



2.0 SYSTEM OVERVIEW

Department of Transportation and Public Works (DTPW) is the 15th largest transit system in the United States (based on annual vehicle revenue miles), with a service area of approximately 306 square miles. It is composed of 34 individual municipalities with an urbanized population of approximately 2.6 million. A trend persists in some areas throughout the county to incorporate, which leaves a large portion of the county populated by disadvantaged individuals in unincorporated areas that are dependent upon county services. DTPW is one of the largest departments in Miami-Dade County government and responsible for planning and providing public transit services in the County.

DTPW operates an integrated multi-modal transit system comprised of four (4) modes: bus (Metrobus), heavy rail (Metrorail), automated people-mover (APM) (Metromover), and demand-response service (Special Transportation Services or STS). The transit agency is led by a Department Director that reports to the Mayor. The table of organization for DTPW can be found in Appendix A.1.

Department of Transportation and Public Works Transit Mission Statement

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



In 2015, there were an average of 321,200 weekday boardings on the DTPW system. Table 2-1 presents DTPW service characteristics by transit mode.

Table 2-1: DTPW Service Characteristics by Transit Mode, 2015

System Characteristics	Metrobus		Metrorail	Metromover	STS
	DTPW Operated Routes	Contracted Routes			
Operating Hours	24 hours ¹	6:20am-1:10am	5:00am-12:48am	5:00am-12:00am	24 hours
Number of Routes	96	2	2	3	Demand Resp.
No. of Stations/Stops	8,828	32 ²	23*	21*	N/A
Peak Headways	5-80 minutes	N/A	5-10 minutes**	1½ -5 minutes	(Pick up +/-30 minutes of scheduled time)
Midday Headways	12 -60 minutes	N/A	15 minutes	1½ - 3 minutes	
Weekend Headways	12 -60 minutes	N/A	30 minutes	3-6 minutes	
Routes Miles	2,543 (Round Trip Miles)	202.8 (Round Trip Miles)	24.8 miles	4.4 miles	N/A
Peak Vehicle Requirements*	668	7	80	21	331
Total Fleet Size*	813*	9*	136*	46*	372 ³
Annual Revenue Miles*	28,096,442	653,715	7,974,156	1,134,945	14,159,764
Annual Boardings*	72,434,585	306,539	22,084,513	10,022,859	1,651,715
Park-Ride Spaces	2,922	N/A	9,581	0	N/A
Annual Operating Expense*	\$336,486,663	\$6,512,376	\$96,978,769	\$27,929,030	\$50,033,827
Annual Operating Revenue*	\$91,909,970	\$99,244	\$26,730,861	\$0	\$5,732,402
Annual Revenues (Other)*	\$8,861.764 ⁴	\$0	\$0	\$0	N/A
Base Fare	\$2.25***	\$2.25	\$2.25	Free	\$3.50
Pedestrian Overpasses	1	0	3	0	N/A
Maintenance/Storage Facilities	3	N/A	1	1	N/A

* Source: National Transit Database, Department of Transportation and Public Works, 1st Submission 2015 Data, January 31, 2016.

** 5-minute combined headway (Orange Line and Green Line) during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. The Green Line Metrorail Service operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and the Dadeland South Station.

*** Express Bus fare is \$2.65 and shuttle bus fare is \$0.25

¹ Six (6) 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 12:00 am - 5:30 am.

² In addition to the 32 designated bus stops for the two routes, buses pick up passengers anywhere along the routes when hailed.

³ STS fleet includes 192 sedans, 109 wheelchair vans, 54 fifteen passenger vans, 7 twelve passenger vans, 15 mini buses and 4 mini vans.

⁴ Includes all modes.

2.1 Metrobus

Metrobus is DTPW's fixed-route bus service. Metrobus operates seven days a week, 24 hours per day. A total of 96 routes comprise DTPW's regular bus service structure as served by a total fleet of 813 buses and two contracted routes with nine buses. DTPW's family of Metrobus services include local, circulator, limited-stop, express, and BRT (Bus Rapid Transit) services. Figure 2-1 illustrates the DTPW Metrobus system route map as of December 2015 while Figure 2-2 presents Metrobus service area coverage. A detailed service schedule for current DTPW operated Metrobus routes, as of December 2015 is presented in Appendix A.2.

2.1.1 Local Service

Local bus service collects and distributes high-turnover ridership along arterials radiating to and from dense activity centers. This service type is characterized by frequent stops, short and moderate passenger trips, and slow average bus speeds over the course of an entire route.

2.1.2 Circulator Service

Circulator or shuttle bus service operates short route connections between activity centers, or as a feeder to provide a connection with another transit service. For DTPW, these routes include the Tri-Rail commuter rail shuttles in Miami-Dade County and short localized area-specific routes.

