



MDT
MOVING
FORWARD
TOGETHER

— 2024–2033 —

TRANSIT DEVELOPMENT PLAN
ANNUAL PROGRESS REPORT

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CHAPTER 1

INTRODUCTION AND PURPOSE

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1. INTRODUCTION AND PURPOSE

The Miami-Dade County Department of Transportation and Public Works (DTPW) is pleased to submit this Transit Development Plan (TDP) Annual Progress Report (APR) to the Florida Department of Transportation (FDOT District 6). The timely submission of the TDP ensures that DTPW remains eligible for the State Transit Block Grant Program, which sustains operations funding for the year to come.

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of state funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a TDP. A TDP major update is required every five years and TDP annual progress reports are required in the interim years. TDP updates must be submitted to FDOT by September 1st of each year.

This TDP Progress Report has been prepared in accordance with Florida Administrative Code (FAC) Rule 14-73.001. Transit Development Plans are required for grant program recipients pursuant to Section 341.052, F.S. A TDP shall be the provider's planning, development, and operational guidance document, based on a ten-year planning horizon and covering the year for which funding is sought, and the nine subsequent years.

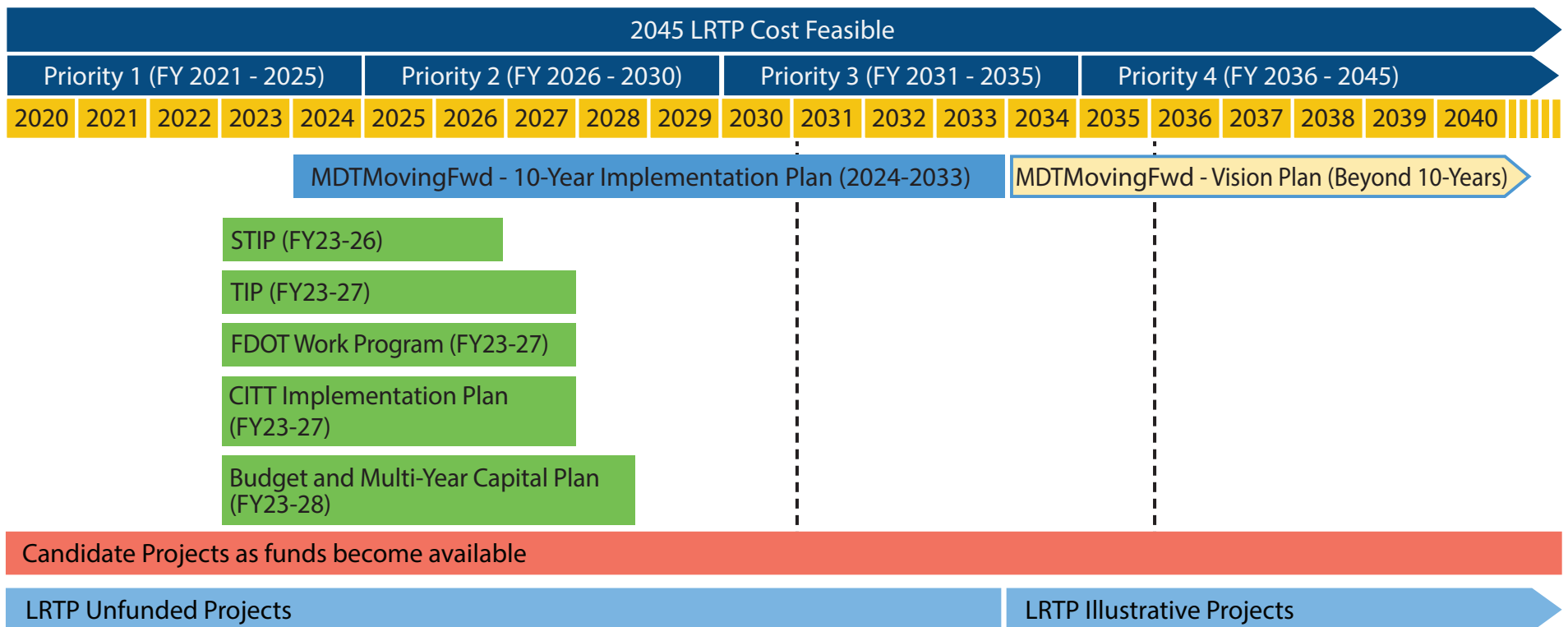
This TDP, titled *MDTMovingFwd 2023 Annual Progress Report*, presents both funded and unfunded transit needs to create a framework for transit improvements that can be implemented within a 10-year planning horizon, and includes a performance assessment for the targets set in the most recent TDP Major Update. DTPW's last Major Update was prepared in 2019 and was adopted by the Board of County Commissioners and approved by the FDOT, pursuant to resolution R-1375-19.



1.1. Related Plans

The TDP informs and is informed by other Land Use and Transportation Plans in Miami-Dade County. MDTMovingFwd identifies the county's long-term transit infrastructure needs, which are used in the development of the Miami-Dade Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). The TDP also identifies and presents short-term improvements for implementation through the TPO's Five-Year Transportation Improvement Program (TIP), FDOT's Work Program process, the Citizens' Independent Transportation Trust (CITT) Five-Year Implementation Plan, and Miami-Dade County's FY 2023 Adopted Budget and Multi-Year Capital Plan. These planning documents are listed in this section by planning horizon, longest to shortest.

Figure 1-1: Interrelationship of Planning Documents in Miami-Dade County





1.1.1. 2045 Long Range Transportation Plan

Regularly updating the Miami-Dade County Long Range Transportation Plan (LRTP) is a primary activity in Miami-Dade County’s transportation planning process, with federal and state requirements for an update of the Transportation Plan every five years. Federal law requires that the LRTP address a minimum of a 20-year planning horizon from the date of the TPO adoption.

The 2045 LRTP was approved by the TPO Governing Board on September 26th, 2019, and includes four planning periods with their own implementation years. Projects identified as plan period I are scheduled for implementation between 2020 and 2025; plan period II between 2026 and 2030; plan period III between 2031 and 2035; and plan period IV between 2036 and 2045. The plan also lists partially funded and unfunded projects as well as projects funded by the private sector, developers and set aside funds.



1.1.2. Transit Development Plan - MDT10Ahead

MDT10Ahead presents both funded and unfunded transit needs in order to create a framework for transit improvements that can be implemented within a 10-year planning horizon. As previously mentioned, DTPW is a recipient of the State of Florida Public Transit Block Grant Program and is required to develop a TDP on an annual basis with major updates required every five years.

The 2019 Major Update, MDT10Ahead, was adopted by the Board of County Commissioners (BCC) on December 17, 2019. The most recent Annual Progress report was submitted to FDOT on December 23rd, 2022. For the most recent update, the annual report 2023-2032 was renamed as MDT Moving Forward Together.

1.1.3. Florida Department of Transportation Five Year Work Program

The Work Program is the tentative list of projects that will be funded and carried out in District 6 (including Miami-Dade and Monroe counties) during the next five years. Developed annually, it is FDOT’s budget for work in Miami-Dade and Monroe counties. Projects are identified and schedules are developed based on priorities and allocated funds.

In each cycle, a new fifth year is added, and the first year drops off as projects are completed. A new project only begins to move forward after it is funded and then placed in the Work Program’s fifth year. Each phase of a project generally takes two years to complete. Therefore, some projects could take up to 10 years or more from initiation to completion and would cycle through the Work Program several times. The current Five Year Work Program covers state FY 2023 through FY 2027 (July 1st, 2022 through June 30th, 2027).

1.1.4. State Transportation Improvement Program

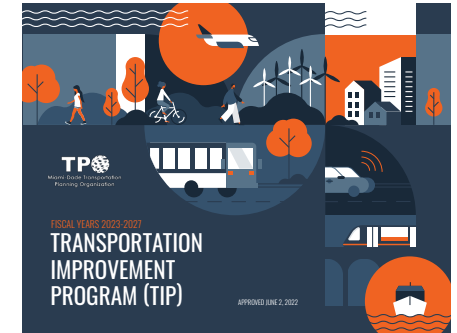
The State Transportation Improvement Program (STIP) is a federally mandated document which includes a list of projects planned with federal participation in the next four fiscal years. The report is based upon the same projects that are listed in the first four years of FDOT's Adopted Five Year Work Program. The STIP is approved annually by Federal Highway Administration (FHWA) at the beginning of each federal fiscal year.

Projects shown in both the Work Program and the STIP are all drawn from the same Work Program Administration (WPA) database. Work Program reports and STIP reports contain the same projects programmed in the WPA database, with different formatting. For a project to be listed in the approved STIP, it must first be included in the WPA database and programmed in the first four years of the Adopted Five Year Work Program. The project must either be included in the Tentative Work Program during the annual Tentative Work Program development cycle, or it must be amended into the Work Program and STIP after it has been adopted on July 1st of each state fiscal year. The current STIP covers state FY 2023-26 (July 1st, 2022 through June 30th, 2026).

1.1.5. Transportation Improvement Program

The TIP contains the transportation improvement projects planned for the next five years. All projects receiving federal funds must be included in this plan. Other major projects which are part of the area's program of improvements, but do not receive federal funds, are included in the TIP as part of the planning process.

The current 2023 TIP covers federal FY 2023 through FY 2027 (October 1st, 2022 - September 30th, 2027) and was approved by the TPO Governing Board on June 2nd 2022. Categories of improvements include Highway, Transit, Aviation, Seaport, and Non-Motorized improvements. All projects and priorities listed in the adopted TIP are consistent with those in the adopted 2045 LRTP.



1.1.6. Citizens' Independent Transportation Trust Five-Year Implementation Plan

The Citizens' Independent Transportation Trust (CITT) 5-Year Implementation Plan documents the current implementation status of surtax-funded People's Transportation Plan (PTP) projects as well as their progress versus the baseline provided in the previous year's initial plan. This includes references to projects from the County's 2022-2023 Proposed Capital Budget. Annual updates to the CITT Implementation Plan document will continue to monitor and report on the implementation of the projects, their adherence to budget and schedule, and any changes to the Plan including project additions, deletions or deferrals. The current Five Year Implementation Plan covers federal FY 2023 through FY 2027 (October 1st, 2022 - September 30th, 2027).



**ADOPTED
BUDGET AND MULTI-YEAR
CAPITAL PLAN**
MIAMI-DADE COUNTY, FLORIDA

ENVIRONMENT

EQUITY

ECONOMY

ENGAGEMENT

MIAMI-DADE COUNTY

2022-2023 | Volume 2

STRATEGIC AREAS:

- Policy Formulation
- Public Safety
- Transportation and Mobility
- Recreation and Culture

1.1.7. Adopted Budget and Multi-Year Capital Plan

Miami-Dade County has a responsibility to appropriately plan for and strategically manage the funding of public services desired by the community. The annual budget and multi-year capital plan are essentially a plan of activities consistent with the County’s Strategic Plan and the resources required to achieve those goals. The County’s adopted budget is a powerful financial management tool that helps:

- Prioritize programs and service levels
- Prepare for operational challenges in advance
- Provide appropriate funding to each department
- Create accountability and ensure transparency of the planned use of public funds
- Establish a sound fiscal framework for proper day to day monitoring

Each department's operating and capital budgets are evaluated on an annual basis as one cohesive plan. The County’s budget and multi-year capital plan spans six fiscal years, is adopted on an annual basis by the Board of County Commissioners, and conveys the services to be delivered to the community as well as the resources required to provide those services.

The current Adopted Budget and Multi-Year Capital Plan covers county FY 2023 (October 1st, 2022 through September 30th, 2023).

Figure 1-2: Rendering of The Underline





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2. OVERVIEW OF EXISTING DTPW SERVICES

DTPW operates the 18th largest transit system in the United States¹. With a total service area of approximately 337 square miles that covers 34 municipalities and includes service into adjacent Broward and Monroe Counties, DTPW provides an assortment of transit services to meet the mobility needs of its 2.7 million residents and 26.5 million visitors in 2022².

DTPW operates an integrated multi-modal transit system comprised of four modes: motor bus (Metrobus), heavy rail (Metrorail), automated people mover (APM - Metromover), and demand-response service (Special Transportation Services or STS).

In 2022, the department was led by Department Director Eulois Cleckley. Table 2-1 lists the operating characteristics of DTPW transit services. The DTPW Departmental Table of Organization is available in Appendix 1.

With approximately 3,650 full time employees, DTPW is one of the largest departments in Miami-Dade County government and is responsible for planning and providing public transit services to the entire county.

Department of Transportation and Public Works - Transit Mission Statement:

Enhance the quality of life of Miami-Dade County residents, businesses, and visitors by delivering safe, clean, efficient, reliable, sustainable and equitable public transportation infrastructure and services.

¹ American Public Transportation Association 2022 Public Transportation Fact Book, The 50 Largest Transit Agencies (Ranked by Unlinked Passenger Trips)
² Greater Miami and the Beaches 2022 Visitor Industry Overview

Table 2-1: Existing Service Characteristics

System Characteristics	Metrobus			Metrorail	Metromover	STS
	DTPW Operated Routes	Contracted Express Routes (301 & 302)	Other Contracted Routes			
Operating Hours	24 hours, seven days a week ²	5:00 AM -1:10 AM seven days a week	24 hours, seven days a week	5:00AM - 12:00AM, seven days a week	5:00AM - 12:00 AM, seven days a week	24 hours, seven days a week
Number of Routes	76	2	22	2	3	N/A
No. of Stations/Stops	5,829	35 ²	1,354	23 ¹	21 ¹	N/A
Peak Headways	Variable	Variable	Variable	5 - 10 minutes ³	1½ - 3 minutes	(Pick up +/- 30 minutes of scheduled time)
Midday Headways				7 - 15 minutes	1½ - 5 minutes	
Weekend Headways				15 - 30 minutes ³	3 - 6 minutes	
Directional Routes Miles ¹	1,805.82	199.9	349.70	49.84	8.5	N/A
Peak Vehicle Requirements ¹	612	9	91	84	21	332
Total Fleet Size ¹	826	11	148	128	26	422
Annual Vehicle / Passenger Car Revenue Miles ¹	23,797,513	1,243,592	1,704,443	7,345,940	934,270	11,744,748
Annual Boardings ¹	36,013,697	303,052	1,211,425	11,446,854	5,465,731	1,326,260
Annual Operating Expense ¹	\$400,635,782	\$3,026,211	\$11,773,302	\$106,975,348	\$30,528,883	\$49,417,563
Annual Operating Revenue ¹	\$49,525,880	\$221,689	\$2,551,586	\$11,562,918	\$0 ¹	\$4,636,433
Annual Revenues (Other) ¹	\$20,964,652 ⁴	\$0	\$0	\$0	\$0	N/A
Base Fare	\$2.25 ⁵	\$2.65 ⁶	\$2.25	\$2.25	Free	\$3.50
Pedestrian Overpasses	1	0	0	5	0	N/A
Maintenance/ Storage Facilities	3	1	2	1	1	N/A



1 - Source: National Transit Database, County of Miami Dade, Annual Submission 2022

2 - In addition to the 35 designated bus stops for the two routes, buses pick up passengers anywhere along the routes when hailed.

3 - Five-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. Orange line operates at 10-minute peak headways between the Miami International Airport and Dadeland South stations. During weekends and off-peak periods, combined headway is 15 minutes. Single line segments operate with 30-minute headways.

4 - Includes all modes. Park and Ride Revenue: \$945,175; Auxiliary Revenue: \$6,449,771; Other Agency Revenue: \$13,569,706.

5 - Express Bus fare for routes operating within the County is \$2.25; Routes that travel to other counties (301 Dade-Monroe Express, 302 Card Sound Express, and four 95 Dade-Broward Express routes) remain at the express trip fare of \$2.65. Circulator/Shuttle bus fare is free effective September 1, 2021.

2.1. Metrobus

Metrobus is DTPW's fixed-route bus service. Metrobus operates seven days a week, 24 hours per day. 76 routes comprise DTPW's regular bus service structure as served by a total fleet of 826 buses, supplemented by 24 contracted routes operating with 54 buses. DTPW's family of Metrobus services includes local, circulator, limited-stop and express routes. Figure 2-1 presents the Metrobus system route map, while Figure 2-2 illustrates the DTPW Metrobus service area coverage. A detailed service schedule for current DTPW operated Metrobus routes 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 comparatively low average bus speeds over the course of a 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 local community routes include a shuttle connecting to the Hialeah Market Tri-Rail station in Miami-Dade County.

2.1.3. Limited-Stop Service

Limited-stop service skips some stops and only serves designated high ridership bus stops along a route. With fewer stops, limited-stop routes have significantly increased operating speeds when compared to local service. 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 NW 7th Avenue MAX, is an example of a limited-stop bus service, which operates during the morning and evening rush hours on weekdays.

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 than local bus service. Express routes connect outlying areas, with direct service to designated activity centers such as the Miami CBD. These routes usually operate along a freeway or major arterial road to increase the operating speed.

2.1.5. South Dade Transitway

The South Dade TransitWay (South Corridor) is one the five rapid transit corridors of the Strategic Miami Area Rapid Transit (SMART) Program. The corridor runs 20-miles in length and connects numerous municipalities which represent some of the fastest growing communities in Miami-Dade County. The South Dade TransitWay extends from the Dadeland South Metrorail Station to the SW 344th Street Park-and-Ride/Transit Terminal, and it provides a mobility connection between the Miami Central Business District and the Village of Pinecrest, the Village of Palmetto Bay, Town of Cutler Bay, City of Homestead, and Florida City. Full size (40-foot) and articulated (60-foot) buses serve 14 BRT stations and 32 local bus stops (including Dadeland South) and seven park-and-ride lots along the Transitway. Buses also operate within adjacent neighborhoods and enter the exclusive lanes at major intersections. The transitway has many travel-time saving features such as exclusive travel lanes, fewer stops, and preferential signal phasing at intersections. To maximize the efficacy of these features, some of the routes operating on the Transitway provide limited-stop, express service, such as routes 34 and 39.

Table 2-2: Metrobus Service Characteristics

Service Type	Routes	Route Miles
Circulator	11	76
Local	61	1,409
Limited Stop	11	236
Express*	17	460
Total	100	2,180

**Excludes six routes (39, 175, 195, 196, 295, 296) for total route miles, which were suspended due to Covid-19.*

Figure 2-1: DTPW Transit System Map

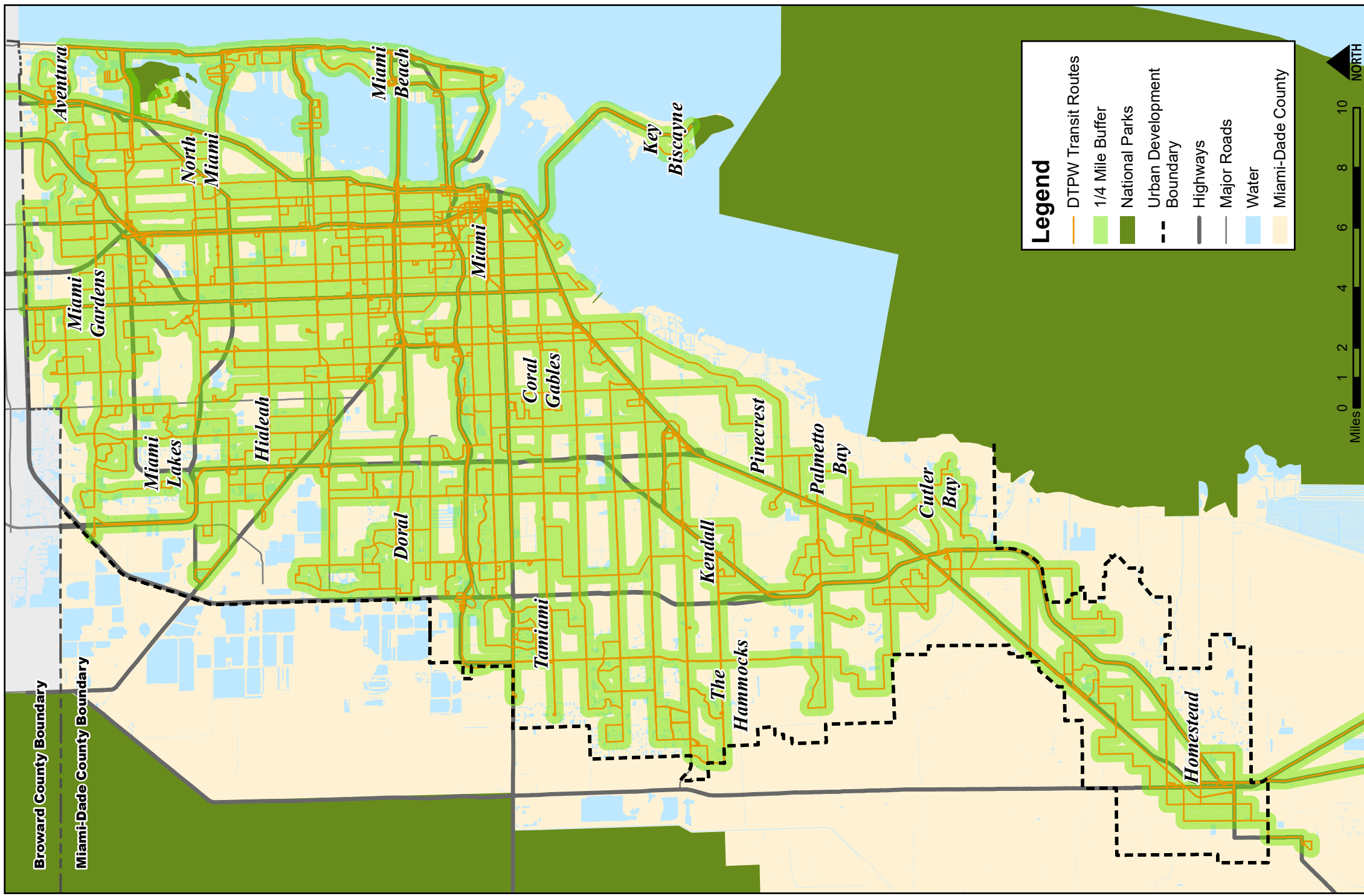
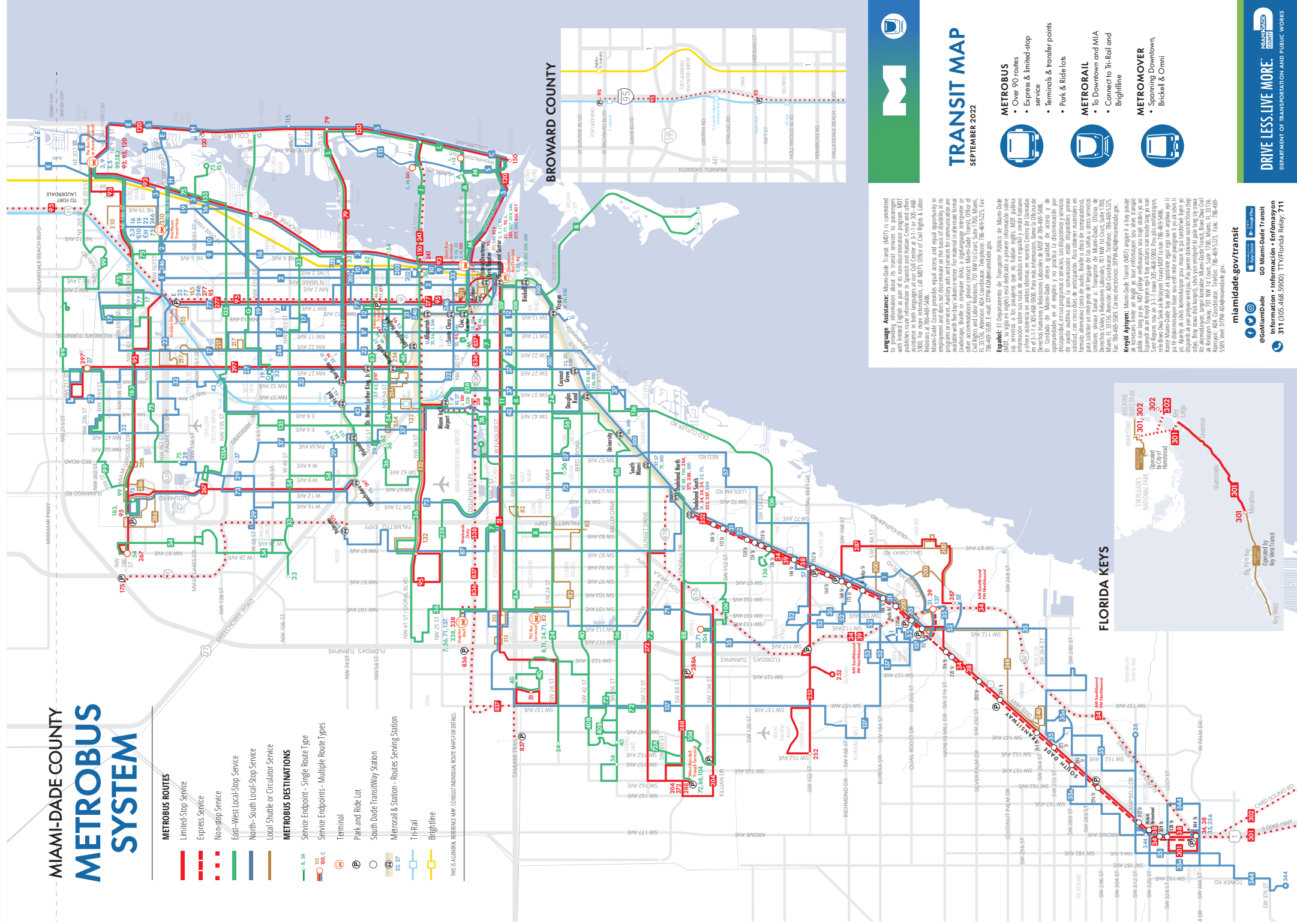


Figure 2-2: Metrobus System Map



2.2. Metrorail

Metrorail provides passenger service to 23 stations on a 25-mile dual track 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 Transitway. DTPW maintains a total fleet of 128 Metrorail cars. Daily passenger service starts at approximately 5:00 A.M. from the terminal stations.

The last southbound trains depart the Palmetto and Airport Stations at:

- Palmetto Station, Green Line departs at 11:53 P.M. and arrives at Dadeland South at 12:42 A.M.
- Airport Station, Orange Line departs at 12:23 A.M. and arrives at Dadeland South at 12:57 A.M.

The last northbound trains depart Dadeland South Station at:

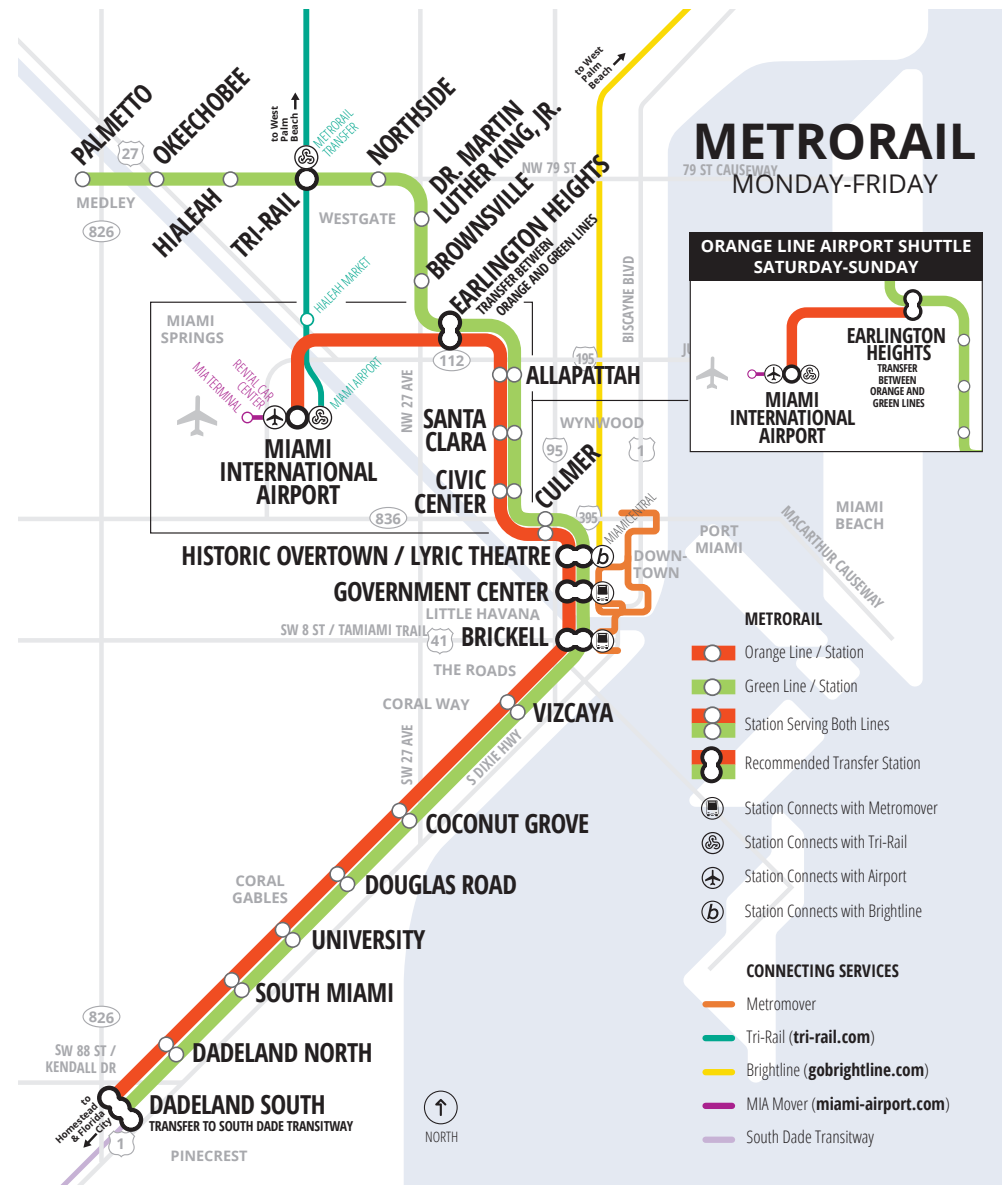
- Dadeland South, Orange Line departs at 11:43 A.M. and arrives at the Airport Station at 12:18 A.M.
- Dadeland South, Green Line departs at 11:58 A.M. and arrives at the Palmetto Station 12:49 A.M.

Figure 2-3 illustrates the DTPW Metrorail system map as of February 2023. The Green Line runs from Palmetto Station to Dadeland South Station, and the Orange Line from the Miami Intermodal Center (MIC) at Miami International Airport (MIA) to Dadeland South Station.

On weekdays (Monday - Friday), Green Line and Orange Line trains run every 10 minutes during peak hours for a combined frequency of every 5 minutes between Earlington Heights and Dadeland South Stations. During non-peak hours, Green and Orange Line trains run every 15 minutes, with a combined frequency of 7.5 minutes between Dadeland South and Earlington Heights Stations until 8 p.m., then every 30 minutes until closing.

On weekends (Saturday & Sunday), Green Line trains run every 30 minutes. Orange Line trains provide only Airport Shuttle train service between Earlington Heights and Miami International Airport Stations with a 15 minute frequency. All passengers heading to the airport, must transfer to the Airport Shuttle train at Earlington Heights.

Figure 2-3: Metrorail System Map



2.3. Metromover

The Metromover is an elevated system that serves 21 stations and is comprised of three loops:

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

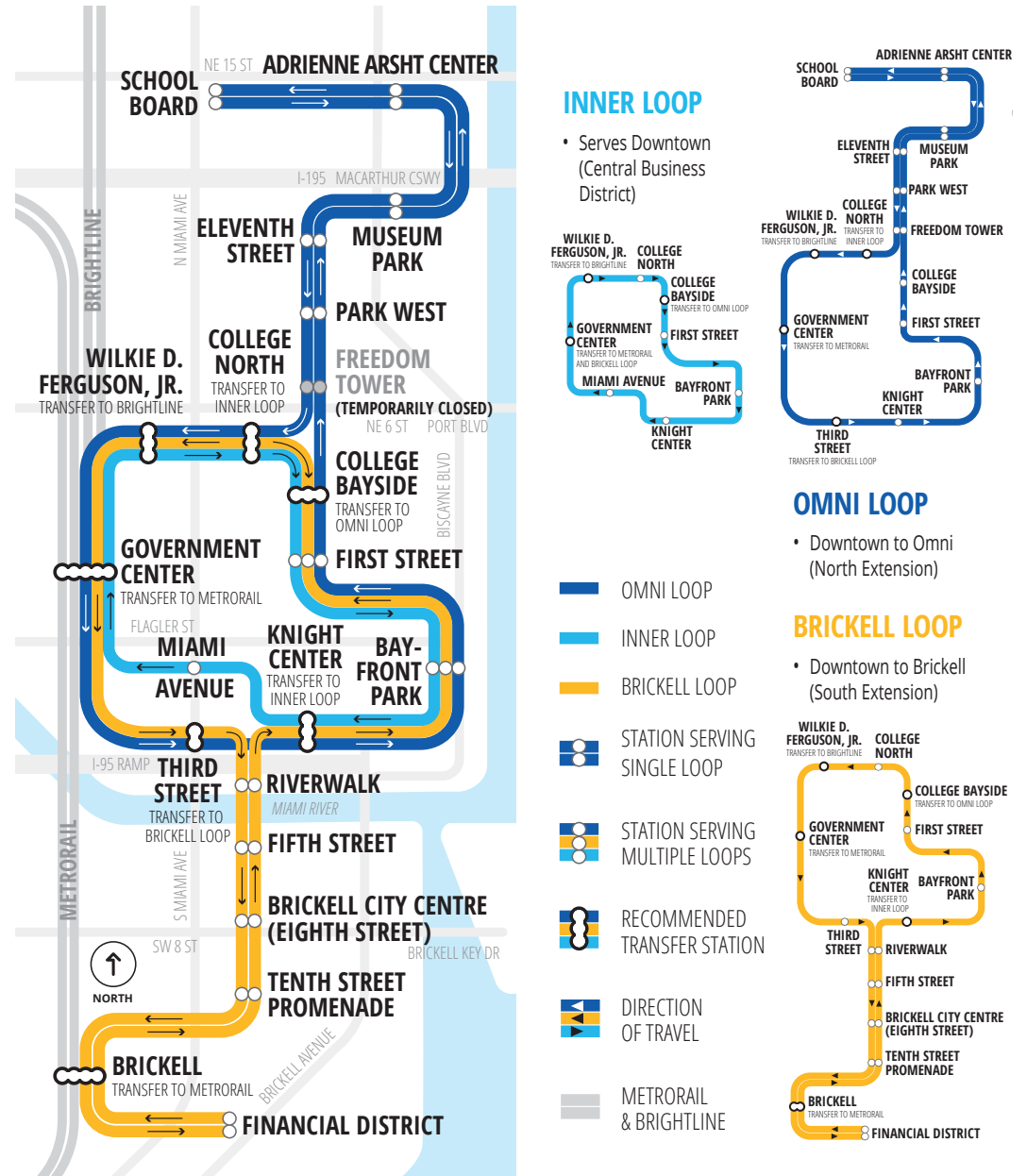
DTPW maintains a fleet of 26 Metromover vehicles and operates with a maximum of two cars per train. Metromover operates free of charge and stops at 21 wheelchair-accessible stations from the School Board area to Brickell, serving major destinations throughout Downtown Miami.

