

3.0 EXISTING SERVICES

The following provides a description and overview of the existing transit services as operated within Miami-Dade County. This TDP Major Update, covers a ten-year period (years 2010 – 2019), as required by Florida Department of Transportation (FDOT) Regulations. The data reflected in this Transit Development Plan (TDP) Major Update is for calendar year 2008.

3.1 Miami-Dade Transit System Description

3.1.1 Miami-Dade Transit System Description

Miami-Dade Transit (MDT) has been a department within Miami-Dade County government since 1961. Prior to that date, transit services within Miami-Dade County were provided by multiple private transportation providers operating principally within municipal boundaries. Today, MDT has more than 3,301 employees with a Department Director reporting to the Assistant County Manager and Mayor of Miami-Dade County. MDT is one of the largest departments in Miami-Dade County government. An organization chart of MDT is provided in Figure 3-1.

MDT is also the 12th largest transit property in the nation and the largest transit system in the State of Florida.

The Mission Statement for the Agency reads as follows:

“To meet the needs of the public for the highest quality transit service: safe, reliable, efficient and courteous.”

MDT operates four (4) transit modes: bus (Metrobus), heavy rail (Metrorail), automated guideway (Metromover), and demand-response service (Special Transportation Services). System maps provided on the following pages illustrate the Metrobus, Metrorail and Metromover system service areas, respectively. Together these modes comprise an integrated multi-modal transit system for Miami-Dade County.

Figure 3-2 includes the system characteristics for each of the four (4) transit modes operated by MDT.

Metrobus

Metrobus is a fixed route bus service that operates seven (7) days a week, twenty-four hours per day. A total of ninety-four (94) routes comprise MDT’s regular bus service structure as served by a total fleet of 893 buses. Table 3-1 provides a detailed service schedule for current MDT operated Metrobus routes, as of December 2008.

Figure 3-1: MDT Table of Organization

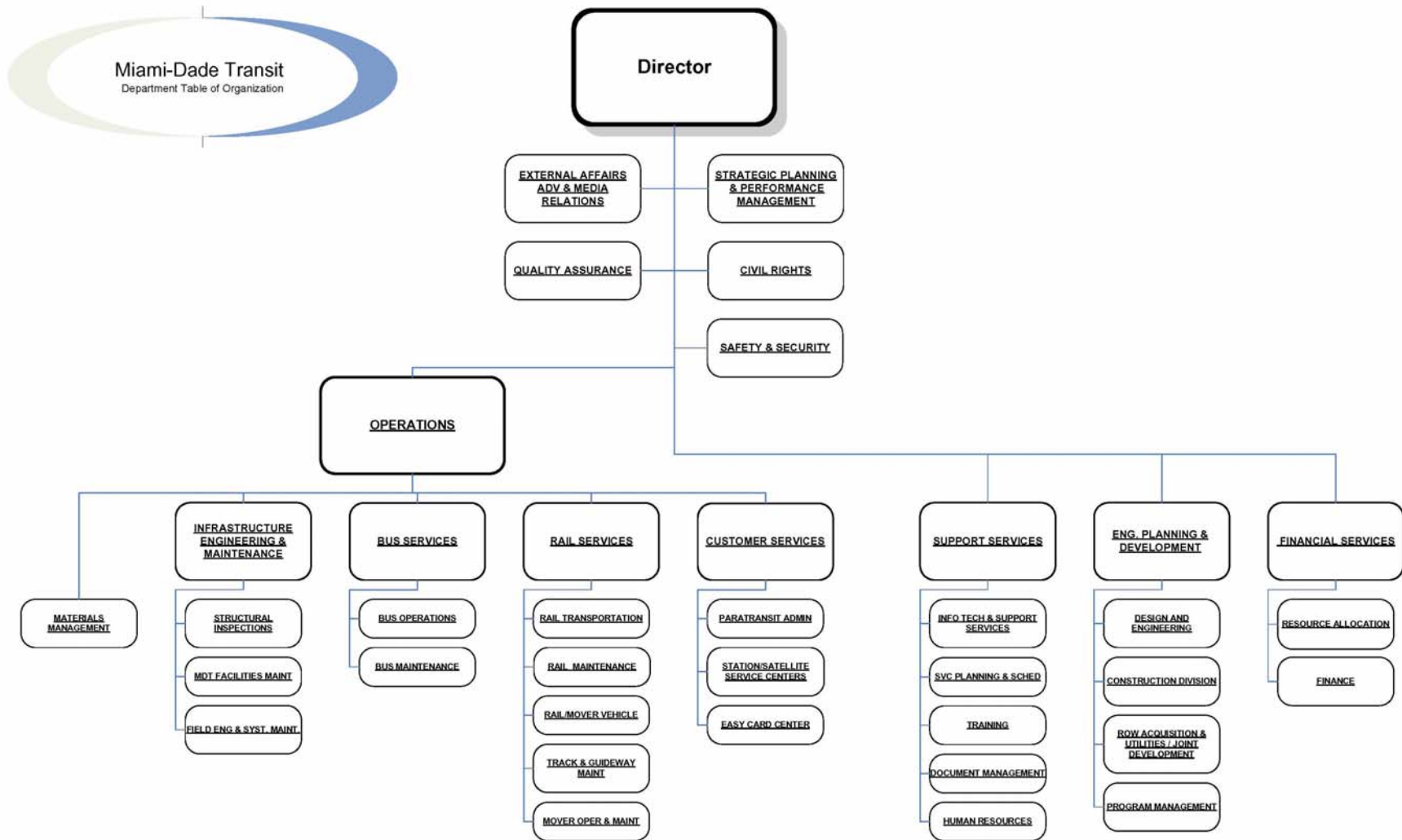


Figure 3-2: MDT Metrobus Route Map



Table 3-1: MDT Metrobus Route Headways (December 2008)