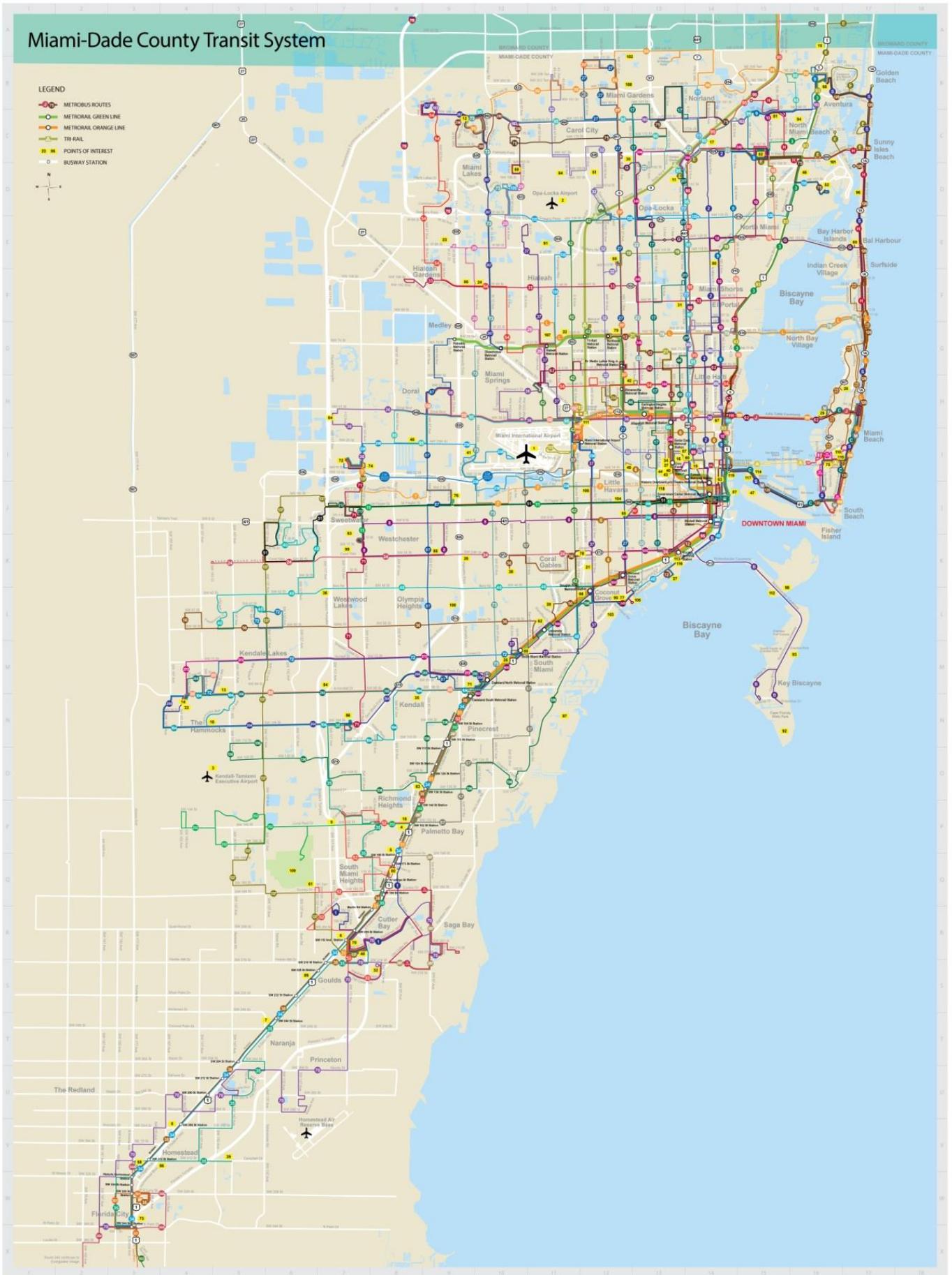
2.1.3 Limited-Stop Service

Limited-stop service serves designated bus stops along a route. With fewer stops, limited-stop routes have significantly increased operating speeds when compared to local service. The MAX, routes serve stops at major transfer points or approximately every one-half mile (in the Miami Central Business District (CBD)) to one mile (in suburban areas) along a route.

Route 277, the 7th Avenue MAX, is an example of a limited-stop type of bus service, which operates during the morning and evening rush hours.

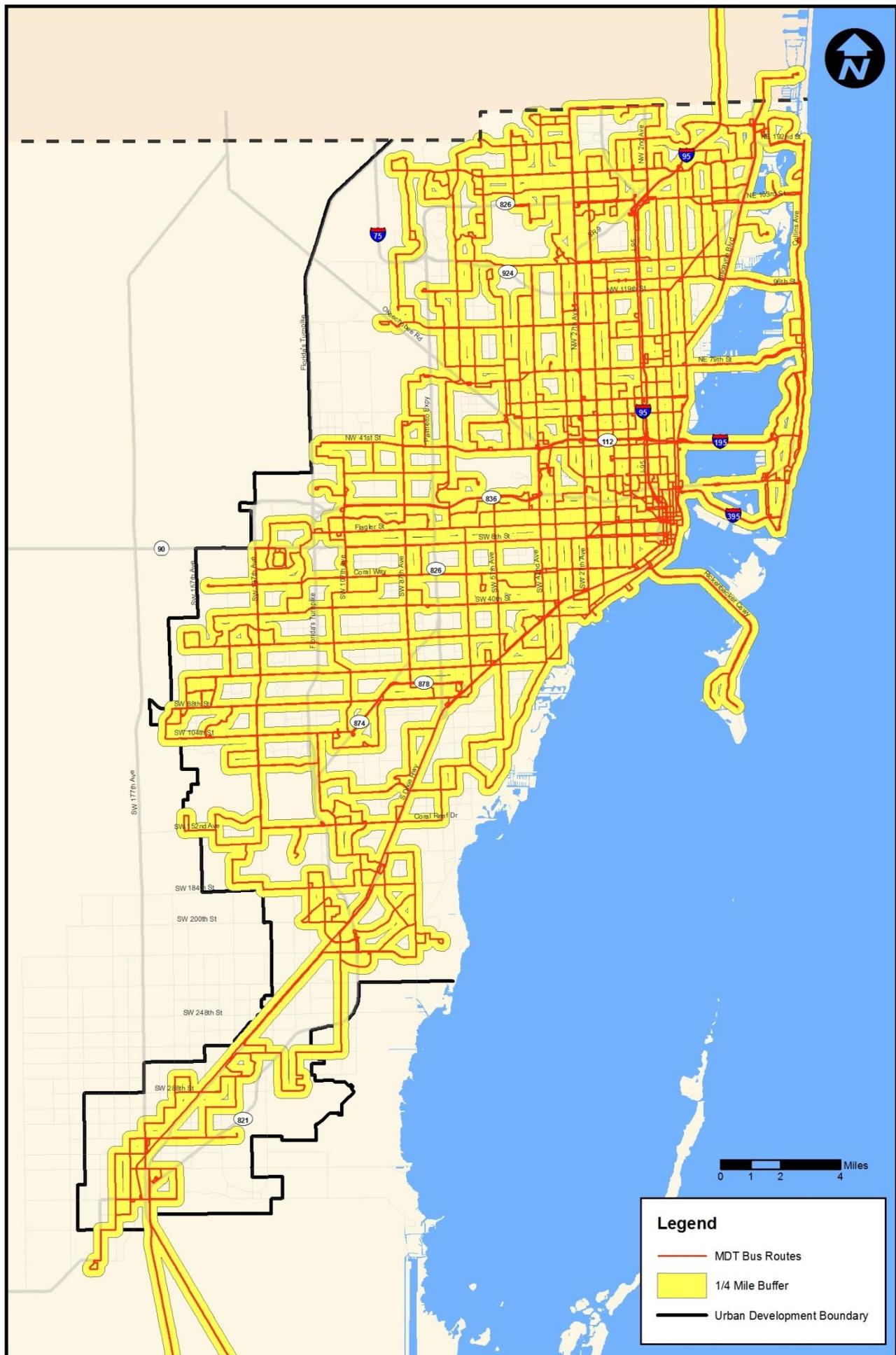
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Figure 2-1: DTPW Metrobus System Map



Source: DTPW, December 2015

Figure 2-2: DTPW Service Area Coverage



Source: DTPW, December 2015

2.1.4 Express Bus Service

Express Bus service is similar to limited-stop service which has fewer stops and operates at a higher speed when compared to local bus service. Express routes connect outlying areas (designated park-and-ride lots or shopping centers), with direct service to designated activity centers such as the Miami CBD. They usually operate along a freeway or major arterial road to increase the operating speed.

