

6.0 FY 2013 Committed Transit Improvements

This section presents transit improvement projects that are committed for the MDT transit system for the next year or FY 2013. The committed transit improvement initiatives are capital projects that serve to further expand, improve and maintain MDT services.

6.1 Capital Improvement Plan – Committed Transit Improvement Initiatives

On an annual basis MDT prepares a proposed capital budget and multi-year Capital Plan that outlays specific projects related to the expansion and improvement of MDT existing services. Table 6-1 presents the proposed capital budget for the next fiscal year. Please note that the following capital improvement table will be updated once MDT finalizes the proposed capital budget for FY 2013 – 2014.

6.1.1 North Corridor and East-West Corridor (Incremental Improvements)

In recent years, public transit expansions have been adversely impacted due to lack of funding. Several projects including the North Corridor and East-West Corridor heavy rail extensions have been placed on hold due to Miami-Dade County's inability to pay the cost to construct, operate, and maintain these large and complex projects. Therefore, a coordinated effort among local transportation agencies was initiated to evaluate lower cost alternatives.

Recommendations were made for the implementation of incremental transit improvements in the form of enhanced bus service along these corridors; with the NW 27th Avenue Enhanced Bus, and the SR 836 Express Enhanced Bus. These projects will increase mobility while continuing to build the ridership for a future Bus Rapid Transit and possibly heavy rail project for these corridors in the future.

6.1.1.1 North Corridor (NW 27th Avenue Enhanced Bus)

Miami-Dade Transit is pursuing incremental improvements along the NW 27th Avenue corridor by providing approximately 13 miles of enhanced limited stop arterial bus service from the MIC at MIA to NW 215th Street. This enhanced bus project will feature specially-branded alternate fuel buses as well as strategic park-and-ride lot locations. This project is in the planning phase and will be implemented in two phases. Phase I was completed in July 2012 with the implementation of the new Route 297 (the 27th Avenue Orange MAX) which features 15 minute peak/30 minute mid-day headways using existing fleet buses, WiFi, and real-time "Where is the Bus?" information. Phase I is funded.

Phase II is expected to be complete in 2017. This phase consists of long-term service with 10 minute peak/20 minute mid-day headways using 11 new 60-foot articulated diesel/electric hybrid, clean diesel, compressed natural gas (CNG), or other alternative fuel buses, transit signal priority, robust stations, WiFi, real-time "Where is the Bus?" information, branding of buses and stations and an end-of-the-line park-and-ride/bus terminal station at NW 27th Avenue and NW 215th Street. Phase II of this project has a capital cost of approximately \$27 million and is funded.

Table 6-1: MDT FY 2013 – 2014 Proposed Capital Budget (\$000's)

Project Name	FY 2013 - 2014
Lehman Yard Rehab and Expansion Phase 1	\$ 1,232
Bus Tracker System/Computer Aided Dispatch	\$ 6,179
Infrastructure Renewal Plan (IRP)	\$ 12,500
Capital Expansion Reserve	\$ 4,847
Rail Vehicle Replacement	\$ 39,552
Lehman Center Test Track for Metrorail	\$ 2,714
Track and Guideway Rehab Subset	\$ 5,911
ADA Improvements & Equipment	\$ 278
Busway ADA Improvements	\$ 646
Graphics and Signage Upgrade	\$ 538
Bus and Bus Facilities	\$ 2,002
Bus Enhancements	\$ 21,740
Facilities and Equipment Rehabilitation	\$ 278
Transit Operations System (TOS) Replacement	\$ 1,984
Electronic Signage Info Systems/WIFI Implementation	\$ 88
Bus Replacement	\$ 20,000
Bus Tools and Equipment	\$ 278
Passenger Amenities and Transit Enhancements	\$ 479
Capitalization Preventative Maintenance	\$ 78,071
Kendall Enhanced Bus Service	\$ 678
Metrorail Bike Path (M-PATH)	\$ 160
Metromover Fiber Replacement	\$ 441
Mover Video Project	\$ 96
NW 7th Ave and NW 62nd St Passenger Activity Center	\$ 300
Kendall Drive Signalization	\$ 696
Park and Ride lot Quail Roost Drive	\$ 177
Park and Ride lot SW 344th Street	\$ 91
Northeast Transit Hub Enhancements	\$ 1,332
Pedestrian Overpass at University	\$ 1,245
Security and Safety Equipment	\$ 571
Total	\$ 205,104

Source: Miami-Dade Transit, F-5 Report, 2013

6.1.1.2 East-West Corridor (SR-836 Express Enhanced Bus)

Miami-Dade Transit is pursuing incremental improvements along the SR 836 corridor by providing approximately 13 miles of enhanced express bus service from SW 8th Street/SW 147th Avenue to the MIC at MIA. Revenue service is anticipated in 2017 and includes long term service with 10 minute headways using 11 new 60-foot articulated diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses, transit signal priority, robust stations, WiFi, real-time “Where is the Bus?” information, branding of buses and stations, and an end-of-the-line park-and-ride/bus terminal station at SW 8th Street and SW 147th Avenue.