ROUTE	PEAK	MIDDAY	EVENING (after 8 pm)	OVERNIGHT	SATURDAY	SUNDAY
BRANCHES						
1	30	40	40	n/a	40	40
2						
NE 84 Street/NE 2 Avenue	20	20	30	n/a	20	30
163rd Street Mall	60	60	60	n/a	n/a	n/a
3						
Aventura Mall	20	20	30	60	20	24
Hallandale Beach	30	40	30	n/a	40	48
6	60	60	n/a	n/a	60	60
7						
East of NW 42 Avenue	15	20	30	n/a	20	20
Miami International Airport	30	40	n/a	n/a	40	40
Hook Square	30	40	n/a	n/a	n/a	n/a
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	30	30	30	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	8	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	40	n/a	30	30
16	20	20	30	n/a	30	30
17						
South of NW 95 Street/NW 17 Avenue	15	30	60	n/a	30	30
Norwood	30	30	60	n/a	30	30
NW 103 Street	30	n/a	n/a	n/a	n/a	n/a
21						
Northside	30	30	50	n/a	30	30
Bunche Park	60	60	n/a	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	20	20	30	n/a	30	30
SW 137 Avenue/26 Street	40	40	30	n/a	30	30
27	15	30	60	60	20	30
28	30	40	60	n/a	60	60
29	30	45	n/a	n/a	n/a	n/a
31 (Busway Local)	15	30	40	n/a	30	30
32	24	30	30	n/a	40	60
33	30	30	60	n/a	30	30
34 (Busway Flyer)	7½	n/a	n/a	n/a	n/a	n/a

Source: Miami-Dade Transit, December 2008

Table 3-1: MDT Metrobus Route Headways (December 2008) (Continued)

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

Source: Miami-Dade Transit, December 2008

Table 3-1: MDT Metrobus Route Headways (December 2008) (Continued)

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

Source: Miami-Dade Transit, December 2008

Table 3-1: MDT Metrobus Route Headways (December 2008) (Continued)

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

Source: Miami-Dade Transit, December 2008

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

Metrorail

Metrorail, the heavy rail portion of Miami-Dade County's transit system, provides service to 22 stations on a 22.6-mile electrified line. (Figure 3-3) The Metrorail system operates primarily on elevated structure and interfaces with two other passenger rail systems at the Tri-Rail (Commuter Rail), Brickell and Government Center Stations (Metromover). Metrorail began service in 1984 with the last major component of the system completed in May 2003 (Palmetto station). MDT maintains a total fleet of 136 Metrorail vehicles. Currently, the Metrorail system is being extended from the existing Earlington Heights Station to provide a direct connection to the Miami Intermodal Center (MIC) and service to the Miami International Airport (MIA).

Metrorail currently operates weekday service between 5:00 a.m. and 12:00 a.m. (total trip time is 48 minutes from terminus to terminus) with 7½-minute AM/PM peak headways, and 15 minutes during the midday and 30 minutes during evening hours. Weekend and holiday service operates with headways of 30 minutes.

Metrorail service hours are extended when special late evening events take place at the American Airlines Arena, Knight Center, Bayfront Park and the Adrienne Arsht (Carnival) Center for the Performing Arts in Downtown Miami.

Metromover

MDT also operates an Automated People-Mover system (APM) or Metromover. (Figure 3-4) The Metromover system includes a 1.9 mile elevated loop servicing the core of the downtown Miami area (Inner Loop), which opened in 1986, and two extensions: one north to the Adrienne Arsht Center for the Performing Arts Center area; the other traveling south, serving the Brickell area (Outer Loop). The extensions, opened May 1994, adding 12 stations to the original nine (9), an additional 2.5 miles of service area and 17 additional APM vehicles. MDT maintains a fleet of 29 Metromover vehicles.

Metromover operates free of charge and stops at 21 wheelchair-accessible stations from the School Board area to Brickell, serving major destination throughout Downtown Miami.

Metromover's inner and outer loops operate from 5:00 a.m. to 12:30 a.m., seven days a week. The Bicentennial Station on the Omni line has been closed since 1996. However, the Bicentennial Station is targeted to reopen no later than May 2012. The funding for this project comes from the American Reimbursement and Recovery Act (ARRA).

During the AM/PM peak period, service frequency is every 90 seconds, and every 3 minutes during the off-peak hours, as well as weekends and holidays.

Metromover service hours are extended when special late evening events take place at the American Airlines Arena, Knight Center, Bayfront Park and the Adrienne Arsht (Carnival) Center for the Performing Arts in Downtown Miami.

Figure 3-3: MDT Metrorail System Map 2009



Source: Miami-Dade Transit, 2009

Figure 3-4: MDT Metromover Route Map 2009



Source: Miami-Dade Transit, 2009

Special Transportation Services

In addition to the various fixed-route transit modes as described, MDT operates a demand-response service known as Special Transportation Service (STS). STS is a shared-ride, door-to-door transportation service for qualified individuals with disabilities who are unable to utilize the accessible fixed-route transit system. The service area includes most of urbanized Miami-Dade County and south to mile marker 50 in central Monroe County. Service is provided by sedans, vans and lift-equipped vehicles, seven days a week, 24 hours per day.

STS service is not available in certain locations such as the Everglades National Park, Miccosukee Indian Reservation, and Fisher Island where there is currently no public transportation available. The locations are all beyond the service area of Metrobus and therefore, per American Disabilities Act of 1990 (ADA), STS is not required to serve those locations.

Presently, there are 359 vehicles (sedans, standard vans, minivans, and wheelchair lift-equipped vans) available for ambulatory transportation. These vehicles are privately contracted through a brokerage agreement with Advanced Transportation Solutions (ATS). Currently, three private providers provide STS services under ATS to include Handivan, Zuni, and Super Nice. There are more than 21,600 eligible clients enrolled in the STS program including both ambulatory and non-ambulatory clients.