Metromover’s Inner/Downtown, Outer/Omni, and Brickell loops operate seven days a week and run from 5:00 A.M. to 12:00 A.M. Metromover cars arrive frequently—every 90 seconds during rush hours and every 3 minutes during off-peak hours.

Freedom tower station has been temporarily closed since July 2020 due to renovations. The renovation is a joint project being completed by the Department of Transportation and Public Works (DTPW) and the developers of the Miami Worldcenter building complex, which will consist of residential, retail, and commercial properties.

Figure 2-4 illustrates the DTPW Metromover system map as of August 2022.

Figure 2-4: Metromover System Map



2.4. Special Transportation Services

As mandated by the Americans with Disabilities Act of 1990 (ADA), DTPW operates a demand-response service known as STS, 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 days a week, 24 hours per day. Presently, there are 403 vehicles available for paratransit service transportation. Currently, these vehicles are privately contracted through Transportation America (TA).

As of December 2022, a total of 41,988 eligible clients are enrolled in the STS program including both ambulatory and non-ambulatory clients.



2.5. Services Provided by Private Contractors

DTPW contracts out 24 fixed route bus services, which are operated by America's Transportation (AT) and Limousines of South Florida (LSF), and serves approximately 1,354 bus stops and 550 directional route miles in Miami-Dade County. AT operates one express bus route that provides service to Mile Marker 50 in the City of Marathon in Monroe County (Routes 301) and another express bus route that provides service from Florida City/City Hall to Key Largo/Ocean Reef Club via Card Sound Road (Route 302). LSF operates 22 bus routes that serve approximately 1,545 bus stops and 300 directional route miles in Miami-Dade County. The private sector also provides 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

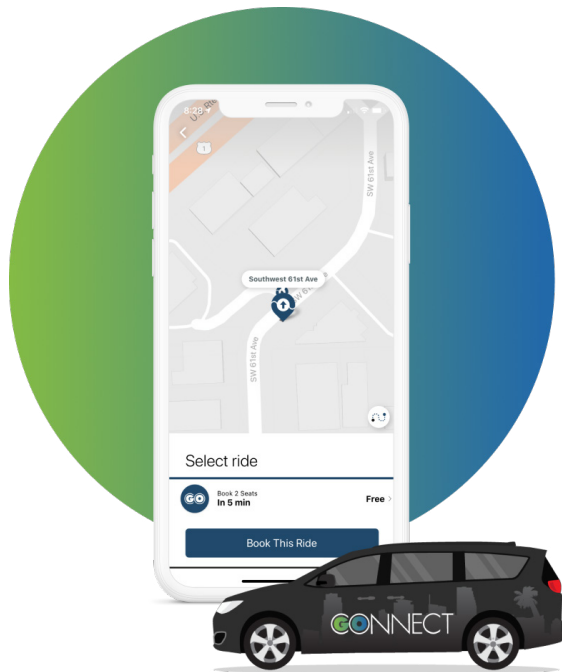
The 24 bus routes entirely operated under contract in 2022 include Routes 1, 29, 46, 56, 71, 72, 82, 101-A, 115, 155, 202, 210, 211, 212, 217, 246, 248, 254, 267, 272, 286, 301, 302 and 344 .



2.6. Go Connect Program

Launched in October 2020, the Go Connect program is a ride sharing app-based service that provides first/last mile connections within specific zones. The first zone was the Dadeland/South Miami area. Currently the program serves four areas: Dadeland/South Miami, the Town of Cutler Bay, Civic Center (Health District), and West Kendall. Fares for each trip will be a flat \$2.25 (except Town of Cutler Bay for free), the same cost as a one-way Metrobus or Metrorail ride.

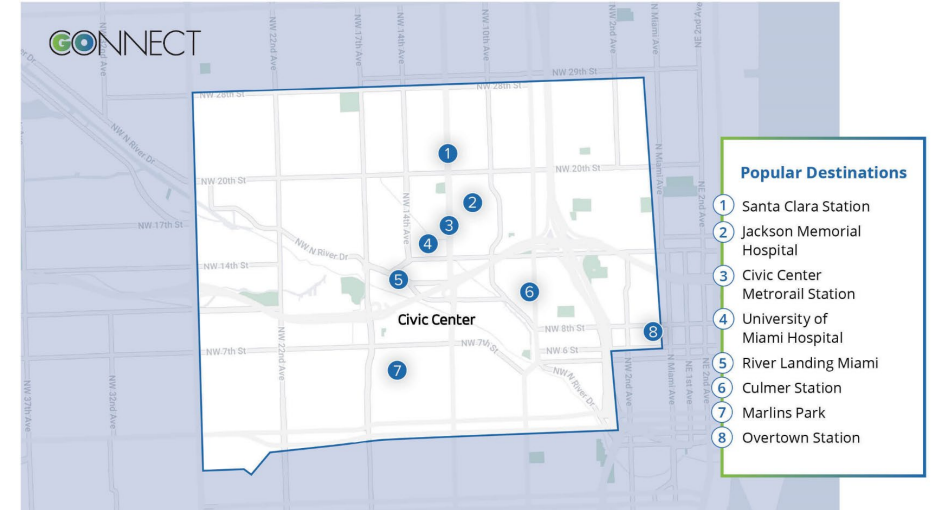
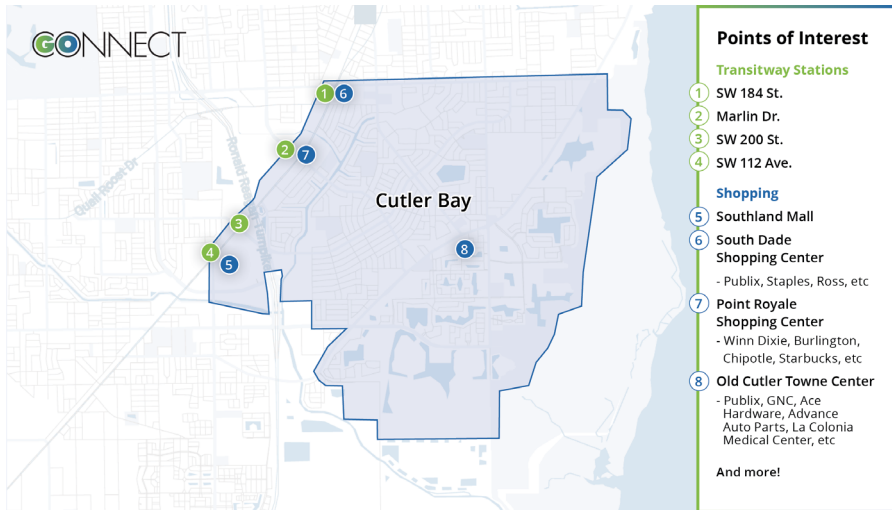
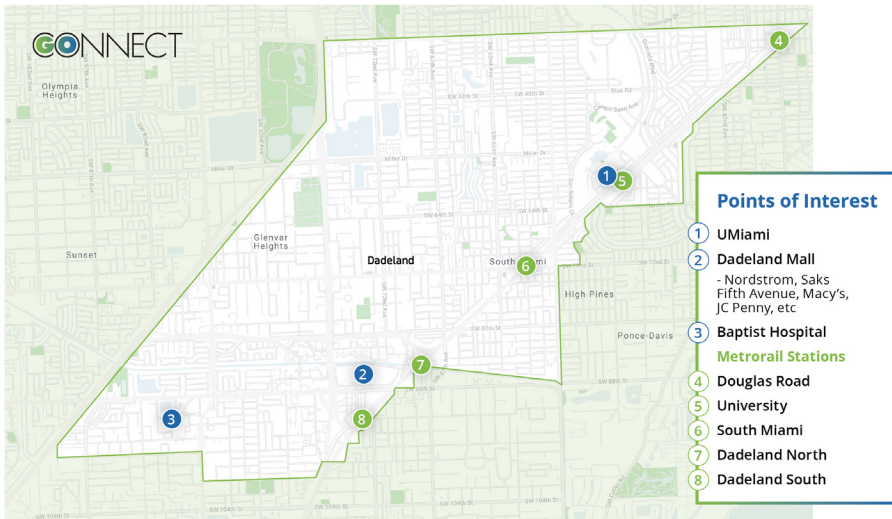
Using the GO Connect mobile app (available on the iOS and Android platforms), provided by Miami-Dade County and powered by Via, residents and visitors will be able to book an on-demand ride to connect with Miami-Dade Transit hubs or to travel to nearby destinations. GO Connect complements and extends existing mass transit infrastructure, while providing flexible and affordable mobility options when and where passengers need to go. The app pairs riders based on their destinations to maximize the efficiency of the service.



DTPW uses real-time data, rider feedback, and ride ratings to create a responsive service that meets the changing needs and travel patterns of Miami-Dade County residents and visitors. Via's system uses algorithms to match multiple riders traveling to common destinations to seamlessly and safely share the same vehicle, directing passengers to a nearby virtual bus stop within a short walking distance for pick up and drop off, allowing for quick and efficient shared trips without lengthy detours.

Go Connect Program Service Zones include:

- **Dadeland/South Miami:** Rides cost \$2.25 per trip. Rides are available from 6:30 a.m. to 7 p.m. Monday through Friday, 8 a.m. to 8 p.m. on Saturday, and 8 a.m. to 5 p.m. on Sunday in Dadeland/South Miami.
- **Town of Cutler Bay:** All rides are free within the service area. Hours of operation are Monday through Friday 5:30 a.m. to 8 p.m.
- **Civic Center:** Rides cost \$2.25 per trip. Hours of operation are Monday through Friday 6:30 a.m. to 7 p.m.
- **West Kendall:** Rides cost \$2.25 per trip. Hours of operation are Monday through Friday 6:30 a.m. to 7 p.m.



Ride with GO Connect for FREE Mondays through Fridays, between 5:30am and 8pm, anywhere within the zone shown on the map.

Viaje con GO Connect gratis de lunes a viernes, entre las 5:30 a. m. y las 8:00 p. m., en cualquier lugar dentro de la zona que se muestra en el mapa.



Ride with GO Connect for \$2.25, anywhere within the zone shown on the map.
Monday to Friday: 6:30am - 7pm

Viaja con GO Connect por \$2.25, en cualquier lugar dentro de la zona que se muestra en el mapa.
De lunes a viernes: 6:30am - 7pm

Figure 2-5: GO Connect Program Service Zones

2.7. 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. Additionally, transit customers can use the GO Connect App or Contactless payment, Table 2-3 presents the most updated fare structure.

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 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 Free shuttle bus routes include 82, 132, 155, 200, 210, 211, 212, 217, 248, 254, and 286.

3 Only available with the purchase of a monthly pass.

4 Monthly parking without a monthly transit pass (Requires EASY Card or EASY Ticket).

5 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.

6 Fare capping policy: For passenger using EASY Card (with stored value) or contactless-enabled bank card/digital wallet, the total cost will be capped once they reach the cost of a 1-Day Pass (\$5.65) for unlimited rides on Metrorail or Metrobus.

7 Mobility EASY Card: Miami-Dade County residents whose annual income is less than \$20,385 may qualify to ride Metrobus and Metrorail free of charge with the Transit Mobility EASY Card.

8 Commuter-Reduced Fare: Miami-Dade County residents whose annual income is between \$20,386 - \$27,180 can ride Metrobus and Metrorail for half the price with the Commuter-Reduced Fare EASY Card.

Table 2-3: DTPW Fare Structure Summary

	Regular Fare	Discount Fare ¹
Metrobus	\$2.25	\$1.10
Inter-County Express Bus	\$2.65	\$1.30
Intra County Express Bus Reg Fare	\$2.25	\$1.30
Shuttle Bus ²	Free	Free
Metrorail	\$2.25	\$1.10
Metrorail Daily Parking Fee	\$4.50	Not Applicable
Metrorail Monthly Parking Permit ³	\$11.25	Not Applicable
Transit Monthly Parking Pass Fare ⁴	\$45.00	Not applicable
Metromover	Free	Free
Special Transportation Service (STS)	\$3.50	Not applicable
Bus-to-Bus Transfer ⁵	Free	Free
Bus-to-Express Bus Transfer	\$0.95	\$0.45
Bus-to-Rail Transfer	Free	Free
Rail-to-Bus Transfer	Free	Free
EASY Ticket (cost of media)	Free	Not applicable
EASY Card (cost of media)	\$2.00	Not applicable
1-Day Pass ⁶	\$5.65	\$2.80
7-Day Pass	\$29.25	\$14.60
1-Month Pass	\$112.50	\$56.25
1-Month Pass + Monthly Metrorail Parking Permit	\$123.75	\$67.50
1-Month Pass - College Discount	Not applicable	\$56.25
1-Month Pass - Corporate Discount (4-99 employees)	Not applicable	\$101.25
1-Month Pass - Corporate Discount (100 or more employees)	Not applicable	\$95.65
Golden Passport or Patriot Passport EASY Card	Not Applicable	Free
Transit Mobility EASY Card ⁷	Not Applicable	Free
Commuter-Reduced Fare ⁸	Not Applicable	Half-fare
Regional Monthly Pass	\$155	\$77.50

2.7.1. 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 2-4 illustrates DTPW's farebox recovery ratio as reported to the NTD for each mode. Note that DTPW's Metromover is a free fare service and therefore collects no farebox revenue.

Table 2-4: DTPW Farebox Recovery

Mode	FY 2019	FY 2020	FY 2021	FY 2022
Metrobus	17.7%	8.99%	5.03%	12.59%
Metrorail	16.7%	8.22%	4.69%	10.81%
STS	10.4%	8.33%	2.26%	9.38%
ALL	15.9%	8.32%	4.5%	11.37%

Source: National Transit Database, Department of Transportation and Public Works

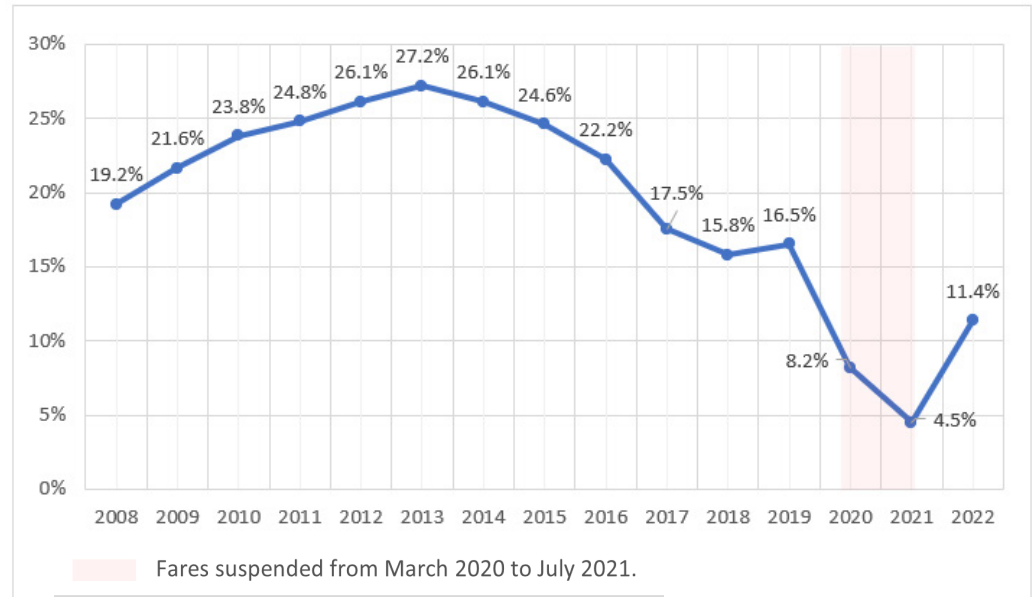
2.7.2. Historical Farebox Recovery Ratio

The farebox recovery ratio for Miami-Dade County for all Directly Operated Services was 11.37 percent in 2022. Figure 2-6 provides an overview of the year-over-year percent change in farebox recovery. Between 2008 and 2021, the farebox recovery rate declined from 19.2% to 4.5%. The low recovery numbers in FY 2020 and 2021 are explained by the suspension of fares between March 2020 and June 2021 due to the Covid-19 global pandemic. FY 2022 represents the start of a recovery, with a nearly triple increase from the previous fiscal year.

2.7.3. 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 DTPW EASY Card Services Division is responsible for training new vendors and managing all EASY Card Sales Outlets. EASY Card Retail Sales Outlets generated approximately \$4.5 million in revenue. As of December 31, 2022, there were 68 Retail Sales Outlet vendors throughout Miami-Dade County.

Figure 2-6: DTPW Farebox Recovery Ratio: FY 2008-2022



Source: NTD (2008-2022)

2.8. Transit Mobility (Transportation Disadvantaged) Program

Section 427, Florida Statutes and Rule 41-2 FAC, 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.

The Transportation Disadvantaged (TD) Program, through a state funded grant, provides EASY Tickets and EASY Cards to transportation disadvantaged (homeless, children and families at risk, vocational training, and rehabilitation) Miami-Dade County residents. The EASY Ticket program provides tickets to qualifying social service agencies to distribute to their clients for use on the Miami-Dade County transit system. Currently there are 47 agencies enrolled in the program. The Transit Mobility EASY Card Program provides annual EASY Cards to individuals who are TD eligible. Currently, there are 3,889 TD Mobility EASY Card Customers.

2.8.1. 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.

2.8.2. 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 program from their employer under Internal Revenue Service (IRS) Code 132(f). It allows employees to pay for their public transit rides using pre-tax dollars. 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. Participants who ride Metrorail can save even more by purchasing their \$11.25 monthly Metrorail parking permit with pre-tax dollars. In 2022, the CDP generated approximately \$4.2 million in revenue. Currently the number of companies enrolled is 207.

2.8.3. 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 or College Mobile Pass 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. As of December 2022, 58 schools are participating in the program generating approximately \$721,912.50 in annual sales.

2.8.4. 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. Pre-schoolers ride free. First time eligible students may obtain a specially encoded EASY Card at no cost by applying online at www.miamidade.gov/transit/fare-k12 for public school students or at <https://k12.miamidade.gov/K12EasyCardRegistration/private> for private school students. Discounted cards can also be obtained by

visiting the Transit Service Center Kiosk located on the second floor of the Stephen P. Clark Center, at 111 NW 1st Street, or Pass Sales Office located at Overtown Transit Village, 701 NW 1 Court, Suite 121. This program is open to any student attending public or private schools in Miami-Dade County. In 2022, there were 2,535 newly registered K-12 customer accounts.

2.8.5. Golden Passport Office

The Golden Passport EASY Card provides free transportation to senior citizens 65 years and over or Social Security beneficiaries who are permanent Miami-Dade County residents. A Patriot Passport provides free transportation to service-connected disabled veterans who are permanent residents of Miami-Dade, and veterans, based on their military discharge, who are permanent residents of Miami-Dade and whose annual income is \$35,167 or less. Currently, there are 208,003 certified Golden Passport/Patriot Passport customer accounts; this includes 198,606 Golden Passport customers over 65 years of age, 8,228 Golden Passport customers under 65 years of age, and 1,169 Patriot Passport customers.

2.9. Customer Information / Convenience

2.9.1. GO Miami-Dade Transit App (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:

- Service updates & Rider alerts
- Vehicle Trackers
- Metrobus schedules, routes, and stop look-up
- Metrorail and Metromover Station information
- Fare information
- Feedback zone
- Where Am I?
- STS (with access to the STS Connect online service for its clients)
- Live Mapping Nearby (which shows all stops/stations and real-time vehicles around you with the ability to scroll around the County)
- Integration with other apps such as EASY Pay, Pay by Phone, and MDT Transit Watch mobile application for submitting safety concerns in real-time

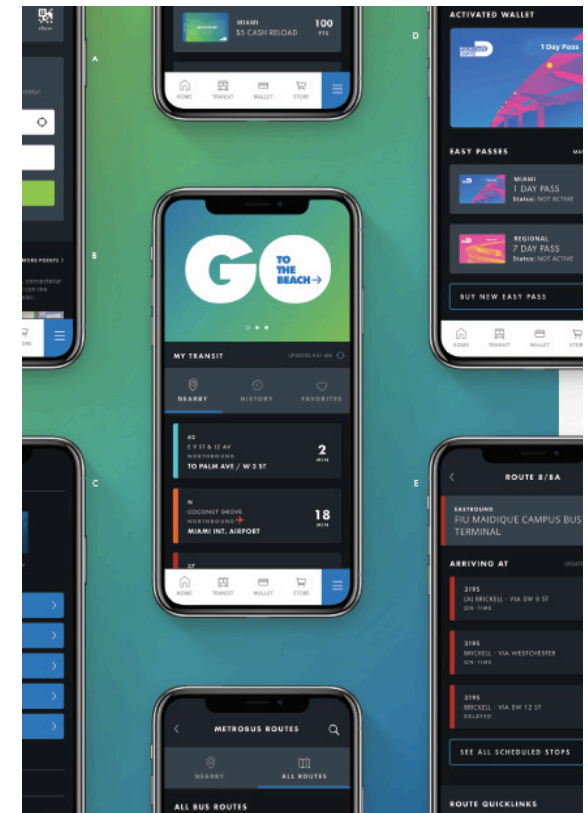
Using the all-new GO Miami-Dade Transit smartphone application, riders can plan a trip, track a ride, purchase mobile passes, report an incident, and earn points to redeem for rewards with the GO Rewards loyalty program. The app provides users with detailed route information, like schedules and system maps. Also available is a Tri-Rail one-way pass for riders traveling across the County.

2.9.2. Electronic Transit Rider Alert System / Train Tracker / Mover Tracker / Bus 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, and smart phones. 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, smartphone, and tablet. These software applications also provide other useful transit information such as service alerts, rail and mover station information, and elevator/escalator status. Similar systems are active for Metrorail and Buses (Train Tracker and Bus Tracker).

Figure 2-7: GO Miami-Dade App



2.10. Maintenance and Storage Facilities

DTPW currently operates three maintenance bus garages to serve a fleet of 826 buses, as well as one new facility for electric buses to be built. 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 29 bus routes (including one new route - Route 837)
- Coral Way Facility: 2775 SW 74th Avenue, Miami, Florida 33155; serving 24 bus routes
- Northeast Facility: 360 NE 185th Street, Miami, Florida 33179; serving 18 bus routes
- South Dade Electric Bus Facility (early 2025): SW 127 Ave and Biscayne Drive; serving 75 electric buses

The Metrorail fleet of 128 rail cars is maintained and stored at William E. Lehman Center: 6601 NW 72nd Avenue, Miami, Florida 33166.

The Metromover fleet of 26 cars is supported by the maintenance facility located at 100 SW 1st Avenue in Downtown Miami.

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:

- Douglas Road Metrorail Station Pedestrian Overpass
- Vizcaya Metrorail Station Pedestrian Overpass
- Hialeah Metrorail Station Overpass
- Snapper Creek Expressway and U.S.1 M-Path Overpass
- University Metrorail Station Pedestrian Overpass
- Civic Center Station 12th Ave Overpass

Figure 2-8: University Metrorail Station Pedestrian Overpass



2.12. Park-and-Ride Facilities

DTPW currently has over 13,652 available parking spaces, including 35 park-and-ride facilities which serve one or more Metrobus routes. Eighteen of those locations are located at Metrorail stops. There are approximately 4,684 parking spaces available at bus-only parking facilities, and approximately 8,968 parking spaces available at Metrorail parking facilities. The locations of these available spaces are shown in Table 2-6.

Parking usage is highest on the southern portion of the Metrorail line and to the north at the Metrobus Golden Glades park-and-ride facility. Figure 2-7 identifies the location of existing park-and-ride facilities that serve the DTPW system.

Table 2-5: Park-and-Ride Parking Space Counts

Metrobus Parking Park-and-Ride Lots	Available Parking Spaces	Metrorail Parking Park-and-Ride Lots	Available Parking Spaces
Transitway/SW 152 th St	200	Dadeland South	1,260
Transitway/SW 168 th St	149	Dadeland North	1,963
Transitway/SW 112 th Ave (Target)	450	South Miami	1,081
Transitway/SW 200 th St	100	University	260
Transitway/SW 244 th St	95	Douglas Road	222
Transitway/SW 296 th St	139	Coconut Grove	100
Transitway/SW 344 th St	248	Vizcaya	120
Coral Reef Drive 117/Turnpike	95	Culmer	40
Dolphin	348	Santa Clara	61
Golden Glades	2,150	Allapattah	74
Tamiami Station	458	Earlington Heights	361
Hammocks Town Center (SW 152 nd Ave/SW 104 th St)	50	Brownsville	100
Kendall Dr/SW 127 th Ave	161	Dr. Martin Luther King Jr. (MDT)	62
West Kendall Transit Terminal (Kendall Dr/SW 162 nd Ave)	40	Dr. Martin Luther King Jr. (Garage)	631
NW 7 th Ave Transit Village (NE 7 th Ave/NW 62 nd St)	25	Northside	197
Miami Gardens Dr/NW 73 rd Ave	136	Hialeah	338
I-75/Miami Gardens Dr (effective June 2019)	298	Okeechobee	1,398
		Palmetto	700
Total	5,142	Total	8,968

Figure 2-9: Existing DTPW Park-and-Ride Facilities

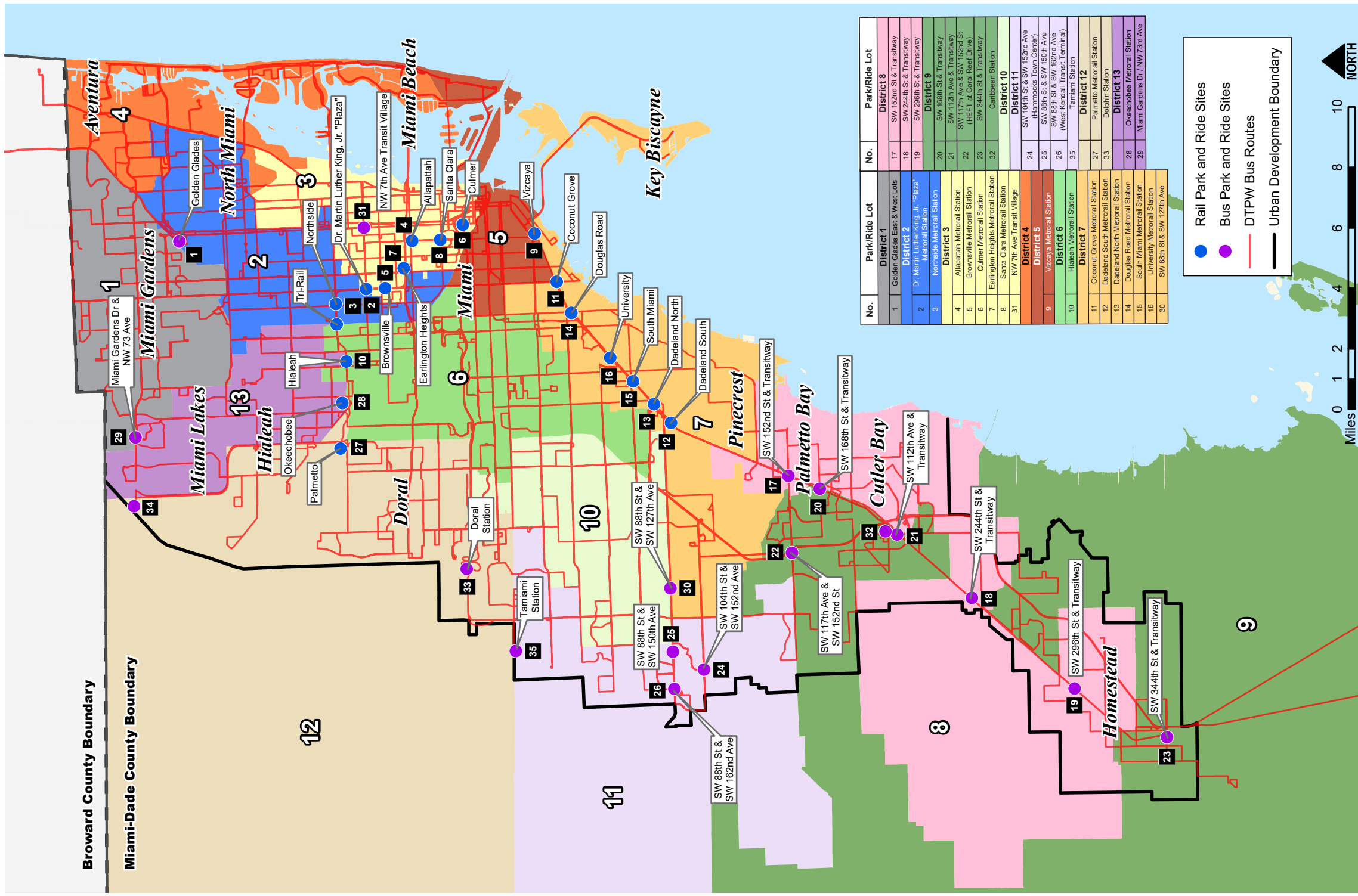
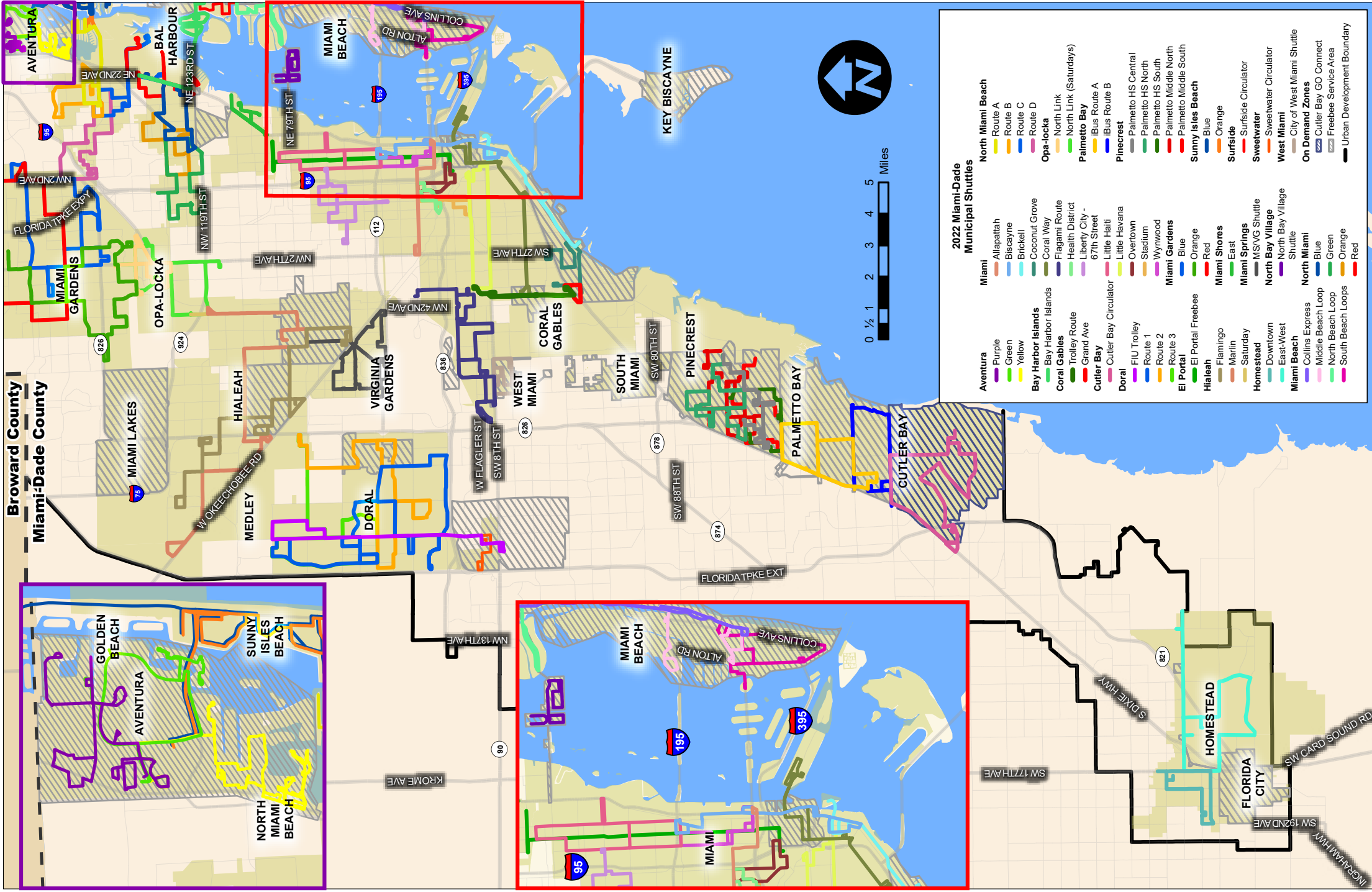


Figure 2-10: Municipal Transit Services in Miami-Dade County



2.13. 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 33 municipalities participating in the program, 26 have local transit fixed routes and/or on-demand services that supplement DTPW bus routes, though two (Village of Bal Harbour and North Bay Village) have suspended service during the pandemic. Figure 2-8 presents a map of local municipal circulators. The 31 municipalities below operate a circulator, partner with another municipality or partner with DTPW.

