

6.0 FY 2010 Committed Transit Improvements

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

6.1 Capital Improvement Plan – Committed Transit Improvement Initiatives

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

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

6.1.1 Orange Line Phase 1 MIC-Earlington Heights Connector

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

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

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

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

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

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

Project Name	FY 09-10	FY 10-11	YOE Total
PROPOSED CORRIDOR PROJECTS & RELATED PROJECTS:			
Orange Line Phase 1, MIC-EHT Connector Project	\$ 194,087	\$ 149,824	\$ 343,911
Orange Line Phase 1: MIC-EHT Connector (FDOT MIC Components - West Concourse, Vestibule, & Bus Plaza Rway)	\$ 11,184	\$ 8,710	\$ 19,894
Metrorail Central Control Upgrade	\$ 734	\$ 14,734	\$ 15,468
Existing Metrorail Station (Phase 1) - Graphics & Signage Upgrade	\$ 3,815	\$ 2,970	\$ 6,785
Subtotal	\$ 209,820	\$ 176,238	\$ 386,058
VEHICLE PROCUREMENT & RELATED PROJECTS:			
Lehman Yard Rehabilitation & Expansion Phase 1 (5 storage and 2 MOW tracks)	\$ 100	\$ 3,545	\$ 3,645
Rail New Vehicle Procurement (136 cars)	\$ 19,599	\$ 25,969	\$ 45,568
Lehman Center Test Track	\$ 188	\$ 6,594	\$ 6,782
Palmetto Station Traction Power Sub-Station	\$ 847	\$ 13,299	\$ 14,146
Mover 17 Phase 2 Vehicle Replacement	\$ 10,613	\$ 12,159	\$ 22,772
Bus Acquisition		\$ 15,734	\$ 15,734
Mainline Turnout Replacement (T&G ARRA)		\$ 435	\$ 435
MDT Bus Tracker System & Computer Aided Dispatch/Automatic Vehicle Locator Replacement	\$ 2,600	\$ 4,740	\$ 7,340
Infrastructure Renewal Plan (IRP)		\$ 7,080	\$ 7,080
Subtotal	\$ 33,947	\$ 89,555	\$ 123,502
FARE COLLECTION			
	\$ 11,287	\$ 1,805	\$ 13,092
Subtotal	\$ 11,287	\$ 1,805	\$ 13,092

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

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

Project Name	FY 09-10	FY 10-11	YOE Total
OTHER PROJECTS:			
Track & Guideway Rehabilitation Subset	\$ 6,414	\$ 7,413	\$ 13,827
Existing Metrorail Stations Repair to Stair Railings (Part 1)	\$ 49,077	\$ -	\$ 49,077
Dadeland South Parking Lot Expansion	\$ 109,196	\$ -	\$ 109,196
Park and Ride Facility at NW 168 St. and Busway	\$ -	\$ 1,400	\$ 1,400
Park and Ride Facility at SW 344 Street and Busway	\$ 3,490	\$ 5,939	\$ 9,429
Park and Ride Facility at Kendall Drive and SW 127 Avenue	\$ 201	\$ 1,779	\$ 1,980
NW 7th Avenue Transit Village	\$ 5,322	\$ 2,891	\$ 8,213
AMAG \ Proximity Access Control	\$ 11,025	\$ 11,521	\$ 22,546
Metromover Tools & Equipment	\$ -	\$ 441	\$ 441
Busway ADA Improvements		\$ 1,714	\$ 1,714
Bus and Bus Facilities		\$ 2,797	\$ 2,797
Facility and Equipment Rehabilitation		\$ 240	\$ 240
Bus Tools and Equipment		\$ 240	\$ 240
Passenger Amenities and Transit Enhancements		\$ 519	\$ 519
Capitalization of Preventative Maintenance		\$ 82,705	\$ 82,705
Kendall Enhanced Bus Service		\$ 2,320	\$ 2,320
Metrorail Bike Path (M-Path)		\$ 908	\$ 908
Metromover Station Canopies and Escalator Replacement		\$ 4,655	\$ 4,655
Metromover Bicentennial Park Station Refurbishment		\$ 1,230	\$ 1,230
ARRA Municipalities		\$ 10,577	\$ 10,577
Park and Ride Facility at Quail Roost Drive		\$ 4,379	\$ 4,379
Security and Safety Equipment		\$ 1,775	\$ 1,775
Metrorail WIFI Implementation	\$ 1,028	\$ 4,759	\$ 5,787
Northeast Passenger Activity Center	\$ -	\$ -	\$ -
Transit Operating System Replacement Project	\$ 1,028	\$ 4,754	\$ 5,782
Sub Total	\$ 723,689	\$ 154,956	\$ 878,645
Total	\$ 978,743	\$ 422,554	\$ 1,401,297