The 95 Dade-Broward Express that operates within the I-95 express lanes is an existing express service operated by DTPW.



2.1.5 Bus Rapid Transit (BRT)

The South Miami-Dade Busway is a 19.8-mile two-lane, at-grade dedicated busway corridor for DTPW bus service along U.S. 1 from SW 344th Street in South Miami-Dade to the Dadeland South Metrorail Station. Full size (40-foot) and articulated (60-foot) busses serve 30 stations (including Dadeland North) and six park-and-ride lots along the Busway. Buses also operate within adjacent neighborhoods and enter the exclusive lanes at major intersections.

Most of the routes operating on the Busway provide limited-stop service, or have sections that offer limited stop service to maximize use of the busway and its travel time savings features of exclusive travel lanes, fewer stops, and preferential signal phasing at intersections. Examples of these routes include 31, 34, 38, 52, 252 and 287.



2.2 Metrorail

Metrorail provides passenger service to 23 stations on a 24.8-mile heavy rail electrified line. The system operates on an elevated guideway with transfer points to Tri-Rail commuter rail service, the DTPW Metromover system, and the South Miami-Dade Busway. DTPW maintains a total fleet of 136 Metrorail vehicles. Daily passenger service starts at 5:00 a.m. from the terminal stations and ends with the last train arriving at the terminal station at 12:48 a.m.

DTPW operates two lines of service with four (4) and six (6) car trains. The legacy Green Line runs from Palmetto Station to Dadeland South Station and the Orange Line from the Miami Intermodal Center (MIC) at Miami International Airport to Dadeland South station.

The Orange Line provides direct service between the MIC and Dadeland South Station every 10 minutes during peak hours. The Green Line operates at 10-minute headways during the peak AM and PM travel times between the Palmetto Station and Dadeland South Station.

Both lines provide premium transit service with a combined headway of five (5) minutes during the peak AM and PM travel times from Dadeland South Station to the Earlington Heights Station. Mid-day off-peak headways are 15 minutes. Weekend and holiday service operates with headways of 30 minutes. In December 2015, DTPW initiated the new Metrorail-Downtown Express Service which provides non-stop service between Dadeland North and Brickell Metrorail stations in the southern segment of the system and express service between Palmetto and Civic Center Metrorail stations during the AM/PM peak travel periods.

Figure 2-3: DTPW Metrorail System 2015



Figure 2-3 illustrates the DTPW Metrorail system map as of December 2015.

Source: DTPW, December 2015

2.3 Metromover

DTPW’s automated people mover (APM) or Metromover is an elevated system that serves 21 stations and is comprised of three (3) loops:

- Downtown Miami Central Business District (Inner/Downtown Loop);
- Adrienne Arsht Center and Perez Arts Museum to the north (Outer/Omni Loop);
- Brickell area to the south (Outer/Brickell Loop).

DTPW maintains a fleet of 46 Metromover vehicles and operates with a maximum of two (2) cars per train. Metromover operates free of charge and stops at 21 wheelchair-accessible stations from the School Board area to Brickell, serving major destinations throughout Downtown Miami.

Metromover’s Inner/Downtown, Outer/Omni and Brickell loops operate from 5:00 a.m. to 12:00 a.m. During the AM/PM peak period, service frequency is every 90 seconds in the central business district and every three (3) minutes during weekends and holidays.

On the Omni and Brickell Loops, service frequency is five (5) minutes during peak periods and six (6) minutes during weekends and holidays.

Figure 2-4 illustrates the DTPW Metromover system map as of December 2015.

Figure 2-4: DTPW Metromover System



Source: DTPW, December 2015

2.4 Special Transportation Services



As mandated by the Americans with Disabilities Act of 1990 (ADA), DTPW operates a demand-response service known as Special Transportation Services (STS). STS is a shared-ride, door-to-door transportation service for certified individuals with disabilities who are unable to utilize the accessible fixed-route transit system.

Service is provided by sedans, vans and lift-equipped vehicles, seven (7) days a week, 24 hours per day. Presently, there are 372 vehicles available for paratransit service transportation. Currently, these vehicles are privately contracted through Transportation America (TA).

As of December 2015, a total of 31,502 eligible clients are enrolled in the STS program including both ambulatory and non-ambulatory clients.

2.5 Services provided by Private Contractors

America's Transportation provides fixed route bus service up to Mile Marker 50 into Monroe County (Routes 301 and 302). 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 DTPW facilities;
- Maintenance-type service, such as tires, janitorial, elevators/escalators, 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

2.6 Miami-Dade Transit Passenger Fare Structure

DTPW’s automated passenger fare collection system for Metrorail and Metrobus is known as the EASY Card. Cash fare payments are still accepted on Metrobus; however Metrobus passengers are encouraged to purchase the DTPW EASY Card to take advantage of discounted transfer fees. Metrorail passengers are now required to purchase and load the contactless DTPW EASY Card. These cards are purchased at a fee of \$2.00 and loaded with appropriate fare amounts for passage. Table 2-2 presents the current fare structure.

Table 2-2: DTPW Fare Structure Summary, December 2015

	Regular Fare	Discount Fare ¹
Metrobus	\$2.25	\$1.10
Express Bus	\$2.65	\$1.30
Shuttle Bus ²	25¢	10¢
Metrorail	\$2.25	\$1.10
Metrorail daily parking fee	\$4.50	Not Applicable
Metrorail monthly parking permit ³	\$11.25	Not Applicable
Metromover	Free	Free
Special Transportation Service (STS)	\$3.50	Not applicable
Bus-to-Bus Transfer ⁴	Free	Free
Bus-to-Express Bus Transfer	50¢+45¢ upgrade=95¢	25¢+20¢ upgrade=45¢
Bus-to-Rail Transfer	60¢	30¢
Rail-to-Bus Transfer	60¢	30¢

¹ Discount fare is available for Medicare recipients, most people with disabilities, and students in grades K-12 when using an EASY Card for discount fare rides, which replaces all previous discount IDs and permits. Preschool children less than 42 inches in height can ride Metrobus and Metrorail free at all times with an accompanying adult. Parents or guardians of pre-schoolers are encouraged to present proof of age to bus operators and rail personnel to access the system. EASY Cards are not issued to pre-schoolers.