- City of Aventura
- Bal Harbour Village
- Village of Bay Harbor Islands
- Village of Biscayne Park
- City of Coral Gables
- Town of Cutler Bay (Interlocal Agreement (ILA) with DTPW)
- City of Doral
- Village of El Portal
- City of Hialeah
- City of Hialeah Gardens (ILA with the City of Hialeah)
- City of Homestead
- Village of Key Biscayne
- Town of Medley
- City of Miami
- City of Miami Beach (ILA with DTPW)
- City of Miami Gardens
- Town of Miami Lakes
- Village of Miami Shores
- 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 South Miami
- 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

The collective ridership on these circulators exceeded 9.5 million passenger trips in 2022. The annual ridership of the three largest circulator systems – (1) City of Miami, (2) City of Miami Beach and (3) City of Coral Gables, - collectively totaled 7,491,317 in 2022. These numbers represent a steady increase of ridership since the Covid-19 pandemic. It should be noted that many of the municipalities operating circulator systems exceed the 20 percent minimum surtax transit expenditure requirement. Appendix A.3 provides a listing of each municipality, respective service operator and website.

2.14. Transit Oriented Development (TOD)

In an effort to increase transit ridership, generate revenue, and create attractive and dynamic station areas, DTPW has partnered with the private sector to implement TOD throughout the Miami-Dade transit system.

2.14.1. Metrorail

2.14.1.1. Dadeland South Metrorail Station

Projects:

- Datran Center I and II (Phases I-III):
 - 16-story and 20-story Class A office buildings, 767,803 SF
 - 35,000 SF retail, 3500 structured parking spaces, 1000 dedicated to transit patrons
- Miami Dadeland Marriott Hotel and Conference Center (Phase II)
 - 302 luxury hotel rooms, 336,984 SF
- Dadeland Centre (Phase 4A):1
 - 8 story Class A office building, structured parking, 127,144 SF
- Dadeland Centre II (Phase 4B):
 - 15-story Class A office building consisting of 9,369 SF of retail and 112,390 SF of structured parking.

Location: NW corner Dadeland Boulevard at US 1, Unincorporated Miami-Dade County

Development Area: 4.6 acres

Status: In operation: 1984 (Phases I, II, III), 2005 (Phase 4A) and 2008 (Phase 4B).



2.14.1.2. Dadeland North Metrorail Station

Projects:

- Dadeland Station (Phase I)
 - Big Box vertical retail mall, 859,337 SF
- Towers of Dadeland (Phase II)
 - 14-story, 120 market rate rental residential, 267,448 SF
- Motion at Dadeland (Phase III)
 - 25-story, 294 market rate rental residential, 532,779 SF
- Dadeland Vista (Phase B)
 - 4-story, 48-unit market rate rental residential, 45,674 SF

Location: SW 84 Street between SW 70 Avenue and US 1, Unincorporated Miami-Dade County

Development Area: 12.54 acres

Status: Phase I completed 1996, Phase B completed 2000, Phase II completed 2005, Phase III completed 2019.

2.14.1.3. South Miami Metrorail Station

Projects:

- VOX Miami
 - Phase I – 3 stories residential, 5 stories parking, 102 student housing units, 444,064 SF
 - Phase II – planned residential 13 stories, 163 student housing units and retail 13, 284 SF

Location: SE corner SW 59 Place and SW 70 Street, City of South Miami

Development Area: 2.42 acres

Status: Phase I completed 2021



2.14.1.4. Douglas Road Metrorail Station

Project:

- Link at Douglas
 - Core (Phase 1) 22-story, 312 rental residential units, 6,000 SF ground floor retail, 285,375 SF in total
 - Cascade (Phase 2) 37-story, 421 rental residential units, 75,000 SF ground floor retail, 907,000 SF in total
 - Phase 3 - 36-story, 395 rental residential units, 25,000 SF office
 - Phase 4 - 37-story, 420 rental residential units
 - Tenant contribution of \$14,650,000 for Metrorail station upgrades and improvements and contribution of \$600,000 towards Underline at Douglas Road
- WASD Office Building
 - 11-story, 150,000 SF office

Location: NW corner SW 37 Avenue/Douglas Road at US 1, City of Miami

Development Area: 4.9 acres

Status: WASD completed 2002. Link at Douglas Phase I completed 2021, Phase 2 completed 2023, Phase 3 commence 2024 (30-month completion), Phase 4 commence 2025 (30-month completion).



2.14.1.5. Coconut Grove Metrorail Station

Project:

- Grove Central
 - Phase I water main relocation
 - Phase II new bus depot
 - Phase III 185,000 SF ground floor retail, 402 rental residential units and parking garage with 250 dedicated transit spaces, 647,000 SF gross total
 - Phase IV tenant contribution of \$5,000,000 for Metrorail station improvements

Location: NW corner SW 27 Avenue at US 1, City of Miami

Development Area: 5.2 acres

Status: Phases I and II completed 2020. Phases III and IV were commenced in 2020 with projected completion by 2023.



2.14.1.6. Historic Overtown/Lyric Theatre Metrorail Station

Projects:

- Overtown Transit Village North (Phase I)
 - 17-story, 309,900 SF office building, 590-space parking garage, 4,000 SF ground floor retail
- Overtown Transit Village South (Phase II)
 - 21-story, 300,000 SF office building, 334-space parking garage, 7,152 ground floor lobby
- Block 45
 - 25,000 SF office building, 616 residential units (370 work, 246 market)

Location: NW 1 Court between NW 6 and 8 Streets, City of Miami

Development Area: 4.22 acres

Status: Phase I completed 2006; Phase II completed 2010; Block 45 commenced 2022



2.14.1.7. Santa Clara Metrorail Station

Projects:

- Santa Clara Apartments
 - Phase I – 9-story, 208-unit affordable housing rental units, surface parking – 219,376 sq. ft.
 - Phase II – 17-story, 204-unit affordable housing units, 258 parking spaces in structured garage and 61 ground floor spaces dedicated for transit patrons – 361,325 sq. ft.

Location: NW corner NW 20 Street at NW 12 Avenue, City of Miami

Development Area: 3.3 acres

Status: Phase I completed 2004 and Phase II completed 2006



2.14.1.8. Allapattah Metrorail Station

Project:

- Allapattah Garden Apartments
 - 8 garden-style, 3-story affordable housing buildings, 128 units, 135,100 SF

Location: SE corner NW 12 Avenue at NW 36 Street, City of Miami

Development Area: 4.7 acres

Status: Completed 2004



2.14.1.9. Brownsville Metrorail Station

Project:

- Brownsville Transit Village
 - Mixed-income, 14-story senior and affordable housing, 675,230 sq. ft.
 - Phases I-IV consist of 401 units, Silver LEED certification, 6,400 SF retail
 - Phase V of 100+ units (44 required)

Location: 5200 NW 27 Avenue, Unincorporated Miami-Dade County

Development Area: 5.8 acres

Status: Phases I-IV completed 2010-2014. Phase V will commence construction in 2025.



2.14.1.10. Dr. Martin Luther King, Jr. Plaza Station

Project: Dr. Martin Luther King, Jr. Plaza Office Building

- 5-story, 172,000 SF office building, 13,500 SF ground floor retail, 631-space garage

Location: NE corner NW 27 Avenue at NW 62 Street, Unincorporated Miami-Dade County

Development Area: 7.9 acres

Status: Completed 2004.



2.14.1.11. Northside Metrorail Station

Project: Northside Transit Village

- Four 8-story affordable housing residential buildings with 600 units (300 senior and 300 family), 20,000 SF ground floor retail, 250 dedicated transit parking spaces in multi-level parking garage, Silver LEED Certification. 312,793 sq. ft.

Location: SE corner NW 32 Avenue at NW 79 Street, Unincorporated Miami-Dade County

Development Area: 5.8 acres

Status: Phase I completed 2015, Phase II completed 2020, Phase IV completed 2022 and Phase III to be completed 2025.



2.14.2. Metrobus

2.14.2.1. South Miami-Dade Transitway at SW 200th Street

Project: Caribbean Village

- Mixed-use minimum 227-unit affordable housing transit-oriented development, 12,500 SF retail/commercial space, 100 dedicated parking spaces for Transitway patrons
- Phase I - 123 units and Phase II - 104 units

Location: Transitway at SW 200 Street (19755 SW 110 Court), Unincorporated Miami-Dade County

Development Area: 3.41 acres

Status: Phase I completed 2019, Phase II to be completed 1st quarter of 2025



2.14.2.2. SW 40 Street/Bird Road at SW 89 Avenue

Project: Senator Villas

- Low-rise, 23 senior affordable housing units

Location: 8915 SW 40 Street (Bird Road), Unincorporated Miami-Dade County

Development Area: .65 acres

Status: Completed in 2019



2.14.2.3. NW 7th Avenue at NW 62nd Street

Project: 7th Avenue Transit Village

- Mixed-use 176-unit affordable housing transit-oriented development including a 158-space parking garage, transit hub with covered bus bays, swimming pool, community black box theatre, ground floor commercial, Silver LEED certification. 358,003 sq. ft.
- Phase I – 9 stories, 76 residential units
- Phase II – 9 stories, 100 residential units

Location: SE corner NW 7th Avenue at NW 62nd Street, City of Miami

Development Area: 2.5 acres

Status: Phase I completed 2016, Phase II completed 2017

Transit Development Plan FY 2024 - 2033

2.14.3. Metromover

2.14.3.1. Tenth Street Promenade Metromover Station (Brickell Leg)

Project: Development Agreement with adjacent property owner

- 1,361 SF under and near station used as ground level access to adjacent private development to include station improvements of \$764,780 including new walkways, ramps, improved lighting, new hardscaping, signage, handrails, bicycle racks, elevator restoration

Location: SE 1 Avenue between SE 10 and 11 Streets, City of Miami

Development Area: 1,361 SF

Status: Completed 2020



2.14.3.2. Brickell City Center Metromover Station (formerly Eighth Street) (Brickell Leg)

Project: Ground lease, development-maintenance-easement agreement

- 11,249 SF of County-owned land leased to adjacent private property owner/developer on which a portion of a parking garage was constructed as part of a 9-acre \$1 billion mixed-use development.
- Agreement included \$5 million in improvements to the station including landscaping and hardscaping to three Metromover parcels, open to the public, maintained by developer.

Location: SE 1 Avenue between SE 7 and 8 Streets, City of Miami

Development Area: 11,249 SF

Status: Ground lease and agreement commenced 2012, term of 99 years



2.14.3.3. Freedom Tower Metromover Station (Omni Leg)

Project: Development Agreement, Access and Utility Easements

- \$3.2 million station improvements from private adjacent developer to include new elevator, escalator, renovated stairs, new turnstiles, lighting, landscaping.
- Easements for ingress/egress, utility distribution, air rights for balconies in private development.

Location: NE 2 Avenue between NE 6 and 7 Streets, City of Miami

Development Area: 5,965 SF

Status: Station scheduled to open in the 4th quarter of 2023.

2.14.3.4. Adrienne Arsht Center Metromover Station (Omni Leg)

Project: Omni Bus Terminal mixed-use development

Location: SE corner NE 15 Street and Biscayne Boulevard

Development Area: 0.987 acres

Status: On hold



2.14.4. The Underline

Project:

- The Underline
 - 9-phase effort to transform land beneath the Metrorail guideway into a 10-mile linear park, urban trail and living art destination.
 - Serve
 - Separated
 - Improvements
 - Recreational

Location: Metrorail right-of-way between the Miami River and Dadeland South Station

Development Area: 10 miles - 120 acres

Status:

- Phase 1– Brickell Backyard (Miami River to SW 13th Street) completed in the summer of 2021
- Phase 2 – SW 13th Street to SW 19th Avenue, now under construction with expected completion in 2023
- Phase 3 – The Design Criteria package was completed in 2021. The project is currently in the procurement phase and under the cone of silence. Final construction completion expected by December 2025.



2.15. Regional Transit Service Connections

2.15.1. Broward County Transit (BCT)

The Broward County Office of Transportation operates BCT, a fixed route bus service, which connects with DTPW service. BCT operates 43 routes during weekdays, 33 routes on Saturday and 32 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 while a reduced all-day pass is \$4.00. The express bus one-way fare is \$2.65 while the reduced one-way fare is \$1.30. 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.

2.15.1.1. South Florida Regional Transportation Authority (SFRTA)

SFRTA operates Tri-Rail, a commuter rail service that operates along 72 miles of the South Florida Rail Corridor (SFRC) 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 Airport station in Miami-Dade County. Tri-Rail serves 18 passenger stations and averaged 12,800 boardings per weekday in 2022.

Weekday service spans from 4:00 A.M. to 11:35 P.M., with operations of 20 minute to 30-minute headways in each direction during the Peak periods, Off-peak headways are 60 minutes in each direction. Weekend service spans from 5:17 A.M. to 11:45 P.M. with 60-minute headways. Tri-Rail operates a zonal fare system and is comprised of six 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 round-trip is \$5.00 and discounted within a zone round-trip is \$2.50. On weekends and holidays, daily passes are issued for \$5.00 and discounted is \$2.50. The cost for the Tri-Rail monthly pass is \$110 (\$55.00 discounted for children, seniors, and persons with disabilities). The cost for the Tri-Rail regional monthly pass (Tri-Rail and MDT) is \$155.00 (\$77.50 discounted for children, seniors, and persons with disabilities). Tri-Rail passengers transferring to the DTPW system at a Tri-Rail transfer point are required to pay as presented in the following table:



Table 2-6: Tri-Rail to DTPW Transfer Prices

FARE TYPE	TO METRORAIL	TO METROBUS	TO EXPRESS BUS
EASY Card with Cash Value#	\$1.20 Full/60¢ Discount	60¢ Full/30¢ Discount	95¢ Full / 45¢ Discount
Regional Monthly Pass	Free	Free	Free
All other passes#	\$1.20 Full/60¢ Discount	60¢ Full/30¢ Discount	95¢ Full/45¢ Discount
Paper Ticket	Metrorail Fare	Metrobus Fare	Express Bus Fare

2.15.2. Brightline

Brightline is a private rail service connecting Downtown Miami, Downtown Fort Lauderdale, and Downtown West Palm Beach with approximately 30-45 minutes travel time between each station. Service started in 2018 with prices changing over time according to market tolerance. Future growth plans include an additional station on the SMART Plan Northeast Corridor in Aventura, Florida, and an expansion to Orlando, Florida in mid 2023.

In an effort to advance the implementation of the SMART Plan Northeast Corridor, Miami-Dade County Commissioners approved an agreement with Brightline Trains Florida, LLC (Formerly Virgin Trains USA Florida, LLC) to provide high-speed rail service between the Aventura Mall and the company's downtown train station. The County approved \$76.7 million toward the project, which will run high-speed trains every half hour during the morning and afternoon rush hours utilizing the FECR rail corridor. Brightline's Aventura station is 34,000 square feet and is located at 19796 West Dixie Highway, Miami FL 33180. It features 240 parking spaces, a bus drop-off for Miami-Dade Transit passengers, newly landscaped and hardscape areas and a pedestrian skybridge that transports guests from the vertical transportation towers to the train platform. Passenger service began December 21, 2022.



2.16. National Connections

2.16.1. Greyhound/FlixBus Intercity Passenger Bus Service

Greyhound/FlixBus operates one station and two additional stops in Miami. The Miami Greyhound Bus Station is located East of MIA Airport, at 3801 NW 21st Street #171, and also operates buses out of the nearby MIC.

An additional Greyhound stop is located at the Mobil Gas Station, 650 Opa-locka Blvd. 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 \$9.00 for a trip from Miami to Hollywood, up to \$182 for a trip to Seattle, WA.



2.16.2. Amtrak Intercity Passenger Rail Service

The Miami Amtrak station is located at 8303 NW 37th Avenue with an extension running to the 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

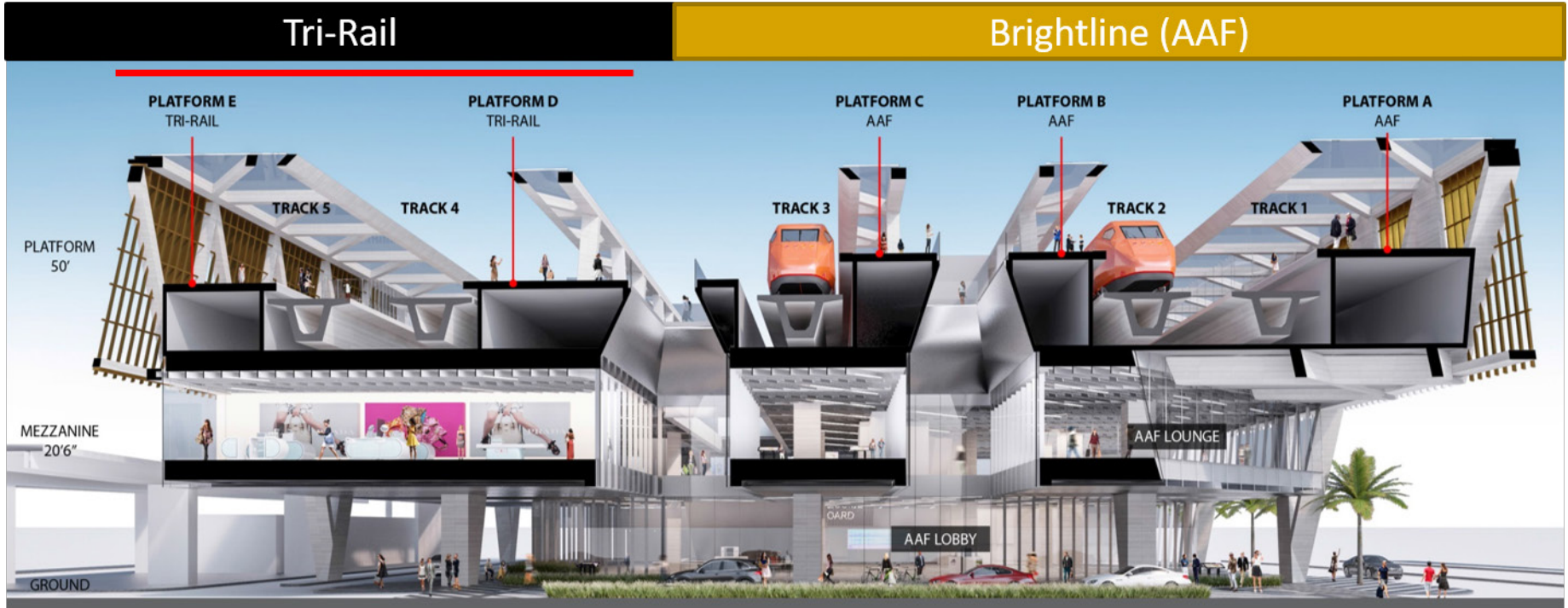
starting at \$49 for a trip to Winter Haven Florida, up to \$212 to reach the other end of the Palmetto Line at New York Penn Station. Sleeper rooms are currently available for prices starting at \$251 for a trip to Winter Haven, up to \$557 for a trip to New York.

2.16.3. Megabus

Megabus operates in over 100 cities across the United States and Canada. In Miami, Megabus departs from the MIC at 3801 NW 21st Street, like many other transit providers. Miami currently is the southernmost Megabus stop in the United States. The service is advertised as a low-cost transportation alternative, with one-way tickets to Orlando available for \$37.5. There are no out-of-state destinations available by a direct trip via Megabus; however, multiple transfers from Orlando to Jacksonville then Atlanta station can reach as far as New York City.

2.16.4. Tri-Rail Downtown Miami Link Service

The South Florida Regional Transportation Authority (SFRTA), in coordination with multiple partners, is extending Tri-Rail commuter rail service to provide new direct service from Tri-Rail's northern most station at Mangonia Park in Palm Beach County to its southern most station in Miami-Dade County at the "MiamiCentral Station" in Downtown Miami. The 9.05 mile extension, known as Tri-Rail Downtown Miami Link (TRDML), will provide passenger service from the South Florida Rail Corridor (SFRC) at Tri-Rail Metrorail Transfer Station to the Florida East Coast (FEC) railway corridor, into Downtown Miami. TRDML is anticipated to begin service by 2023.



2.17. Conclusion

DTPW operates a multi-modal system that provides regional connectivity to 2.7 million residents and 26.5 million visitors through 76 Metrobus routes, two Metrorail lines, three Metromover loops, and 35 Park-and-Ride lots while coordinating with 33 municipalities which provide their own local transit service. This complex system is connected through a state-of-the-art transit app that brings convenience into the hands of riders. Transit fares are structured to help provide equitable access to all users. DTPW's TOD projects have produced more than 6,090 residential units with 1,938 of those considered affordable housing. Interconnectivity with regional and national services helps extend the reach of DTPW's services.

CHAPTER 3

CIVIC ENGAGEMENT

MDT
MOVING
FORWARD
TOGETHER
— 2024–2033 —

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3. CIVIC ENGAGEMENT

Public outreach is a key component of the MDTMovingFwd TDP. For this year's report, various approaches were taken to obtain input from Miami-Dade residents. As part of the TDP Major Update, the FDOT approved Public Involvement Plan (PIP) outlines various coordination efforts for DTPW to provide opportunities for public participation and facilitate consensus building for this visioning document.

During a typical APR cycle, DTPW actively engages the public by participating at local events, conducting interactive presentations, and performing outreach activities throughout the DTPW transit service area and within communities across Miami-Dade County.

To ensure that this TDP includes meaningful public input, the agency expanded outreach efforts to increase social media and digital advertising, in addition to limited in-person outreach.

This chapter provides a detailed description of the public outreach activities undertaken during the development of this TDP. While DTPW receives continuous feedback from its patrons, the deadline for consideration in this TDP Annual Update was July 31st, 2023. Feedback obtained after this date will be incorporated into the following year's TDP.

3.1. Civic Engagement Goals and Objectives

Civic engagement is an integral component of the TDP development process. The branded name and logo for the plan, MDTMovingFwd, was developed to assist stakeholders and the public in recognizing materials and allowing for more efficient communication between the team, the public, and stakeholders. The goals for the MDTMovingFwd TDP are presented below and are intended to help ensure that transportation planning decisions are made in consideration of public needs and concerns.

- **Goal 1: Early and Consistent Involvement:** Involve general public (transit and non-transit users) and other stakeholders early and regularly in the development of the plan.
- **Goal 2: Opportunity for Participation:** Provide all DTPW riders, citizens, and stakeholders with the opportunity to participate throughout the development of the plan, including those in traditionally under-represented populations, such as persons with disabilities, older adults, or those who have Limited English Proficiency (LEP).
- **Goal 3: Information and Communication:** Provide all citizens and interested stakeholder agency groups with clear, timely, and accurate information relating to projects as they progress.
- **Goal 4: Apply Range of Techniques:** Use a broad-spectrum of techniques to gather input from a diverse population within the project areas.

Figure 3-1: TDP Presentation to the DTPW CTAC



3.2. Stakeholder Coordination

DTPW actively engages transportation stakeholders throughout the development of the TDP. These stakeholders share input, recommendations, and technical guidance on transportation related issues within the TDP. The stakeholders include the Miami-Dade TPO and CITT, as well as citizens from across the County.

3.2.1. CareerSource South Florida (Regional Workforce Board)

CareerSource South Florida serves Miami-Dade County to provide youth, employment, and business enterprise development services. Every year, CareerSource South Florida is provided a digital copy of the Draft MDTMovingFwd TDP Annual Update for their review and comment.

3.2.2. Citizens Transportation Advisory Committee (CTAC)

DTPW presented to the CTAC on July 12th, 2023. The CTAC ensures that transportation projects in all stages of the planning process adhere to established visions, goals, objectives, and collective needs of the community. This group is comprised of Miami-Dade County residents appointed by the TPO Governing Board members.

3.2.3. Electronic Communication

DTPW promoted TDP public engagement activities and encouraged input through its electronic communication outlets. Notices were posted on the DTPW, TPO, FDOT and CITT websites. DTPW posted information on its Facebook page (www.facebook.com/GoMiamiDade), through its Twitter account (www.twitter.com/GoMiamiDade), and on its Instagram account (www.instagram.com/gomiamidade). Email blasts were also sent out to various distribution lists to solicit public comments. DTPW also used its mobile app to reach passengers. DTPW established a TDP specific email address (MDTMovingFwd@miamidade.gov) where individuals submit comments.

DTPW used the Communications and Customer Experience Department (CCED) electronic (www.miamidade.gov or 311@miamidade.gov) and telephone (311, 305-468-5900, 888-311-DADE (3233), or TTD/TTY 305-468-5402) portals to gather information.

3.3. Survey

DTPW administered a survey between July 17th, 2023, and August 10th, 2023 to collect information on demographics, travel behavior, service needs and priorities of current transit riders and the non-riding public. The survey was made available digitally on the DTPW website, while paper copies were made available at public outreach events and distributed at ten high ridership transit stations and select bus routes. A full copy of the survey instrument is available in Appendix A-4.

3.3.1. Survey Instrument

The survey instrument was developed through an in-depth discussion between project stakeholders. The survey questions concentrate on understanding how riders access and utilize the transit system. Other questions focus on asking respondents to prioritize improvements to the system. The electronic survey consisted of 23 questions, and was available in English, Spanish, and Haitian Creole. The paper-based survey contained 16 questions and was available in English.

Figure 3-2: TDP Paper Survey

What is #MDTMovingFwd?

Miami-Dade County's Department of Transportation and Public Works' (DTPW) Transit Development Plan (TDP) is a ten-year strategic vision that helps Miami-Dade Transit (MDT) operate and grow a safer, cleaner, quicker, and more connected transportation system. This brief survey uses your input to influence our plans looking forward to the next decade.

What this survey does? The TDP evaluates DTPW's existing transit system, identifies ongoing and future service improvements as well as capital investments, and ultimately presents a financial plan based on available funding.

How you can help?

- Fill out and mail back this short survey to: Department of Transportation and Public Works Transit Development Plan, 701 NW 1st Court, 17th Floor, Miami, FL 33136 (postage is on us)
- Submit additional comments via email at: MDTMovingFwd@miamidade.gov
- Fill out the online survey at:



SCAN HERE

- Follow us on social media at @GoMiamiDade on Twitter, Instagram, and Facebook. Use #MDTMovingFwd to join the conversation.

Recommended Service Plan: The ten-year implementation plan guides decisions about existing and future services. The plan is based on service standards, citizen input (like this survey), and stakeholder coordination.

Capital Investment Plan: This plan prioritizes investments in buses, stations, infrastructure, and equipment needed to preserve and expand the transit system and implement the Recommended Service Plan.

Financial Plan: The financial plan identifies all available financial resources and identifies financial needs based on the Recommended Service Plan and Capital Investment Plan.

For more details, visit www.miamidade.gov/MDTMovingFwd

In accordance with the requirements of Title II of the ADA, Miami-Dade County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, activities, or facilities. If you need any aids and services for communication or accessibility to use our services, please contact the Miami-Dade County Department of Transportation and Public Works, Office of Civil Rights and Elder Advocacy, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Alternative communication methods: Relay (toll-free) 1-800-877-8339. Email: ocr@mdtpw.miamidade.gov. If you are deaf or hard of hearing, you may contact the agency using the Florida Relay Service at 711, or 1-800-877-8339 (TTY) or 1-800-877-8339 (voice).



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ATTN: TEWARI EDMONSON,
SYSTEMS PLANNING MANAGER
MIAMI-DADE DEPT. OF TRANSPORTATION
AND PUBLIC WORKS
701 NW 1ST CT FL 17
MIAMI FL 33136-9809



MIAMI-DADE COUNTY'S
TRANSIT DEVELOPMENT PLAN

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



This is an annual survey conducted by the Miami-Dade County Department of Transportation and Public Works. Responses to the survey questions should reflect your typical behavior.

HOW DO YOU RIDE TRANSIT?

- Which is the main reason you use public transportation?**
- It is more convenient than other modes of transportation
 - Too much traffic on the road
 - Public transit saves me money on my commute
 - Public transportation is the only option available
 - Don't have access to a vehicle
 - I don't use public transportation

How often do you use Miami-Dade Transit services?

	BUS	RAIL	MOVER	STS	GO CONNECT	MUNICIPAL TROLLEY
4 + times a week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1-3 times a week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A few times a month	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rarely	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

For what reasons are you not using/rarely using transit?

- Transit takes too long to reach my destination
- There is no transit stop near where I live or work
- I feel unsafe getting to my nearest transit station
- Using my car is more convenient
- Transit does not operate service at the times I need
- Transit does not come often enough
- I am not aware of the type of transit services provided by Miami-Dade County
- Other

How do you normally access transit service information?

- GO Miami-Dade Transit app
- DTPW website
- Social Media (Facebook, Instagram, Twitter, etc.)
- Printed Schedules
- Miami-Dade Transit Rider Alerts (email/text messages)
- Other

If you ride transit to work/school, where do you typically start your trip? Zip Code/Neighborhood: Where do you end your trip? Zip Code/Neighborhood:

Which transportation mode you use to get to your Miami-Dade Transit station or stop?

- Walk
- Bike, scooter, or another personal device
- Drive to a Metrorail station or Metrobus Park & Ride facility
- Rideshare (e.g., Lyft, Uber)
- Transit on demand (Freebee, Go Connect)
- Carpool or vanpool
- Municipal Trolley
- I don't use public transportation

After exiting Miami-Dade Transit, how do you travel to your final destination?

- Walk
- Bike, Scooter, or another personal device
- Drive
- Rideshare (e.g., Lyft, Uber)
- Transit on demand (Freebee, Go Connect)
- Carpool or vanpool
- Municipal Trolley
- I don't use public transportation

TRANSIT PRIORITIES

What should be the main service priorities for Miami-Dade Transit for the next ten years?

	AGREE	NEUTRAL	DISAGREE
Arrive and depart on time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Earlier/later service hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service during peak commute times (Wednesdays 6-9 a.m. and 3-6 p.m.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service on the weekends	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand service to new areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Add express/rapid transit routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve comfort and amenities at transit facilities and vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve cleanliness of vehicles and facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase capacity, ease of access, safety and security at parking lots	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What should Miami-Dade Transit's facilities-related priorities be for the next ten years?

	AGREE	NEUTRAL	DISAGREE
Improve stop/station amenities (canopies, comfort, furnishings, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve wayfinding signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve bicycle/pedestrian access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve bicycle amenities (parking/storage and repair)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve micro-mobility integration at stations (rented bikes/scooters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide electric vehicle charging stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand designated carshare areas at Metrorail stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create more convenient pick-up/drop-off areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create more park-and-ride facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve security at stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

RATE MIAMI-DADE TRANSIT'S OVERALL SERVICE

Rate your overall riding experience with Miami-Dade Transit.

- Excellent
- Good
- Neutral
- Negative
- I don't use public transportation

TRAVEL BEHAVIOR

How have your travel behaviors changed since the COVID-19 Pandemic? (select all that apply)

- I no longer commute to work/I fully work from home
- I commute to work less/I work from home part-time
- My commute is unchanged, but I now drive more/take transit less
- I commute more using transit/ bicycling/ microtransit (scooters)/ rideshare/ walk
- I am more flexible with my travel schedule, taking advantage of off-peak times
- My travel behaviors have not changed

ABOUT YOURSELF (OPTIONAL)

Which gender do you identify with?

- Male
- Female
- Other

What is your age group?

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- Over 65

Which best describes your race/ethnicity? (select all that apply)

- Asian
- Black/ African-American
- White
- Spanish/Latino/Hispanic
- American Indian
- Other

What is your household's approximate total annual income?

- Less than \$15,000
- \$15,000 - \$24,999
- \$25,000 - \$34,999
- \$35,000 - \$44,999
- \$45,000-\$54,999
- \$55,000-\$74,999
- \$75,000-\$99,999
- \$100,000+
- Rather not to say

How many working motor vehicles are available in your household?

- None
- One
- Two
- Three or more

3.3.2. Survey Advertising

The survey for this TDP was conducted both digitally and with in-person survey distribution at various transit stops throughout the county over the course of two weeks.