As of the termination of the State of Florida Agency for Health Care Administration (AHCA) contract with MDT in December 2007, MDT no longer administers the state subsidized Medicaid Non-Emergency Transportation Program for eligible recipients as determined by the Department of Children and Family Services. Operation of the Medicaid Transportation Services is administered through the state negotiated provider, Logisticare.

Table 3-2: MDT Service Characteristics by Transit Mode, 2008

System Characteristics	Metrobus	Metrorail	Metromover	STS
Operating Hours	24 hours ⁶	5:00am - 12:48am	5:00am - 12:00am	24 hours
Number of Routes	96 ⁷	1	3	Demand Response
Number of Stations/Stops	8,947	22	21	N/A
Peak Headways	7½ - 60 minutes	7½ minutes	1 ½ -3 minutes	Pick up +/-30 minutes of scheduled time
Midday Headways	12 - 60 minutes	15 minutes	2½ minutes	
Weekend Headways	10 - 60 minutes	30 minutes	2½ minutes	
Routes Miles	2,866 round trip miles	22.6 miles	4.4 miles	N/A
Peak Vehicle Requirements	744	84	18	276
Total Fleet Size (Section 15 Report)	893 (772 full-size/ 121 minibus)	136	29	359 (200 sedans, 54 vans, 105 lift equipped vans)
Annual Revenue Miles	32,402,595	6,743,666	1,137,923	13,292,816
Annual Boardings	85,789,745	18,538,741	8,839,156	1,634,468
Park-Ride Spaces	1,722	9,658	0	N/A
Annual Operating Expenses (budgeted)	\$337,894,421	\$82,381,902	\$22,842,866	\$44,829,765
Annual Operating Revenues (budgeted)	\$71,722,693	\$13,246,540	\$0	\$4,303,798
Annual Revenues (Other) ⁸ (budgeted)	\$5,456,827	\$0	\$0	N/A
Base Fare	\$2.00	\$2.00	Free	\$3.00

Source: National Transit Database 2008 data.

3.2 Miami-Dade Transit Passenger Fare Structure

The MDT fare structure is a flat priced system where a passenger pays a set rate for a single trip regardless of distance traveled for that trip. MDT provides reduced fares for people with disabilities, Medicare recipients, and Miami-Dade students in grades 1-12. To keep up with rising operating costs, MDT increased fares on May 1, 2005, the first

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

⁷ 94 Metrobus operated routes plus 2 contracted routes.

⁸ All transit revenues derived from advertising and concessions are reported here (including Bus, rail and Mover a total of \$4,257,539). This figure also includes Park & Ride revenues in the amount of \$1,199,288.

such increase in 15 years. Regular fares were also raised by \$0.50 on October 1, 2008. MDT will be installing a new transit Fare Collection System that will not accept tokens as payment. Therefore, as of June 1, 2009, MDT is ceasing the sale of tokens for fare payment. Table 3-3 depicts the existing fare pricing structure.

Table 3-3: MDT Fare Policy Summary, December 2008

Fare Type	Regular Fare ⁹	Reduced Fare ¹⁰
Metrobus	\$2 (or one token*)	\$1
Express Bus	\$2.35 (or one token + 25¢*)	\$1.15
Shuttle Bus ¹¹	25¢	10¢
Metrorail	\$2	\$1
Metrorail reduced-fare permit	Not applicable	65¢ per month
Metrorail daily parking fee	\$4	Not applicable
Metrorail monthly parking permit	\$10 ¹²	Not applicable
Metromover	Free	Free
Special Transportation Service (STS)	\$3	Not applicable
Bus-to-Bus Transfer	50¢	25¢
Bus-to-Express Bus Transfer	50¢ transfer + 0.35	25¢ transfer +15¢
Bus-to-Rail Transfer	50¢	25¢
Rail-to-Bus Transfer	50¢	25¢
Monthly Metropass	\$100	Not applicable
Discount Monthly Metropass	\$50	Not applicable
Monthly Metropass Group Discount 5-99 passes	\$90	Not applicable
Monthly Metropass Group Discount 100 or more	\$85	Not applicable
College Metropass	\$50	Not applicable
7-Day Visitor Passport	\$26	\$13
Golden Passport or Patriot Passport	Free	Free
One Roll of 10 Tokens*	\$19.50	Not applicable

Source: Miami-Dade Transit, 2008. Note: Please note that one token is equal to \$2. Reduced fare is available for Medicare recipients, most people with disabilities, and local students in grades 7-12 when using a valid permit/ID. Students in grades 1-6 do not require identification. *Tokens will no longer be accepted as fare payment after the implementation of the EASY Card Fare System.

⁹ Regular fare increased by \$0.50 effective October 1, 2008

¹⁰ Reduced fare for Medicare recipients, most people with disabilities, and local students (grades 1-12) anytime with a valid permit/ID. Students in grades 1-6 do not require identification.

¹¹ Six Shuttles: 123/South Beach Local, 211/Overtown Circulator, 212/Sweetwater Circulator, 248/Brickell Key Shuttle, 249/Coconut Grove Circulator, 254/Brownsville Circulator.

¹² Only available with the purchase of a Metropass, Discount Pass and for Golden/Patriot Passport users. Cost increased from \$6.25 on October 1, 2008.

Persons still in possession of tokens may continue using tokens for fare payment until the new smartcard technology branded as EASY Card Fare Collection System is implemented. The value of existing unused tokens may at that time be transferred to the EASY Card. It is expected that the EASY Card Fare Collection System will be implemented in Fall 2009. The fare for Special Transportation Service (STS) users has increased to \$3.00. Metromover service continues to be free for everyone.

County residents age 65 or older and Social Security beneficiaries, who are under 65, are permitted to ride the MDT system for free using the Golden passport. Low income veterans who qualify for the Patriot Passport and preschoolers continue to ride free.