² DTPW operates eight shuttle routes: 123/South Beach Local, 132/Doral-Tri-Rail Shuttle, 200/Cutler Bay Local, 211/Overtown Circulator, 212/Sweetwater Circulator, 249/Coconut Grove Circulator, 254/Brownsville Circulator, and 286/North Pointe Circulator. There is no fare for routes 132 (Doral-Tri-Rail Shuttle) and 133 (Airport-Tri-Rail Shuttle).

³ Only available with the purchase of a monthly pass.

⁴ Transfers are free for passengers traveling in one direction (not for round trips) using an EASY Card or EASY Ticket only within three hours of initial access of system. Passengers paying with cash must pay the full fare each time they board a bus.

Table 2-2: DTPW Fare Structure Summary, December 2015 (continued)

	Regular Fare	Discount Fare ¹
Shuttle Bus-to-Bus or Rail Transfer	\$2.00	\$1.00
Shuttle Bus-to-Express Bus Transfer	\$2.40	\$1.20
1-Month Pass	\$112.50	\$56.25
1-Month Pass + Monthly Metrorail Parking Permit	\$123.75	\$67.50
1-Month Pass - Group Discount 4-99 passes	\$101.25	Not applicable
1-Month Pass - Group Discount 100 or more passes	\$95.65	Not applicable
7-Day Pass	\$29.25	\$14.60
1-Day Pass	\$5.65	\$2.80
College/Adult Education Center Monthly Pass	\$56.25	Not applicable
Golden Passport or Patriot Passport	Free	Free
EASY Card (cost of media)	\$2.00	Not applicable
EASY Ticket (cost of media)	\$2.00	Not applicable

Source: Department of Transportation and Public Works, December 2015.

2.6.1 Farebox Recovery Ratio

The farebox recovery ratio of a passenger transportation system is the fraction of operating expenses which are covered by the fares paid by passengers. It is calculated by dividing the system's total fare revenue by its total operating expenses. Most transit systems are not fully self-supporting, so advertising revenue, government subsidies, and other sources of funding are usually required to cover total operating costs.

Table 2-3 illustrates DTPW's farebox recovery ratio as reported to National Transit Database (NTD) for each mode. Note that DTPW's Metromover is a free fare service and therefore collects no farebox revenue.

¹ Discount fare is available for Medicare recipients, most people with disabilities, and students in grades K-12 when using an EASY Card for discount fare rides, which replaces all previous discount IDs and permits. Preschool children less than 42 inches in height can ride Metrobus and Metrorail free at all times with an accompanying adult. Parents or guardians of pre-schoolers are encouraged to present proof of age to bus operators and rail personnel to access the system. EASY Cards are not issued to pre-schoolers.

Table 2-3: Farebox Recovery by DTPW Mode

Mode	FY 2014	FY 2015
Metrobus	27.5%	24.8%
Metrorail	28.4%	29.3%
STS	13.2%	11.5%

Source: DTPW National Transit Database Facts at a Glance Report, Dec. 2015.

2.7 Miami-Dade Transit’s Special Programs

Section 427, Florida Statutes and Rule 41-2 Florida Administrative Code, 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 by the Commission for the Transportation Disadvantaged and is 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. DTPW is charged with the responsibility of creating programs, applying for the grants and coordinating transportation services for the disadvantaged.

Programs such as the Section 5310, Golden Passport, Patriot Passport, and Lifeline Services are also included in the Coordinated Transportation System.

2.7.1 Transportation Disadvantaged Program

The Transportation Disadvantaged Program, through a State Funded Grant, provides transit passes on a monthly basis to social service agencies that service transportation disadvantaged (disabled, poor, homeless, children and adults at risk, and unemployed residents of Miami-Dade County). The purpose of this program is to provide EASY Tickets to qualifying agencies to distribute to their clients for use on the Miami-Dade County transit system. Currently there are 126 agencies enrolled in the program.

2.7.2 Section 5310 Program

DTPW actively participates in the Federal Transit Administration (FTA) Section 5310 program by participating in the grant review, evaluation and award process. DTPW 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.

2.7.3 Corporate Discount Program

DTPW's Corporate Discount Program (CDP) allows participants to save on commuting costs through group discounts and pre-tax savings, by purchasing public transportation through a tax deduction from their employer under IRS Code 132(f). It allows employees to pay for their public transit rides using pre-tax dollars, up to \$250 month (\$3,000/year) in 2015. The CDP provides monthly transit passes on Corporate EASY Cards, good for a month of unlimited rides on Metrobus and Metrorail, at a 10 percent (10%) discount for groups of 4-99 participants, and a 15 percent (15%) discount for groups of 100+ participants. In 2015, the CDP generated over \$10.3 million in revenue. The program currently has over 200 participants.

2.7.4 College/Vocation School Discount Program

College, university, vocational/technical and adult education school students can purchase a one-month pass on an Orange EASY Ticket for \$56.25, half the cost of a full price monthly pass. This program is offered to full-time students using DTPW's public transportation system to get to school. There are over 60 active schools participating in the program generating approximately \$4.5 million in annual sales.

2.7.5 K-12 Discount Program

Miami-Dade County students in grades K-12 can ride Metrobus and Metrorail at 50 percent (50%) off the regular fare. Eligible students need to obtain a specially encoded EASY Card at the Transit Service Center Kiosk located on the second floor of the Stephen P. Clark Center, at 111 NW 1st Street. The cost for the card is \$2.00 and the student is required to fill out a registration form. The card is then assigned to the student. This program is open to any student attending public or private schools in Miami-Dade County. Currently, there are over 30,500 K-12 customer accounts.

2.7.6 EASY Card Sales Outlets

EASY Card Sales Outlets are conveniently located throughout Miami-Dade County for transit customers to obtain or load cash value and/or passes onto the EASY Card or EASY Ticket. The Metrorail Monthly Parking Permits are also available at select outlets. The Marketing Division within DTPW is responsible for training new vendors and maintaining 103 EASY Card Sales Outlets, providing DTPW with an average of \$8.8 million in revenue a year.

2.7.7 Golden Passport Office

The Golden Passport EASY Card provides free transportation to senior citizens 65 years and over, or a Social Security Program beneficiary who is a permanent Miami-Dade County resident. A Patriot Passport provides free transportation to disabled veterans who are a permanent Miami-Dade County resident. Currently, there are 250,750 certified Golden Passport/Patriot Passport customer accounts; this includes 175,012 Golden Passport customers over 65 years of age, 66,552 Golden Passport customers under 65 years of age, and 9,189 Patriot Passport customers.

2.8 Customer Information/Convenience

The Marketing Division is recognized as one of the top Marketing groups in Florida. In 2015, they were the recipients of the Florida Public Transportation Association (FPTA) Best In Class award for the Westchester Circulator minibus wrap, the Visitor map and the Metromover Brickell and Omni Loop maps.