6.2 Committed Bus Service Adjustments (2013)

In an effort to continually match service capacity with ridership demand MDT routinely revises the existing bus route network to better meet the transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. A listing of the committed bus service improvements and adjustments planned to occur between January and December 2013 is presented in Table 6-2. Route improvements are assigned letters in the last column to describe the type of improvement made: Adjustments (A), Improvements (I), Reductions (R), and No Change (N.C).

Table 6-2: 2013 Committed Bus Service Adjustments

ROUTE	IMPROVEMENT / ADJUSTMENT	TYPE
2	Minor weekday running time adjustment between 163rd Street Mall and 79th Street	A
6	Minor weekday running time adjustments.	A
7	Minor weekday running time adjustments.	A
22	Add timepoint for Sunshine Industrial Park	A
37	Minor weekday running time adjustments.	A
42	Minor weekday running time adjustments.	A
56	Discontinue route segment to MDC Kendall campus (Rt 56) and modify peak headway from 30 to 40 minutes for the branch to SW 162nd Avenue (Rt 56 A); midday headway will remain as 60 minutes to SW 162nd Avenue (56A)	A/R
57	Minor southbound running time adjustments.	A
70	Weekdays only, discontinue trips to Saga Bay.	R
75	Increase deadhead time from NE Division to FIU Biscayne campus	A
77	Improve weekday midday headway from 15 to 12 minutes.	I
87	Minor weekday running time adjustment.	A

Notes: Abbreviations for Type column: A=Adjustment, I=Improvement, R=Reduction, N/C=No Change

Table 6-2: 2013 Committed Bus Service Adjustments (continued)

ROUTE	IMPROVEMENT / ADJUSTMENT	TYPE
95 Golden Glades Express	- On the five minor holidays (Columbus Day, Veterans Day, Friday after Thanksgiving, MLK Day, President's Day) the Golden Glades to CBD/Biscayne Blvd service will be reduced from 5-10 minute headway to approximately 15 minute headway. - The following legs will keep the scheduled service since they operate less frequently: Civic Center, Miami Gardens/Carol City, Aventura, Doral/Earlington and Brickell.	R
G	Modify weekday recovery time on the Beach for trips with five (5) minutes or less to eight (8) minutes when possible. Shift departure time of both westbound and eastbound trips.	A
115 / 117 Mid-North Beach Connection	Minor weekday running time adjustments.	A
120 Beach MAX	- Extend weekday 10:05 p.m. Southbound trip ending at Lincoln Road to CBD - Modify Northbound trips - currently runs either do Southbound/Northbound Haulover or SB/NB Aventura; majority of new runs Southbound Haulover Northbound Aventura and Southbound Aventura Northbound Haulover - will provide little more recovery time at Aventura.	A/I
133 Tri-Rail Airport Shuttle	Increase weekend service to match new Tri-Rail schedule	I
135	Increase deadhead time from NE Division to FIU Biscayne campus	A
297 27th Avenue Orange MAX	Another bus stop will be added to this limited stop route. The stop will be at the existing local bus stop on NW 27 th Avenue at NW 54th Street.	I

Source: Miami-Dade Transit, 2013

Notes: Abbreviations for Type column: A=Adjustment, I=Improvement, R=Reduction, N/C=No Change

6.3 Infrastructure Renewal Program – Committed Projects

The following section lists those committed projects that are proposed to be implemented during the FY 2013 – 2014 timeframe. These project commitments are based on an Infrastructure Renewal Program (IRP) evaluation and prioritization process as performed by MDT. The IRP process results in the identification, evaluation, prioritization, and programming of capital improvement projects. Project commitments are based on the IRP evaluation and prioritization process.

Table 6-3 presents a listing of the committed projects that are proposed for implementation during the FY 2013-2014 time period as provided by MDT. Please note that at the time the TDP Annual Update was being prepared MDT had not finalized the IRP evaluation and prioritization process results for FY 2013 – 2014. Once these results are final the following table will be updated.

Table 6-3: FY 2013 – 2014 Prioritized New IRP Projects for Budget Approval

Classification	Project Name	FY 13-14
Field Engineering and Systems Maintenance	Uninterrupted Power Supplies - Metromover	\$ 850,000
Systems	Rebuild Switch Machines (M-3) - Mainline	\$ 380,000
TOTAL		\$ 1,230,000

Source: Miami-Dade Transit, 2012

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