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

6.2 Bus Service Improvements and Adjustments – Committed (2010)

In an effort to continually match service capacity with ridership demand MDT routinely revises the existing bus route network to better meet the transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. A listing of the committed bus service improvements and adjustments planned to occur between January and December 2010 is presented in Table 6-2. Route improvements are assigned letters in the last column to describe the type of improvement made: Adjustments (A), Improvements, and Reductions (R).

Table 6-2: 2010 Committed Bus Service Improvement Adjustments

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

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

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

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

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	TYPE
93 (Biscayne MAX)	Aventura Mall to CBD via Biscayne Boulevard	Adjust weekday running times to improve schedule reliability	A
95 Express	Downtown Miami, Golden Glades, Civic Center	Add a 4 PM trip from Civic Center to Golden Glades	I
99	Miami Lakes to Aventura Mall via Carol City, California Club and North Miami Beach	Extend weekday peak short turn trips to NW 68 Avenue	I
104	Dadeland North station to Kendall via SW 104 Street	Adjust weekday midday running times to improve schedule reliability	A
115 (Mid- North Beach Connection)	Miami Beach	Extend to Lincoln Road for both directions	I
115 (Mid- North Beach Connection)	Miami Beach	Adjust weekday headway from 40 to 45 minutes	R
115 (Mid- North Beach Connection)	Miami Beach	Discontinue the last eastbound trip on weekdays	R
120 (Beach MAX)	Aventura to CBD via Miami Beach and Omni Terminal	Extend cut-in and cutout trips to and from Aventura Mall to provide more capacity during rush hours in the Haulover to Aventura segment of Collins Avenue	I
120 (Beach MAX)	Aventura to CBD via Miami Beach and Omni Terminal	Adjust schedule so that there are no layovers at Haulover Park after 7pm	A
120 (Beach MAX)	Aventura to CBD via Miami Beach and Omni Terminal	Discontinue the 5:30am northbound trip on weekdays, the 6:15am northbound trip on Saturday and extend the previous northbound trip to Aventura Mall	R
123 (South Beach Local)	Miami Beach	Revise the alignment to and from Belle Isle, extend in Collins Park to Collins Avenue and realign to Alton Road between 6th Street to 9th Street	I
123 (South Beach Local)	Miami Beach	Adjust peak headway from 12 to 13 minutes	R
135	Miami Lakes to FIU Biscayne Bay Campus via 135 Street, Opa-locka	Discontinue the 5:23am eastbound trip on weekdays	R

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

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	TYPE
136	SW 147 Avenue to Douglas Road station via SW 120th/136th Street and Old Cutler Road	Adjust weekday running times to improve schedule reliability	A
137 (West Dade Connection)	Dolphin Mall to Cutler Bay via SW 137 Avenue	Improve Sunday running time to improve schedule reliability and adjust Sunday afternoon headway from 40 to 45 minutes	R
150 (Airport Flyer)	Miami International Airport to Miami Beach via Earlington Heights station, SR-112/I-195 and Collins Avenue	Add an afternoon trip to improve weekday afternoon running times and improved recovery	I
150 (Airport Flyer)	Miami International Airport to Miami Beach via Earlington Heights station, SR-112/I-195 and Collins Avenue	Move recovery zone to Washington Avenue and Lincoln Road	A
183	Miami Lakes to Aventura Mall via Miami Gardens Drive	Extend to later evening cut-out trips from NW 57 Avenue to NW 87 Avenue and two later evening eastbound trips to NE 183 Street instead of deadheading	A
195 (I-95 Dade/Broward Express)	Express Route from Downtown Miami to Broward Boulevard and Sheridan Street via I-95	Fifteen minute peak headway service. One hundred percent funded by FDOT.	
202 (Little Haiti Circulator)	Edison/Little River to Miami Design District via NE 2 Avenue	Adjust running time to increase the recovery on the south end of the route	A
204 (Killian KAT)	Hammocks to Dadeland North station via Killian Drive	Discontinue two AM and two PM low ridership trips in both directions	R
249 (Coconut Grove Circulator)	Coconut Grove station to Douglas Road station via SW 27 Avenue, Grand Avenue and SW 37 Avenue	Discontinue two early AM weekday trips and one early AM weekend round trip	R
252 (Coral Reef MAX)	Dadeland South station to Country Walk via Coral Reef Drive	Begin first weekday eastbound trip from SW 162 Avenue instead of SW 152 Avenue	I
272 (Sunset KAT)	Kendall to Dadeland North station via Sunset Drive	Discontinue two PM low ridership weekday round trips	R
277 (7 Avenue MAX)	Golden Glades to CBD via NW 7 Avenue	Add two later morning southbound trips and one evening southbound trip to alleviate overcrowding on the Route 77	I
286 (North Pointe Circulator)	Miami Lakes and Palm Springs North	Discontinue the 8:24am trip.	R
288 (Kendall KAT)	Kendall to Dadeland North station via Kendall Drive	See the new Kendall Enhanced Bus Route.	R