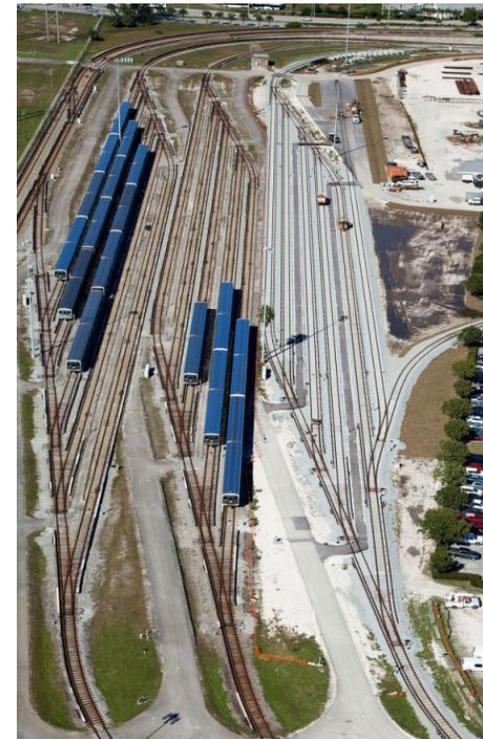
2.8.1 Smartphone Mobile Application (iPhone and Android)

DTPW has deployed real-time iPhone and Android applications for Metrorail/Metrobus/Metromover arrival/departure, route and schedule information. These mobile applications provide DTPW passengers with everything that is currently present on the DTPW mobile web site as well as additional smartphone-specific features in the form of an app to include: rider alerts; Train Tracker; Bus Tracker; service updates; elevator/escalator operational status; Metrobus schedules and routes; Metrorail station information; Metromover station information; fare information; rider alerts registration; contact numbers; feedback zone; Where Am I?; and Live Mapping. By developing these apps, DTPW ensures that riders have the most up-to-date and accurate transit service information free of charge.

2.8.2 Electronic Transit Rider Alert System / Train Tracker / Mover Tracker

DTPW continues to implement customer convenience enhancements to their Rider Alert system that notifies passengers about transit service delays. Registered users receive electronic alerts on detours, route changes, and updates for Metrobus as well as service interruptions for Metrorail, Metromover, Metrobus and Special Transportation Services. The Rider Alert system also provides the operational status of Metrorail or Metromover station elevators and escalators. Customers must sign-up to receive these electronic alerts to their cellular phones, email addresses, text pagers, and smart phones. There are currently 2,120 customers who are signed up to receive these electronic alerts. Train Tracker service allows users to see, via the web and on mobile devices, the estimated time of arrival of the next Metrorail train.

DTPW has a real-time Metromover Tracker System, "Mover Tracker" using the web-based technology and is available via computer desktops, cell phones/smartphones, personal digital assistants (PDAs) and tablets. These software applications also provide other useful transit information such as service alerts, rail and mover station information and elevator/escalator status.



2.9 Maintenance and Storage Facilities

DTPW currently operates three (3) maintenance bus garages to serve a fleet of 813 buses. The DTPW garages are located in various areas throughout the County to provide efficient maintenance and storage services at the following locations:

- Central Facility: 3311 NW 31st Street, Miami, Florida 33142; serving 37 bus routes
- Coral Way Facility: 2775 SW 74th Avenue, Miami, Florida 33155; serving 33 bus routes and,
- Northeast Facility: 360 NE 185th Street, Miami, Florida 33179; serving 27 bus routes

The Metrorail fleet of 136 rail cars is maintained and stored at the William E. Lehman Center located at 6601 NW 72nd Avenue, Miami, Florida 33166.

The Metromover fleet of 46 cars is supported by the maintenance facility located at 100 SW 1st Avenue in Downtown Miami.

2.10 Park-and-Ride Facilities

DTPW currently has more than 11,000 available parking spaces, including 29 park-and-ride lots which serve one or more Metrobus routes. Sixteen of those locations are located at Metrorail stops.

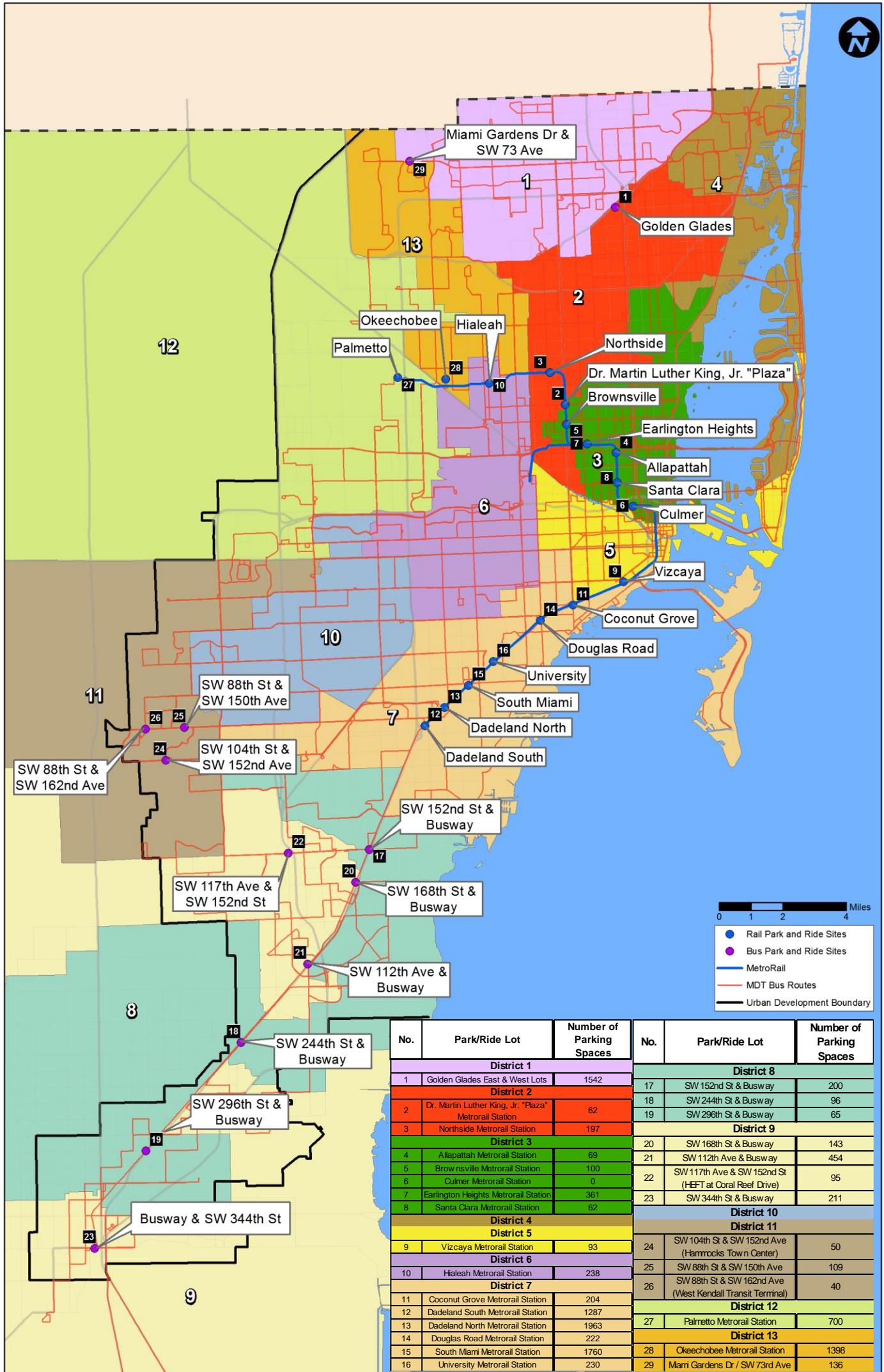
Actual parking usage is highest on the southern portion of the Metrorail line and to the north at the Metrobus Golden Glades park-and-ride lot. Figure 2-5 identifies the location of existing park-and-ride sites that serve the DTPW system.