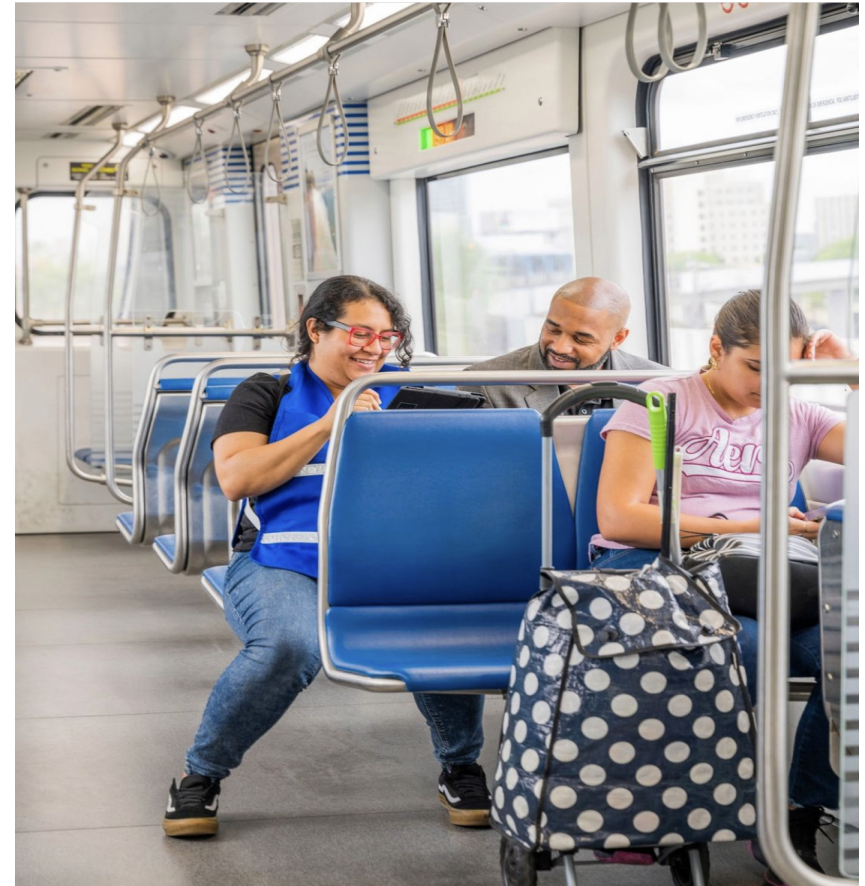
3.3.3. Social Media

DTPW promoted its TDP survey on its social media platforms on Twitter, Instagram, and Facebook, using the #MDTMovingFwd hashtag. Partner agencies, including CITT and SFRTA also shared social media posts encouraging survey participation. They generated several user complaints and suggestions for transit improvements.

3.3.4. In-Person Distribution

In-person outreach was performed distributing surveys at various high ridership station Metrorail stations between July 17th and August 2nd, 2023. Staff distributed surveys in multiple locations at each transit station, including Metromover platforms, Metrorail platforms, and Metrobus boarding areas.

Figure 3-3: DTPW Social Media Survey Promotion



 Liked by **carohtetourguide** and **75 others**

gomiamidade The annual #MDTMovingForward survey is now live! Your feedback helps form our 10-year... more

[View all 5 comments](#)

3.4. Civic Engagement Outcomes

DTPW continues its coordinated county-wide efforts to educate and provide early and ongoing public involvement opportunities to the residents of Miami-Dade County. DTPW maintains an outreach program for engaging the public and other stakeholders through various activities and meeting forums. These include the DTPW website and social media outlets, mobile phone applications, posters, bus signs, and television screens. DTPW also reaches a wide variety of patrons through the Special Transportation Services (STS) and Golden Passport Program.

The outreach efforts conducted this year yielded a total of 1,430 collected surveys. Of this total, 81 percent, or 1,165, of the responses were submitted on the digital survey instrument. The remainder were submitted physically. English accounted for 926 responses, Spanish for 235, and 4 surveys were submitted in Haitian Creole. The in-person outreach efforts and bus route brochure efforts netted a total of 265 collected physical surveys. The paper surveys were only distributed in English.

The survey instruments and data collected from the surveys are analyzed and presented in Section 3.5, with detailed data found in Appendix A-4.

3.5. Survey Results

A survey administered by DTPW received responses between July 17th 2023 to August 10th 2023. The survey collected information on demographics, travel behavior, and service needs of current transit riders and the non-riding public. The method used for surveying the public was an electronic and mail-in paper-based survey instrument totaling 23 or 16 questions in length, respectively. Survey respondents were self-selecting based upon the outreach methodology - survey respondents were asked to complete the survey, and participation was voluntary. All questions in the survey were optional, therefore the total number of responses varies per question.

Passenger travel characteristics and behaviors were identified by questions including:

- Current reason for riding transit
- Current method for reaching and leaving transit
- Travel time to nearest/preferred transit station
- Frequency of transit usage
- Payment type used
- If transfers are made
- Method of accessing transit information
- Trip origination and destination information

Transit priorities/preferences were identified by questions including:

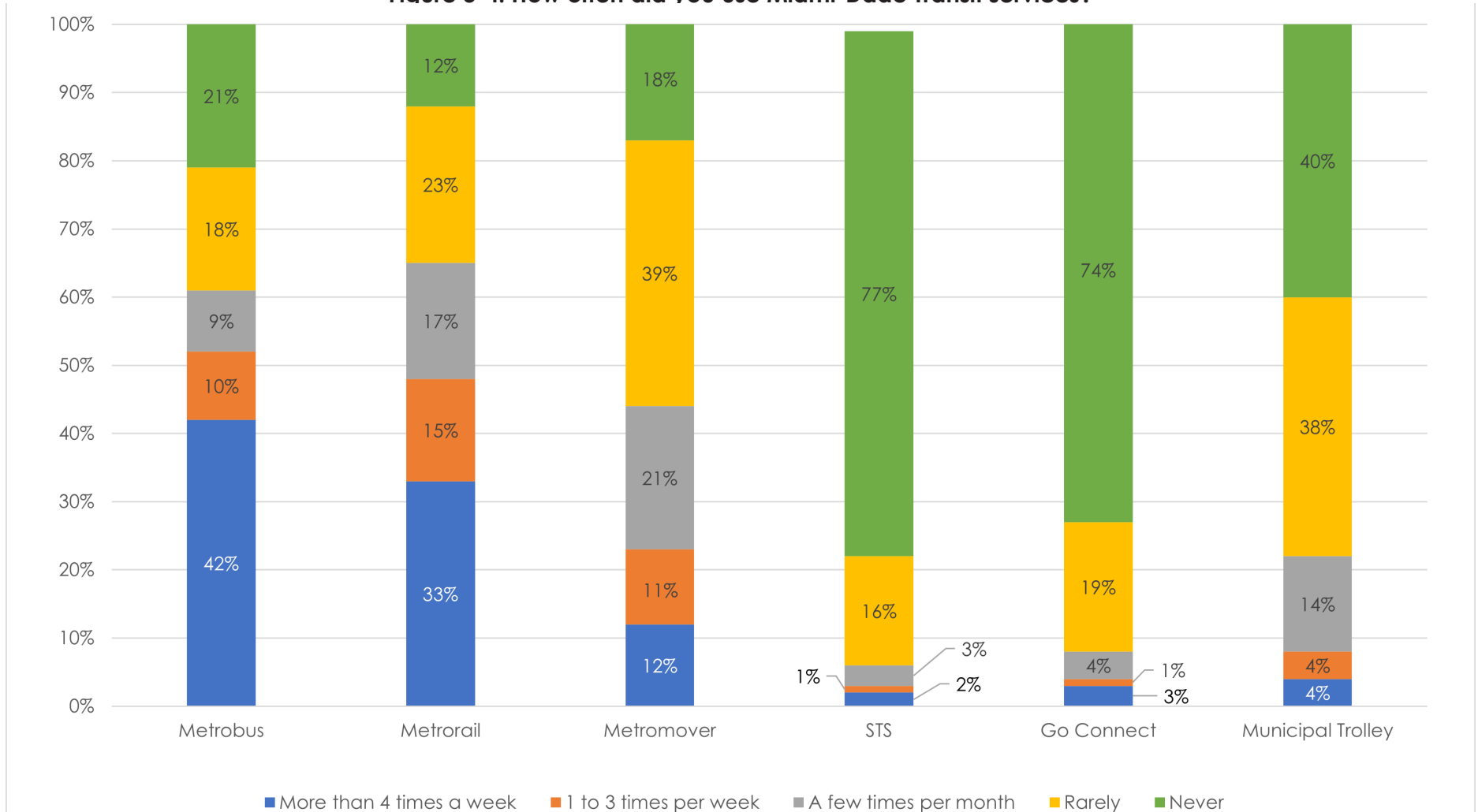
- Ranking 10-year priorities with respect to services, and transit facilities
- Identifying reasons that would encourage increased ridership
- Willingness to pay more for improved services
- Identifying a top corridor for premium transit service
- Recommendations for service area improvements
- Satisfaction with overall DTPW transit services

Socio-demographic information was identified by questions including:

- Household vehicle availability
- Age
- Gender
- Race/ethnic origin
- Household income

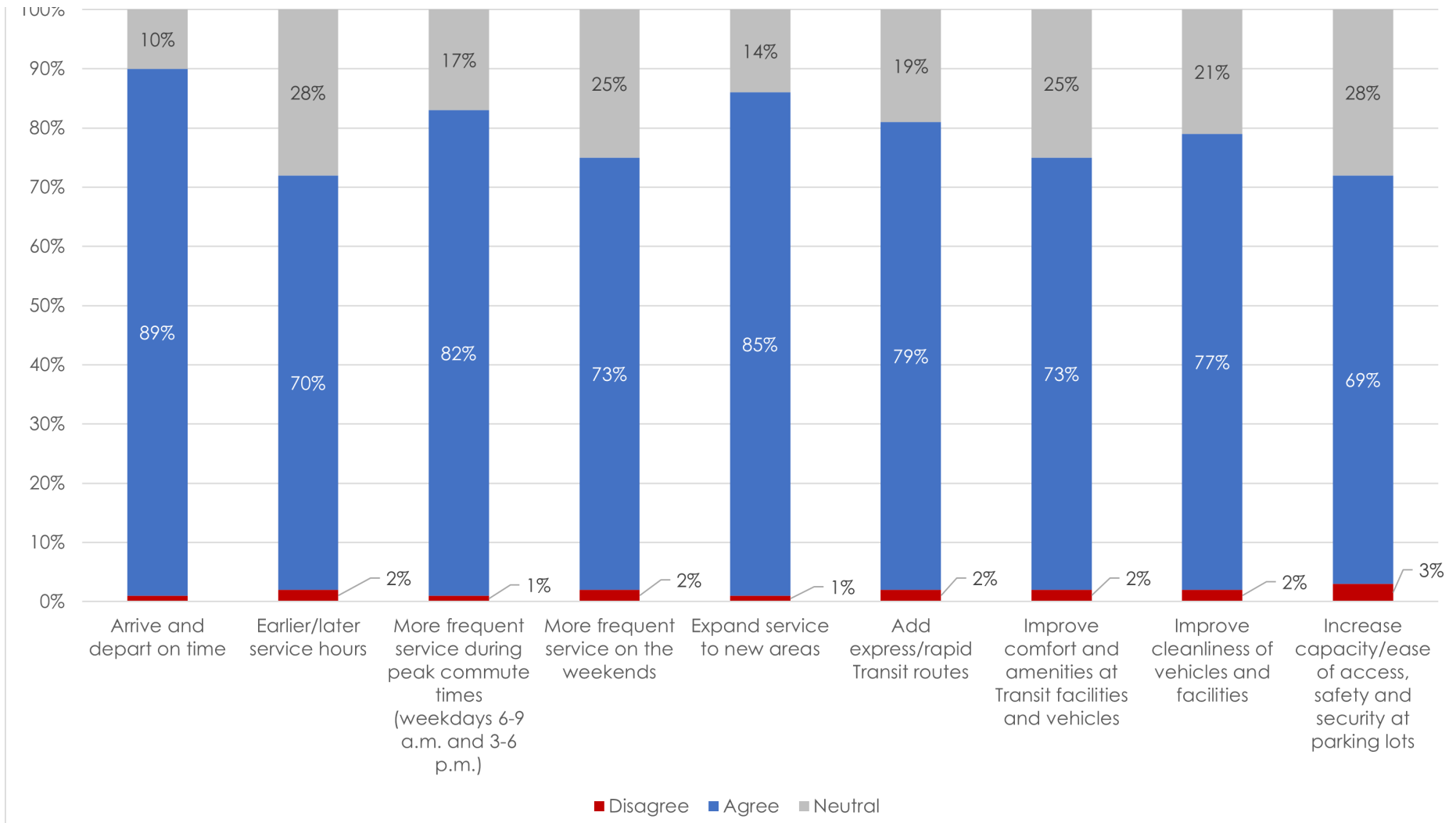
Figure 3-4 examines which transit mode respondents use most frequently. 52% of respondents used Metrobus, and 48% use Metrorail and 33 percent use Metromover 1-3 times a week. Inversely, more than 90% of respondents either never or rarely use STS and Go Connect services. New to this year's survey, respondents were also asked about their use of Municipal Trolleys. Just 22% of respondents use the trolleys a few times a month or more frequently.

Figure 3-4: How often did you use Miami-Dade Transit services?



When asked about service priorities for the next 10 years, respondents indicated that on-time performance was the most important priority, followed by expansion into new service areas. Service frequency, and the addition of express/rapid transit routes followed as the third and fourth highest priorities. These responses are generally consistent with the responses obtained in last year's survey. Figure 3-5 shows the distribution of these responses.

Figure 3-5: What should be Miami-Dade Transit's service priorities for the next ten years?



When asked about facility-related priorities for the next 10 years, respondents indicated that security and improving stop amenities were the highest priority with 84 and 82 percent respectively. The third highest priority was improved bicycle and pedestrian access, and improved pick-up/drop-off areas was fourth. Security became the top priority for respondents this year, whereas last year it was the fourth highest priority.

DTPW should explore this topic further to determine if riders are concerned about security at the stations or if concerns are more pronounced in the first/last mile areas surrounding DTPW facilities. This survey instrument did not ask about those specific details, as such this could warrant further DTPW investigation. Figure 3-6 shows the total breakdown of all service priorities.

Figure 3-6: What should Miami-Dade Transit's facilities-related priorities be for the next ten years?

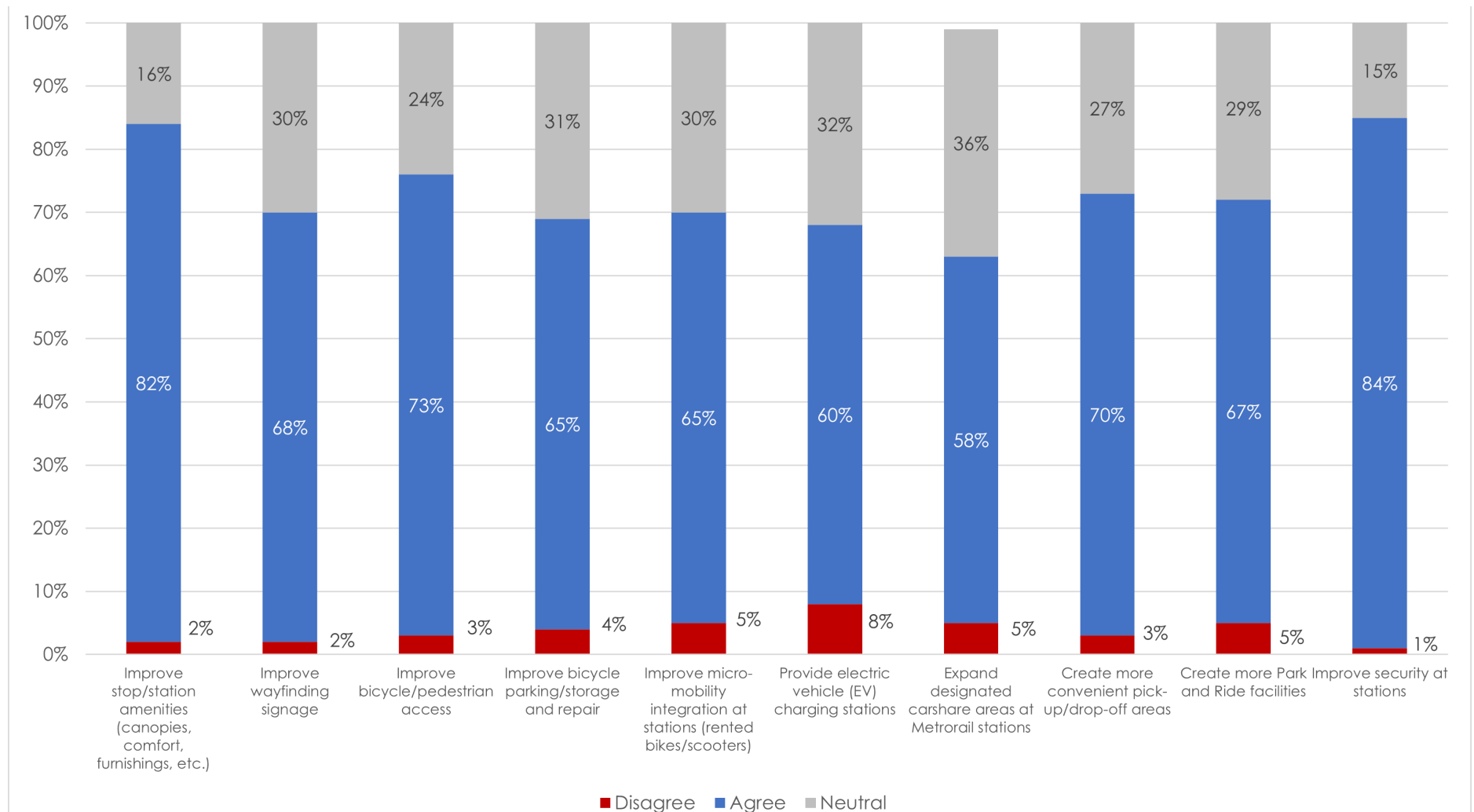
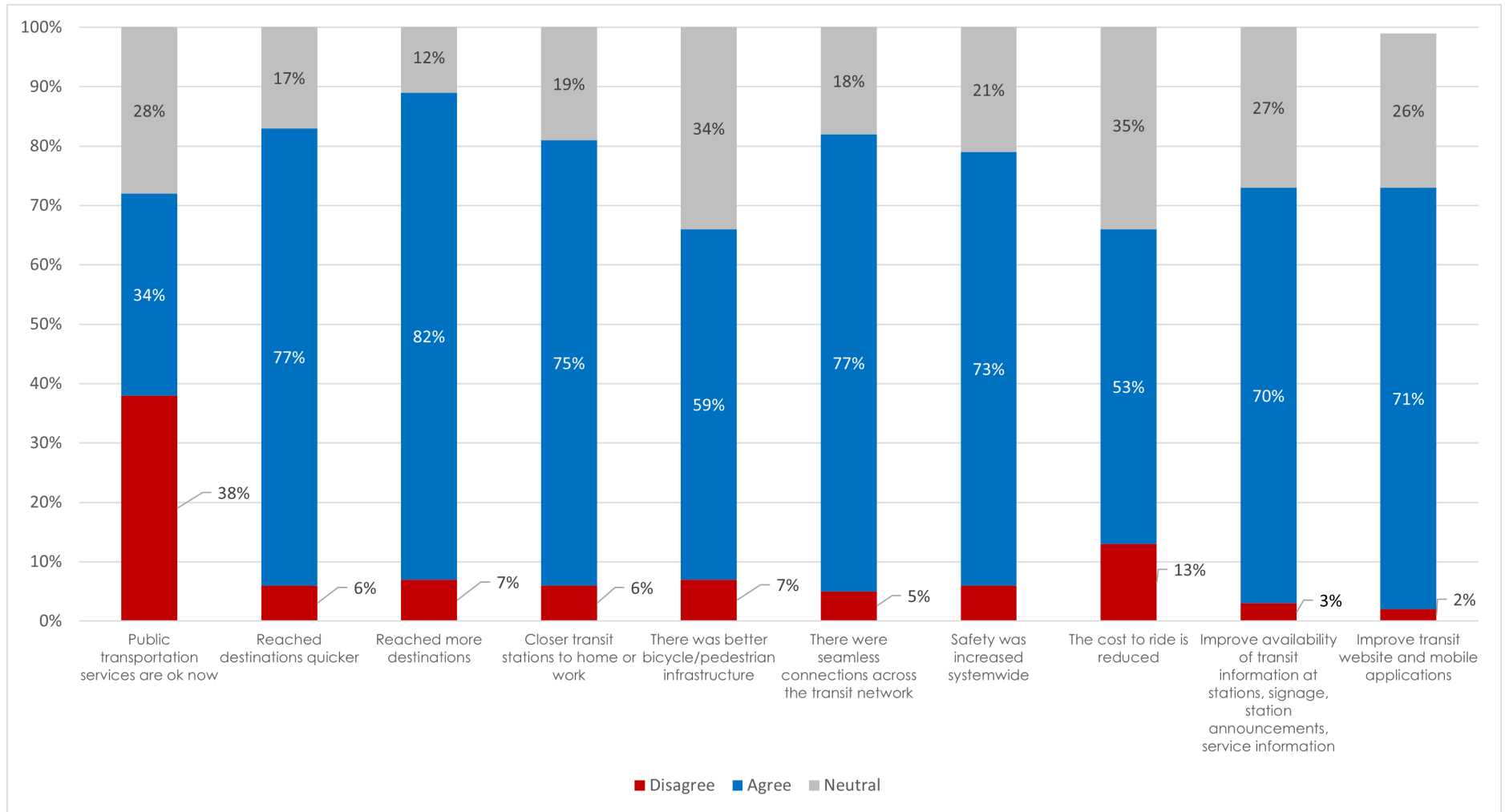


Figure 3-7 shows the responses to the question “What would make you use Miami-Dade County Transit Services?” 82% of respondents said that improved access to more destinations would induce them to use more transit. Quicker travel, and improved connections between transit networks were the second and third highest ranked responses. Only 34 percent of respondents agreed with the statement that transportation services “are ok now.”

Figure 3-7: What Would Make You Use Miami-Dade Transit Services?



3.6. Conclusion

This chapter of the TDP provided an overview of the outreach techniques used for this APR, and documented the public feedback obtained through these efforts. The public feedback informs the TDP project development process, and decision-making at DTPW overall.

The primary civic engagement mechanism used by the TDP is a public survey instrument, which is deployed each year. Responses received this year are generally consistent with feedback obtained on previous years surveys: survey respondents would be more likely to use transit services if they served more destinations and reached their destinations faster.

The survey instrument is useful for many reasons, including obtaining feedback on people's perceptions of transit service in Miami-Dade County. Using this information, helps DTPW prioritize actions and can bring focus to their efforts to improve transit for all riders.

CHAPTER 4

PERFORMANCE ASSESSMENT

MDT
MOVING
FORWARD
TOGETHER
— 2024–2033 —

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4. 2022 PERFORMANCE ASSESSMENT

The Identification of goals and objectives for a transit agency establishes the framework within which the agency will pursue its TDP-inspired vision over time. In the 2019 TDP Major Update, DTPW developed specific goals and objectives with associated target values consistent with the Agency's Mission and Vision. The goals and objectives provide a benchmark for the assessment of various projects and initiatives that are proposed, planned, and implemented throughout the DTPW transit system. This chapter of the annual update analyzes DTPW's progress during 2022 towards achieving the goals set forth in the 2019 TDP Major Update.

The framework for the performance assessment is based on the following definitions:

- Goal – A long-term end toward which programs or activities are ultimately directed
- Objective – A specific, measurable, intermediate end that is achievable and allows measurement of progress toward a goal
- Target – A defined performance indicator for a specific measurement of progress toward an objective

Each target in this chapter is assigned one of three statuses, based upon DTPW's accomplishments during 2022:

-  Yes - The target has been met
-  In Progress - Significant progress has been made towards meeting this target
-  No - The target is unmet

Information regarding ongoing progress and project completion dates is included in the narrative sections following each goal table. At conclusion of the chapter, Section 4.12 provides context for this year's unmet targets.

4.1. Goal 1 - Improve Transit System Convenience and Reliability

Goal 1: Improve Transit System Convenience and Reliability				
Objective	Measure	Target	2022 Accomplishments	Status
1.1 - Increase miles of transit infrastructure	Infrastructure miles of fixed guideway, exclusive ROW or express lanes in Miami-Dade County	Increase (from 2019 Major Update)	Transitway: 22 miles Metrorail: 25 miles Metromover: 4.4 miles SR-826 Express Lanes: 12.7 miles SR-836 bus-on-shoulder - 8.5 miles I-95 Express Lanes - 12.2 miles Total: 84.8 miles <i>No change from 2021, however total fixed guideway miles increased since the Major update.</i>	✓ Yes

4.1.1. Express Lanes and Exclusive Right of Way

4.1.1.1. SR-836 Express Bus

This project provides premium express transit service along SR 836 from west Miami-Dade County Tamiami Station (SW 8th Street and SW 147th Avenue) to the Miami Intermodal Center (MIC) and Downtown Miami via SW 137th Avenue/SR 836 Extension as well as via the Homestead Extension of the Florida Turnpike (HEFT). This project will feature three routes:

- The first route (Line A) provides premium express transit service from the Tamiami Station (park-and-ride/transit terminal facility located at SW 8th Street and SW 147th Avenue) to Downtown Miami via SW 8th Street, SW 137th Avenue and SR 836. Route 837 is currently in service utilizing two 40-foot bus, the peak frequency is 16 minutes.
- The second route (Line B) will provide premium express transit service from the proposed Panther Station at Florida International University's Modesto A. Maidique Campus (MMC) to the MIC via SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with a 20-minute headway. The planned long-term improvements for this route are anticipated to be completed in 2024, the service will use 5 new 40-foot buses.
- The third route (Line C) provides premium express transit service from the proposed Dolphin Station (NW 12th Street and HEFT) to Downtown Miami via SR 836. The Dolphin Station was completed in 2019. This route began service in March 2020 after SR 836 inside shoulder for the use of bus operations were completed. There will be 10-minute service headways 10 minutes during the AM/PM peak-hour.

Figure 4-1: SR-836 Bus Lanes



Goal 1: Improve Transit System Convenience and Reliability				
Objective	Measure	Target	2022 Accomplishments	Status
1.2 - Improve service availability	Percentage of missed pullouts	0% (Yearly Improvement) *	Current: 0.46% (Previously: 0.42%)	✗ No
	Mean distance between service failures	Metrorail: ≥ 39,000 miles	38,801 miles (Previously: 27,063 miles)	✗ No
		Metrobus: ≥ 4,000 miles	4,565 miles (Previously: 6,083 miles)	✓ Yes
		Metromover: ≥ 6,000 miles	14,475 miles (Previously: 7,570 miles)	✓ Yes
	CAD/AVL installed and functioning on all transit service vehicles	100%	100%	✓ Yes
	On-Time Performance	Metrorail: ≥95%	74.8% (Previously: 84.2%)	✗ No
		Metrobus: ≥78%	68.7% (Previously: 74.1%)	✗ No
		STS: ≥ 90%	86.2% (Previously: 87.6%)	✗ No
1.3 - Improve customer satisfaction with DTPW service	Number of customer complaints per 100,000 boardings (per mode)	Metrorail: ≤ 1.5	2.56 (Previously: 1.8)	✗ No
		Metrobus: ≤ 1.5	14.14 (Previously: 14.3)	✗ No
		Metromover: ≤ 0.5	1.18 (Previously: 0.8)	✗ No
		STS: ≤ 0.5	0.28 (Previously: 0.25)**	✓ Yes

* While DTPW aspires to deliver zero missed pullouts, this represents an ideal condition which likely can not be achieved. Success is measured by achieving yearly improvement.

** STS measures complaint ratio of total trips, as opposed to number of boardings for the other transit modes.

Goal 1: Improve Transit System Convenience and Reliability				
Objective	Measure	Target	2022 Accomplishments	Status
1.4 - Provide riders with more information	Real time ETA signage at multimodal stations and high ridership stops	Completed by November 2019	Completed	✓ Yes
	Real time information available for 3rd party app developers, including General Transit Feed Specification (GTFS) and GTFS Real Time (GTFS RT)	Publish and maintain GTFS and GTFS RT feeds	Data feeds available at: https://www.miamidade.gov/global/transportation/open-data-feeds.page	✓ Yes
	Percent of transit service vehicles with wi-fi capability	Metrorail: 100%	100%	✓ Yes
		Metrobus: 100%	100%	
		Metromover: 100%	100%	
Enhance real time info on DTPW application	By FY 2020	Information available in the GO Miami-Dade App	✓ Yes	
1.5 - Align transit service coverage with passenger demand	Average weekday boardings per mode	Metrorail: 65,000	38,405 (Previously: 36,118)	✗ No
		Metrobus: 151,000	120,360 (Previously: 141,139)	✗ No
		Metromover: 27,000	16,967 (Previously: 13,412)	✗ No
	Revenue Hours of Transit Service	Metrorail: 360,670	346,766 (Previously: 248,017)	✗ No
		Metrobus: 2,466,000	1,883,166 (Previously: 2,133,866)	✗ No
		Metromover: 110,057	92,477 (Previously: 88,042)	✗ No
		STS: 1,105,000	958,750 (Previously: 1,026,903)	✗ No
Committed bus service adjustments / improvements	80% consistency with adjustments planned in previous TDP	N/A (No adjustments planned for last year - adjustments postponed until the conclusion of the Better Bus Project)	N/A	

4.1.2. Real-Time ETA signage at Multimodal Stations and High Ridership Stops

As of January 2020, DTPW has completed installation of real-time ETA signage which displays the next train arrival time on multicolor LED displays in all Metrorail Stations and nine Metromover Stations. This data is provided by Computer Aided Dispatch / Automatic Vehicle Location (CAD/AVL) on transit vehicles. The LED signs function in conjunction with a new public address system, providing improved ADA accommodation.

4.2. Goal 2 - Improve Customer Service

Goal 2: Improve Customer Service				
Objective	Measure	Target	2022 Accomplishments	Status
2.1 - Prepare and release an annual transit satisfaction survey	Completion of survey	Survey completed annually	2022 TDP Survey conducted	✓ Yes
2.2 - Conduct regular on-board passenger surveys	Completion and frequency of survey	Survey conducted at least every 5 years Currently: Last completed in April 2013	Miami-Dade TPO is completing an on-board survey in 2023	▶ In progress
2.3 - Conduct dedicated transit outreach programming	Number of outreach activities per year	≥ 6	19 Golden Passport Community Outreach Activities (Previously: None)	✓ Yes
	Promotion of annual survey via social media	Monitor number of social media endorsements related to the annual survey	Facebook: 1 Post, 176 Likes, 94 Comments, 16 Shares (Previously: 7 Posts, 444 Likes, 23 Comments, 78 Shares)	✓ Yes
			Instagram: 1 Post, 76 Likes, 5 Comments (Previously: 3 Posts, 209 Likes, 5 Comments) Twitter: 50 Posts, 40 Likes, 37 Retweets (Previously: 50 Posts, 40 Likes, 37 Retweets)	
2.4 - Increase regional coordination	Coordination meetings with BCT, PalmTran and Tri-Rail	≥ 90% attendance at regional transportation service meetings	67% attendance at regional transportation service meetings (RTTAC 3, SEFTC 0, PTAC 1)	✗ No
	Tri-County Fare System Implementation/ Cross Promotion	Seamless transit fare system in operation by 2020	Technical specifications and system diagrams have been shared between Miami-Dade and Broward County. Broward County is actively working with their vendor to enable Regional mobile ticketing.	✗ No

4.3. Goal 3 – Maximize Operational Safety and Security

Goal 3: Maximize Operational Safety and Security				
Objective	Measure	Target	2022 Accomplishments	Status
3.1 - Reduce transit vehicle accidents	Bus accident rate per 100,000 miles	≤ 3.778 per 100,000 miles	4.5 per 100,000 miles (Previously: 4.99 per 100,000 miles)	X No
	Preventable bus accident rate per 100,000 miles	≤ 1.50 per 100,000 miles	1.89 per 100,000 miles (Previously: 1.96 per 100,000 miles)	X No
3.2 - Make transit vehicles and facilities secure environments for customers	Number of transit facilities with camera surveillance	≥ 54 facilities	Total facilities: 54 Total Cameras 1,225 (Previously: 55 facilities)	✓ Yes
	Number of transit vehicles with camera surveillance	≥ 1,025 transit vehicles	29 Metromover 748 Buses 136 Metrorail Trains (Previously: 29 Metromover, 799 Buses, 136 Metrorail Trains)	✓ Yes *100% Fleet
	Number of security post inspections	≥ 800 per month	1,250 (Previously: 1,284 Per Month)	✓ Yes
	Number of system-wide NTD Reportable Part One (1) Crimes (Serious) per 100,000 riders (monthly moving average)	≤ 0.3 per 100,000 riders	0.28 (Previously: 0.32 per 100,000 riders)	✓ Yes
	Number of system-wide NTD Reportable Part Two (2) Crimes (Petty) per 100,000 riders (monthly moving average)	≤ 1.62 per 100,000 riders	0.23 (Previously: 0.28 per 100,000 riders)	✓ Yes

4.3.1. System-wide Safety and Security Upgrades

DTPW has programmed funding to purchase security equipment to upgrade and install closed circuit camera television (CCTV) systems and its respective software components, and to continue the replacement of fire detection and reporting systems. DTPW's commitment to the safety and security of the DTPW system, patrons, and employees is of the highest priority. In an effort to further complement its existing security infrastructure, DTPW continues to aggressively add state-of-the art technology to both reduce crime and to aid law enforcement in proactively securing and safeguarding the transit system. FDOT Rule 14-15.017(2.2.1), however, prevents DTPW from disclosing these improvements/installations in greater detail.

DTPW will continue to enhance existing security equipment with the addition of 4K technology to the CCTV Systems in Metrorail and Metromover. Metromover will also have a new fire detection and reporting system installed in all Metromover stations and at the Stephen P. Clark Metromover Control Center. This new fire detection and reporting system is slated to be advertised by December 2023.

