PASS SHOULDER LANE PROJECT will improve travel times for transit routes operating on the freeways by allowing buses to by-pass congestion in the main freeway lanes by moving onto usable segments of the shoulders.

Buses will only use the shoulders when mainline speeds drop below 25 MPH. While operating on the shoulders the buses cannot exceed 35 MPH nor operate more than 15 MPH above the speeds on the mainline of the freeway.

An Interlocal Agreement was executed in March, 2006 for the pilot project

Public Involvement Contributions:

- Coordinated a meeting on February 26, 2007 between Mr. Peter Martin from Wilbur Smith Associates (WSA), Miami-Dade Transit (MDT), Miami-Dade Expressway (MDX) and Metropolitan Planning Organization (MPO) to assist Mr. Peter Martin in developing a set of guidelines for the implementation for the Buses on Shoulders program. This meeting enabled Mr. Martin to compare Miami-Dade Transit's program to other cities that have previously used this method.
- Obtain index code for Enhanced Enforcement
- Spoke with Margaret Higgins regarding Secretary Martinez's attendance at the Buses on Shoulders Kick-Off Event.
- Created a contact list of Miami-Dade Transit's Major partners (i.e. Miami-Dade Expressway (MDX), Florida Turnpike Enterprise (FTE), Florida Department of Transportation (FDOT), Florida Highway Patrol (FHP) and Miami-Dade Transit's staff to be invited to the Kick-Off event.
- Sent electronic invitation to partners, delegation and Miami-Dade Transit Staff
- Follow-up calls to confirm attendance to the Buses on Shoulders Kick-Off Event on March 22, 2007 and participation on the agenda.
- Follow up on VMS signage questions and obtain solutions from Lieutenant Pat Santangelo(FHP)
- The Public Involvement team has been a major asset in making this program possible and ensuring that the Buses on Shoulders Kick-Off event on March 22, 2007 is a success.

7TH AVENUE TRANSIT VILLAGE PROJECT is a mixed-use development project that will be a multi-modal hub located in the heart of Liberty City.

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

Between January 31st of 2007 and February 7th of 2007 surveys were conducted by the Miami-Dade Transit's Public Involvement team and Right-of-Way to help understand the needs of the businesses that will be affected by the 7th Avenue Transit Village Project.

Project Status: Property Appraisals were conducted in January, 2007. Review of appraisals will be conducted in April, 2007. Offer letters are to be sent to property owners in May, 2007.

Public Involvement Contributions:

- Between January 31st of 2007 and February 7th of 2007 surveys were conducted by the Miami-Dade Transit's Public Involvement team and Right-of-Way to help understand the needs of the businesses that will be affected by the 7th Avenue Transit Village Project. During the duration of these surveys I was also able to hear the questions of concerned residents and business owners and provide an update on the status of the project.
- On March 12, 2007 I attended a 7th Avenue Corridor meeting at Miami Northwestern High School held by Tom Zuninga of DSG Community Marketing.
- The Public Involvement team is a mediator between the community and Miami- Dade Transit. As a team we are continuously answering questions and listening to the concerns of the public and also providing the community with updates on the project.

September 20 th	Photo Shoot for 7 th Avenue Brochure
	Senate Committee on Transportation Tour: Reynold Meyer, Staff Director, Senate Committee on Transportation, Tallahassee; Ed Coven, Director, FDOT Transit Office, Wes Watson, Executive Director FPTA.
September 29 th	Met with Tom Goldstein of CAO to discuss the imminent domain ruling and how it impacts the project
November 13 th	Business Owners Meeting - Tools for Change
December 8 th	Discuss the status of the 7 th Avenue Transit Village.

GOVERNMENT AFFAIRS

- As the Director's assistant to Government Affairs & the New Starts Manager, I serve as the liaison between Miami-Dade Transit and all levels of government – federal, state and local. My work includes building integral relationships at the federal, state and local levels, and building interagency coalitions for the benefit of the South Florida's transit programs.

- As a voting member of the Allocation Technical Working Group of the Commission for the Transportation Disadvantaged, I have fought for an allocation Medicaid NET allocation methodology which will distribute funds equitably amongst all the state's county's. An equitable distribution of funds is required by the legislative mandate of the Florida Legislature

October 23, 2009

DMU/Tri-rail Demonstration