2.11 Pedestrian Overpasses

To facilitate a safe passenger connection, DTPW maintains pedestrian overpasses throughout its transit system. A listing of the location of these pedestrian overpasses is provided below:

1. Douglas Road Metrorail Station Pedestrian Overpass
2. Vizcaya Metrorail Station Pedestrian Overpass
3. Hialeah Metrorail Station Overpass
4. Snapper Creek Expressway and US-1 M-Path Overpass

Figure 2-5: Existing DTPW Park-and-Ride Facilities



Source: DTPW, December 2015

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2.12 Municipal Transit Services

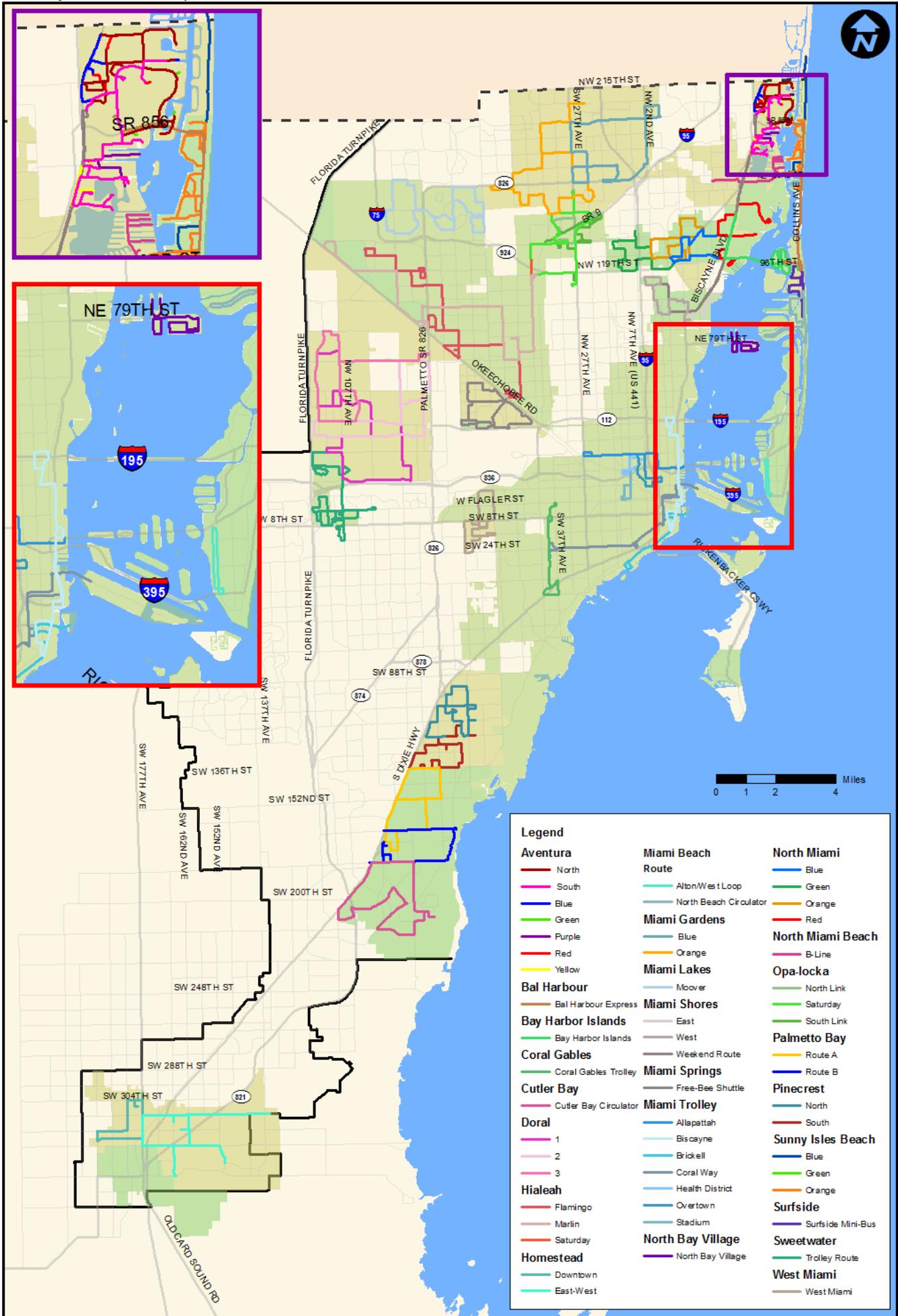
DTPW continues to coordinate with local municipalities to avoid duplication of transit services and allow for efficient transit operations that complement one another. Currently, there are 34 municipalities eligible to receive surtax funding with 33 participating in the program (Indian Creek is not participating). Of these 34 municipalities, 27 have local transit circulators that supplement DTPW bus routes. Figure 2-6 presents a map of local municipal circulators. The 27 municipalities below operate a circulator, partner with another municipality or partner with DTPW.