4.4. Goal 4 - Enhance Integration of Transit Services to Support the Economy

Goal 4 - Enhance Integration of Transit Services to Support the Economy				
Objective	Measure	Target	2022 Accomplishments	Status
4.1 - Increase density of TOD at DTPW Metrorail, Transitway and park-and-ride stations through Public Private Partnerships (P3)	Committed square feet of commercial space in P3 TODs	Increase	4,253,209 (Previously: 3.993 million)	✓ Yes
	Number of committed residential units in P3 TODs	Increase	6,090 (Previously: 5,924)	✓ Yes

Table 4-1: Existing Transit Oriented Developments

TOD	Commercial		Residential				Hotel
	Office (SF)	Retail (SF)	Market Rate	Affordable Housing	Senior Housing	Workforce	
Dadeland S	1,344,432	44,369					300
Dadeland N		873,749	462				
South Miami		13,284	265				
Douglas Road*	175,000	81,000	1,363			185	
Coconut Grove		185,000	338			64	
Gov't Center	630,000	21,000					
Overtown	610,000	29,000	246			370	
Santa Clara				412			
Allapattah				128			
Brownsville		6,400		445			
MLK	172,000	13,500					
Northside		20,000		300	300		
Okeechobee		10,225			202	84	
NW 7th Avenue		1,750		176			
Quail Roost		10,000	250	250			
Caribbean		12,500		227			
Senator Villas					23		
Total	2,631,432	1,321,777	2,924	1,938	525	703	300
Grand Total	4,253,209		6,090				300

4.4.1. Transit Oriented Development Projects

4.4.1.1. Link at Douglas - Douglas Road Metrorail Station

Link at Douglas is a 4-tower mixed-use development which broke ground in April 2019. Phase 1 was completed in 2021, Phase 2 will be completed in 2023, and phases 5 will be completed by 2031. Occupying seven acres of land, Link at Douglas will feature 1,548 residential units including a workforce housing component (12%), 81,000 SF of ground floor retail space and a public plaza that will connect with The Underline.

As part of the partnership with DTPW, the Adler Group and 13th Floor Investments will contribute more than \$17 million in improvements to the Douglas Road Metrorail station and approximately \$1 million toward the development of The Underline. Link at Douglas is expected to generate approximately \$500 million in new revenue for Miami-Dade County.

4.4.1.2. Northside Transit Village - Northside Metrorail Station

A LEED Silver certified project, the Northside Transit Village will include four 8-story affordable housing buildings with 600 units (300 senior and 300 family), 20,000 square feet of ground floor retail, and a parking garage that includes 250 spaces of park-and-ride parking for transit users. Phase 1 completed 2015, Phase 4 completed 2020, Phase 2 to be completed 2022, Phase 3 to be completed 2025.

4.4.1.3. Grove Central - Coconut Grove Metrorail Station

After a water main relocation and construction of a new bus depot in 2020, construction of the primary structure has begun with completion expected by 2023. Grove Central will include 185,000 SF of ground floor retail, with 402 rental residential units and a parking garage that includes 250 dedicated park-and-ride spaces for transit users. The total tenant contribution for Metrorail station improvements is \$5 million.



Goal 4 - Enhance Integration of Transit Services to Support the Economy				
Objective	Measure	Target	2022 Accomplishments	Status
4.2 - Provide transit access to major attractors in Miami-Dade County	Miles of service within 1/4 mile of attractors	Healthcare: 50 miles	62 miles (previously: 58 miles)	✓ Yes
		Tourist/Special Attractors: 300 miles	141* miles (previously: 137 miles)	▶ In progress
		Education: 100 miles	92 miles (previously: 88 miles)	▶ In progress
		Employment Areas: 40 miles	233 miles (previously: 222 miles)	✓ Yes
		Retail Centers: 90 miles	90 miles (previously: 91 miles)	✓ Yes
4.3 - Improve access to universities and colleges	Catchment area of routes which connect to major universities and colleges	220.69 square miles	266.48 miles (previously 248.83)	✓ Yes

* Due to a change in how tourist/special attractor geographies were calculated, the number of miles reduced. However, DTPW has increased service miles in each of the last 3 years.

4.5. Goal 5 - Provide Transit Services that Reduce the Impact on the Environment

Goal 5: Provide Transit Services that Reduce the Impact on the Environment				
Objective	Measure	Target	2022 Accomplishments	Status
5.1 - Increase percentage of fleet that uses alternative fuels	Percent of fleet that uses alternative fuels	Increase	89.0% (Previously: 67.6%)	 Yes
5.2 - Incorporate solar panels on DTPW facilities	Complete a study to assess potential of installing solar panels on DTPW-owned facilities	Complete assessment by 2024	Staff identified potential locations to augment with net-metering Solar installations.	 In Progress
	Partner with utilities and solar advocacy groups to install solar panels at DTPW facilities	Coordinate to investigate possible programs by 2020	Postponed during COVID. Staff received Energy contracting training and will be coordinating with FPL on the potential of installing net metering at locations identified. Target completion of this phase November 2023.	 Yes

4.5.1. Alternative Fuels

In addition to CNG, DTPW will have 69 Proterra 40-foot electric-powered, zero emission buses in service. The remaining 6 Proterra electric buses will be delivered by the third quarter of 2023. These vehicles will be the first of their kind in Miami-Dade County's Metrobus Fleet and complement the ongoing modernization of the fleet. DTPW will also purchase 65 articulated 60-foot Battery-Electric zero emission buses. DTPW has purchased 100 articulated 60-foot Battery-Electric zero emission buses. These articulated electric buses are currently under procurement and are slated to be in service between 2024 and 2025.

4.6. Goal 6 – Maximize Use of Funding Sources

Goal 6: Maximize Use of All Funding Sources				
Objective	Measure	Target	2022 Accomplishments	Status
6.1 - Achieve a sustainable transit financial plan that maximizes existing funding and pursues innovative and new funding sources	Status of transit financial plan	Apply for state and federal grant	Received grants totaling \$ 133,683,972. (Previously: Received 5 FTA grants totaling \$467,656,754 Received 11 FDOT grants totaling \$33,003,000)	✓ Yes
6.2 - Reduction in operations unit cost per revenue mile	Change in cost per revenue mile	Reduce by 2024	-8.25%: \$11.89 in 2021 to \$12.88 in 2022 (Previously: -1.01% from \$12.02 to \$11.89)	✗ No
	Change in cost per revenue hour	Reduce by 2024	-14.09%: \$160.91 in 2021 to 183.58 in 2022 (Previously: -7.05% from \$172.27 to \$160.91)	✗ No

Figure 4-2: Rendering of South Corridor BRT Station



4.6.1. Innovative and New Funding Sources

In 2022, DTPW received 15 grants, including 5 FTA grants totaling more than \$72 million, and 10 FDOT grants totaling more than \$61 million.

Goal 6: Maximize Use of All Funding Sources				
Objective	Measure	Target	2022 Accomplishments	Status
6.3 - Identify alternative project delivery methods	Alternate Delivery projects: Public-Private Partnerships, Transportation Infrastructure Finance and Innovation Act (TIFIA), State Infrastructure Bank Loans, Design Build, Operate and Maintain, and Design Build Finance Operate and Maintain	Completion of two projects delivered through alternative methods by 2024	1. Golden Glades Multimodal Transportation Facility - opened for service in January 2022	✓ Yes 1 completed; 2 underway
			2. Ludlam Trail Corridor - Engineering under way, construction expected in 2022. Project includes federal, state, and local funding	
			3. Metromover Comprehensive Wayside System Overhaul - Construction phase is at 40%. The Design Completion (FDR) date is targeted for May 2023. Currently at 99% Public Information Outreach meeting scheduled for July 2023 at the County Main Library and virtually.	
6.4 - Increase passenger fare revenue	Farebox Recovery Ratio	Increase	FY 22: 11.37% (Previously: FY 21: 4.5%, FY 20: 8.2%)	✓ Yes
	Conduct a fare policy analysis and evaluate alternate fare models (distance/zone models)	Conduct study	DTPW will conduct a transit fare policy analysis this fiscal year to evaluate its current fare structures and discounts offered to residents; the final recommendation will provide a proposed fare policy recommendation for future fare strategy, and pricing structure to ensure fare equity for all riders.	▶ In Progress

4.6.2. Design-Build Projects

4.6.2.1. Golden Glades Multimodal Transportation Facility (GGMTF)

The GGMTF project is located in northern Miami-Dade County on two FDOT-owned Park-and-Ride lots adjacent to the cities of Miami Gardens, North Miami Beach, and North Miami. The GGMTF, a design-build project, will consolidate the existing bus transit services at the two Golden Glades Park-and-Ride lots into a single facility adjacent to the Tri-Rail Station. This project will transform the park-and-ride into a state-of-the-art transit terminal with a multi-bay bus facility upgraded walkways, platforms, bicycle/pedestrian amenities as well as other improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, wayfinding, and traffic control signage. The GGMTF will feature a multi-story parking garage, kiss-and-ride, and plenty of surface parking lots for all types of motorists, including scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, future governmental use development building, a break lounge for bus drivers, and future governmental use intercity bus terminal. Construction began in August 2018 and was completed in February 2022.

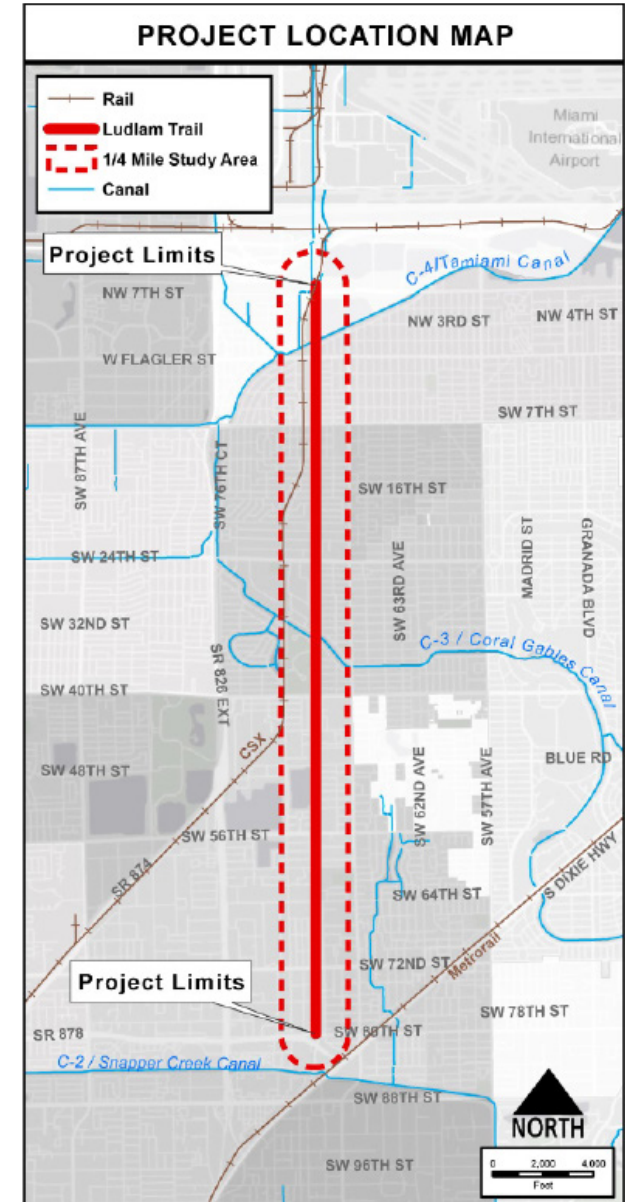
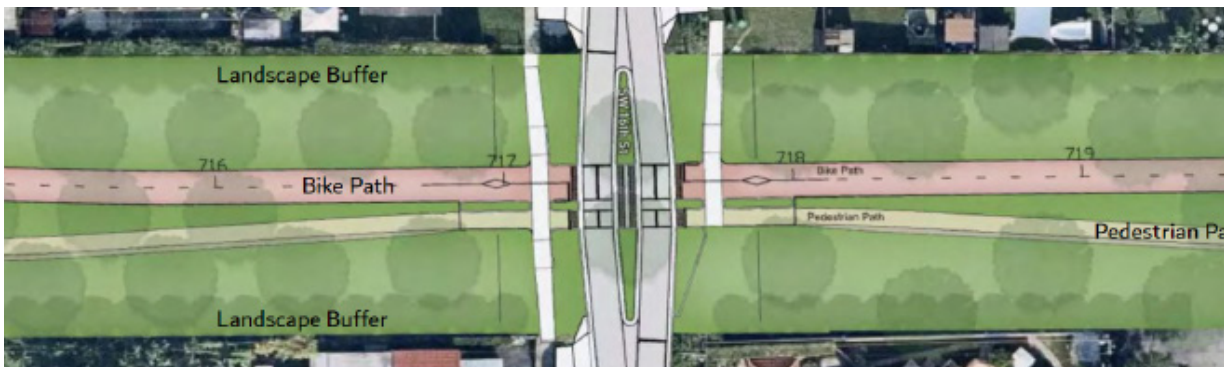


4.6.2.2. Ludlam Trail Corridor

The Ludlam Trail is progressing through a P3 that will transform a 6.2-mile length of the former Florida East Coast railroad corridor from the Blue Lagoon to SR-878 into a bicycle and pedestrian friendly urban park and public space, complemented by trail-oriented development aimed at activating the corridor at strategic locations. The Ludlam Trail will connect over 35,000 people within a half-mile radius to five schools, four parks, and two transit hubs, along with residential and commercial areas. Once fully operational, the Ludlam Trail will form an integral part of the 225-mile planned Miami Loop, a network of planned trails that also includes The Underline, Miami River Greenway and the Perimeter Trail.

Miami-Dade County will construct 80% of the trail segment while the developers will also design and build a half-mile-long segment of the trail and maintain it at no cost to taxpayers. In 2018, the Miami-Dade Commission approved the \$25 million purchase of 80% of the rail corridor and further secured about \$27 million of the \$94 million construction cost.











Figure 4-3: Preliminary Bikeway & Pedway Alignment Concept Plans



Source: Ludlam Trail Fact Sheet

4.7. Goal 7 – Expand Transit Services

Goal 7: Expand Transit Services				
Objective	Measure	Target	2022 Accomplishments	Status
7.1 - Implement the Strategic Miami Area Rapid Transit (SMART) Plan Rapid Transit Network	Beach Corridor	Progress toward three milestones: 1. Locally Preferred Alternative (LPA); 2. Inclusion of the SMART Plan projects in the TDP and other planning documents; 3. Implementation of the projects upon funding availability	1. A long term Project Agreement was not awarded and the Interim Agreement expired October 30, 2022. 2. Finalizing PD&E/NEPA processes. 3. Comprehensive market research to take place starting January 2023.	 Yes
	East-West Corridor		1. Submitted a letter requesting entry into the Project Development (PD) to the Federal Transit Administration (FTA) for the East-West Corridor Rapid Transit Phase 1 Project in August 2021, 2. The project was accepted into the PD phase by FTA on October 26, 2021. 3. Currently working on the NEPA documents, development of 30% plans and all activities required for the Small Starts Application. 4. The TOD Planning Pilot Program study is scheduled for completion in 2022.	 In Progress
	Kendall Corridor		1. Requested FDOT to further analyze the implementation of reversible lanes along the Kendall Corridor in February 2020. 2. Additional analysis on reversible lanes was completed in November 2020. 3. Based on recent coordination with partner agencies, FDOT will request a hold on the Kendall Corridor PD&E study. 4. Once the Flagler Demonstration Project (described under Flagler Corridor) is implemented and monitored, the data obtained from the project will be used to inform the Department's recommended alternative for this corridor.	 In Progress
	North Corridor		1. Accepted a report by DTPW on alternative transit technologies for NW 27 Avenue. 2. Directed DTPW to issue a request for proposals (RFP) to identify whether transit technologies, other than heavy rail are viable for the corridor. 3. In November of 2022, the Board of County Commissioners adopted Resolution R-1139-22 which canceled the ongoing procurement and directed DTPW to pursue a heavy rail extension of the Metrorail for the corridor. FDOT, in coordination with DTPW, is conducting a value engineering exercise to agree on an efficient alignment layout and move the project's NEPA process to completion.	 Yes
	Northeast Corridor		1. DTPW continues working on completing NEPA and all required activities for the PD phase and advancing into the Engineering phase of the New Starts program. 2. DTPW submitted a letter and package to FTA per FTA Capital Investment Grant (CIG) New Starts Program to request entry into engineering (15 items) in April 2023. 3. The Project Team is currently finalizing the PD&E Documentation to submit the Final Categorical Exclusion Checklist to FTA in summer 2023. 4. The project is expecting entry into engineering in October 2023.	 Yes
	South Corridor		1. The Design Criteria Professional has reviewed numerous submittals, RFI's and shop drawings. 2. Several plans are awaiting approval for construction.	 Yes

Goal 7: Expand Transit Services				
Objective	Measure	Target	2022 Accomplishments	Status
7.2 - Implement the SMART Plan BERT Network	Flagler Corridor	Progress toward three milestones: 1. Locally Preferred Alternative (LPA) as needed; 2. Inclusion of the SMART Plan projects in the TDP and other planning documents; 3. Implementation of the projects upon funding availability.	1. Flagler Street Premium Transit PD&E Study on hold 2. FDOT Initiated design for the Flagler Street SMART Demonstration Project in March 2022.	 In Progress
	South Miami-Dade Express		1. BERT Network study completed in April 2022. 2. Project likely to be canceled.	 In Progress
	Northwest Miami-Dade Express		1. BERT Network PD&E study completed in April 2022. 2. Included in TDP Implementation Plan and the 2045 LRTP. 3. Project to be canceled because of low ridership	 Yes
	Southwest Miami-Dade Express		1. BERT Network study completed in April 2022. 2. Project likely to be canceled.	 In Progress
	Florida's Turnpike Express (North)		1. BERT Network study completed in April 2022. 2. Project likely to be canceled.	 In Progress
	Florida's Turnpike Express (South)		1. BERT Network study completed in April 2022. 2. Project likely to be canceled.	 In Progress
	Beach Express North		1. BERT Network study completed in April 2022. 2. Project likely to be canceled.	 In Progress
	Beach Express Central		1. BERT Network study completed in April 2022. 2. Project likely to be canceled.	 In Progress
	Beach Express South		1. BERT Network study completed in April 2022. 2. Dynamic Traffic Assignment (DTA) analysis begun in 2021 and continued through 2022. 3. Project likely to be canceled.	 In Progress
7.3 - Increase service frequency on high demand bus routes	Number of route improvements or adjustments to top 10 routes	Increased frequency on 10% of top 10 routes from previous year	2019 top 10 Routes b: 119, 112, 11, 77, 27, 120, 38, 9, 3, 8 Increased route 38 evening frequency from 30 to 15 minutes headways. Reduced Route 119 service frequency on Saturday from 15 to 20 minutes headways. Reduced Route 120 PM & AM peak frequency from 12 to 15 / 24 to 30 minutes headways.	 No

4.7.1. Better Bus Network Beginning to Shift Into Gear

DTPW is launching the Better Bus SHIFTS into Gear action plan. Led by riders and community, the plan improves Metrobus and MetroConnect service, increasing frequency through the biggest network overhaul in county history. In fact, the Better Bus Network will dramatically increase transit access to jobs, education, healthcare and quality of life and uplift our most vulnerable, including seniors, with significantly better services.

There were many steps taken to prepare for the implementation of the Better Bus Network. The new bus network goes into effect in November 2023 and will provide more service, for more people, with more frequency. Metrobus riders will experience the most significant service improvements in four decades.

Figure 4-4: Flagler Demonstration Project Renderings



4.8. Goal 8 – Enhance Integration and Connectivity of Transit Systems Across Modes

Goal 8: Enhance Integration and Connectivity of Transit Systems Across Modes				
Objective	Measure	Target	2022 Accomplishments	Status
8.1 - Improve local, first/last mile connectivity and convenience	Incorporate recommendations from the TPO Study First Mile - Last Mile Options with High Trip Generator Employers	Develop action plan to incorporate recommendations by 2024	1) Exclusive bus lanes on SR-836 and SR-874/878. 2) Level boarding incorporated into design for South Dade transitway corridor. 3) Installation of Transit Signal Priority (TSP) capabilities under way county-wide. 4) Numerous SMART Plan Demonstration Projects initiated	✓ Yes
8.2 - Improve Regional Connectivity	Number of routes connecting to regional transit (MIC, Miami Central, Tri-Rail, Amtrak, and Greyhound services)	Increase Previously: 25 Routes (2, 7, 9, 21, 22, 32, 36, 37, 42, 57, 95 Express Golden Glades, 110, 112, 132, 135, 150, 155, 211, 238, 246, 297, 338, 836, Metrorail, Metromover)	27 Routes (2, 7, 9, 21, 22, 32, 36, 37, 42, 57, 77, 95 Express Golden Glades, 105, 110, 112, 132, 135, 150, 155, 238, 246, 277, 297, 338, 836, Metrorail, Metromover)	✓ Yes

4.8.1. Transit Signal Priority

Transit Signal Priority (TSP) is an advanced signalization system that provides Metrobus vehicles equipped with real-time tracking technology priority passage through intersections to improve their on-time service.

To date, DTPW has installed 284 smart signals along 10 county corridors as part of a larger five-year, \$11 million Traffic Signal System Modernization Project to improve mobility along the County's ten busiest corridors. Before-and-after studies are showing travel time savings for drivers on these corridors. DTPW is working on an additional \$160 million project to upgrade the rest of the County's traffic signal system which has approximately 3,000 signalized intersections. Improvements will include smart signals and TSP.

The 10 County corridors where smart signals have been installed are:

- NW 36th Street – from NW 71st Avenue and NW 84th Avenue.
- Miami Gardens Drive (NW 183rd Street) – from Bobolink Drive to NW 87th Avenue.
- NW 163rd Street – from NE 19th Avenue to NW 2nd Avenue.
- Indian Creek Drive – from 63rd Street to 88th Street.
- Biscayne Boulevard – from NE 11th Street to NE 82nd Street.
- West Flagler Street – from 43rd Avenue to Milam Dairy Road.
- LeJeune Road – from Anastasia Avenue to Minorca Avenue.
- SW 27th Avenue – from Bayshore Drive to SW 16th Street.
- SW 88th Street (Kendall Dr.) – from SW 112th Avenue to SW 172nd Avenue. U.S. 1 – from SW 16th Avenue and SW 98th Street.
- U.S. 1 – from SW 104th Street and SW 344th street (including the South Dade Transitway between Florida City and the Dadeland South Metrorail station).

Goal 8: Enhance Integration and Connectivity of Transit Systems Across Modes				
Objective	Measure	Target	2022 Accomplishments	Status
8.3 - Improve service accessibility for non-motorized modes and users	Implement bike share at all Metrorail and Metromover stations	100% of stations by 2024	Bikeshare contract terminated, goal will be pursued with future vendors	X No
	Integrate bike share payments into EASY network	Complete by 2024	Bikeshare contract terminated, goal will be pursued with future vendors	X No
	Increase bicycle/ electric scooter parking at all Metrorail and Metromover stations	237 installed by 2024	Currently: 82 Bike Lids Installed (Previously: 82 Bike Lids at 11 Stations)	X No
8.4 - Reduce reliance on park-and-ride facilities by providing additional access options to DTPW transit facilities	Establish partnerships first/last mile service providers	5 partnerships established by 2024	Secured partnerships with Go-Connect (Via) and Micromobility Services (Lime and Helbiz). Previously: Secured partnerships with Via, Uber, Lyft, and Velocia.	✓ Yes

4.8.2. Bicycle Parking at Metrorail Stations

DTPW ordered and received 237 bicycle locker replacements for all Metrorail stations. There are currently 82 Bike Lids installed at 11 Metrorail stations. Table 4-2 provides a list of Metrorail stations where lids have been installed.

Figure 4-5: Bike lids at Okeechobee station



Table 4-2: Bike Lid Installations

Facility	Bike Lids Installed
Dadeland South Station	6
South Miami Station	16
Overtown Transit Village Station	5
Douglas Station	6
Tri-Rail Station	2
Hialeah Station	10
Okeechobee Station	5
Earlington Heights Station	4
University Station	6
Culmer Station	12
I-75 Park and Ride	10

4.9. GOAL 9 – Ensure Equity in Transit Services

Goal 9: Ensure Equity in Transit Services				
Objective	Measure	Target	2022 Accomplishments	Status
9.1 - Reduce dependence on STS by improving service for transit dependent population	Increase route miles serving areas with a high density of persons with a disability	Increase by 2024 2018: 399 miles	411 miles (No change due to Covid-19)	✓ Yes
	Increase percentage of DTPW stops that are ADA accessible	Increase by 2024 2018: 48.6%	48.8% - 3,624 out of 7,425 Contract for an additional 360 stops awarded on May 1, 2020. Completion scheduled May 2023.	N/A
	Implement travel training program to teach passengers with disabilities how to use fixed route service	Implement training program by 2024	Due to budget constraints and project deadlines, travel program is on hold and will be revisited at a later date.	✗ No

4.10. GOAL 10 – Maintain Existing Transit System in a State of Good Repair

Goal 10: Maintain Existing Transit System in a State of Good Repair				
Objective	Measure	Target	2022 Accomplishments	Status
10.1 - Increase capital expenditure on Infrastructure Renewal Program (IRP)	10% of deferred maintenance of funded IRP projects	10% achieved	12% (Previously: 12%)	✓ Yes
10.2 - Reduce Average Fleet Age	Average Metrobus fleet age	≤ 7.5 years	4.7 years (previously 4.9 years)*	✓ Yes
	Average Metrorail fleet age	≤ 12 years	3.4 years (previously 2.5 years)*	✓ Yes
	Average Metromover fleet age	≤ 15 years	12.2 years (previously 11.2 years)	✓ Yes

4.10.1. Metrorail New Vehicle Replacement

The Miami-Dade Board of County Commissioners (BCC) and the CITT approved the \$385 million procurement of 136 new rail vehicles for replacing the existing fleet in March 2008. The new vehicles, which are being manufactured at the Hitachi Manufacturing Facility in Medley, feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. The first vehicles were put into revenue service in November 2017 with the additional vehicles being delivered between 2018 and April 2021.

Figure 4-6: Brand New Metrorail Vehicle In Service



4.10.2. Metrobus New Vehicle Replacement

DTPW continues to implement its bus replacement program. Funding for this program is provided through various sources including the PTP, FDOT and Federal funding sources. DTPW's bus fleet is continuously aging, therefore, an aggressive bus replacement plan is in place to ensure compliance with FTA's bus retirement criteria. After examining various alternative fuels, DTPW decided to migrate its bus fleet to clean-burning, compressed natural gas (CNG). The purchase of alternative fuel buses for replacements and enhancements is not only an improvement to transit, but also promotes the county's long-term initiative towards a state of good repair, economic competitiveness, livability, sustainability, safety, job creation, and economic stimulus.

In addition to CNG, DTPW will have 69 Proterra 40-foot electric-powered, zero emission buses in service. The remaining 6 Proterra electric buses will be delivered by the third quarter of 2023. These vehicles will be the first of their kind in Miami-Dade County's Metrobus Fleet and complement the ongoing modernization of the fleet. DTPW will also purchase 65 articulated 60-foot Battery-Electric zero emission buses. DTPW has purchased 100 articulated 60-foot Battery-Electric zero emission buses. These articulated electric buses are currently under procurement and are slated to be in service between 2024 and 2025.

Figure 4-7: New DTPW Metrobus vehicles ready for service



4.11. DTPW's Goal Achievement Measures

The following tables provide context for why some measures did not reach their targets.

Goal 1: Improve Transit System Convenience and Reliability			
Objective	Measure	Status	Justification
1.2 - Improve service availability	Percentage of missed pullouts	X No	As bus service was reduced due to Covid-19, the number of pull-outs was also reduced and therefore, decreased the overall measure.
	Mean distance between service failures	X No	As bus service was reduced due to Covid-19, the mean distances being driven also reduced. As such, any service failures would be measured from the modified, reduced service distances.
	On-Time Performance	X No	As the bus service was modified due to Covid-19, the on-time performance (OTP) measures should have been updated to reflect only those services which were still in operation. Updating the data collection methods by reprogramming the software to accommodate the temporary, fluid service schedules would have been an unreasonable task for DTPW staff.

Goal 1: Improve Transit System Convenience and Reliability			
Objective	Measure	Status	Justification
1.3 - Improve customer satisfaction with DTPW service	Number of customer complaints per 100,000 boardings (per mode)	X No	Due to the Covid-19 service modifications, this would likely generate additional complaints as riders who depend on the 'normal' service schedules may not have had their transportation needs and expectations met with the service reductions/modifications.
		X No	
		X No	
1.5 - Align transit service coverage with passenger demand	Average weekday boardings per mode (Metrorail, Metrobus, Metromover)	X No	Ridership numbers have been on a decline for several years for various reasons, including, most recently, the COVID-19 Global Pandemic. Transit services, DTPW included, are experiencing a slow but steady recovery in ridership over the last couple of years. DTPW should consider a transit route restoration plan, which would identify ways to increase transit ridership.
		X No	
		X No	
	Revenue Hours of Transit Service (Metrorail, Metrobus, Metromover, and STS)	X No	The fares were suspended for the first 10 months due to the impact of the Covid-19 pandemic.
		X No	
		X No	
		X No	
Committed bus service adjustments / improvements	N/A		

Goal 2: Improve Customer Service			
Objective	Measure	Status	Justification
2.4 - Increase regional coordination	Coordination meetings with BCT, PalmTran and Tri-Rail	X No	Meeting attendance was reduced due to the impact of the Covid-19 pandemic.
	Tri-County Fare System Implementation/ Cross Promotion	X No	Due to the suspension of fares between March 2020 through June 2021, the tri-county fare system implementing/cross promotion was simultaneously, temporarily suspended as a reasonable approach. However, the DTPW staff may have been working with the regional partners with implementation tasks.

Goal 3: Maximize Operational Safety and Security			
Objective	Measure	Status	Justification
3.1 - Reduce transit vehicle accidents	Bus accident rate per 100,000 miles	X No	DTPW has incorporated back the Ride Report program for all operators. (This program was temporarily placed on hold during the COVID-19 pandemic due to safety issues and due to restriction on the number of individuals permitted to ride in the bus). DTPW continues to review and retrain operators on accidents prior to being determined if the accident is preventable. This permits operator to obtain training and feedback within a week of their accident. DTPW is also in the process of an RFP that will provide telematic technology on the buses. This will permit DTPW to obtain information on operator behaviors and driving techniques. Therefore, training operator on the observation that have been obtain that are not in accordance to training practices, policy and procedures prior to operators being involved in an accident.
	Preventable bus accident rate per 100,000 miles	X No	

Goal 6: Maximize Use of All Funding Sources			
Objective	Measure	Status	Justification
6.2 - Reduction in operations unit cost per revenue mile	Change in cost per revenue mile	X No	Proposed Justification: Inflation impacted all aspects of the economy including transit operations.

Goal 7: Expand Transit Services			
Objective	Measure	Status	Justification
7.2 - Implement the SMART Plan BERT Network	Beach Express Central	X No	The project no longer moving forward.
7.3 - Increase service frequency on high demand bus routes	Number of route improvements or adjustments to top 10 routes	X No	Changes are anticipated upon the implementation of the Better Bus Project.

Goal 8: Enhance Integration and Connectivity of Transit Systems Across Modes			
Objective	Measure	Status	Justification
8.3 - Improve service accessibility for non-motorized modes and users	Implement bike share at all Metrorail and Metromover stations	X No	The bike lids installation process has had some interruptions due to difficulties getting areas inside of the Metrorail stations approved by the ADA Section. DTPW in conjunction with the help of a consultant are currently working to resolve the ADA issues previously found at this point. Feasible solutions will be found soon.
	Integrate bike share payments into EASY network	X No	
	Increase bicycle/ electric scooter parking at all Metrorail and Metromover stations	X No	

4.12. Conclusion

Out of 84 targets established in the 2019 TDP Major Update, in 2022 DTPW overcame the challenges of the Covid-19 Pandemic and met 41 targets (49%), and has work currently under way to complete 15 more (18%). 26 targets (31%) were not met. Finally, 2 (2%) were deemed not applicable due to the effects of the Covid-19 pandemic.

The goals and objectives tracked in this chapter were developed during the TDP Major Update, completed in 2019. This annual update marks the culmination of the five-year planning cycle for that TDP. Next year, DTPW will kick-off a new 5-year TDP update, where goals and objectives will be revisited, and amended, as necessary to align with local, state, and federal planning priorities. During this process, DTPW has the opportunity to recalibrate targeted measures that are aspirational, yet achievable, to set the agency up for success throughout the next TDP cycle.

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5. 2023 TRANSIT IMPLEMENTATION PLAN

DTPW has committed to implement many transit improvement projects in Fiscal Year 2022-2023 (October 1, 2022- September 30, 2023). This chapter contains detailed descriptions of the individual projects and transit initiatives DTPW has committed to during this period. These items include the purchase of new vehicles, the advancement and implementation of SMART Plan corridors, new express bus routes, new transit supportive facilities, improvements to existing service, and infrastructure renewal projects - all intended to maintain, improve, and further expand DTPW services.

For each project, the activity planned for 2023 is highlighted in bold.

5.1. Committed Capital Improvement Plan

Annually, DTPW prepares the Adopted Budget and Multi-Year Capital Plan that lists specific projects related to the expansion and improvement of DTPW's existing services. DTPW has \$644,962,000 allocated for capital projects in the current fiscal year (FY 22-23). Table 5-1 presents the adopted capital budget for the current fiscal year.