3.2.1 Farebox Recovery Ratio

The farebox recovery ratio of a passenger transportation system is the proportion of the amount of revenue generated through fares by its paying customers as a fraction of the cost of its total operating expenses. Most systems are not fully self-supporting, so advertising revenue, government subsidies, and other sources of funding are usually required to cover total costs. Table 3-4 illustrates MDT's Five-Year History of the farebox recovery ratio as reported to National Transit Data reporting.

Table 3-4: Five Year Farebox Recovery History

FY 2003	FY 2004	FY 2005	FY 2006	FY 2007
20.3%	20.9%	22.6%	21.5%	19.2%

Improving Farebox Recovery Ratio

Increase Fare Revenue Strategies

- Stricter enforcement of fare evasion by training personnel (including security officers), using video cameras, and displaying signage;
- Implementation of the Automated Fare Collection system; will allow integration with other local transportation agencies; will improve the agencies financial management; revenue generation; ridership reporting; control of fare collection; and operation efficiency.
- More frequent convenient service for commuters including busway service, express service, and the "Congestion By-pass Shoulder Lanes" to encourage and increase ridership;
- Metrorail new vehicle procurement project to provide more comfortable service.
- The Board of County Commissioners approved a new fare structure to include the implementation of a fifty-cent fare increase in fiscal year 2009 and a reoccurring twenty-five cent increase every other year based on the Consumer Price Index (CPI).
- The new Bus Automated Fare Collection System (AFCS) brings new technology that provides validation of coins and bills inserted into the farebox. The AFCS Validating Farebox rejects foreign or counterfeit coins or bills thus reducing

fraudulent payment. The introduction of the contactless Smart Card (EASY Ticket/Card) will decrease fare evasion since the equipment will be capable of recognizing and legitimizing the fare product. It is projected that the implementation of this new system will decrease fare evasion and increase fraud prevention across the board, raising MDT's farebox revenue.

Decrease Operating Cost

- Implementation of standards for service efficiencies;
- Improvements to preventative maintenance means fewer buses out of service, less overtime, more uninterrupted service
- Closing operations out of the Medley Bus Yard

Other Factors to Note

Impediments

- Since the passage of the PTP in November 2002, the senior citizen ridership (65 years and over) has increased two-fold due to the implementation of the Golden Passport which allows these riders to ride free. This has had a substantial impact on farebox recovery although it has increased ridership.
- Additionally, the removal of the Mover fare has negatively impacted fare revenue since this now a free fare service when previously fare revenue was collected from passengers.

Service

- MDT is in discussion with FDOT, Broward County Transit and SFRTA to see what improvements can be made to the Golden Glades Transportation facility.
- MDT has been utilizing the Trapeze Software to assist with assigning productive routes and runs and eliminating unproductive ones.
- Busway extension to Florida City will assist with increasing ridership
- MDT plans to build pedestrian overpasses at its University and South Miami Metrorail stations which will provide easier and safer access to Metrorail facilities.
- FDOT, FTA, MDT and Broward County Transit are in the process of implementing an I-95 managed lanes project by fiscal year 2010 between Miami-Dade County and Broward County.

Customer Service

- Delivering effective customer service is our number one priority. All transit employees strive for excellence when interacting with all customers on a day to day basis.
- MDT has an ambassador program where volunteers ride our Metrorail system to provide assistance to patrons in need.
- Miami-Dade Transit has been marketing a variety of programs to keep customers informed of our services.

- Station attendants will be assigned at each rail station to assist passengers with the transitioning process once the new Automated Fare Collection System is implemented.

3.2.2 Transit Facilities

Maintenance and Storage Facilities

Miami-Dade Transit currently operates three (3) maintenance bus garages to serve a fleet of 893 buses. In November 2008, the Medley bus garage was permanently closed due to restructuring of services. The remaining MDT garages are located in various areas throughout the County to provide maintenance and storage services efficiently. The bus garage locations are as follows:

- Central Facility: 3311 NW 31st Street, Miami, Florida 33142;
- Coral Way Facility: 2775 SW 74th Avenue, Miami, Florida 33155;
- Northeast Facility: 360 NE 185th Street, Miami, Florida 33179; and the
- Medley Facility: 8141 NW 80th Street, Medley, Florida 33166 (Closed November 16, 2008).

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

Park and Ride Facilities

Miami-Dade Transit currently has more than 11,000 available parking spaces, including Park and Ride lots, Metrorail station parking lots and parking garages. On average about 71 percent (71%) of parking spaces are utilized on any given weekday. However, actual parking usage is highest on the southern portion of the Metrorail line, and to the north at the Metrobus Golden Glades parking lot where a 96 percent (96%) utilization is experienced. The Earlington Heights Garage also has 1,016 parking spaces available and except for the 95 spaces used for Metrorail patrons, all other spaces are being used and maintained by Miami-Dade County General Services Agency (GSA) at this station. A listing of the existing, sites under development and planned Park and Ride Facilities are described in more detail below.

Existing Park and Ride Sites

The following section provides information on the Park and Ride sites that are currently operating within the MDT service area.

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 lot 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 at full capacity during weekdays. Connecting bus

service includes routes 1, 31 (Busway Local), 34 (Busway Flyer), 38 (Busway MAX), 52, 57, 252 (Coral Reef MAX), and 287 (Saga Bay MAX).

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 and this site has experienced high capacity usage. Connecting bus service include routes 1, 31 (Busway Local), 34 (Busway Flyer), 38 (Busway MAX), 52, and 287 (Saga Bay MAX).

Busway / SW 200th Street

This property is located on the northwest corner of the South Miami-Dade Busway and SW 200th Street (Caribbean Boulevard). Beginning in September 2007, the transfer of guardianship of this 3.4 acre site commenced from Miami-Dade Transit to the Office of Community and Economic Development (OCED). OCED is planning on developing this site with affordable housing along with supportive retail and structured parking. A total of 130 parking spaces in the planned parking structure will be dedicated for transit use. Connecting bus service include routes 1, 31 (Busway Local), 34 (Busway Flyer), 38 (Busway MAX), and 52. This site is anticipated, in mid-2009, to be closed for park-ride usage upon the opening for park and ride service of the nearby located facility at the Busway and SW 112 Avenue (approximately SW 204 Street).