- City of Aventura
- Village of Bal Harbour
- Town of Bay Harbor Islands
- City of Coral Gables
- Town of Cutler Bay (Interlocal Agreement (ILA) with DTPW)
- City of Doral
- City of Hialeah
- City of Hialeah Gardens (ILA with the City of Hialeah)
- City of Homestead
- City of Miami
- City of Miami Beach (operate a circulator and ILA with DTPW)
- City of Miami Gardens
- Town of Miami Lakes
- Town of Medley (Monday/Thursday only service to various shopping plazas)
- Miami Shores Village
- City of Miami Springs
- City of North Bay Village
- City of North Miami
- City of North Miami Beach
- City of Opa-locka
- Village of Palmetto Bay
- Village of Pinecrest
- City of Sunny Isles Beach
- Town of Surfside
- City of Sweetwater
- Village of Virginia Gardens (ILA with the City of Miami Springs)
- City of West Miami

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Figure 2-6: Municipal Circulator Routes

Hialeah Gardens is served by the Hialeah system
 Virginia Gardens is served by the Miami Springs system
 Medley offers a call-response service with no fixed route



Source: Miami-Dade Municipalities, December 2015

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System Overview

Ridership on these circulators now exceeds nine (9) million passenger trips annually. The annual ridership of the three (3) largest circulator systems – (1) City of Miami, (2) City of Miami Beach and (3) City of Coral Gables, - totaled 6,915,488 in 2015. It should be noted that many of the municipalities operating circulator systems exceed the 20 percent (20%) minimum surtax transit expenditure requirement. Appendix A.3 provides a listing of each municipality, respective service operator and website.

2.13 REGIONAL TRANSIT SERVICE CONNECTIONS

2.13.1 Broward County Transit (BCT)

The Broward County Office of Transportation operates BCT, a fixed route bus service, which connects with DTPW service. BCT operates 45 routes during weekdays, 31 routes on Saturday and 29 routes on Sundays, with varying service schedules spanning from before 4:35 AM to after midnight on weekdays. A regular one-way fare is \$2.00 while a reduced one-way fare is \$1.00, and an all day pass is \$5.00. DTPW passengers transferring to BCT will provide the BCT bus operator with the Inter-County Ticket and pay \$0.50. Passengers transferring from BCT to DTPW will provide the DTPW bus operator with the BCT Transfer and pay \$0.60 for a full-fare transfer, \$0.30 for a discounted-fare transfer, \$0.95 for an express-bus transfer or \$0.45 for a discounted fare transfer. BCT and DTPW have partnered to provide regional bus service between Broward and Miami-Dade Counties. Currently, DTPW buses travel into Hallandale Beach (southern Broward), and BCT buses travel into Aventura, North Miami, Miami Gardens, and the Golden Glades interchange. Bus service from both agencies operates within the I-95 express lanes, connecting northern and central Broward communities with Downtown Miami. BCT operates the 595 Express which connects western Broward communities to the Civic Center and Downtown Miami. The following table lists those locations and BCT bus routes that provide connecting service to Metrobus routes.

Table 2-4: BCT Routes Serving Miami-Dade County

Bus Route	Service Connection Location
1	Aventura Mall, US 1
2	NW 207 Street, NW 27 th Avenue, University Drive
18	Golden Glades, State Road 7
28	Aventura Mall, State Road 7
441 Breeze, University Breeze	Golden Glades, Miami Gardens Drive
US 1 Breeze	Aventura Mall, US 1
595 Express Miami/Brickell	Overtown Metrorail Station, Eighth Street, Metromover Station, Brickell Metrorail Station
595 Express Miami Civic Center	Civic Center Metrorail Station
95 Express Miramar, 95 Express Pembroke Pines	Miami VA Hospital, Jackson Memorial Hospital, Miami Civic Center, University of Miami Hospital
95 Express Hollywood	Miami VA Hospital, Jackson Memorial Hospital, Miami Civic Center, University of Miami Hospital, Overtown Metrorail Station, Downtown Miami Transit Terminal
95 Express Pembroke Pines / Miramar	Overtown Metrorail Station, Downtown Miami Transit Terminal

Source: Broward County Transit, 2015.

2.13.2 South Florida Regional Transportation Authority (SFRTA)

The SFRTA operates Tri-Rail a commuter rail service that operates along 72 miles of the South Florida Rail Corridor which spans Palm Beach County, Broward County, and Miami-Dade County. Tri-Rail primarily runs through the eastern urbanized areas of the three counties between the Mangonia Park station in Palm Beach County and the Miami International Airport (MIA) station in Miami-Dade County. Tri-Rail serves 18 passenger stations and averages more than 14,000 boardings per weekday.

Weekday service spans from 4:00 AM to 11:35 PM, with operations of 20 minute headways in each direction during the Peak periods, Off-peak headways are 60 minutes in each direction. Weekend service spans from 5:17 AM to 11:45 PM with 60 minute headways. Tri-Rail operates a zonal fare system and is comprised of six (6) equidistant zones. Fares are determined by the sum of zones traveled; the regular base fare for one-way travel is \$2.50, discounted one-way is \$1.25, regular roundtrip is \$4.40 and discounted roundtrip is \$2.50. The cost for the Tri-Rail monthly pass is \$145 (\$72.50 discounted for children, seniors, and persons with disabilities).

Tri-Rail passengers transferring from Tri-Rail at a Tri-Rail transfer point to the DTPW system are required to pay the following fares as presented in the following table:

Table 2-5: Tri-Rail-DTPW Transfer Fares

Transferring from Tri-Rail	Full Fare	Discount Fare
Metrorail	\$1.20	\$0.60
Metrobus	\$0.60	\$0.30
Express Bus	\$0.95	\$0.45
Return Trip	Full Fare	Discount Fare
All Modes/Express Bus	\$2.25/\$2.65	\$1.10/\$1.30

Source: Tri-Rail, 2015.

Tri-Rail has five (5) station locations in Miami-Dade County that connect with DTPW services including both Metrobus and Metrorail. The five (5) Tri-Rail stations include Golden Glades (Metrobus routes 105 E, 22, 77, 246 Night Owl, 277 NW 27th Ave MAX, 95 Golden Glades Express), Opa-locka (Metrobus routes 32, 42, 135), Tri-Rail/Metrorail Transfer (Metrobus routes 42, 112 L, Metrorail), Hialeah Market (Metrobus routes 110 J, 36, 132,), and the Miami International Airport (MIA) Tri-Rail station (110 J, 37, 57, 42, 7, 150 Miami Beach Airport Flyer, 238 East-West Connector, 297 27th Avenue Orange Max).