Table 5-1: DTPW FY 2022-2023 Adopted Capital Budget (\$000s)

Project/Program	FY 22-23
Aventura Station	\$7,500
Beach Express South	\$383
Bus - Enhancements	\$2,053
Bus - New South Dade Maintenance Facility	\$1,617
Bus - Related Projects	\$152,557
Bus - Tracker And Automatic Vehicle Locating System Upgrade (CAD/AVL)	\$148
Bus And Bus Facilities	\$8,874
Dadeland South Intermodal Station	\$10,828
Emergency Backup Generators	\$360

Table 5-1 (Continued): DTPW FY 2022-2023 Adopted Capital Budget (\$000s)

Project/Program	FY 22-23
Fare Collection Equipment Projects	\$516
Federally Funded Projects	\$100,395
Infrastructure Renewal Plan (IRP)	\$12,500
Lehman Yard - Miscellaneous Improvements	\$12,238
Metromover - Improvement Projects	\$44,637
Metrorail - Stations And Systems Improvements	\$39,023
Metrorail - Track And Guideway Projects	\$33,109
Metrorail - Vehicle Replacement	\$2,761
Metrorail And Metromover Projects	\$9,000
Park And Ride - Transit Projects	\$10,983
Park And Ride - Transitway At SW 168th Street	\$25,713
Pedestrian Overpass - University Metrorail Station	\$129
Safety Improvements - FDOT Projects	\$125
Signage And Communication Projects	\$11,076
South Corridor Bus Rapid Transit (BRT) - Mastarm Improvements	\$7,363
South Dade Trail Shared-Use Path Enhancements	\$820
South Dade Transitway Corridor	\$70,010
South Dade Transitway Stations Drop-Off And Pick-Up Areas	\$350
Strategic Miami Area Rapid Transit Plan (SMART) Phase 1	\$26,625
Sunshine Station - Golden Glades Bike/Pedestrian Connector	\$7,380
The Underline	\$36,177
Track And Guideway Work Facility Building	\$645
Track Inspection Vehicle / Train	\$3,500
Transit - Operations System (TOS) Replacement Project	\$168
Vision Zero	\$5,399
Grand Total	\$644,962

5.2. New Vehicles

5.2.1. Metrorail New Vehicle Replacement

In March 2008, the Miami-Dade BCC and the CITT approved the \$385 million procurement of 136 new replacement rail vehicles. The new vehicles, which are being manufactured at the Hitachi Manufacturing Facility in Medley, feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance, and operations. The first vehicles were put into revenue service in November 2017, with the final vehicles originally planned for delivery by July 2021. As of December 29, 2021, 132 train cars (66 married pairs) have entered revenue service.

5.2.2. New Bus Vehicle Replacement

DTPW continues to implement its bus replacement program. DTPW's currently active fleet includes 597 vehicles acquired in the last 5 years as shown in Table 5-2. These buses make up part of DTPW's efforts to reduce the average fleet age. Additionally, some of the new vehicles represent an expansion of the fleet to provide new service, including the SMART and BERT routes. In 2023, DTPW expects to add 75 new 40' Battery Electric buses, and ten 60' articulated diesel/electric hybrid buses. Details regarding the future bus replacement plan can be found in Appendix 6.

In addition to CNG, DTPW has 69 Proterra 40-foot electric-powered, zero emission buses in service. The remaining 6 Proterra electric buses will be delivered by the third quarter of 2023. These vehicles will be the first of their kind in Miami-Dade County's Metrobus Fleet and complement the ongoing modernization of the fleet. DTPW will also purchase 65 articulated 60-foot Battery-Electric zero emission buses. DTPW has purchased 100 articulated 60-foot Battery-Electric zero emission buses. These articulated electric buses are currently under procurement and are slated to be in service between 2024 and 2025.

The procurement of alternative fuel buses for replacements and enhancements not only improves transit but also promotes the county's long-term initiative towards a state of good repair, economic competitiveness, livability, sustainability, safety, job creation, and economic stimulus. After evaluating various alternative fuels, DTPW decided to migrate the bus fleet to clean-burning CNG or battery-electric powered vehicles.

Table 5-2: New Vehicles in DTPW Bus Fleet

Year	Bus Type	# of Vehicles
2017	NEWFL 17500 Hybrid	9
2018	NEWFL 18100 CNG	169
2019	NEWFL 10100 CNG	130
2019	Gillig 19200 CNG	32
2020	Gillig 20100 CNG	83
2020	NEWFL 20100 CNG	52
2021	NEWFL 21100 CNG	88
2022	40' Proterra ZX5 Electric	34
Total		597

5.3. The SMART Program

The SMART Program is advancing six rapid transit corridors of the PTP, implementing a mass transit infrastructure in Miami-Dade County. It is the implementation of a vision for Miami-Dade County, creating a system of multiple transportation options by leveraging existing infrastructure, and integrating technology at the highest levels. This section highlights the progress that DTPW intends to make towards completing the SMART Program in FY 22-23.

In October 2017, the TPO passed resolution #47-17 advancing the North and South Corridors into Priority I in the L RTP and TIP. In 2019, The TPO passed resolution #26-19, extending the limits of the Florida's Turnpike Express (FTE) North BERT Route to connect to the North (27th Avenue) Corridor.

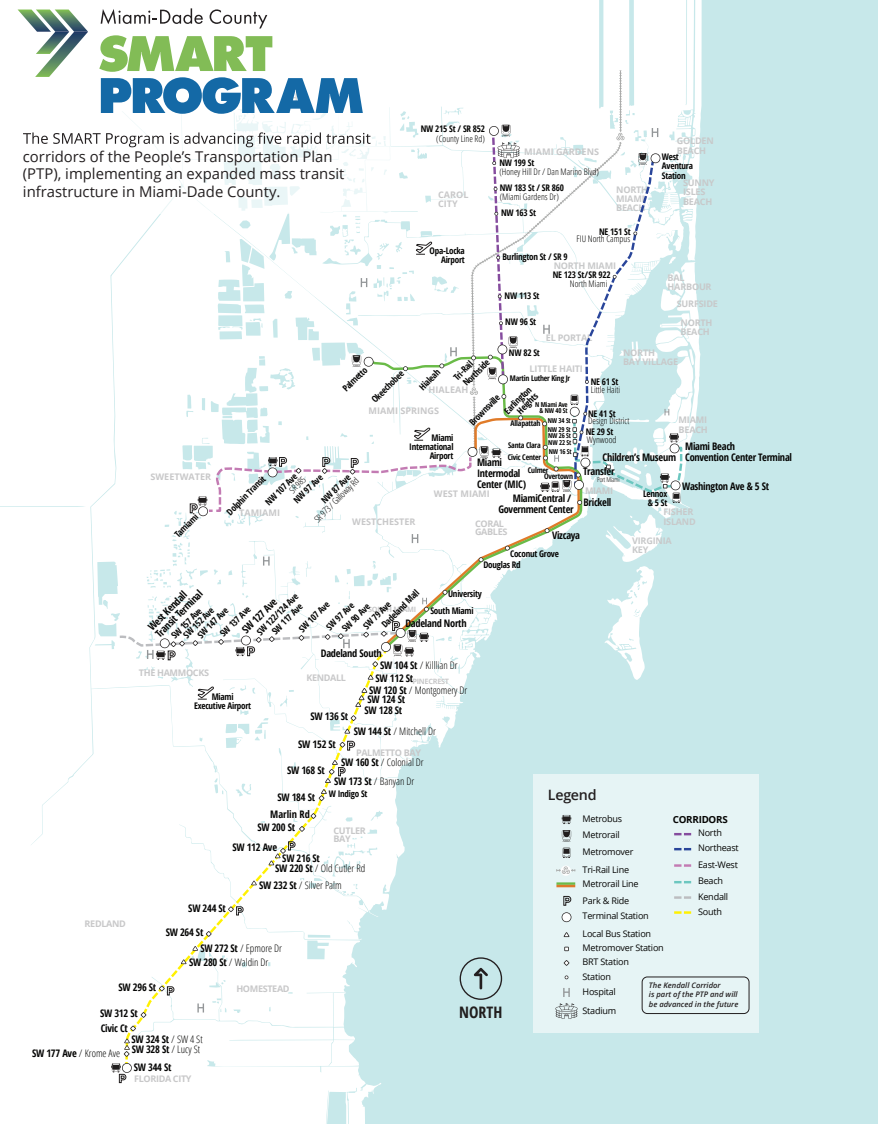
5.3.1. Beach Corridor

The Beach Corridor is a 9.7-mile long corridor connecting the Miami Design District through Downtown Miami along MacArthur Causeway to the Miami Beach Convention Center. This corridor is composed of a trunk line connecting the City of Miami and the City of Miami Beach, with one extension to the Midtown/Design District in the City of Miami, and one extension to the Miami Beach Convention Center.

The Beach Corridor PD&E study is funded by multiple agencies including Miami-Dade County, FDOT, City of Miami, and City of Miami Beach. In January 2020, the TPO, following the PD&E recommendation, selected elevated Automated Guideway Transit (AGT) for the trunk line, an extension of Metromover for the Midtown/Design District segment, and dedicated-lane motorbus service on Washington Avenue. In October 2020, Board of County Commissioners approved the contract award for the Interim Agreement (IA) for the Beach Corridor Trunk Line. The IA became effective October 31, 2020, and DTPW is currently working with the selected team to complete pre-development work and negotiation of the Project Agreement. The project received an Environmental Assessment (EA) as the National Environmental Policy Act (NEPA) Class of Action (COA) for the Beach Corridor Trunkline from the United States Coast Guard (USCG) and is expecting to finalize the EA document in Summer 2022.

Negotiations to develop and maintain a monorail system for the Beach Corridor Trunk Line ended in November of 2022 without an agreement due to significant increases in the project cost over the course of the negotiating period. DTPW is working to advertise, evaluate, and negotiate a new solution for the Trunk Line project with the County's preference being a seamless extension of the existing Metromover system.

Figure 5-1: The SMART Program



Map source: DTPW Website, Accessed August 2023

5.3.2. East-West Corridor

The East-West Corridor project will run approximately 14 miles from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA), west along the SR-836/Dolphin Expressway, to Tamiami Station at SW 8 Street and SW 147 Avenue. This project will also serve major activity centers including the Miami International Airport, the MIC, and Downtown Miami while transporting riders to and from major employment areas (Sweetwater, Doral, Health District, Central Business District, Brickell, etc.). This service will compliment the existing 836 Express service which began operating in early 2020.

On October 22, 2020, the Miami-Dade TPO Governing Board selected the LPA as Bus Rapid Transit (BRT). In August 2021, the County submitted to the Federal Transit Administration (FTA) a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) Small Starts program for the East-West Corridor Rapid Transit Phase 1 Project. The project was accepted into the PD phase by FTA on October 26, 2021. The anticipated National Environmental Policy Act (NEPA) Class-of-Action of Documented Categorical Exclusion was obtained in August 2022. DTPW is currently working on the NEPA documents for the LPA and development of 30% plans for the Phase 1 Project. Activities for the Small Starts Application are on-going. The Department is working to accelerate delivery of the portion of the Phase 1 BRT project that is along 8th Street and SW 137th Avenue.

5.3.2.1. SR-836 Express Bus Service

This project is fully detailed above in section 4.1.1.1. It will provide express transit service along SR 836 and the Homestead Extension of the Florida Turnpike (HEFT) with three routes. Line A provides premium express transit service from the new Tamiami Station (located at SW 8th Street and SW 147th Avenue) to Downtown Miami via SW 8th Street, SW 137th Avenue and SR 836.

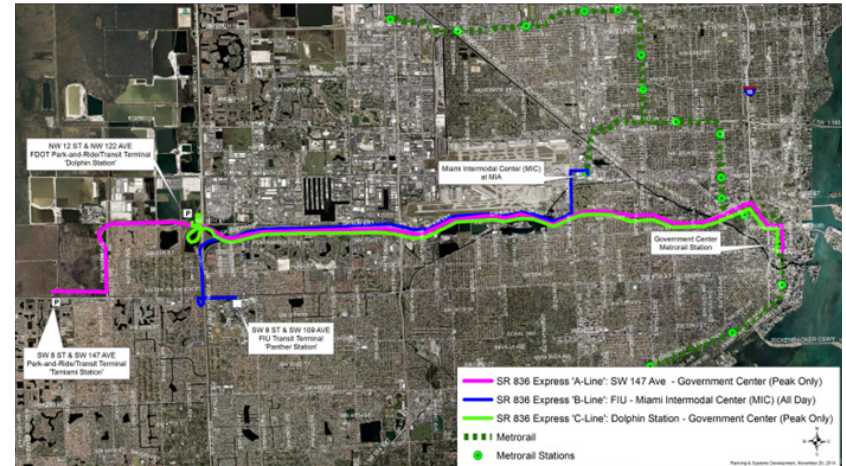
5.3.2.2. East-West Corridor Transit-Oriented Development Master Plan

In June 2016, DTPW submitted a grant application to conduct a TOD study for the East-West Corridor, which was awarded by the FTA in the amount of \$1.2 million (\$960,000 FTA and \$240,000 PTP) under the TOD Planning Pilot program. The Master TOD Plan began in November 2018. A virtual public charette was held in November 2020, and a virtual public design studio was held in March 2021. **The anticipated National Environmental Policy Act (NEPA) Class-of-Action of Documented Categorical Exclusion was obtained in August 2022. DTPW is currently working on the NEPA documents for the LPA and development of 30% plans for the Phase 1 Project. Activities for the Small Starts Application are on-going. The Department is working to accelerate delivery of the portion of the Phase 1 BRT project that is along 8th Street and SW 137th Avenue.**

5.3.3. Kendall Corridor

The Kendall Corridor project runs 10 miles from the Dadeland North Metrorail Station west along SR-94/Kendall Drive/SW 88th Street to approximately SW 162nd Avenue. This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west arterial roadways in Miami-Dade County.

Figure 5-2: SR-836 Express Route Alignments



In November 2019, Curbside BRT was identified by the PD&E team as the recommended alternative for the Kendall corridor and was presented at the Public Workshops in December 2019. Lack of local support for a Curbside BRT alternative that contemplates reduction of vehicular traffic lanes has been demonstrated on similar east-west corridors. Therefore, the Department will analyze implementation of a corridor-based bus rapid transit solution that would not require reduction of vehicular traffic lanes along the Kendall Corridor. Corridor-based bus rapid transit will include defined stations, active transit signal priority, queue jump lanes, optimized bus service plan, and distinct branding of stations and vehicles without reducing the number of existing vehicular traffic lanes on Kendall Drive.

Based on recent coordination with partner agencies, FDOT will be requesting to put a hold on the Kendall Corridor PD&E study to allow for the Flagler Demonstration Project (described under Flagler Corridor) to be implemented and monitored so that the data obtained from the Flagler Demonstration Project can be used to inform the Department's recommended alternative for the Kendall Corridor.

5.3.4. North (NW 27th Avenue Premium Transit) Corridor

The North Corridor project is approximately 10 miles long, running from the Dr. Martin Luther King Jr. Metrorail Station northward along NW 27th Avenue to NW 21st Street. The PD&E study for the North Corridor began in 2016. In December 2018, the TPO Governing Board selected an Elevated Fixed Guideway transit system as the LPA for the North Corridor, based on the recommendation of the PD&E team. In October 2019, the Miami-Dade TPO selected elevated heavy rail transit as the LPA for the North Corridor. On April 23, 2020, the TPO Governing Board accepted a report by DTPW on alternative transit technologies for NW 27 Avenue and directed DTPW to issue a request for proposals to identify whether transit technologies, other than heavy rail are viable for the corridor. In November of 2022, the Board of County Commissioners adopted Resolution R-1139-22 which canceled the ongoing procurement and directed DTPW to pursue a heavy rail extension of the Metrorail for the corridor. FDOT, in coordination with DTPW, is conducting a value engineering exercise to agree on an efficient alignment layout and move the project's NEPA process to completion.

5.3.5. Northeast Corridor

The Northeast Corridor is a regional connection that links Miami-Dade County with neighbors to the north via the Florida East Coast (FEC) railway. It extends northward approximately 14 miles from the County's Central Business District in Downtown Miami, connecting with Aventura, North Miami, North Miami Beach, and Miami Shores. FDOT District 4 is managing the PD&E study and is currently finalizing plans. A Mid-town station has been identified by the SFRTA. Regional passenger rail service to the Aventura Station can be considered as the first phase of the service. In March 2021, the TPO Governing Board adopted commuter/passenger rail as the LPA for the Northeast Corridor. In August 2021, the County submitted to FTA a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) New Starts program for the Northeast Corridor Rapid Transit Project. The project was accepted into the PD phase by FTA on October 26, 2021. The commuter rail service plan is 30-minute peak headway and 60-minute off-peak headway for both directions during weekdays and 60-minute headway during weekends. DTPW is working on completing NEPA and all required activities for the PD phase and advancing into the Engineering phase of the New Starts program.

Figure 5-3: Miami Central Station, the Southern Terminus of the Northeast Corridor



5.3.6. South Dade Transitway Corridor

The South Corridor runs approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway to the SW 344th Street Park-and-Ride/Transit Terminal Facility. DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017. The TPO selected the LPA on August 30, 2018 as BRT. The estimated total project capital cost is \$300 million. Miami Dade County and FDOT have both committed \$100 million each to fund design and construction, while the project team successfully secured \$100 million from the FTA Small Starts Grant program. BRT is scheduled to begin operation by Winter 2023-24. The contract for design-build services was awarded by the Board of County Commissioners on September 3, 2020, NTP was issued in February 2021, and **construction is now under way**. Renderings of the proposed stations are shown in Figure 5-8.

5.3.7. BERT Routes

The BERT Network consists of nine express bus routes which reinforce and support the SMART Plan rapid transit corridors. Route A, the Flagler corridor, is the subject of a PD&E study by FDOT. The remaining BERT corridors are being studied by DTPW to advance the NEPA study for the BERT network Route B through F3:

- South Miami-Dade express (Route B)
- Northwest Miami-Dade express (Route C)
- Southwest Miami-Dade express (Route D)
- Florida's Turnpike express south (Route E1)
- Florida's Turnpike express north (Route E2)
- Beach express north (Route F1)
- Beach express south (Route F3)

Among the BERT routes, some are further advanced than others. Service for Route c began in November 2019. To advance the implementation of Route f1, DTPW partnered with the FDOT and implemented a pilot route, Route 241 "Tuttle Limited", in December 2021. The pilot service was implemented to test the Bus-on-Shoulder (BOS) operation using the outside shoulder of the Julia Tuttle Causeway/I-195 to bypass congestion. Other transit routes that operate along the Causeway are also allowed to use the shoulders. The BOS operation was discontinued in 2022, when the inside shoulder improvement project led by FDOT began. Ultimately, Route f1 (Beach Express North) and other DTPW routes will be able to use the inside shoulder to bypass congestion.

The PD&E study by FDOT for Route A, The Flagler Corridor, is being conducted to evaluate the implementation of rapid transit along SR 968/Flagler Street. In April 2019, the Curbside Business Access and Transit (BAT) Lanes alternative was identified as the recommended alternative for the Flagler corridor. A workshop with TPO Board members was held on January 30, 2020 where FDOT was directed to further analyze the implementation of reversible auto lanes along the Flagler corridor. FDOT conducted a study on the implementation of reversible auto lanes along segments of the corridor as a traffic mitigation measure. The additional analysis on reversible lanes was completed in January 2021 and results of the analysis demonstrated that reversible auto lanes are not feasible the Flagler Corridor.

On January 28, 2021, the TPO Governing Board adopted Resolution No. 07-2021 supporting FDOT's Alternative -1 Curbside Bus Rapid Transit Lanes with the exception that the PD&E study shall not consider the reduction of vehicular traffic lanes for any portion of Flagler Street west of 24 Avenue. Throughout 2021, the PD&E team developed a hybrid solution as directed by the TPO Governing Board that includes BAT lanes east of 24 Avenue and Corridor Bus Rapid Transit (BRT) improvements (without lane repurposing) along the remaining segments of the corridor.

On March 3, 2022, the TPO Governing Board passed Resolution #13-2022, supporting the Florida Department of Transportation (FDOT) and Miami-Dade Department of Transportation and Public Works (DTPW) joint recommendation to implement a Flagler SMART PLAN Demonstration Project. Design of the Flagler Street SMART Demonstration Project is anticipated to be completed in Fall 2023 and construction will be completed in Fall 2024.

The limits of the Flagler SMART Demonstration project along the one-way pair of Flagler Street and SW 1st Street from SW 27th Avenue to SW 6th Avenue. The demonstration project would consist of repurposing the outside lanes into BAT lanes and applying appropriate pavement markings on the lanes. FDOT, in coordination with DTPW, will also incorporate signage to inform the public of the enhanced, dedicated bus infrastructure. The operation of the demonstration project would be monitored over a one-year period, with the results and benefits evaluated. The data collected from the demonstration project will then be used to finalize and present the PD&E Tier 3 Recommended Alternative to the TPO Board for approval as the LPA.



5.4. Comprehensive Transportation Master Plan (CTMP)

The Miami-Dade County Department of Transportation and Public Works (DTPW) is developing a Comprehensive Transportation Master Plan (CTMP) as per a directive from the Board of County Commissioners (Resolution R-138-22). The CTMP will serve as an implementation plan for transit, pedestrian, bicycle, freight, roadway, and other transportation infrastructure projects being carried out by Miami-Dade County over the next 20 years. The Master Plan will establish criteria that will evaluate and prioritize all DTPW's transportation projects through a methodical, fair, equitable and efficient process. The plan will identify needs through public outreach and stakeholder input. The CTMP will feed directly into federal planning documents, such as the Miami-Dade Transportation Planning Organization's (TPO) Long Range Transportation Plan (LRTP) and the Florida Department of Transportation (FDOT) Transportation Improvement Program (TIP), providing the County with a single prioritized project list for all modes. The CTMP will be updated annually.

Vision: Create an integrated multi-modal plan for Miami-Dade County, focusing on prioritization and implementation to enhance transportation infrastructure. The plan aims to create a more efficient, connected, safe, and clean transportation system, ultimately improving the overall quality of life for residents.

Goal: Establish a clear prioritization for transportation projects of all modes and networks within Miami-Dade County that will be completed over the next 20 years, and foster engagement with communities and municipalities to facilitate smoother project delivery and implementation.

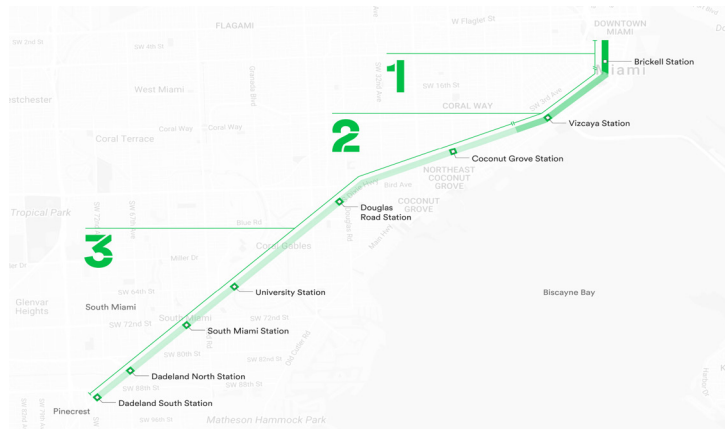
5.5. Other New Facilities and Services

5.5.1. South Dade Bus Maintenance Facility

With the implementation of the SMART plan, the County inventoried the availability of garages located within the south Miami-Dade area of the County for bus maintenance facilities and determined that the closest maintenance facility to the South Miami-Dade area is the Coral Way facility; which has reached its capacity and is approximately 30-miles away from the southern county line of Miami-Dade. This new maintenance facility will improve Transit's operational efficiency by decreasing the turn around time for placing buses back in revenue service. **A site has been identified at SW 127 Ave and Biscayne Drive. Construction is expected to start at the end of 2023 and substantial completion of the facility is expected early 2025.**

5.5.2. Underline

The Underline is a 10-mile corridor that will run from the Miami River to Dadeland South Station, creating a safe multimodal mobility corridor for bicyclists and pedestrians. The project is being constructed in three phases. Phase I, the Brickell Backyard, which spans from the Miami River to SW 13th Street was completed in the summer of 2021. Phase II, the Hammock Trail, running between SW 13th Street and SW 19th Avenue, is currently under construction and is scheduled for completion mid-2023. Phase III, the final phase, is the longest segment, and is currently under procurement. Last year, the final Design Criteria package was completed. **Construction for Phase III is scheduled to be complete in Summer 2026.**



5.5.3. Waterborne Transportation As A Commuter Service

This initiative is a traffic congestion countermeasure. Since 2020, DTPW has been working on ways to deploy these services. In 2020, the Miami-Dade County Board of Commissioners authorized DTPW to negotiate on the behalf of the County an East-West route between Miami and Miami Beach during the construction of I-395. The new service started operating in November 2020 between the James L. Knight Center/Hyatt Regency in the Miami River and the Bentley Bay Marina, directly North of I-395. This service is 100% private and is not receiving subsidies from governmental agencies. The new service acts as a commuter service between 6:00 am and 7:00 pm – Monday through Friday. The City of Miami is currently working on a second route between the James L. Knight Center and Dinner Key Marina in Coconut Grove. The operator is currently working with the City of Miami. The county is seeking to identify local funds to apply for a Florida Transportation Regional Incentive Program (TRIP) match for this route.

5.6. Committed Bus Service Adjustments

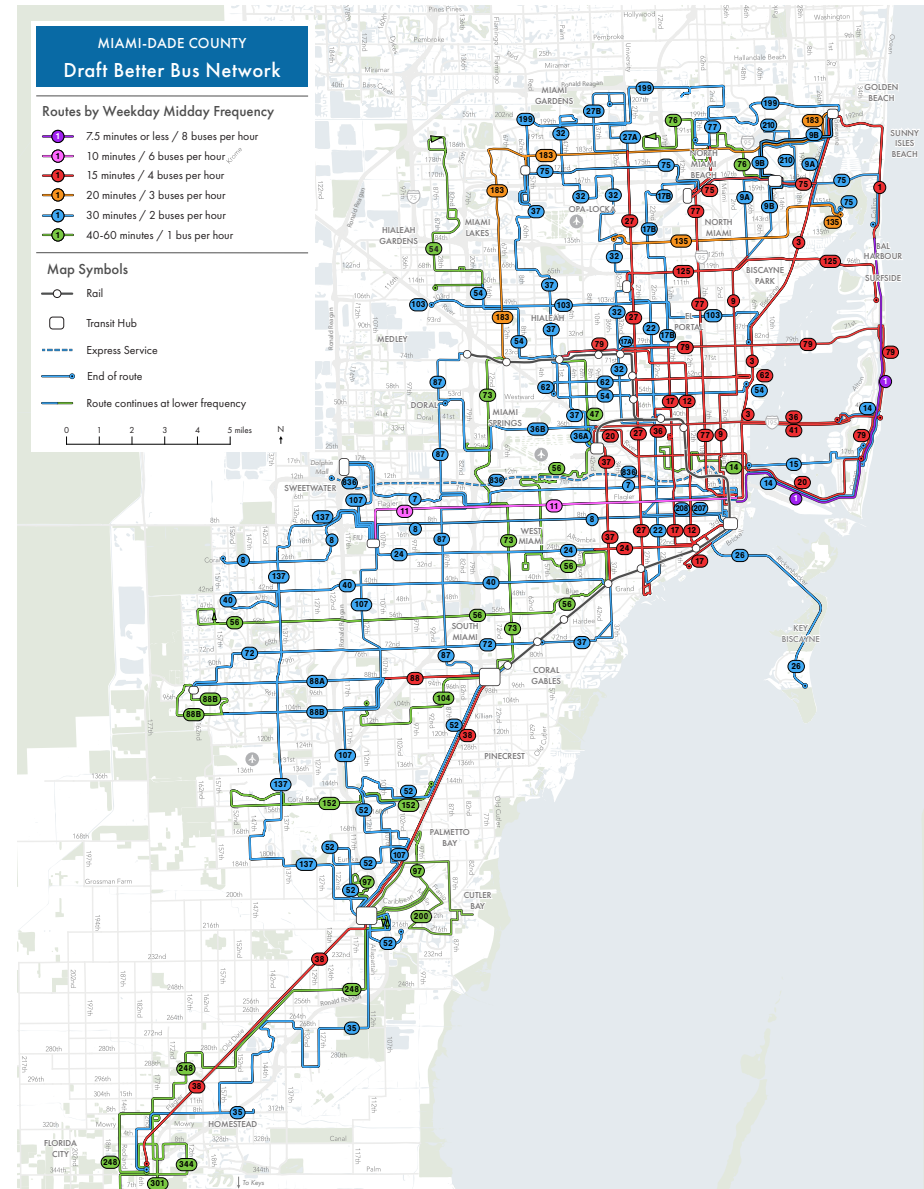
In an effort to continually match service capacity with ridership demand, DTPW routinely revises the existing bus route network to better meet the evolving transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. In a typical year, these adjustments are planned and committed to in the TDP – however since 2020, these adjustments have been deferred until the implementation of the Better Bus Project.

5.6.1. The Better Bus Project

This project is a partnership between Miami-Dade County and Transit Alliance Miami, a local non-profit organization that advocates for “walkable streets, bikeable neighborhoods, and better public transit”. The purpose of the Better Bus Project is to redesign the county DTPW bus system. The project explored two different approaches: one focusing on maximizing ridership, and another focused on maximizing the coverage of the transit system. The initial phase is being deployed on July 24, 2023 and Phase II will be deployed Nov 13, 2023.

As of Phase 1 of Better Bus Shifts into Gear on July 24, the project offers improved service with more frequency for more people. Five routes on three high-frequency corridors are being adjusted to maximize efficiency and improve overall system reliability, including Route 39 TransitWay Express where weekday peak frequency will improve to 12 minutes and Route 62 where weekday all-day frequency will be increased to 15 minutes, among other enhancements. For Phase II, 96% of the originally approved plan will be deployed Nov 13, 2023. Phase II will include a 4% service reduction due to operator shortage - mainly existing service reductions formalized.

Figure 5-4: Better Bus Project Draft Network



5.7. Committed Infrastructure Renewal Program (IRP) Projects

Table 5-3 presents committed IRP projects for FY 2022-2023. These commitments are based on a process by DTPW which identifies, evaluates, prioritizes, and programs capital improvement projects that are necessary in order to maintain the existing transit system in a state of good repair. Many of these projects are multi-year efforts which will not reach completion during FY 22-23. DTPW has a fixed allocation of \$12.5 million dollars for IRP projects every year, and the total multi-year funding for active IRP projects is approximately \$103,426 million dollars.

Table 5-3: FY 2022 - 2023 IRP Projects (\$000s)

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
CIP201	Roadway Signs in the Vicinity of Twenty-Three (23) Metrorail Stations	The scope of work includes, but is not limited to, installation and/or replacement of directional/guide signs on roadways and highways in the vicinity of the twenty three (23) metrorail stations. DTPW is proceeding with preparation of plans to obtain permits and implement improvements. The first phase of the project involved conducting field assessments of the roads to determine the inventory of existing signs and proposed signs. This first phase has been completed.	\$2,225
IRP096	Metrorail Public Address System Replacement	Replace existing Public Address System at all Metrorail Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded. Active project.	\$2,592
IRP171	Upgrade Chiller Units at the William Lehman Center	Replace two existing Trane water cooler 110 ton, R-113 chiller units, 3 chilled water pumps and all related controls, piping, valves, wiring etc at the William Lehman Center Facility. Active project.	\$650
IRP215	Metrorail Bathroom Rehabilitation	Repair and renovate public restrooms at the 30-year-old Metrorail stations. Active project.	\$1,865
IRP233	Replacement of Diamond Frogs at Culmer Crossover	Replacement of Diamond Frogs at the Culmer Metrorail Station. Active project.	\$900
IRP234	Railcar Cleaner Platform Replacement	Upgrade the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform is in need of constant repair. Active project.	\$4,190
IRP236	Metrorail Crewcab Trucks	Purchase support vehicles for the Track and Guideway maintenance division. Active project.	\$190

Table 5-3 (Continued): FY 2022 - 2023 IRP Projects (\$000s)

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
IRP260	Fueling Terminal Modernization	Upgrade fueling terminal to IP Base. Active project.	\$250
IRP270	Metromover Vehicles HVAC/EPA Compliance Overhaul and Building A/C Replacement	Mover vehicle air conditioning HVAC system and Mover Building A/C replacement in order to comply with EPA requirement as the use of Freon 22 will be banned by EPA by the year 2020. Active project.	\$2,143
IRP276	Metrorail Platform Cabling Replacement	Replacement, disposal and reinstallation of the infrastructure and cabling necessary to support the Emergency Transfer Switch, Emergency Telephone, End Gate Intrusion Alarm and Blue Light at 17 Metrorail Stations. Active project.	\$2,805
IRP306	Renovate Lehman Center 2nd Floor - Administration	New office partitions , desks, chairs upgrade phone system etc. Active project.	\$850
IRP308	Transit Activu Server Recapitalization	This project is to replace transit ACTIVU servers. The current servers will be falling off maintenance support from HP in the coming months. And the current applications that hold the tittle of each project is no longer under vendor support. The ultimate goal here is to extend the life of the infrastructure for another 5 years.	\$212
IRP309	Transit SCADA Station Control Unit Server Recapitalization	This project is to recapitalize the transit SCADA station control unit servers. The current servers will be falling off maintenance support from HP in the coming months. And the current applications that hold the tittle of each project is no longer under vendor support. The ultimate goal here is to extend the life of the infrastructure for another 5 years.	\$460
IRP321	Lehman Curve N41 Realignment	Correct Civil Design and alignment of Curve #41 in the Lehman Yard Maintenance facility. The work will involve the realignment of the existing track layout to a 300 foot radius. The curve is currently out of service and cannot be used until the curve geometry is corrected. The existing track bed and substrate will be modified to accept the new track layout. The third contact rail will also be aligned to match the 300 foot running rail radius. Alt power, control and communications cabling will also be modified to accommodate the new track and third-rail layout. The finished track bed will be tamped and concrete ties installed as required prior to laying the new running and third rails. The new track will be tested before being accepted to ensure that all control lines and traction power connections function per the intended design. Active project.	\$1,649

Table 5-3 (Continued): FY 2022 - 2023 IRP Projects (\$000s)

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
IRP329	Bus Garage and Employees Parking Lot Light Fixtures Upgrade	Install light fixtures at Coral Way, Northeast and Central bus garages and employees parking lot. Active project.	\$260
IRP331	Network Core Switches Recapitalization	This project is to recapitalize the network core switches	\$1,535
IRP332	Wireless LAN Access Point Recapitalization	DTPW relies on its existing wireless LAN for communications between all Metrobus vehicles and the enterprise network for all on-board systems: CCTV, Fare Collection, CAD/AVL, telemetry, and signage. The access points providing that connectivity today are currently at their end of life, discontinued (and unsupported) and starting to fail, which negatively impacts network availability. This project addresses that issue by replacing all the equipment with new access points supported by our Wireless LAN Controllers.	\$101
IRP333A	Parking Lot Refurbishment at Northeast Bus Facility	The project entails the refurbishment of the parking lot areas at the Coral Way Bus Facility. Work includes site lighting, milling and resurfacing of lots and repair the pavement markings. Project will be conducted in two phases - An initial review and assessment with cost estimates and a second phase for design and construction Area.	\$3,295
IRP333B	Parking Lot Refurbishment at Coral Way Bus Facility	The project entails the refurbishment of the parking lot areas at the Central Bus Facility. Work includes site lighting, milling and resurfacing of lots and repaint the pavement markings. Project will be conducted in two phases - An initial review and assessment with cost estimates and a second phase for design and construction.	\$3,514
IRP333C	Parking Lot Refurbishment at Central Bus Facility	The project entails the refurbishment of the parking lot areas at the NE Bus Facility. Work includes site lighting, milling and resurfacing of lots and repair the pavement markings. Project will be conducted in two phases - An initial review and assessment with cost estimates and a second phase for design and construction Area.	\$6,173
IRP344	Dadeland South Tail Track Security Perimeter Fence	This scope includes complete installation of a Security Perimeter Fence at the Dadeland South Tail Track. The fence system will include all turnkey materials and all necessary components (i.e., pales, rails, posts, hardware) to improve the fencing at the Dadeland South Tail Track.	\$1,350

Table 5-3 (Continued): FY 2022 - 2023 IRP Projects (\$000s)

IRP Project Number	IRP Project Name	Scope	Total IRP Funding
IRP346	40-Year Recertifications of DTPW Transit Facilities	The scope of work is to conduct the 40-Year Recertification of DTPW Facilities that are due beginning with FY22-23 and in the future years based on the current inventory of facilities. The 40-Year Recertification requires a registered Professional Engineer to conduct electrical and structural inspections to comply with the Florida Statutes and local ordinances. The work to be performed includes the following: Inspection, site visits, and prepare and issue the required recertification documents and submit them to RER	\$2,940
OSP209	Data Closets UPS Replacement	Replace Data Closets Uninterruptible Power Supply (UPS). Active project.	\$323
OSP234	Metrorail EAMS Work Order Module Implementation	Infor EAMS software tool to implement Work Order module that will be integrated with the existing warehouse module. Active project.	\$700
OSP256	Facilities Maintenance EAMS Work Order Implementation	Implement EAMS Corrective and Preventive Work Order modules for Facilities to replace the manual current process for the County Standard in Asset Management.	\$185
OSP260	Train to Wayside Wireless Network at Palmetto Yard	DTPW has new Rail vehicles that require connectivity to access resources in the County's Enterprise network. In order to satisfy that requirement, a reliable wireless network must be put in place, allowing the traffic of data to/from these vehicles. This project provides said infrastructure via a wireless controller environment that is centrally managed and monitored.	\$200
PARENT PROJECT	Replace and Upgrade Physical Assets	To replace and upgrade physical assets	\$61,358
Total			\$ 100,891

Figure 5-5: South Corridor Station Under Construction



MDT
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— 2024–2033 —

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6. TEN YEAR IMPLEMENTATION PLAN

This section identifies DTPW's ten-year program of projects. Through these projects, DTPW enacts a strategy to improve the existing transit system, implement new metrobus routes, advance premium transit corridors identified throughout Miami-Dade County, and discontinue unproductive routes. DTPW will continue to focus on providing a clean and attractive system for passengers, improving on-time performance, and utilizing the best available technology to provide customers with a fast and efficient transit experience. The chapter is organized as follows:

First, Miami-Dade County's primary transit improvement initiative is the SMART Plan. The SMART Plan includes six proposed rapid transit corridors (detailed in Table 6-1), and nine BERT Network routes (listed in Table 6-2). Both the rapid transit corridors and BERT Network are shown on Figure 6-1, while Figure 6-2 highlights the BERT Network routes for clarity. The SMART Demonstration Program supports the SMART Plan corridors by providing first/last mile transit service to the corridors, as shown on Figure 6-3. The six SMART Plan rapid transit corridors are described with their implementation schedule in Table 6-3.