Busway / SW 244th Street

The property is located at the southwest corner of the Busway and SW 244th Street. A 95-space Park and Ride lot has been operational since 2005. Connecting bus service include routes 34 (Busway Flyer) and 38 (Busway MAX).

Busway / SW 296th Street

In July 2002, MDT purchased a 2.2 acre site at the northeast corner of SW 296th Street and the proposed Busway. The site is the home of a former auto dealership, and contains a paved parking area and service building. MDT prepared an amendment to the County Zoning Code which included this site and others in the "Rapid Transit Zone" which would allow the Park and Ride use on the property. Connecting bus service include routes 34 (Busway Flyer) and 38 (Busway MAX).

MDT purchased two (2) additional parcels with a total of approximately five (5) acres north and south of SW 296th Street. These two (2) combined properties presented a unique opportunity to create a well-planned transit oriented development that will provide amenities for transit customers and focus density around the station. Initially, the facility will serve as a Park and Ride and as a staging area for Busway-related construction. Longer term, it will also be ideal location for intermodal transit facility / joint development project. The Park and Ride lot includes 139 parking spaces.

Coral Reef Drive/Florida's 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. Connecting bus service include route 252 (Coral Reef MAX).

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

This lot is privately owned and leased to MDT for a nominal fee. This facility provides 50 parking spaces. Connecting bus service includes routes 104 and 204 (Killian KAT).

Golden Glades (Where I-95, US 441, and the Palmetto (SR 826) meet)

The Golden Glades Park and Ride is owned by FDOT and has approximately 1,011 parking spaces. It is the oldest and most heavily used Park and Ride facility in Miami-Dade County for Metrobus passengers. This park and ride lot also provides a connection to Tri-Rail commuter rail service. Connecting bus service include routes 22, 42, 77, 95X, E, 246 (Night Owl), and 277 (NW 7th Avenue MAX). Transfer to Metrobus and Tri-Rail commuter rail service.

The following existing park and ride lots are illustrated in Figure 3-5 and correspond with the list presented below.

Table 3-5: Existing Park and Ride Lots

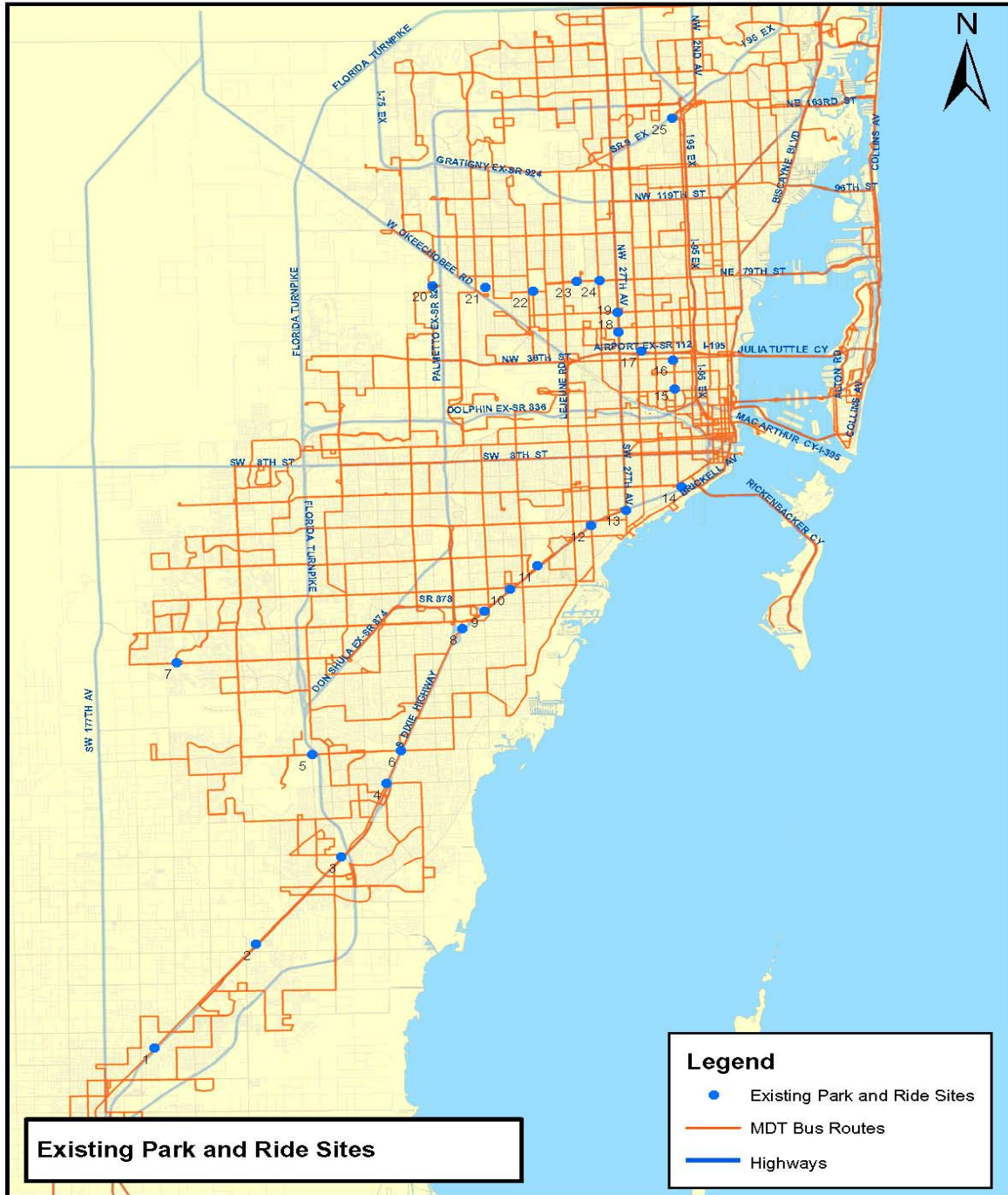
MAP ID	FACILITY	ADDRESS
1	Busway / SW 296th Street	SW 296th St & Busway
2	Busway / SW 244th Street	SW 244th St & Busway
3	Busway / SW 200th Street	SW 200th St & Busway
4	Busway / SW 168th Street	SW 168th St & Busway
5	SW 152nd Street / SW 117th Avenue (FLA Turnpike at Coral Reef Dr)	SW 117th Ave & SW 152nd St
6	Busway / SW 152nd Street	SW 152nd St & Busway
7	Kendall Hammocks Town Center, SW 104th Street / SW 152nd Avenue	SW 104th St & SW 152nd Ave
8	Dadeland South	9150 Dadeland Blvd
9	Dadeland North	8300 S Dixie Hwy
10	South Miami	5949 S Dixie Hwy
11	University	5400 Ponce De Leon
12	Douglas Road	3100 Douglas Rd
13	Coconut Grove	2780 SW 27th Ave
14	Vizcaya	3201 SW 1st Ave
15	Santa Clara	2050 NW 12th Ave