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

ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	TYPE
Kendall Enhanced Bus	Kendall to Dadeland North station via Kendall Drive	Replace the Kendall KAT with this new service which will double the amount of service currently provided. Service will be operated from two branches during extended peak periods, by 60 ft. articulated hybrid buses and will provide enhanced technology services for passengers	I

Source: Miami-Dade Transit, 2010

Notes: Abbreviations for Type column: A=Adjustment, I=Improvement, R=Reduction

6.3 Infrastructure Renewal Program – Committed Projects

The following section lists those committed projects that are proposed to be implemented during the FY 2009 – 2010 timeframe. These project commitments are based on an Infrastructure Renewal Program (IRP) evaluation and prioritization process as performed by MDT. The IRP process results in the identification, evaluation, prioritization, and programming of capital improvement projects. Project commitments are based on the Infrastructure Renewal Program (IRP) evaluation and prioritization process. Table 6-3 presents a listing of the committed projects that are proposed for implementation during the FY 2010-2012 time period as provided by MDT.

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

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

Classification	Project Name	Estimate Total Project Cost FY 09-10	Total Project Amount	Total funding Allocated	Type of Grant	2010	2011
Safety & Security	Parking Garages - Fire Suppression	\$ 975,000	\$ 975,000	\$1,249,820 earmarked FY'10	5309 formula	\$ 975,000	\$ -
Maintenance Facilities	40 Year Building Re-Certification 3311 NW 31 St.	\$ 159,923	\$ 228,558	\$210,000 earmarked FY'10	5309 Formula	\$ 159,923	\$ -
Maintenance Facilities	Coral Way Garage Hurricane Panels	\$ 100,000	\$ 100,000	\$100,000 earmarked FY'10	5309 Formula	\$ -	\$ -
Systems	Bus Garages Plumbing			\$300,000 earmarked FY'10	5309 Formula	\$ 300,000	\$ -
Passenger Facilities	Concrete Repairs at Omni Bus Terminal	\$ 198,786	\$ 809,047	\$810,000 earmarked FY '10	5309 Formula	\$ 198,786	\$ 610,261
Maintenance Facilities	Metrobus: A/C Replacement, and A/C &	\$ 293,100	\$ 1,590,410	\$300,000 earmarked FY'10	5309 Formula	\$ 245,700	\$ 178,450
Maintenance Facilities	Bus Garages: Roofs	\$ 297,320	\$ 2,879,193	\$300,000 earmarked FY'10	5309 Formula	\$ 297,320	\$ -
Passenger Facilities	Concrete Repairs and Asphalt repaving at Hialeah	\$ 286,125	\$ 286,125	\$330,000 earmarked FY'10	5309 Formula	\$ 286,125	\$ -
Maintenance Facilities	Secondary Guide Rails for Bus Washes	\$ 90,000	\$ 90,000	\$90,000 earmarked FY 10	5309 Formula	\$ 90,000	\$ -
Maintenance Facilities	Replace air compressors at all bus locations	\$ 380,546	\$ 1,170,180	\$400,000 earmarked FY' 10	5309 Formula	\$ 380,456	\$ 417,459
Systems	Tools and Equipment	\$ 298,000		\$298,000 FY '10	5309 Fixed Guideway	\$ 298,000	\$ -
TOTALS:						\$ 3,231,310	\$ 1,206,170