Next, DTPW's ten-year implementation plans are organized into two categories – Operations, and Capital. Operations and Capital projects are divided into funding status lists - funded, partially funded, and unfunded projects.

Funded and Unfunded Transit Operations projects are listed in Table 6-5 and illustrated in Figure 6-11. Funded Capital projects are listed in Table 6-6 and illustrated in Figure 6-12. Partially Funded Capital projects are listed in Table 6-7 and illustrated in Figure 6-13. Unfunded Capital projects are listed in Table 6-8 and illustrated in Figure 6-14.

The Implementation Plan tables here were prepared based on DTPW's transit priorities for the next ten years. The projects are cross-referenced with the county's Capital Improvement Plan, as well as the Miami-Dade TPO TIP and the 2045 LRTP. This annual update is being completed just as the County undertakes the Comprehensive Transportation Master Plan (CTMP), which synthesizes all of the multi-mobility priorities in the County, including bicycling, pedestrians, freight, transportation, and transit. The CTMP is still under development, while the TDP is completed. Thus, the projects depicted in the Chapter 6 Implementation Plan tables are consistent with the CTMP as of September 8, 2023. These projects are subject to change as the CTMP continues to be refined.

6.1. SMART Plan

In the long term, DTPW, SMART Plan partners, and stakeholders are working to change the approach to mobility by creating a system that offers multiple transportation options throughout the county. There are limited opportunities to widen and/or build new roads. Therefore, the need to extend mass-transit represents the balanced approach necessary to address roadway congestion and connect communities to educational and employment centers. This ensures that the community continues to grow and thrive far into the future. The goal is to make Miami-Dade County a car-optional community by ensuring that mass-transit options are available everywhere in the County and region.

Table 6-1 presents a list of SMART Plan Rapid Transit Corridors, and Figure 6-1 illustrates the location of the Rapid Transit Corridors, as well as the BERT Network corridors. The six rapid transit corridors which are included in the SMART Plan are described on the following pages.

6.1.1. Rapid Transit Corridors

6.1.1.1. Beach Corridor

The Beach Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. The Beach Corridor project will serve the cities of Miami and Miami Beach along a 9.7-mile corridor, crossing Biscayne Bay to link Downtown Miami to Miami Beach. The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands.

In May 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions between Downtown Miami and the City of Miami Beach via I-395 and I-195. In January 2020, the TPO selected elevated automated rail transit for the trunk line, automated people mover for the Midtown/Design District and Bus/Trolley in dedicated lanes on Miami Beach as the locally preferred alternative (LPA), as recommended by the PD&E. In October 2020, Board of County Commissioners approved the contract award for the Interim Agreement (IA) for the Beach Corridor Trunk Line. The IA became effective on Oct 31, 2020. DTPW is currently working with the selected team to complete pre-development work and negotiation of the Project Agreement. The project received an Environmental Assessment (EA) as the National Environmental Policy Act (NEPA) Class of Action (COA) for the Beach Corridor Trunkline from the United States Coast Guard (USCG) and published the Draft EA document for public review and comment in Summer 2022. Negotiations to develop and maintain a monorail system for the Beach Corridor Trunk Line ended in November of 2022 without an agreement due to significant increases in the project cost over the course of the negotiating period. DTPW is working to advertise, evaluate, and negotiate a new solution for the Trunk Line project with the County's preference being a seamless extension of the existing Metromover system.

Figure 6-1: Beach Corridor Monorail Rendering



6.1.1.2. East-West Corridor

The East-West Corridor project will run approximately 14 miles from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA), west along the SR-836/Dolphin Expressway, to the Tamiami Terminal Station at SW 8 Street and SW 147 Avenue. It provides multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including the Miami International Airport, the Miami Intermodal Center (MIC), and Downtown Miami while transporting riders to and from major employment areas (Sweetwater, Doral, Health District, Central Business District, Brickell, etc.).

In April 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions along the SR-836/Dolphin Expressway. The East-West corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. On October 22, 2020, the Miami-Dade Transportation Planning Organization (TPO) Governing Board selected the Locally Preferred Alternative (LPA) as Bus Rapid Transit (BRT). The LPA includes BRT routes operating within dedicated transit-only lanes, along SW 8th Street from the Tamiami Terminal to SW 137th Avenue and along SW 137th Avenue to the SR 836 Extension, and on the SR 836 Extension shoulders. Further east, the BRT routes would use dedicated lanes in the center of SR 836, and along NW 7th Street to NW 62nd Avenue, on route to the MIC and Downtown Miami. The East-West BRT routes would be in addition to and complement the 836 Express Services which already began operating in the Corridor in early 2020. In August 2021, the County submitted to the Federal Transit Administration (FTA) a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) Small Starts program for the East-West Corridor Rapid Transit Phase 1 Project. The project was accepted into the PD phase by FTA on October 26, 2021. DTPW is currently working on the NEPA documents, development of 30% plans and all activities required for the Small Starts Application. Activities for the Small Starts Application are on-going. The Department is working to accelerate delivery of the portion of the Phase 1 BRT project that is along 8th Street and SW 137th Avenue.

6.1.1.3. East-West Corridor Transit-Oriented Development (TOD) Project

In June 2016, DTPW was awarded grant funding through the Federal Transit Administration (FTA)'s TOD Planning Pilot Program to conduct a comprehensive planning effort that will inform transit planning in the East-West Corridor. This study was completed in 2022. The anticipated National Environmental Policy Act (NEPA) Class-of-Action of Documented Categorical

Figure 6-2: East-West Corridor BRT Station Rendering



Exclusion was obtained in August 2022. DTPW is currently working on the NEPA documents for the LPA and development of 30% plans for the Phase 1 Project. Activities for the Small Starts Application are on-going. The Department is working to accelerate delivery of the portion of the Phase 1 BRT project that is along 8th Street and SW 137th Avenue.

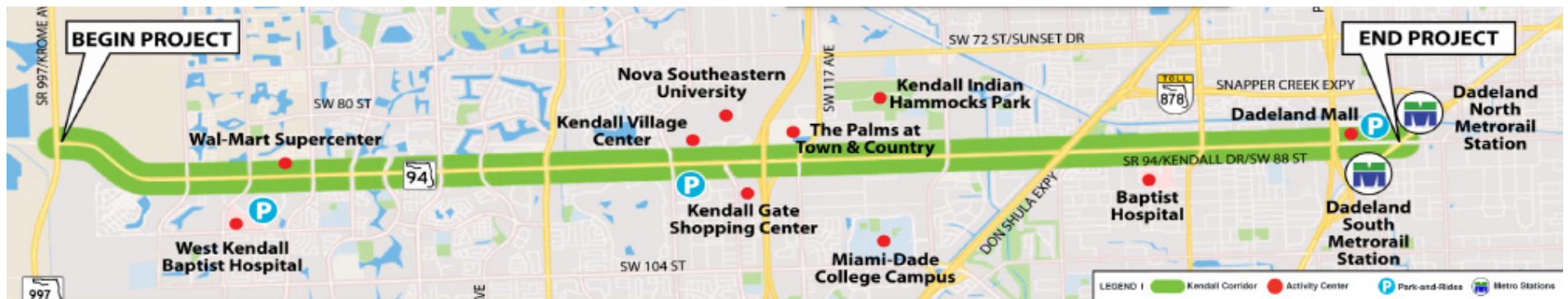
6.1.1.4. Kendall Corridor

The Kendall Corridor project is 10 miles from the Dadeland North Metrorail Station west along SR 94/Kendall Drive/SW 88th Street to approximately SW 162nd Avenue. This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west arterial roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami.

In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for Kendall Drive. A project kick-off meeting was held in late 2016. In November 2019, Curbside BRT was identified as the recommended alternative for the Kendall corridor and was presented at the Public Workshops in December 2019. In February 2020, the TPO requested FDOT to further analyze the implementation of reversible lanes along the Kendall Corridor. The additional analysis on reversible lanes was completed in November 2020. Results of the reversible lanes analysis demonstrate that reversible lanes are not feasible on the Kendall Corridor.

In March 2022, a joint-agency recommendation by the FDOT and DTPW to place the Kendall PD&E study on hold was approved by the TPO Governing Board. The Kendall Corridor PD&E study will remain on hold until the outcome of the Flagler Demonstration Project is assessed. The data collected from the Flagler Demonstration Project will inform the study team on an effective multi-modal transportation solution to improve transit along the Kendall Corridor.

Figure 6-3: Kendall Corridor Project Map



6.1.1.5. North Corridor

A PD&E study is being conducted to evaluate the implementation of a premium transit service Bus Rapid Transit (BRT), Heavy Rail Transit (Metrorail), and appropriate variation of Heavy Rail Transit Rail At-Grade) along NW 27 Avenue from NW 215 Street (Countyline Road) to approximately NW 38 Street and from the Miami Intermodal Center (at Miami International Airport) to NW 27th Avenue via SR 112 (Miami Airport Expressway). The study focuses on implementation of a premium transit service and infrastructure along SR 9/SR 817/NW 27 Avenue. The study will also include public on-street transit stations/stops as well as public and/or private facilities located adjacent to or off-corridor where potential park-and-ride and/or transit terminals (including the Miami Dade College North Campus) will be considered.

Three viable alternatives have been developed and presented to the public. Each of these represents the three modes running within the existing roadway. BRT would operate in the curb lanes. Heavy rail whether at-grade or elevated would run over the centerline of the roadway. The study is developing the detailed engineering criteria and evaluating the environmental impacts that would result from implementation. Cost estimating, ridership forecasting, and traffic impacts are all being evaluated. On December 6, 2018, the Miami-Dade Transportation Planning Organization (TPO) Governing Board adopted as the Locally Preferred Alternative (LPA) an elevated fixed guideway transit system. Following this action, Miami-Dade County requested that FDOT evaluate three alternative technologies: 1.) Monorail; 2.) Automated Peoplemover; and 3.) Maglev.

In October 2019, the Miami-Dade TPO selected elevated heavy rail transit as the LPA for the North Corridor. On April 23, 2020, the TPO Governing Board accepted a report by DTPW on alternative transit technologies for NW 27 Avenue and directed DTPW to issue a request for proposals to identify whether transit technologies, other than heavy rail are viable for the corridor. In November of 2022, the Board of County Commissioners adopted Resolution R-1139-22 which canceled the ongoing procurement and directed DTPW to pursue a heavy rail extension of the Metrorail for the corridor. FDOT, in coordination with DTPW, is conducting a value engineering exercise to agree on an efficient alignment layout and move the project's NEPA process to completion.

Figure 6-4: Potential Transit modes for the North Corridor: from left to right, Monorail, Maglev, Automated Guideway, and Heavy Rail



6.1.1.6. Northeast Corridor

The Northeast Corridor project is roughly defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade/Broward County line and is one of the busiest transit corridors in the region. It extends approximately 14 miles through the historic core of the County developed along the Florida East Coast (FEC) railroad and links Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in Downtown Miami. Regional passenger rail service to the West Aventura Station is considered the first phase of the Northeast Corridor. In 2019, the County approved using PTP funds to design and construct the West Aventura Station. Brightline has committed to providing regional passenger rail service to the West Aventura Station by 2022. In June 2020, the County began its effort in advancing the implementation the Northeast Corridor. In March 2021, the TPO Governing Board adopted commuter/passenger rail as the LPA for the Northeast Corridor. In August 2021, the County submitted to FTA a letter requesting entry into the Project Development (PD) phase under the FTA Capital Investment Grants (CIG) New Starts program for the Northeast Corridor Rapid Transit Project. The project was accepted into the PD phase by FTA on October 26, 2021. The commuter rail service plan is 30-minute peak headway and 60-minute off-peak headway for both directions during weekdays and 60-minute headway during weekends. DTPW is working on completing NEPA and all required activities for the PD phase and advancing into the Engineering phase of the New Starts program.

Figure 6-5: MiamiCentral Station in Downtown Miami



6.1.1.7. South Dade Transitway Corridor

The South Dade Transitway Corridor will run approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway to the SW 344th Street Park-and-Ride/Transit Terminal Facility. It will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This project facilitates the highest demand movement of passengers to and from southern Miami-Dade to Downtown Miami.

DTPW initiated a PD&E Study to evaluate premium transit solutions in this corridor in April 2017. The TPO Governing Board selected the LPA on August 30, 2018 as Bus Rapid Transit (BRT). The project was advertised on June 7, 2019 and Notice to Proceed (NTP) to the Design-Build Firm was issued on February 2, 2021. The estimated total project capital cost is \$300 million. Miami Dade County and FDOT have both committed \$100 million each to fund design and construction, while the project team successfully secured \$100 million from the FTA Small Starts Grant program. BRT is scheduled to begin operation by Summer 2024. Once completed, BRT will provide rail-like travel time, iconic stations, level boarding through all doors, and pre-paid fares for speedy access. BRT will also provide enhanced safety features and other upgrades along dedicated lanes with multi-layered service lines on the Transitway.

DTPW officially broke ground on the Transitway Corridor on June 4, 2021.

Figure 6-6: South Corridor BRT Station Rendering



Table 6-1: Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Plan

Corridor Name	Limits	Length (miles)	Lead Agency	Status
Beach Corridor (Baylink)	Miami Beach Convention Center to Midtown Miami (at or near NE 41st Street and NE 2nd Avenue)	9.7	DTPW	<ul style="list-style-type: none"> Final P3 Agreement: Spring 2022 TPO Resolution #40-16 authorized the development of the PD&E (Study began March 2017; Study completed 2020) PD&E Funding Sources: FDOT-6 (\$5.0M); CITT (\$3.75M); Miami-Dade County (\$417,000); City of Miami (\$417,000); City of Miami Beach (\$417,000) TPO Resolution #05-20 selected the LPA for monorail, APM, and LRT in January 2020 Final P3 Agreement: Spring 2022 Draft Environmental Assessment (DEA) presented in August 2022
East-West Corridor	Miami Intermodal Center (MIC) to Florida International University (FIU)	14	DTPW	<ul style="list-style-type: none"> TPO Resolution #34-16 authorized the development of the PD&E (Study began March 2017; Study completed 2020) PD&E Funding Source: 100% CITT TPO Resolution #38-20 selected the LPA in October 2020 Anticipated NEPA class-of-action of Documented Categorical Exclusion was obtained in August 2022
Kendall Corridor	SW 167th Avenue to Dadeland Area Metrorail Stations	10	FDOT-6	<ul style="list-style-type: none"> PD&E currently on hold. TPO Resolution #01-15 authorized the development of the PD&E (Study began June 2016) PD&E Funding Sources: 100% State Anticipated PD&E Completion date: June 2021 Anticipated LPA Selection date: Spring 2022 Estimated Completion date: March 2029
North Corridor (NW 27th Ave.)	Miami Intermodal Center (MIC) to NW 215th St	12	FDOT-6	<ul style="list-style-type: none"> PD&E currently on hold. TPO Resolution #01-15 authorized the development of the PD&E (Study began June 2016) PD&E Funding Source: 100% State TPO Resolution #52-18 selected elevated fixed guideway transit as the LPA in Dec. 2018 TPO Resolution #55-19 selected Elevated Heavy Rail as the preferred transit technology in Oct. 2019 Miami-Dade County BCC Resolution # R-1139-22 directed to accelerate the implementation of North Corridor as an elevated fixed guideway solution per the TPO's adopted LPA.
Northeast Corridor (Tri-Rail Coastal Link / FEC Corridor)	Downtown Miami to City of Aventura (Miami-Dade segment)	13.5	FDOT-4; DTPW	<ul style="list-style-type: none"> Long-term Project: FDOT-4 is lead agency; Short-term Project: DTPW is lead agency Passenger Rail Service project completed in 2018 (Brightline - private sector) DTPW is improving transit services along Biscayne Boulevard TPO Resolution 18-21 selected the LPA in March 2021 Approved to enter with the FTA New Starts Project Development phase in October 2021
South Dade Transitway Corridor	Florida City to Dadeland South Metrorail Station	20	DTPW	<ul style="list-style-type: none"> Under Construction TPO Resolution #35-16 authorized the development of the PD&E (Study began March 2017; Study completed 2018) PD&E Funding Source: 100% CITT TPO Resolution #31-18 selected modified enhanced bus rapid transit (BRT) as the LPA in Aug. 2018 TPO Resolution #32-18 authorized the programming of local funds to facilitate the implementation of premium transit infrastructure Submitted \$100M Small Starts application to FTA in August 2019 Anticipated Construction Completion date: 2024

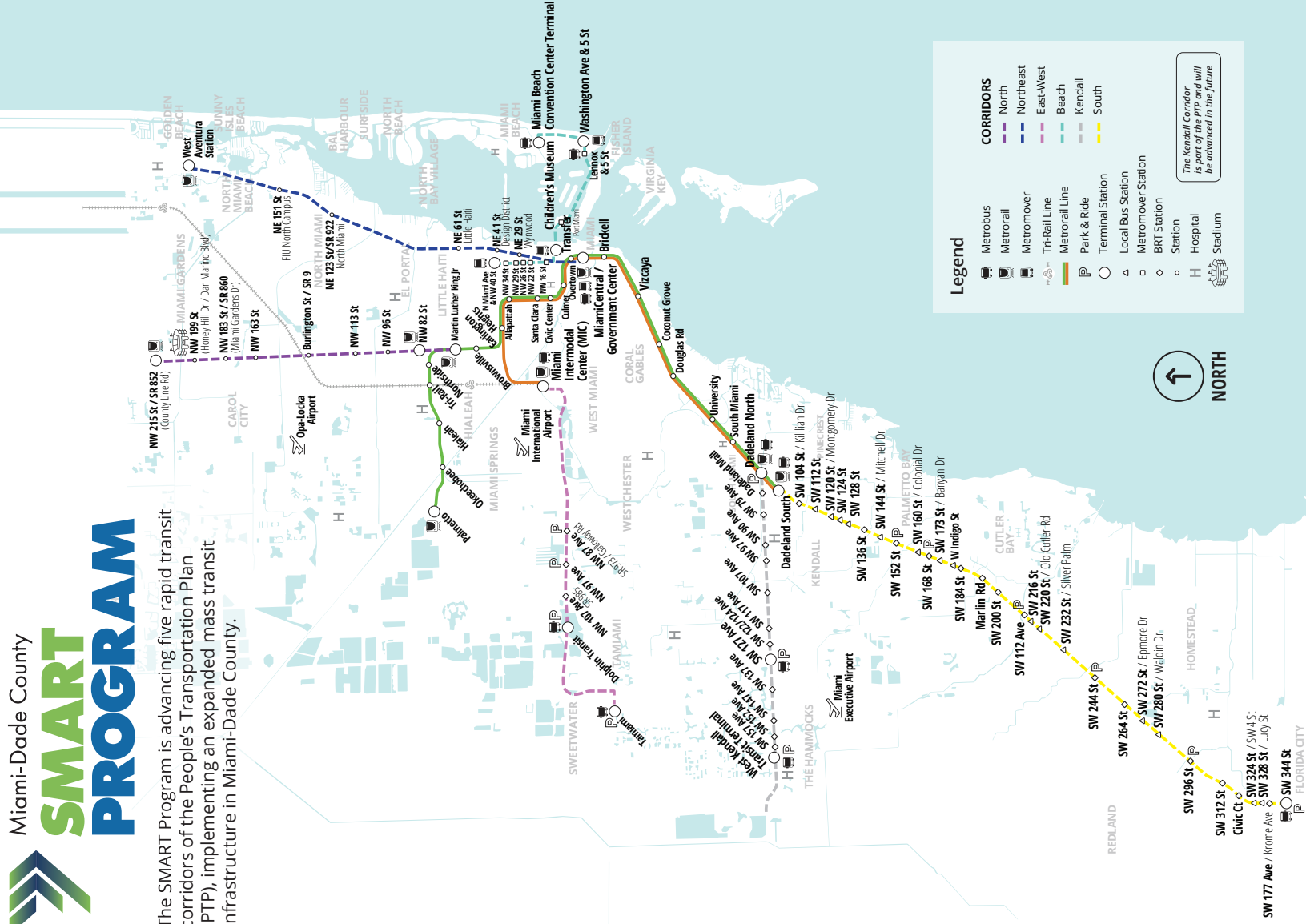
Note: \$3M of PTP funds have been committed as TPO consultant support for SMART Plan PD&E activities (Project S3001590)



Figure 6-7: Strategic Miami Area Rapid Transit (SMART) Program

Miami-Dade County
SMART PROGRAM

The SMART Program is advancing five rapid transit corridors of the People's Transportation Plan (PTP), implementing an expanded mass transit infrastructure in Miami-Dade County.



6.1.2. Bus Express Rapid Transit (BERT) Network

The Bus Express Rapid Transit (BERT) Network is a system of nine proposed express bus routes that are part of the SMART Plan as shown in Figure 6-7. Through the BERT Network, DTPW and FDOT will provide express bus service connecting commuters to and from the six SMART Plan Rapid Transit Corridors and major employment centers. The BERT Network is designed for commuters with limited stops over long distances. The network is generally comprised of:

- Nine express bus routes connecting to SMART Plan premium transit corridors,
- Operating along existing expressways and roadways with Transit Signal Priority (TSP),
- With limited stops,
- Service to major origins/destinations,
- Frequency from 10 – 20 minutes,
- and a robust system of Park-and-Rides including both existing locations and numerous new proposed locations.

Among the BERT routes, some are further advanced than others. The PD&E study for Route a, the Flagler Corridor, is being led by FDOT, with a demonstration project to inform a permanent solution. Route c, began service on November 18, 2019, as Route 175 NW Miami-Dade Express. The route remains suspended and will be canceled because of low ridership.

To advance the implementation of Route f1, Beach Express North,, DTPW partnered with the FDOT and implemented a pilot route, Route 241 Tuttle Limited, in December 2021. The pilot service was operated throughout 2022 to test the Bus-on-Shoulder (BOS) operation using the outside shoulder of the Julia Tuttle Causeway/I-195 to bypass congestion. Other transit routes that operate along the Causeway are also allowed to use the shoulders. The BOS operation was discontinued in October 2022, when the inside shoulder improvement project led by FDOT began. Ultimately the dedicated lanes being constructed on the inside shoulders will be the permanent infrastructure used by Metrobus routes to bypass congestion on the Causeway.

Table 6-1 lists additional information on the BERT network. Figure 6-2 shows the location of the BERT Network routes. Implementation of the BERT is being reevaluated. There has been recent changes to the bus network and changes in travel patterns. The reevaluation is to be completed by 2024.

6.1.3. Flagler Corridor

A PD&E study is being led by FDOT to evaluate the implementation of rapid transit along SR 968/Flagler Street. This study focuses on multimodal street improvements to accommodate rapid transit service along Flagler from SW/NW 107 Avenue to the Government Center with branches along SW 8 Street and NW 12 Street. Viable alternatives analyzed as part of this study include: Bus Rapid Transit (BRT) along curbside lanes, BRT along curb lanes with a center reversible auto lane. In April 2019, the Curbside Business Access and Transit (BAT) Lanes alternative was identified as the recommended alternative for the Flagler corridor. FDOT has conducted a series of meetings with elected officials, stakeholders and communities along the corridor and presented the recommended alternative to the TPO Governing Board on July 18, 2019. A workshop with TPO Board members was held January 30, 2020 where FDOT was asked to further analyze the implementation of reversible auto lanes along the Flagler corridor. FDOT conducted a study on the implementation of reversible lanes along segments of the corridor as a traffic mitigation measure. On January 28, 2021 the Miami-Dade TPO Governing Board endorsed Business Access Transit Lanes for the segment of Flagler east of 24 Avenue and directed FDOT to not consider repurposing of existing travel lanes.

Throughout 2021, the PD&E team developed a hybrid solution as directed by the TPO Governing Board that includes BAT lanes east of 24 Avenue and Corridor Bus Rapid Transit (BRT) improvements (without lane repurposing) along the remaining segments of the corridor.

Based on tri-agency collaboration, recent discussions with DTPW resulted in a recommendation for implementation of a demonstration project to provide additional data for the continuation of the Tier 3 analysis. FDOT and DTPW, in consultation with staff from the Miami-Dade TPO, recommends placing the Flagler PD&E Study in abeyance while implementing a Flagler Street SMART Demonstration project along the corridor.

The limits of the Flagler BERT Demonstration project will be from 27th Avenue to 6th Avenue along Flagler Street and from SW 27th Avenue to SW 6th Avenue along SW 1st Street (starting west of the one-way pair). The demonstration project will consist of repurposing the outside lanes into BAT lanes and applying appropriate pavement markings including red surface treatments on the lanes. FDOT, in coordination with DTPW, will also incorporate signage to inform the public of the enhanced, dedicated bus infrastructure. The operation of the demonstration project will be monitored over a one-year period, after which the results and benefits will be evaluated. The data collected from the demonstration project will be used to finalize and present the PD&E Tier 3 Recommended Alternative to the TPO Board for approval as the LPA.

Figure 6-8: Flagler Demonstration Project Renderings



Table 6-2: SMART Plan - Bus Express Rapid Transit (BERT) Network

BERT Route	Project Name	Destinations	Project Description	Project Length (Miles)	Total # of Buses
a	Flagler Corridor	Tamiami Station/SW 147th Avenue to Downtown Miami; Dolphin Station to Downtown Miami; Panther Station to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. On January 28, 2021 the Miami-Dade TPO Governing Board endorsed Business Access Transit Lanes for the segment of Flagler east of 24 Avenue and directed FDOT to not consider repurposing of existing travel lanes. FDOT and DTPW, in consultation with staff from the TPO, recommend placing the Flagler PD&E Study in abeyance while implementing a SMART Demonstration project along the corridor. The demonstration project would consist of repurposing the outside lanes into BAT lanes and applying appropriate pavement markings including red surface treatments on the lanes. The data collected from the demonstration project will then be used to finalize and present the PD&E Tier 3 Recommended Alternative to the TPO Board for approval as the LPA. If approved, construction of the Flagler Street SMART Demonstration Project is anticipated to begin in 2023.	20	10
b	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours and 30 minutes between 9:30am -3:00pm. Project will also include park-and-ride lots located SW 152nd St and Turnpike, SW 211th St and Turnpike, and SW 288th St and Turnpike, plus needed roadway updates.	25.3	17
c	NW Miami-Dade Express	American Dream Mall Station / I-75/Miami Gardens Dr Station / Palmetto Metrorail Station	Route will provide express bus service from the American Dream Mall Station to the I-75/Miami Gardens Dr Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours. Service began in November 2019.	9.5	4
d	SW Miami-Dade Express	Miami Executive Airport/ Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours. Project will also include a park-and-ride lot located at Miami Executive Airport, plus needed roadway updates.	9	5
e1	Florida's Turnpike Express (South)	344 St. Transitway Station/ Panther Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations. Headways will be 10 minutes during peak hours and 30 minutes during off-peak hours. Project will also include a park-and-ride lots located at SW 152nd St and Turnpike, SW 211th St and Turnpike, and SW 288th St and Turnpike, plus needed roadway updates.	30.5	14
e2	Florida's Turnpike Express (North)	FIU Panther Station/Dolphin Station/Miami Gardens Station/American Dream Mall Station/Unity Station	Route will provide express bus service from the FIU Panther Station to the Dolphin Station, I-75/Miami Gardens Dr Station and the American Dream Mall Station. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours. Final stop at Unity Station.	25.6	6
f1	Beach Express North	Golden Glades Multimodal Transportation Facility/ Earlington Heights Metrorail Station/Mt Sinai Transit Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Multimodal Transportation Facility to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Saturday and Sunday service will also provide headways of 20 minutes. Service span will be from 5:00am to 12:00am. To advance the implementation of Route f1, DTPW partnered with the FDOT and implemented a pilot route, Route 241 Tuttle Limited, in December 2021.	20	18
f2	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 15 minutes during peak hours and 30 minutes during off-peak hours. Service span will be from 5:30am to 12:00am.	8	6
f3	Beach Express South	Miami Central Station/ Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day seven days a week with 15 minute headways. Saturday and Sunday service will provide headways of 20 minutes. Service Span will be from 5:00am to 12:00am.	6.7	6

*The projects shaded in grey are likely to be canceled.



BUS EXPRESS RAPID TRANSIT (BERT) NETWORK FACT SHEET

PROJECT OVERVIEW

The Bus Express Rapid Transit (BERT) Network is a system of eight new express bus routes that are part of the Strategic Miami Area Rapid Transit (SMART) Plan. Through the BERT Network, the Miami-Dade County Department of Transportation and Public Works (DTPW) will provide reliable and convenient express bus service connecting commuters to and from the six SMART Plan Rapid Transit Corridors and major employment centers. The BERT Network is designed for commuters with limited stops over long distances, providing a money-saving stress-free transportation option.

Buses on the BERT Network will run on the express lanes, managed lanes and shoulders of expressways, so they run at a higher speed than traffic. When not on the expressways, the buses will rely on Transit Signal Priority (TSP) to minimize traffic delays. TSP technology allows buses to communicate with traffic signals as the bus approaches. The signal can either extend the green or shorten the red to keep the bus moving. These operations will deliver a more reliable service with bus frequency ranging from every 10 to 20 minutes during peak hours.



SCHEDULE

Routes are being phased in over time between 2019 and 2027 as construction of Park and Ride facilities and managed lanes and other infrastructure improvements are completed.

FUNDING

New Park and Ride facilities and new transit vehicles will be funded by Miami-Dade County, in partnership with the Citizen's Independent Transportation Trust and the Florida Department of Transportation.

STAY INFORMED

For more information, contact Public Information Officer Yvette Holt at 786-714-2792 or by email at BERT@miamidade.gov.