Table 3-5: Existing Park and Ride Lots (Continued)

MAP ID	FACILITY	ADDRESS
16	Allapattah	3501 NW 12th Ave
17	Earlington Heights	2100 NW 41st St
18	Brownsville	5200 NW 27th Ave
19	Dr. Martin Luther King, Jr. "Plaza"	6205 NW 27th Ave
20	Palmetto	7701 NW 79th Ave
21	Okeechobee	2005 Okeechobee Rd
22	Hialeah	125 E 21st St
23	Tri-Rail	1125 E 25th St
24	Northside	3150 NW 79th St
25	Golden Glades (SR 7 & NW 163rd Street)	NW 7th Ave & NW 163rd St

Source: Miami-Dade Transit, 2009

Figure 3-5: Existing Park and Ride Lots



Source: Miami-Dade Transit, 2009

Park and Ride Sites under Development

MDT is in the process of acquisition and development of several 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 Miami-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 261 parking spaces. Since this site may include an economic/joint development project component, every effort will be made to acquire the properties on a voluntary basis and not through eminent domain.

Busway/SW 112th Avenue

A new site is being negotiated for a lease agreement with private property owner for 456 parking spaces. This park and ride lot was scheduled to open in July 2009.

Dadeland South Metrorail Parking Garage

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

Douglas Road Metrorail Station

An existing, but recently unused surface lot, underneath the Metrorail guideway will be re-opened and will add approximately 50 additional parking spaces.

Miami Gardens Drive / NW 73rd Avenue

An interdepartmental Agreement dated March 23, 2006, was created between Miami-Dade County Parks and Recreation Department and MDT for parcel #1176, a 2.03-acre site of park owned land, under FPL power lines, to be used by MDT for a bus Park and Ride lot that will include 125 parking spaces.

The following park and ride lots under development are illustrated in Figure 3-5 and correspond with the list presented below.

Table 3-6: Park and Ride Sites Under Development

MAP ID	FACILITY
1	Busway/SW 344th Street
2	Busway/SW 112th Avenue (Adjacent to Target)
3	7th Avenue Transit Village (NW 7th Avenue/NW 62nd Street)
4	NE Passenger Activities Center (NE 15th Avenue/ NW 165th Street)
5	Miami Gardens Drive/ NW 73rd Court (FPL ROW)

Figure 3-6: Park and Ride Sites Under Development



Proposed Park and Ride Locations

The following Park and Ride locations are in various planning stages of implementation.

Dadeland North Metrorail Parking Garage

On workdays, the garage fills up to capacity by 8:30 am. Since parking at the Dadeland South Station is also 100 percent (100%) capacity 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.

Throughout 2008, various options were explored for the Dadeland North site, including the potential of resuming negotiations with the FEC to purchase its property. Time constraints related to the age of the initial Joint Participation Agreement (JPA) with the FDOT have now made it increasingly difficult to reach an acceptable solution for this site. MDT has continued to explore other options, but at this time a final conclusion has not been reached, although it will coordinate possible options, including reprogramming of the funds for future Park & Ride projects, with FDOT.

Kendall Drive / SW 127th Avenue

MDT 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.

Kendall Drive / SW 97th Avenue

This property is owned by MDX and MDT will seek permission to use this site when the SR 874/SR 878 construction project is completed. Site is currently being used as a construction staging area.

7th Avenue Transit Village

This site is located on the southeast corner of NW 7th Avenue and NW 62nd Street. The primary objective of the NW 7th Avenue Transit Village is to provide the community with a central location for transit services and improving the mobility of the community. This transit hub will provide a connecting point for MDT buses, private jitneys and potentially express buses from I-95. It is estimated that this site will hold approximately 150 transit patron parking spaces.

Northeast Passenger Activity Center (NEPAC)

The proposed Northeast Miami-Dade Passenger Activity Center would be an enhanced bus hub that would connect local, regional and premium bus routes within the area. The transit center would replace and/or supplement the existing bus terminal located in the vicinity of the Mall at 163rd Street. It is estimated that this site will hold approximately 25 parking spaces.

