

## S.0 Executive Summary

### S.1 Introduction

This TDP Annual Update presents the current operational and capital improvement needs of Miami-Dade Transit (MDT) and also serves as a planning tool to project future MDT needs for the implementation and operation of both transit service and capital for 10 year expansion. This TDP Annual Update meets the requirements and is in accordance with Rule Chapter 14-73.001, Florida Administrative Code (FAC).

The TDP Annual Update represents planning efforts undertaken by MDT in 2012 and includes a forecast of operational and capital needs for FY 2014 - 2023. This TDP has been prepared on the basis of expenditure and revenue assumptions included within the Miami-Dade County FY 2012 – 2013 Pro Forma and the capital budget as approved by Miami-Dade County Board of County Commissioners in September 2012.

It is important to emphasize that the needs forecasts and applied financial assumptions as presented in this TDP Annual Update are subject to change correspondingly in line with the finalization of the County's Budget and Capital Operating Plan. An updated FY 2013 - 2014 Pro Forma and Capital Plan will be adopted by the Board in September 2013.

### S.2 Overview of Miami-Dade Transit System

Miami-Dade Transit operates the 15<sup>th</sup> largest transit system in the United States and is the largest transit system in the State of Florida. MDT is one of the largest departments in Miami-Dade County government. MDT operates four (4) transit modes of service: bus (Metrobus), heavy rail (Metrorail), automated people-mover (APM) (Metromover), and demand-response service (Special Transportation Services or STS). Metrobus service includes local, feeder, circulator, limited-stop, express, and Bus Rapid Transit (BRT) (Arterial Busway).

Together Metrobus, Metrorail, and Metromover comprise an integrated multi-modal transit system for Miami-Dade County and record more than 340,000 average weekday boardings on the MDT system while STS's average daily boardings is approximately 5,400.

### S.3 Transit Development Plan Public Involvement

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

Through coordinated county-wide efforts MDT continues to provide early and ongoing public involvement opportunities to the residents of Miami-Dade County. Opportunities for community outreach take the form of many different forums and outlets already set in place by the County. The TDP PIP ensures that the perspectives, opinions, and concerns of the public will be heard and addressed. A listing of the community outreach opportunities that has assisted in the development of the TDP Annual Update can be found in Section 3.3 of this document.

Miami-Dade Transit maintains a comprehensive website to provide the public the ability to contact MDT, learn about services, and provide input. MDT utilizes the website to post the TDP document for public review and reference ([www.miamidade.gov/transit/business-plans.asp](http://www.miamidade.gov/transit/business-plans.asp)).

## **S.4 Miami-Dade Transit's Past Year's Accomplishments (2012)**

This fiscal year (FY) 2014 – 2023 TDP Annual Update, reports project data as of December 2012. Throughout 2012, MDT has achieved a number of notable accomplishments that seek to improve customer convenience while also assuring the operation of an efficient, responsive, and financially sustainable transit system. These achievements are categorized in Section 4 according to the type of improvement related to service operations, capital investment, and passenger information/convenience. Section 4 of the TDP provides a complete description of all MDT's initiatives that continue to advance through various phases of project development.

### **S.4.1 Monitoring Program to Track Annual Performance of MDT Services**

The preparation of the FY 2010 – 2019 TDP Major Update resulted in the development of eight (8) major goals, each with various objectives and corresponding measures. These goals reflect and support the policies and plans of local regional and State governmental agencies and identify opportunities for operating enhancements and improvements.

- Goal 1: Improve the Quality of Transit Services
- Goal 2: Improve Customer Convenience, Comfort and Safety on Transit Service and within Facilities
- Goal 3: Increase the Security of Transit Vehicles and Facilities
- Goal 4: Support Economic Vitality
- Goal 5: Preserve the Environment and Promote Energy Conservation
- Goal 6: Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes and Transit Providers, for People and Freight
- Goal 7: Optimize Sound Investment Strategies for System Improvement and Management/Operation
- Goal 8: Maximize and Preserve the Existing Transportation System

This TDP Annual Update provides MDT an opportunity to report results for each major goal according to the objectives and corresponding evaluation measures. Section 4.4 of this report presents a comprehensive evaluation of MDT's annual performance in meeting these eight goals and corresponding objectives.