Table 2-6: Tri-Rail Stations and DTPW Route Connections

Tri-Rail Station	DTPW Route	Major Destinations
Broward County		
Fort Lauderdale	95 Dade-Broward Express	Downtown Miami, Fort Lauderdale Tri-Rail Station
Sheridan St	95 Dade-Broward Express	Downtown Miami, Sheridan Street Tri-Rail Station
Miami-Dade County		
Golden Glades	105 E	Jackson North, The Mall at 163rd Street, City of North Miami Beach, Eastern Shores, Winston Towers, Aventura Mall, Turnberry Isle, Diplomat Mall/Hallandale
	22	City of North Miami Beach, The Mall at 163rd Street, Earlington Heights Metrorail station, Coconut Grove Metrorail station, Sunshine State Industrial Park
	77	SR 441, Liberty City, Culmer Metrorail station, Government Center Metrorail station, Main Library, Historical Museum of South Florida, Miami Art Museum, Downtown Miami Bus Terminal, NW 7 th Avenue Transit Village
	246 Night Owl	The Mall at 163rd Street, Downtown Miami, Government Center Metrorail station, Overtown, Civic Center Metrorail station, University of Miami/Jackson Memorial Hospitals and clinics, Allapattah Metrorail station
	277 NW 7th Ave MAX	Downtown Miami, Government Center Metrorail station, Culmer Metrorail station, Edison Center, North Miami, Biscayne Gardens, NW 7 th Avenue Transit Village

Table 2-6: Tri-Rail Stations and DTPW Route Connections (Continued)

Tri-Rail Station	DTPW Route	Major Destinations
Golden Glades	95 Golden Glades Express	Golden Glades Park & Ride Lot, Civic Center, Veterans Hospital, Jackson Memorial Hospital, Norwood, Earlington Heights Metrorail station, Downtown Miami, Brickell
Opa-locka	32	Carol City, St. Thomas University, Florida Memorial College, City of Opa-locka, Opa-locka Tri-Rail station, Miami Dade College North Campus, Northside Metrorail station, Northside Shopping Center, Santa Clara Metrorail Station, Omni Bus Terminal
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail Station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
	135	Hialeah Metrorail station, Miami Lakes, Opa-locka Tri-Rail, FIU Biscayne Bay
Tri-Rail/ Metrorail Transfer	112 L	Lincoln Road Mall, Miami Beach Convention Center, JFK Causeway, Northside Metrorail station, Amtrak Terminal, Hialeah Metrorail station
	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail Station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
Hialeah Market	110 J*	Miami International Airport Metrorail station, Allapattah Metrorail station, City of Miami Beach
	37	City of Hialeah, Dept. of Children & Families, Hialeah Metrorail station, Tri-Rail Airport station, Miami International Airport Metrorail station, Douglas Road Metrorail station, City of South Miami, South Miami Metrorail station
	36*	Dolphin Mall, Miami International Mall, Miami Dade College West Campus. Doral Center, City of Miami Springs , Miami Springs High School, Allapattah Metrorail station
	132 Doral/ Tri-Rail Shuttle	Doral Executive Center, Doral Country Club, Atrium Shopping Center, Miami Springs, Hialeah Market, Tri-Rail Station

Table 2-6: Tri-Rail Stations and DTPW Route Connections (Continued)

Tri-Rail Station	DTPW Route	Major Destinations
Miami International Airport	42	Miami Springs, City of Opa-locka City Hall, Opa-locka Tri-Rail Station, City of Hialeah, Amtrak Passenger Terminal, Tri-Rail Metrorail station, Miami International Airport Metrorail station, City of Coral Gables, Douglas Road Metrorail station
	297 27th Avenue Orange MAX**	Miami International Airport (MIA) Metrorail station, Martin Luther King Jr. Metrorail station, Brownsville Transit Village, Brownsville Metrorail station, Miami Dade College North, City of Opa-locka, City of Miami Gardens, Dolphin Stadium
	150 Miami Beach Airport Flyer	Miami International Airport (MIA) Metrorail station, City of Miami Beach
	7	Miami International Airport (MIA) Metrorail station, City of Sweetwater, Dolphin Mall, Miami International Mall, Mall of the Americas, Downtown Bus Terminal, Main Library, Historical Museum of South Florida, Miami Art Museum, MDC Wolfson Campus, Historic Overtown/Lyric Theatre Metrorail station
	37	City of Hialeah, Dept. of Children & Families, Hialeah Metrorail station, Tri-Rail Airport station, Miami International Airport Metrorail station, Douglas Road Metrorail station, City of South Miami, South Miami Metrorail station
	57	Tri-Rail Airport Station, Miami International Airport (MIA) Metrorail station, South Miami Metrorail station, Red Road (NW/SW 57 Avenue), Busway at SW 152 Street, SW 152 Street Park & Ride Lot, Jackson South Hospital
	110 J	Miami International Airport Metrorail station, Allapattah Metrorail station, City of Miami Beach
	238 East-West Connection	Dolphin Mall, Miami International Mall, Airport Corporate Center, Airport Cargo City, Airport Hilton Hotel and Miami International Airport (MIA) Metrorail station.

Source: DTPW, December 2015, SFRTA, June 2015

* Route does not enter the Tri-Rail station; passengers must access DTPW Routes from NW 36th Street.

 ** Route does not enter the Brownsville Transit Village or the Brownsville Metrorail station. Passengers must access the Route from the stop north of NW 53rd street.

2.14 NATIONAL CONNECTIONS

2.14.1 Greyhound Intercity Passenger Bus Service

Greyhound operates 1 station and 3 additional stops in Miami. The Miami Greyhound Bus Station is located East of MIA Airport, at 3801 NW 21st Street #171, and also operates busses out of the nearby Miami Intermodal Center (MIC). The additional Greyhound stops are located in Cutler Bay, Downtown Miami, and North Miami near the intersection of I-95 and the Palmetto (SR-826). Greyhound offers bus service from Miami to all major US cities and more than 1,800 minor cities and towns across the country. Ticket prices currently range from \$10 for a trip from Cutler Bay to North Miami, up to \$300 for a trip to Seattle, WA.

2.14.2 Amtrak Intercity Passenger Rail Service

The Miami Amtrak station is located at 8303 NW 37th Avenue with an extension running to the Miami Intermodal Center (MIC). Miami is the southern terminus for the Silver Service / Palmetto Line, which connects Miami to New York Penn Station by way of Philadelphia, Baltimore, Washington DC, Raleigh, Charleston, Jacksonville, Orlando, Fort Lauderdale, and many smaller cities in between. Major connections to East-West running lines are available in Washington DC and beyond. Coach seats are currently available from Miami for prices starting at \$40 for a trip to Winter Haven Florida, up to \$320 to reach the other end of the Palmetto Line at New York Penn Station. Sleeper rooms are currently available for prices starting at \$140 for a trip to Winter Haven, up to \$600 for a trip to New York.