Other Proposed Park and Ride Sites

During the upcoming year, MDT will focus on identifying and acquiring new joint development and Park and Ride opportunities along proposed transit corridors and the

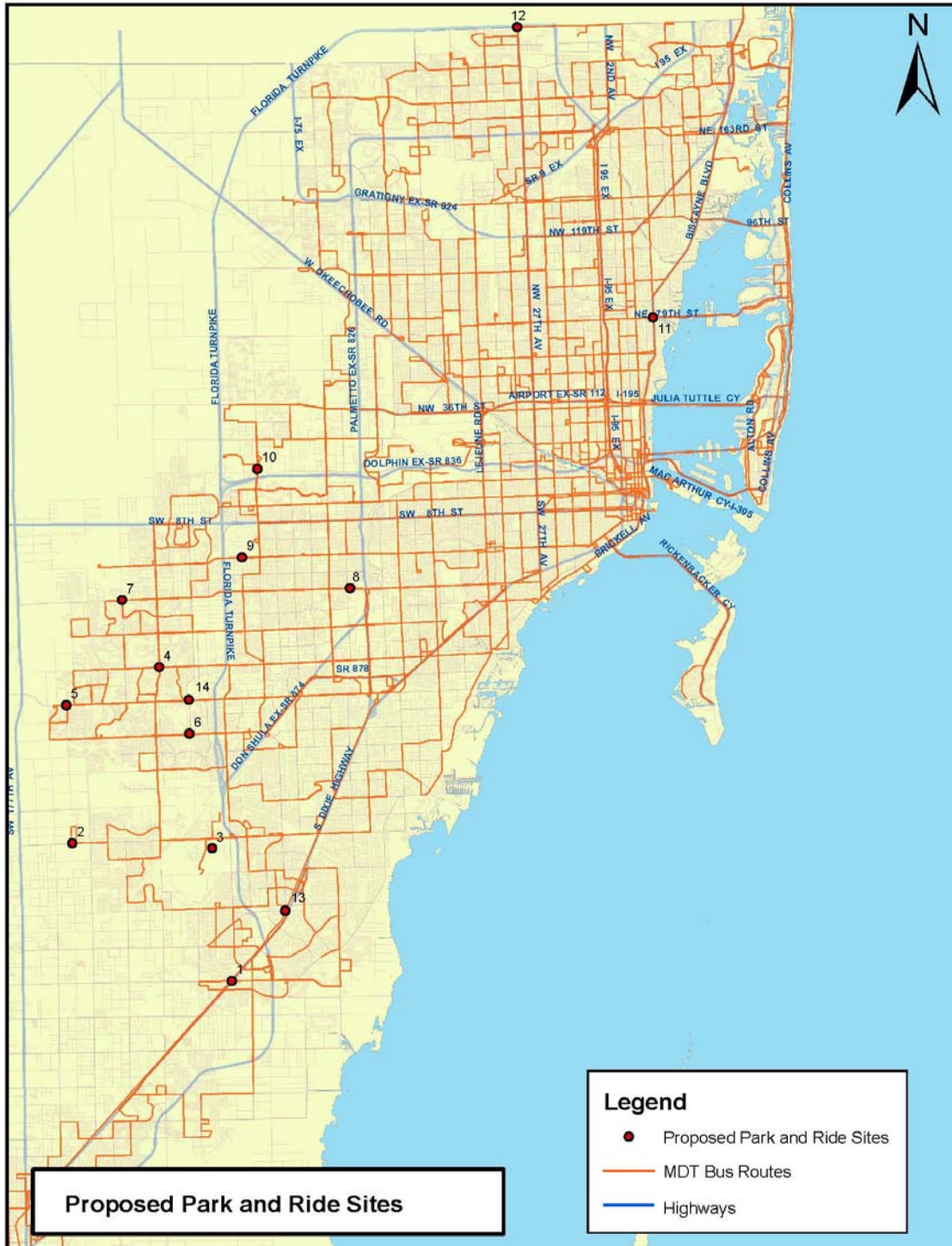
South Miami-Dade Busway. This effort will also address current needs, particularly Park and Rides in current areas of heavy transit utilization. The following areas are identified as potential Park and Ride locations (Table 3-7):

Table 3-7: Proposed Park and Ride Lots

Map ID	NAME	LOCATION
1	Busway Lot	Busway and SW 216th Street
2	Kendall South Park and Ride	SW 152nd Street and SW 162nd Avenue
3	Kendall South/Metrozoo	Miami Metrozoo Park
4	FPL Lot	SW 72nd Street and SW 136th Court
5	West Kendall Park and Ride	Kendall Drive and SW 162nd Avenue
6	FPL Lot	SW 104th Street and SW 127th Avenue
7	Bird West Park and Ride	Bird Road and SW 147th Avenue
8	Bird Central Park and Ride	Tropical Park
9	West Miami-Dade/Tamiami area	Tamiami Park
10	Doral Park and Ride	NW 107th Avenue and NW 12th Street
11	El Portal Park and Ride	Biscayne Boulevard and NE 79th Street
12	County Line Park and Ride	NW 27th Avenue and NW 215th Street
13	Busway / SW 186th Street (Quail Roost TOD)	
14	SW 127th Avenue/ SW 88th Street (Kendall Drive) (FPL ROW)	

Specific sites for these proposed 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 (2) miles from the above mentioned locations depending on the availability of land. MDT is continuing to work to identify specific Park and Ride locations and acquire properties (purchase or lease) during the upcoming years. The following proposed park and ride lots are illustrated in Figure 3-7.

Figure 3-7: Proposed Park and Ride Lot Sites



Source: Miami-Dade Transit, 2009

Florida Department of Transportation Park and Ride Program

Miami-Dade Transit, FDOT and the Miami-Dade Metropolitan Planning Organization (MPO) collaborated to develop a comprehensive Park and Ride Lot Plan and include a methodology for prioritizing Park and Ride Program locations throughout the county. The criterion for selecting locations is presented in Table 3-8.

Table 3-8: Park and Ride Selection Criteria

Location Considerations	Site considerations	Economic Considerations
Site is within a high traffic corridor	Adverse impact on surrounding area	Land cost
Premium transit service potential	Site expansion potential	Ease of land acquisition
Outside major bottleneck	Parking capacity on adjacent streets	Development cost
Visibility of site	Security	
Access to the facility		
Other Park and Ride competition		
Commuter driving distance to lot		
Bike route access		

Source: Park and Ride Lot Plan, 2007

Based on these factors, 22 locations (three in Monroe County) were tentatively chosen as candidates for Park and Ride sites (Table 3-9). It should be noted that these locations are general geographical boundaries and actual locations will not be restricted to these exact locations.