## **S.5 Operating Service Improvements and Adjustments**

For last year's TDP Annual Update, MDT committed to implement 40 bus service improvements and adjustments for 2012. A consistency analysis of these committed improvements is being performed for this TDP Annual update to assess and measure MDT's adherence for implementation. From January through December 2012, a total of 68 bus service improvements and adjustments were implemented by MDT. This includes the implementation of 28 additional improvements not planned in last year's TDP Annual Update. In 2012, MDT implemented 39 of the 40 planned bus service improvements and adjustments listed in the 2013 TDP Annual Update resulting in a 98 percent level of consistency.

## **S.6 FY 2012 Committed Transit Improvements**

Committed transit improvement initiatives are projects that serve to further expand and improve MDT services for the next year or FY 2013. Annually, MDT prepares a proposed capital budget that outlays the implementation of these projects. An overview of MDT's transit service and capital improvement commitments for the next year is presented in Section 6 of this report.

## **S.7 Miami-Dade Transit Ten Year Implementation Plan FY 2014 - FY 2023**

Annually, MDT prepares a proposed capital budget and a multi-year Capital Plan. Funded Metrorail and Metrobus projects identified within the Capital Plan are expected to be implemented within the ten year planning period. Each selected project corresponds to a committed funding source and is consistent with the Miami-Dade MPO's FY 2013 – 2017 Transportation Improvement Program (TIP).

### **S.7.1 2023 Recommended Service Plan**

The MDT Recommended Service Plan (RSP) serves as the needs plan for the MDT system. Any future project recommended in this section for implementation is contingent upon Miami-Dade County receiving the appropriate federal, state and local funding for its implementation.

Some of the improvements and adjustments reflected in the 2023 RSP are identified under the PTP one-half percent sales surtax approved by voters on November 5, 2002. Most of the improvements listed in the RSP beyond 2013 were not included in the original PTP improvements list, but may be funded with future PTP surtax funds.

#### **S.7.1.1 Recommended Service Plan – Existing Metrobus Routes**

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

Since the TDP Annual Update comprises part of MDT's operational foundation for the future, the importance of "rightsizing" the RSP cannot be over emphasized. Service route improvement and adjustment needs outlined in the RSP are proposed for implementation throughout the ten year planning horizon of FY 2014-FY 2023.

Table 7-2 within Section 7 of this report, provides a summary description of all bus service improvements, impact of additional buses on the peak vehicle requirements (PVR), annual operating need per improvement, and programming of transit improvements by fiscal years; and corresponding funding needs by fiscal year.

In November 2012, MDT issued notice-to-proceed to a consultant to begin work on the Transit Service Evaluation Study – Phase 2. The project purpose is to evaluate the current bus system of MDT, identify service efficiencies and design a grid-oriented route network. The results of this study will identify a service plan that maximizes the efficiency and effectiveness of the system. The final product will be a schedule-ready detailed plan which includes estimated impact on ridership, resources, and operating cost. The duration of the study is approximately three (3) months, which requires the study to be completed by February 2013.

### **S.7.1.2 Future Transit Hubs**

The 2023 RSP improvements to the existing transit routes also include the development of a regional transit hub system. Thirteen transit hubs are proposed throughout Miami-Dade County and these are listed in Section 7.2.1.1 of this report. Passenger amenities are planned for these locations to provide transit riders the ability to purchase transit passes, obtain transit schedule information, shelters with weather protection and benches, etc. Some of these proposed transit hubs already serve these functions (i.e., Dadeland stations) while other hubs continue to remain in the conceptual planning phase.

### **S.7.1.3 Recommended Service Plan – New Metrobus Routes**

Thirteen (13) new transit routes have been proposed under the 2023 RSP to replace existing routes or add new service. The preliminary programming of these routes was conducted in a systematic and regional approach based on coordination with major transit capital projects. These new routes represent MDT's response to citizens' request for additional enhanced bus service throughout Miami-Dade County. Further details on the service operations of these proposed new Metrobus routes are presented in Section 7.2.2 of this report. It should be noted that the service route improvements and adjustment needs outlined in the 2023 RSP are anticipated to change once the results of the Transit Service Evaluation Study – Phase 2 are finalized in early 2013. The 2014 TDP Major Update will provide a detailed presentation of service route improvements and adjustment needs identified by the Transit Service Evaluation Study – Phase 2.