Table 3-9: Park and Ride Locations for Consideration

Location	Current Use
Biscayne Boulevard & NE 107th Street (NW quadrant)	K Mart lot
Biscayne Boulevard & NE 143rd Street (NE quadrant)	Target lot
Biscayne Boulevard & NE 163rd Street (NE quadrant)	Vacant building
Biscayne Boulevard & NE 38th Street (NW quadrant)	Vacant
Collins Avenue & 72nd Street (NW quadrant)	City lot
NW 67th Avenue & NW 188th Street (NE quadrant)	Parking lot
NW 87th Avenue & NW 186th Street (NE quadrant)	Strip Mall
NW 137th Avenue & NW 6th Street (NW quadrant)	MDC Public School
SR 826 & West Flagler Street (NW quadrant)	Mall of the Americas lot
SW 40th Street & SW 82nd Avenue (SE quadrant)	Tropical Park
SW 87th Avenue & SW 24th Street (SE quadrant)	K-Mart lot
SW 99th Court & West Flagler Street (SE quadrant)	Church lot
SW 107th Avenue & West Flagler Street (SW quadrant)	West Flagler Plaza

SW 114th Avenue & SW 24th Street (NW quadrant)	Tamiami Park
SW 114th Avenue & SW 40th Street (NW quadrant)	West Bird Plaza
SW 137th Avenue & SW 26th Street (NW quadrant)	Shopping Center
SW 137th Avenue & SW 42nd Street (NE quadrant)	Power line easement
SW 137th Avenue & SW 160th Street (SW quadrant)	Power line easement
US-1 & SW 216th Street (NW quadrant)	Vacant
US-1 & SW 264th Street (NW quadrant)	Vacant
US-1 & SW 280th Street (NW quadrant)	Vacant
(3 Monroe County Locations)	to be determined

South Miami Dade Busway

Since 1997, MDT has operated and maintained a 20-mile exclusive Busway paralleling US-1 from the Dadeland South Metrorail Station to SW 344th Street in Florida City. The Busway includes 29 stations with five (5) Park and Ride facilities. The first segment of the extension to Florida City opened to revenue service on April 25, 2005 and extended the Busway five miles from SW 112th Avenue to SW 264th Street in Naranja. The second and final segment of the extension, which opened on December 16, 2007, extends the Busway another 6.5 miles south from SW 264th Street to SW 344th Street in Florida City, Miami-Dade County’s southernmost municipality.

Full-size buses, minibuses and over-the-road motor coaches operate on the Busway and in adjacent neighborhoods, entering the exclusive lanes at major intersections, providing both local and limited-stop service. Free parking is provided adjacent to the Palmetto Golf Course on SW 152nd Street (Coral Reef Drive), at SW 168th Street, at SW 200th Street, at SW 244th Street and SW 296th Street. Plans are in the works for a future Park and Ride lot at SW 344th Street, the furthest south station. An additional Park and Ride lot is provided at the Florida Turnpike exit on Coral Reef Drive (SW 152nd Street) and SW 117th Avenue.

3.2.3 Miami-Dade Transit’s 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 (CTC) 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 MDT 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 \$7.2 million dollars in FY 2008 from the TDTF.

The Local Coordinating Board (LCB) allocates \$2 million to be spent on Metropasses and tokens for the disadvantaged and \$5.2 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 cannot 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); and,
- 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 2008, Miami-Dade County provided nearly 29 million of the almost 55 million cost-efficient coordinated transit trips in the State of Florida. Programs such as the Section 5310, Medicaid Metropass, Golden Passport, Patriot Passport, STS, Lifeline Services and Medicaid Transportation are also included in the Coordinated Transportation System.

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 CTC is responsible for the program coordination with local non-profit agencies serving elderly and disabled residents in Miami Dade County. The Miami-Dade MPO participates in this effort. There are currently approximately 55 Section 5310 agencies participating in the coordinated transportation system.

Golden Passport/Patriot Passport

On October 5, 1999, the Board of County Commissioners approved the Golden Passport program, providing free access to Metrobus and Metrorail for Miami-Dade County residents 65 years or older whose annual household income was \$20,000 or less. The program officially started on December 15, 1999. With the adoption of the People's Transportation Plan on November 5, 2002, the Golden Passport became free for all Miami-Dade County residents over 65 years old, regardless of household income. The Golden Passport program was also expanded to include local Social Security beneficiaries under 65 years old. Golden Passport Social Security patrons under the age of 65 are required to renew their Golden Passport annually.

On June 8, 2004, the county commissioners passed and adopted a resolution to expand the Golden Passport program again, creating the Patriot Passport to allow Miami-Dade County honorably discharged veterans with an income of \$22,000 or less to ride free on transit. Qualified veterans are required to renew their Patriot Passports annually.

To date, there are over 173,159 Golden Passport patrons. This figure includes 34,612 cards issued to patrons under 65 years old who qualified under the Social Security benefits criteria. An additional 5,718 cards have been issued to veterans who qualify under the Patriot Passport program.

Medicaid Metropass Program

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

The program began in 1993 and has accounted for an estimated total savings to ACHA of \$64.2 million. MDT has collected in excess of \$20 million in revenues from the program.

Services Provided by Private Contractors

Under a contract with Advance Transportation Services/Solutions (ATS), Americans with Disabilities Act (ADA) mandated complementary paratransit service, locally known as the Special Transportation Service (STS). Red Top Transportation/Logisticare was awarded the State 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). A new contract is scheduled to be issued in 2010.

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

- Security at Metrorail/Metromover stations, as well as other MDT facilities.
- Maintenance-type service, such as tires, janitorial, elevator/escalator parts, etc;
- Marketing and other similar contracts;
- Planning and technical support;
- Maintenance of bus benches/shelters at no cost to the County; and,
- Bus/rail advertising services.