### **S.7.1.4 Recommended Service Plan – Metrorail**

On July 28, 2012, MDT unveiled one of its most anticipated projects: The Miami International Airport Metrorail Station and the Orange Line rail service to Miami International Airport (MIA) via the MIA People-Mover line operated by Miami-Dade Aviation Department. This 2.4 mile extension provides a fast and reliable Metrorail connection to the airport for the millions of residents, visitors and employees who travel to and from MIA every year. This vital project, considered the centerpiece of the People's Transportation Plan (PTP), features a multi-level station, a state of the art design and the ease of travel and flexibility to and from the airport.

In an effort to begin to chart the course of future transit development beyond the Airport Link, the Office of the Citizen's Independent Transportation Trust (CITT) hosted a Summit in June 2013 that brought together major stakeholders, agencies, community and select national experts. The main feature of this Summit was a Community Visioning Forum that engaged stakeholders as well as obtained public input on the future of transit development in Miami-Dade County. This event marks the "first step" in the process of engaging stakeholders and the community in charting the course of future transit development. Follow-up events will be held to continue refining the direction of future transit development in Miami-Dade County. Insights obtained as a result of these events will inform future versions of the Recommended Service Plan for Metrorail which will be further expanded on in the 2014 TDP Major Update.

### **S.7.1.5 Recommended Service Plan – Special Transportation Services**

Miami-Dade Transit is working towards administering a new contract for STS services which is anticipated to begin in spring 2013. With this new contract, there will be Information Technology (IT) improvements including mobile data terminals and radio frequency identification which will be implemented by summer 2013. The technology will also provide Global Positioning (GPS) information to identify vehicle location. Together, these technologies will provide safety, performance and accounting improvements to the service.

## **S.8 Financial Plan**

This TDP Annual Update represents planning efforts undertaken by MDT in 2012 to include a forecast of operational and capital needs for FY 2014 through FY 2023. The TDP financial section provides estimated costs and financial resources for MDT to maintain existing services and plan new services. This TDP has been prepared on the basis of expenditure and revenue assumptions included within the Miami-Dade County Pro Forma capital budget as approved by Miami-Dade County Board of County Commissioners (BCC) in September 2012.

### **S.8.1 Operating Budget**

In FY 2014, the direct operating budget for MDT is projected to be approximately \$468 million (Table S-1). In addition to these direct operating expenses, MDT will support approximately \$79 million of other operating expenses, debt service payments, and funding of reserves. For FY 2014, MDT is projected to spend approximately \$548 million for the operation of the transit system and support of MDT's other local and regional responsibilities.

Miami-Dade Transit's operations are supported by a range of federal, state, local, and directly-generated revenue streams that totals \$660 million for FY 2014. Future revenue growth is projected to fluctuate with a low level of tax revenue growth resulting from the existing state of the economy. However, in years without any major policy changes, total available funding for MDT is expected to grow at slightly over three percent (3%) annually.

### **S.8.2 Capital Budget**

For FY 2014, MDT's planned capital expenditures totals \$205 million with capital revenues totaling \$205 million. Many of the listed projects, such as the vehicle replacements (for bus, rail, and peplemover) and the guideway rehabilitation, will greatly improve the quality and longevity of the existing MDT transit system. However, most of the projects shown in are scheduled for completion on or before 2018. After 2018, the capital program consists of scheduled bus acquisitions and the Infrastructure Renewal Program (IRP), which is the agency's long-term projection of future rehabilitation and replacement needs throughout the MDT system.

The capital budget is presented in the FY 2012 – FY 2013 Pro Forma for the ten-year period from FY 2014 to FY 2023 is balanced. (). All projected capital expenditures could be funded with either PTP surtax debt proceeds or on a pay-as-you-go basis depending on the availability of funds. This capital budget is achieved by aggressive borrowing against the PTP surtax (ultimately requiring the inclusion of additional LOGT and general funds in MDT's budget, as described above, to guarantee debt coverage). This capital budget is based upon the budgetary assumptions applied within the FY 2012 – 2013 Pro Forma and these assumptions are subject to change correspondingly in line with the finalization of the County's Budget and Capital Operating Plan resulting in a different budgetary outcome than presented in this TDP.

### **S.8.3 Unfunded Needs**

MDT FY 2014 – FY 2023 TDP Annual Update is based upon initiatives as identified by MDT that are currently unfunded, which represent important areas of need. These unfunded project costs are presented in year-of-expenditure (YOE) dollars, according to the planned implementation schedules and inflation assumptions. MDT's total unfunded needs between FY 2014 – FY 2023 is \$919 million in YOE dollars.

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