Figure 6-9: SMART Plan - Bus Express Rapid Transit (BERT) Network



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Table 6-3: SMART Demonstration Projects In Service

Project Service Area	Service Type
City of Coral Gables	On-Demand
City of Hialeah/Hialeah Gardens to I-75 Miami Gardens Park & Ride North	On-Demand
City of Miami Beach - Middle Beach	On-Demand
City of Miami - Civic Center Metrorail Station	On-Demand
City of Miami Lakes - Express Service to Palmetto Metrorail Station	On-Demand
City of South Miami	On-Demand
City of West Miami	On-Demand
Dadeland Area-Dadeland North Metrorail Station	On-Demand
Dadeland Area-Dadeland South Metrorail Station	On-Demand
Dadeland Area-South Miami Metrorail Station	On-Demand
FIU/Panther Station	On-Demand
Kendall-West Dade Circulator	On-Demand
North Bay Village-SMART Feeder Route	On-Demand
Tri-Rail/Metrorail Transfer Station	On-Demand
Village of Biscayne Park	On-Demand
Village of Cutler Bay - Express Service	On-Demand
Village of Key Biscayne - On Demand Transit Service	On-Demand
Village of Palmetto Bay - Transit Service	On-Demand
Village of Pinecrest - TransitWay Circulator	On-Demand
City of Doral - FIU Trolley Service	Fixed Route
City of Miami Beach - South Beach Trolley Service	Fixed Route
City of Miami - Flagami Trolley	Fixed Route
City of Miami - Liberty City Trolley service	Fixed Route
City of Opa-Locka - South Route Shuttle Bus Service	Fixed Route
Coral Gables -Trolley Service Expansion	Fixed Route
NW Miami-Dade Express BERT (c)	Fixed Route
Village of Palmetto Bay Transit Facility	Transit Facilities/ Services

6.2. SMART Demonstration Program

The Miami-Dade TPO in partnership with FDOT, Miami-Dade County, SFRTA, and local municipalities, have coordinated to identify and implement a program of demonstration projects that advance elements of the SMART Plan, including the BERT Network. These projects must have a duration of three years or less. If deemed successful, sponsoring agencies are committed to continue funding the projects.

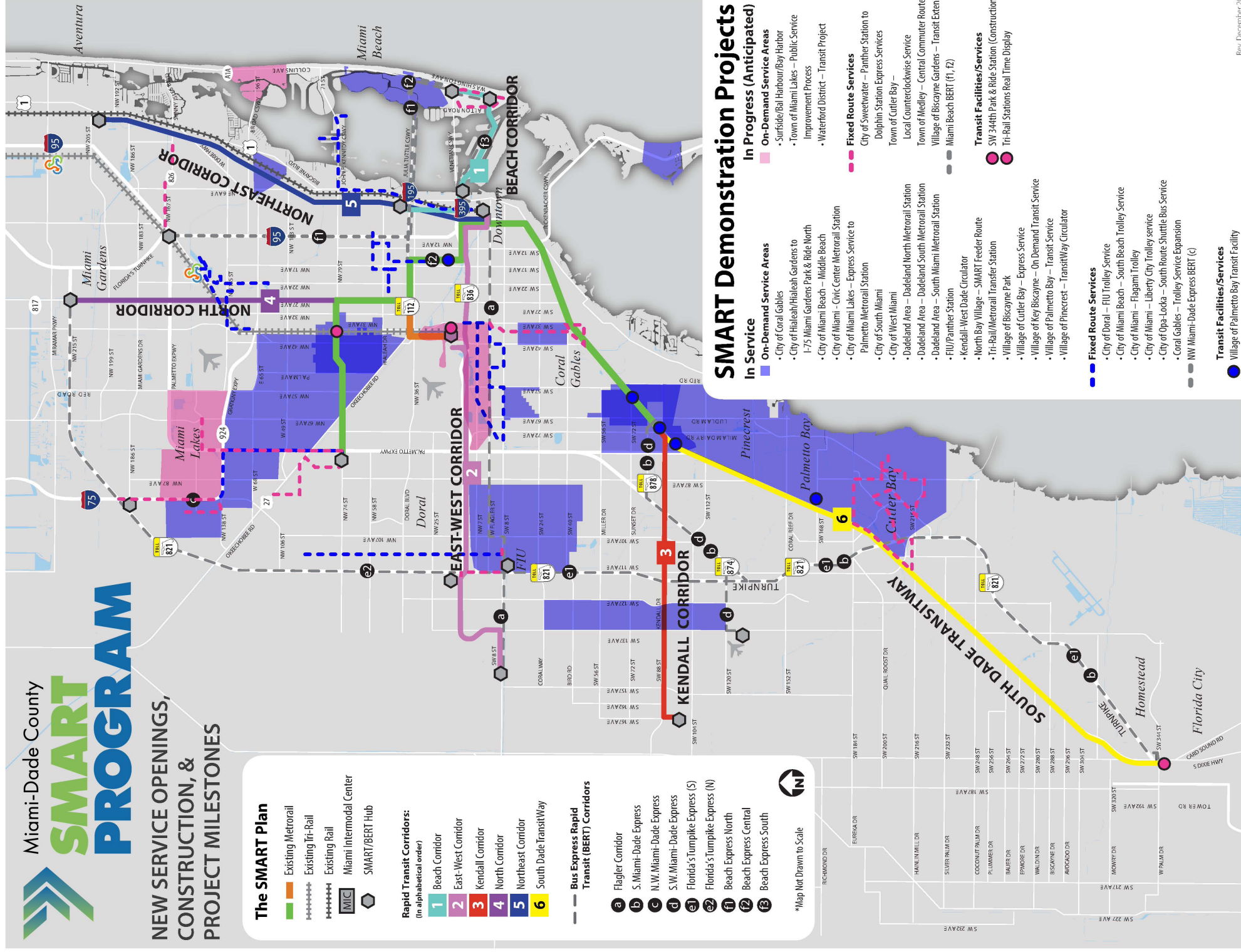
Table 6-3 displays 26 SMART Demonstration projects in service in operation in 2022, including 19 on-demand Service, 7 fixed route service, and 1 transit facility/service.

Table 6-4 shows 10 SMART Demonstration projects as planned, including 3 on-demand Service, 5 fixed route service, and 2 transit facilities/services.

Table 6-4: SMART Demonstration Projects Planned

Service Area	Service Type
Surfside/Bal Harbour/Bay Harbor	On-Demand
Town of Miami Lakes-Public Service Improvement Process	On-Demand
Waterford District-Transit Project	On-Demand
City of Sweetwater-Panther Station to Dolphin Station Express Services	Fixed Route
Town of Cutler Bay- Local Counterclockwise Service	Fixed Route
Town of Medley-Central Commuter Route	Fixed Route
Village of Biscayne Gardens-Transit Extension	Fixed Route
Miami Beach BERT (f1, f2)	Fixed Route
SW 344th Park & Ride Station (Construction)	Transit Facilities/ Services
Tri-Rail Stations Real Time Display	Transit Facilities/ Services

Figure 6-10: SMART Plan Demonstration Program



Rev. December 2022

Map source: Miami-Dade TPO Website. Accessed August 2023

6.3. Other Transit Operations Projects

Table 6-5 presents a list of funded and unfunded transit operations projects that will be implemented within the MDTMovingFwd planning horizon over the next ten years.

Table 6-5: Transit Operations Projects FY 2024 - 2033

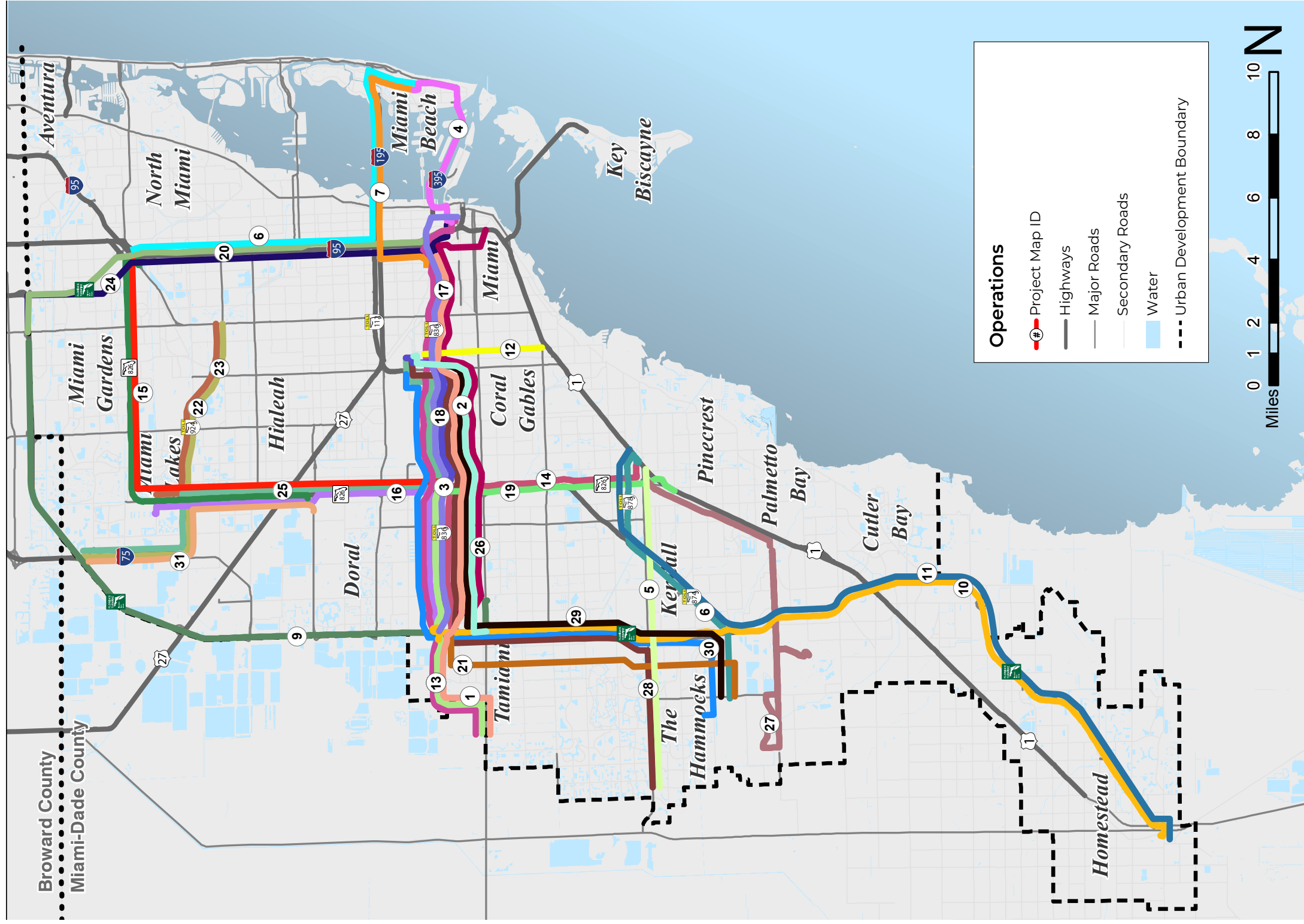
Map ID #	Project Name	Location	Project Description	Cost - 2022 (\$000s)		2045 LRTP Plan Period and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M Estimates		
1	SR 836 Express Bus A Line Express	Tamiami Station (SW 8th Street at SW 147th Avenue) +to Downtown Miami Government Center	Premium express transit service along SR 836 from Tamiami Station (SW 8th Street at SW 147th Avenue) to the Downtown Miami Intermodal Terminal (NW 1st Street at NW 1st Avenue) via SW 8th Street, SW 137th Avenue and SR 836. Headways will be 10 minutes during the AM/PM peak-hour. Service hours (peak period only) are weekdays 6:00am to 9:00am and 3:00pm to 7:00pm. DTPW is coordinating with MDX to potentially operate this service.	\$32,698	\$3,718	TA4389701/ TA4310773/ TA21	6730101 3001044
2	SR 836 Express Bus B Line Express	Panther Station (FIU at SW 109th Avenue and SW 8th Street) to the Miami Intermodal Center (MIC)	Premium express transit service between Panther Station at FIU's MMC and the Miami Intermodal Center (MIC), via SW 8th Street, the HEFT and SR 836. This route will operate all day with 20 minute headways. Service hours are 6:00am to 10:00pm on weekdays. DTPW is coordinating with MDX to potentially operate this service.	Total cost included as part of Line A	\$2,309	TA4389701/ TA4310773/ TA21	6730101 3002065 FM 446684-1
3	SR 836 Express Bus C Line Express	Dolphin Station (NW 12th Street at NW 122nd Avenue) to Downtown Miami Government Center	This route would provide premium express transit service along SR 836 from the proposed park-and-ride/transit center Dolphin Station (NW 12th Street and HEFT) to the proposed Downtown Miami Intermodal Terminal (NW 1st Street and NW 1st Avenue). This route will operate during peak periods only. Service headways will be 10 minutes during the AM/PM peak-hour	Total cost included as part of Line A	\$3,321	TA4389701/ TA4310773/ TA21	6730101
4	Beach Express South (BERT)	Miami Central Station/Miami Beach Convention Center	Express bus service from Miami Central Station to the Miami Beach Convention Center. All day service with 10 minute headways. Service Span will be from 5:00am to 2:00am. Service will operate with 12 articulated buses.	\$9,422	\$3,665	Plan Period I #3	CIP164 2000001205
Funded Transit Operations Projects FY 2024 - FY 2033 TOTAL COST (\$000s)				\$42,120	\$13,013		
5	Kendall BRT	From West Kendall Transit Terminal (Kendall Drive and SW 162 Avenue) to Dadeland North Metrorail Station	Implementation of premium transit along SR 94 Kendall Drive/SW 88th Street from SR 997/Krome Avenue/SW 177th Avenue to the Dadeland North Metrorail Station.	\$69,636	\$1,634	Unfunded	
6	Beach Express North (BERT)	Golden Glades Multimodal Terminal (GGMTF)/ Earlington Heights Metrorail Station/Mt Sinai Transit Terminal/Miami Beach Convention Center	Express bus service from GGMTF to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during AM/PM peak/30 minutes during off-peak. Saturday service headways will be 20 minutes during peak/30 minutes in off-peak; Sunday service headways will be 40 minutes during peak hour/60 minutes in off-peak hours. A service span from 5:00am to 12:00am. Service will include 10 new articulated buses. Project is now partially funded for 3 years.	\$18,678	\$8,293	Plan Period I #1	
7	Beach Express Central (BERT)	Civic Center Metrorail Station/Miami Beach Convention Center	Express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways - 10 minutes during peak hours/20 minutes during off-peak. Service span will be from 5:30am to 12:00am. Service will include eight (8) new articulated buses.	\$5,844	\$2,245	Plan Period I #2	
8	SW Miami-Dade Express (BERT)	Miami Executive Airport/Dadeland North Metrorail Station	Express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Ten minute headways during peak hours.	\$4,675	\$1,324	Plan Period I #19	
9	Florida's Turnpike Express (North) (BERT)	FIU Panther Station to I-75/Miami Gardens Station	Express bus service from the FIU Panther Station to Dolphin Station, the I-75/Miami Gardens Dr Station and the American Dream Mall Station. 15 minute headways during peak hours/30 minutes during off-peak hours - will include four (4) new articulated buses.	\$5,844	\$2,207	Plan Period I #5	
10	Florida's Turnpike Express (South) (BERT)	344 St. Transitway Park-and-Ride facility to Dolphin Station	Express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the HEFT to Panther and Dolphin Stations. 10 minute headways during peak hour/30 minutes during off-peak hours - will operate with 10 new articulated buses.	\$12,856	\$4,911	Plan Period I #6	
11	South Miami-Dade Express (BERT)	SW 344 St. Transitway Station/Dadeland North Metrorail Station; SW 288 St./HEFT to Dadeland North Metrorail Station	Express bus service from the SW 344th Street Park-and-Ride on Transitway to the Dadeland North Metrorail Station as well as from SW 288 St/HEFT to the Dadeland North Metrorail Station. 10 minute headways during peak hours/30 minutes between 9:30am -3:00pm. Service will operate with 9 articulated buses.	\$15,194	\$5,729	Plan Period I #9	

*The projects shaded in grey are likely to be canceled.

Table 6-5 (Continued): Transit Operations Projects FY 2024 - 2033

Map ID #	Project Name	Location	Project Description	Cost - 2022 (\$000s)		2045 LRTP Plan Period and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M Estimates		
12	Douglas Rd (SW/NW 37 St) Enhanced Bus	US 1 at Douglas Rd (SW/NW 37 St) Metrorail	Incremental improvement on PTP corridor	\$21,102	\$5,411	Unfunded	
13	Palmetto Express Bus (West)	Tamiami Station (SW 8th St/ SW 147th Ave) to Palmetto Intermodal Terminal	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include six (6) new articulated buses.	\$2,061	\$4,632	Unfunded	
14	Palmetto Express Bus (South)	Dadeland North Metrorail Station to Dolphin Station (HEFT/NW 12 St.)	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include four (4) new articulated buses.	\$1,201	\$4,967	Unfunded	
15	Palmetto Express Bus (East)	Palmetto Intermodal Terminal to Golden Glades Multimodal Terminal	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include six (6) new articulated buses.	\$2,224	\$4,761	Unfunded	
16	Palmetto Express Bus (Central)	Dolphin Station (HEFT/NW 12 St.) via Palmetto Intermodal Terminal to Miami Lakes Terminal (SR 826 at NW 154 St.)	Express bus service on express lanes with 10 minute headways during the AM/PM peak-hour - will include seven (7) new articulated buses.	\$2,272	\$5,551	Unfunded	
17	Palmetto Express (Civic Center)	From Tamiami Station to Civic Center Metrorail Station	Implement Express Bus Service	\$3,609	\$5,887	Unfunded	
18	Palmetto-MIC Express	From the MIC to Palmetto Intermodal Terminal	Implement Express Bus Service	\$2,575	\$4,296	Unfunded	
19	Palmetto Express Bus (New)	From Palmetto Intermodal Terminal to 104th Street Station/Transitway	Implement Express Bus service on express Lanes	\$1,380	\$4,967	Unfunded	
20	I-95 Express Improvements	From Unity Station (NW 27th Ave / NW 215th St) to Miami CBD	Implement Express Bus on express Lanes (Turnpike and I-95). Project to include addition of 6 articulated buses.	\$8,847	\$5,887	Unfunded	
21	SW 127th Avenue Express	From Tamiami Executive Airport to Dolphin Station	Implement Enhanced Bus	\$2,216	\$2,078	Unfunded	
22	Gratigny Express Bus (Central)	From Miami Lakes Terminal (NW 154 street / SR-826) to Sharks North Station (NW 119 Street and NW 27 Avenue)	Implement Express Bus on express lanes	\$1,218	\$2,716	Unfunded	
23	Gratigny Express Bus (West)	From American Dream Transit Terminal to Sharks North Station (NW 119 Street and NW 27 Avenue)	Implement Express Bus on express lanes	\$1,688	\$3,636	Unfunded	
24	I-95/27 Ave Express	Unity Station (NW 215 St) to Government Center Metrorail Station	Implement Express Bus service on express Lanes during AM/PM peak hours	\$3,545	\$5,887	Unfunded	
25	American Dream - MIC Express	American Dream Transit Terminal to the MIC	Implement Express Bus Service	\$3,693	\$6,223	Unfunded	
26	Dolphin-Brickell Express	From Dolphin Station to Brickell Station	Implement Express Bus service on express Lanes during AM/PM peak hours	\$1,879	\$12,088	Unfunded	
27	252 Coral Reef Express	From SW 152 Street / Coral Reef Drive to Dadeland South Metrorail Station	Implement express bus service from Country Walk, SW 152 Street/Coral Reef Drive to Dadeland South Metrorail Station.	\$3,989	\$2,305	Unfunded	
28	West Kendall Express	From West Kendall Transit Terminal (Kendall Drive and SW 162 Avenue) to the MIC	Implement Express Bus Service	\$4,960	\$8,268	Unfunded	
29	HEFT Express Central	From Miami Executive Airport to the MIC	Implement Express Bus Service	\$4,496	\$7,477	Unfunded	
30	HEFT Express West	From Kendall FPL to the MIC	Implement Express Bus Service	\$4,305	\$7,142	Unfunded	
31	NW Miami-Dade Express	American Dream Mall Station / I-75/Miami Gardens Dr Station / Palmetto Metrorail Station	Route will provide express bus service from the American Dream Mall Station to the I-75/Miami Gardens Dr Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours. Service began in November 2019.	\$3,321	\$1,047	Unfunded	
				Unfunded Transit Operations Projects FY 2024 - FY 2033 TOTAL COST (\$000s)			
				\$213,307	\$131,567		

Figure 6-11: Transit Operations Projects FY 2024 - 2033



6.4. Funded Capital Projects

Table 6-6 presents a list of funded capital and infrastructure improvement projects which will be implemented within the MDTMovingFwd planning horizon over the next ten years.

Table 6-6: Funded Capital Projects FY 2024 - 2033

Map ID #	Project Name	Location	Project Description	Cost - 2022 (\$000s)		2045 L RTP Priority and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M		
1	State Road 836 Express Bus Service Panther Station (CIP097-B)	Florida International University's (FIU) Modesto A. Maidique Campus (MMC)	Florida International University (FIU) constructed a parking garage along SW 8th Street with ground floor space reserved for a future transit center. This new facility will provide eight bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue and SW 17th Street.	\$6,796	TBD	Not in L RTP TA000102	6730101 3002065 CIP097-B
2	State Road 836 Express Bus Service Tamiami Station (CIP097-A)	SW 8th St and SW 147th Ave	Convert an eight acre vacant parcel of land at SW 8th Street and SW 147th Avenue into a park-and-ride facility for the SR 836 Express routes with up to 493 parking spaces.	\$8,224	\$210	Not in L RTP TA000101 & TA4310771/72	6730101 3001044 CIP097-A
3	Dadeland South Intermodal Station (CIP207)	Dadeland South Metrorail Station	The Dadeland South Intermodal Station is a major connecting point for bus routes on the South Miami TransitWay. The project will design and construct direct ramps to and from a proposed elevated Bus Rapid Transit (BRT) platform at the Dadeland South Metrorail Station platform level to provide seamless transfer between the Transitway BRT service and the Metrorail service. This project will also include improvements and refurbishment to the existing Metrorail station to enhance passenger amenities and experience.	\$50,148	TBD	Plan Period I #33 MDT189 S3002252	3002252 CIP207
4	Additional Elevators at Dadeland North (CIP063)	8300 S Dixie Hwy	DTPW is adding two elevators to the existing parking facility at Dadeland North - both elevators will be located at the north end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is May 2021.	\$5,560	\$-	Not in L RTP	2000000104 3001034 CIP063
5	Construct A Park and Ride at Quail Roost Drive (CIP071)	Transitway and Quail Roost Dr/SW 200th Street	Developer to build: Phase 1: 116 surface parking spaces; Phase 2: 150-space parking garage	\$1,733	TBD	Private and Developer projects	"CIP071 671610 3001027"
6	Construct A Park and Ride at South Miami Dade Busway & SW 112 Ave (CIP042)	Transitway and SW 112th Avenue	Currently 450 parking spaces are available at this location. This project will upgrade existing facility to provide passenger amenities, bus terminals and additional parking spaces.	\$8,803	\$42	Plan Period I #13 new105	CIP042 671610 3001029
7	Construct A Park and Ride Lot at SW 344 St (CIP014)	Transitway and SW 344th Street (SMART Terminal)	DTPW has identified a need to expand the existing end-of-the-line transit terminal/park-and-ride facility at SW 344th Street in order to meet future demand for parking along the South Miami-Dade Transitway. This project will increase the number of parking spaces by 96 to a total of 344. The necessary right-of-way acquisition for this project is funded, but the design and construction costs are being developed.	\$4,026	\$263	Plan Period II #32 new101	671610 75317 CIP014
8	Golden Glades Bike and Pedestrian Connector 'Sunshine Station' (CIP195)	Transitway and SW 344th Street (SMART Terminal)	DTPW, in coordination with the city of Miami Gardens and FDOT, proposed construction of a kiss-and-ride / transit terminal facility on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station, with a connection via a fully covered and illuminated pedestrian/bicycle overpass. Metrobus as well as City of Miami Gardens trolleys would serve facility. Right-of-way acquisition is required.	\$8,244	\$64	Plan Period I #87	2000000984 3002114 CIP195
9	Park and Ride On the Transitway at SW 168th Street (CIP091 - Ph.2)	South Dade Transitway at SW 168th Street (Richmond Dr)	Upgrade the existing park-and-ride facility in two phases. Phase 1 includes adding approximately 90 additional surface parking spaces. Phase 2 includes a modernized 450-space parking garage with enhanced amenities.	\$51,958	\$42	Plan Period I #15 MDT187 TA201920	671610 S3002157 CIP091
N/A	TOD Master Plan for the Beach Corridor (OSP258)	Miami Beach Convention Center to Midtown Miami at or near NE 41st St and NE 2nd Ave.	The Beach Corridor is one of the 6 rapid transit corridors of the Strategic Miami Area Rapid Transit (SMART) Plan. The TOD planning project will seek to enhance employment centers (intensification) along the corridor and encourage higher density housing developments that allow for increased mobility.	\$225	TBD	Not in L RTP	S3002956 OSP258

Table 6-6 (Continued): Funded Capital Projects FY 2024 - 2033

Map ID #	Project Name	Location	Project Description	Cost - 2022 (\$000s)		2045 L RTP Priority and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M		
N/A	Metrorail Stations Refurbishment (CIP134)	Dadeland South Metrorail Station, Government Center, Civic Center and Earlington Heights.	To enhance Metrorail stations in order to elevate the quality of the service by providing the customer with comfort and convenience.	\$76,420	TBD	Not in L RTP	200000104 3000139 CIP134
N/A	Vision Zero Transit Projects (OSP251)	Countywide	The Vision Zero program is a systematic approach to implementing safety countermeasures and policies to reduce--with the goal of ultimately eliminating--fatalities and serious injuries related to mobility in Miami-Dade County.	\$13,244	TBD	Not in L RTP	2000001296 3002401 OSP251
N/A	Metromover Guideway Structural Superstructure Retrofit - New Switches and Crossovers (CIP265)	Metromover	Feasibility Evaluation, Simulations, Design Criteria and Design-Built services to add new switches/ crossovers/ bypasses and all necessary infrastructure modifications to the existing Metromover Guideway superstructure.	\$81,308	TBD	Not in L RTP	3003575 3002401 CIP265
10	Mount Sinai Multimodal Smart Terminal (CIP260)*	Southwest corner of Alton Rd and I-195	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride at the Mt. Sinai Medical Center. The proposed project will provide parking along the Strategic Miami Area Transit (SMART) Plan Bus Express Rapid Transit (BERT) Routes F1 - Beach Express North and F2 - Beach Express Central. The requested budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates in coordination with Mt. Sinai Management. Once these tasks are complete, the next steps toward construction will be advancing the proposed improvements which include repaving the existing lot, and expanding the existing bus stop to include four bus bays and approximately 83 parking spaces.	\$1,787	\$11	Not in L RTP	3003059 CIP260 672670
11	TOD Master Plan for the South Corridor - (OSP250)	South Corridor	TOD planning along the SMART Plan's South Corridor to boost smart economic development and mobility through mixed-use development around transit stations.	\$260	TBD	Not in L RTP	OSP250 P672670 S3002562
12	South Miami-Dade Corridor Project Development (CIP155)	South Dade Transitway from SW 344th Street Park-and-Ride to Dadeland South Metrorail Station	Implement Gold Standard BRT along the Transitway	\$93,382	\$37,896	Plan Period I #10 TAMDT286	P2000000973 S3002043 CIP155
13	NW 12 St From SR 836 to NW 114 Ave (CIP150)	Along NW 12th Street between 122nd Avenue and 114th Avenue	This project includes widening and resurfacing along NW 12th Street to add bus-only lanes from NW 122nd Avenue to NW 114th Avenue. These new bus-only lanes will allow buses to bypass traffic congestion along this segment of NW 12th Street and will thereby reduce travel time for buses traveling between the Dolphin Station Park-and-Ride/Transit Terminal and Dolphin Mall. This roadway project is an integral component of the Dolphin Station Park-and-Ride/Transit Terminal Facility.	\$10,745	TBD	Not in L RTP	P671610 S3001030 CIP150
N/A	Major Mid-Life Rehabilitation of All Rail Vehicles (CIP057)	Rail Vehicle Replacement	Rail vehicle replacement of 136 car fleet	\$384,777	N/A	Not in L RTP	TA0000022 P6733001 S68750 CIP057
N/A	Green Line Rail Components Renewal (CIP148)	Green Line Rail Component Replacement	The majority of Metrorail track infrastructure is near or exceeded its life cycle. This will replace 40 miles of track along with running rail and fasteners.	\$80,000	N/A	Not in L RTP	P6710900 S3001384 CIP148
N/A	Metromover Fire Panel Upgrade (CIP172)	Countywide	Install new fire panels, sensors and control equipment at the Central Control Facility to monitor fire alarms from all Metromover stations. The new system will allow for Metromover Rail Traffic to monitor the status of all new fire, smoke and heat detectors. The new system will enhance the safety of Metromover patrons.	\$3,307	N/A	Not in L RTP	673910 3001387 CIP172
14	Construct A Park and Ride at Transitway and SW 264th Street / Bauer Drive (CIP276)*	South Dade Transitway at SW 264th Street	SMART Plan - South Corridor: Construct Park-and-Ride facility with 100 surface parking spaces.	\$893	\$33	Not in L RTP	CIP276 3005481

*The projects shaded in grey are identified in the DTPW Capital Program, but are no longer advancing per the CTMP as of September 8, 2023. These projects are likely to be removed when DTPW completes the TDP Major Update in 2024.

Table 6-6 (Continued): Funded Capital Projects FY 2024 - 2033

Map ID #	Project Name	Location	Project Description	Cost - 2022 (\$000s)		2045 L RTP Priority and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M		
N/A	Metrorail Central Control Upgrade (CIP019)	Metrorail and Metromover Train Control Replacement Project	Replace the existing Metrorail and Metromover relay based train control equipment with vital processor controllers or their equivalent. Project includes software and hardware modifications at Central Control to accommodate the new train control systems.	\$25,632	N/A	Priority I #16	P2000000993 S3001343 CIP019
N/A	Metrorail Traction Power Switchgear Replacement Ph. 3 (IRP299)	METRORAIL TRACTION POWER SWITCHGEAR REPLACEMENT PH. 3	Replacement of Traction Power Switchgear for Metrorail - Phase 3	\$5,000	N/A	Not in L RTP	IRP299 3002473 2000000104
N/A	Metrorail Escalators and Elevators Refurbishment (IRP144)	Countywide	Refurbish and replace elevators and escalators at Metrorail stations. This project includes assessments, design, materials, procurement and construction.	\$68,166	N/A	Not in L RTP	2000000104 3001035 IRP144
N/A	Metromover Escalators and Elevators Refurbishment (IRP292)	Countywide	The escalators and elevators in the 21 Metrorail stations in the Department of Transportation and Public Works (DTPW) system require upgrade and/or replacement of this equipment over time, the DTPW has requested the services of a consultant to develop a design criteria package for use in future design-build procurements for the design, procurement and installation of this equipment and to develop cost estimates and schedules based on the budget	\$13,760	N/A	Not in L RTP	673910 3001039 IRP292 TAMDT290
N/A	Track and Guideway Work Facility Building (IRP298)	NA	The current Track & Guideway building has been in existence since 1983 when staff was minimal (approximately 30) and has deteriorated. Track & Guideway staffing has more than tripled in size and the building is no longer suitable for the present staff. Track & Guideway is in need of a new office space building equipped with a break room, adequate rest rooms (his & hers), meeting room, training room and locker room with showers. Office spaces for a minimum of 25 frontline supervisors and 7 administrative offices.	\$4,562	N/A	Not in L RTP	2000001259 IRP298
15	Government Center Station Fire Suppression System (IRP247)	Government Center	Replace the fire system at the Government Center.	\$3,917	N/A	Not in L RTP	P2000000104 S3001005 IRP247
N/A	TOD Master Plan for the North Corridor - (OSP269)*	Dr. Martin Luther King Jr. Metro Rail Station north along the NW 27th Avenue to the Broward County line at NW 215th Street	The planning project will seek to enhance employment centers and encourage higher density housing developments along the North corridor with the anticipation of enhanced mobility through the rapid transit project. Areas with the greatest potential to support high-ridership TOD will be identified through evaluation of infrastructure, the housing market, and potential economic benefits. The TOD Master Plan will provide guidelines for bicycle and pedestrian connections to each station type.	\$101	N/A	Not in L RTP	OSP269 3005367
N/A	South Dade Trail Shared-Use- Path Enhancements*	Along South Dade Transit Corridor	The general scope of the work for this project consists of planning, creating a design criteria plan, preparing cost estimates, design and construction of improvements along the 20-mile South dade Trail. The South Dade trail runs along the South Dade Transitway corridor. The proposed improvements would include, but not be limited to pedestrian and bicycle enhancement, landscape, signage, intersection improvements and new/rehabilitation of concrete sidewalk and asphalt shared use path including the widening of the path where feasible.	\$3,000	TBD	Not in L RTP	3006422
N/A	Rail Pier and Coating (CIP022)	Countywide	Replace the rail pier and coating, and seal gland rehabilitation.	\$4,500	N/A	Not in L RTP	6710900 3000918 CIP022
N/A	Seal Gland Rehabilitation (CIP022)	Countywide	Replace seal gland rehabilitation	\$3,505	N/A	Not in L RTP	6710900 3000918 CIP022
N/A	Coverboard Replacement (CIP022)	Countwide	Replace the coverboard	\$15,613	N/A	Not in L RTP	6710900 3000918 CIP022
N/A	Metrorail Traction Power Switchgear Replacement Ph. 4 (IRP339)	Vizcaya, Coconut Grove, Douglas road and GP tier 1, traction power substations	The DTPW is continuing the upgrade of it's existing traction power substations, DC switchgear and SCADA system at the next four locations: Vizcaya, Coconut Grove, Douglas road and GP tier 1, traction power substations	\$4,000	N/A	Not in L RTP	IRP339 2000000104

*The projects shaded in grey are identified in the DTPW Capital Program, but are no longer advancing per the CTMP as of September 8, 2023. These projects are likely to be removed when DTPW completes the TDP Major Update in 2024.

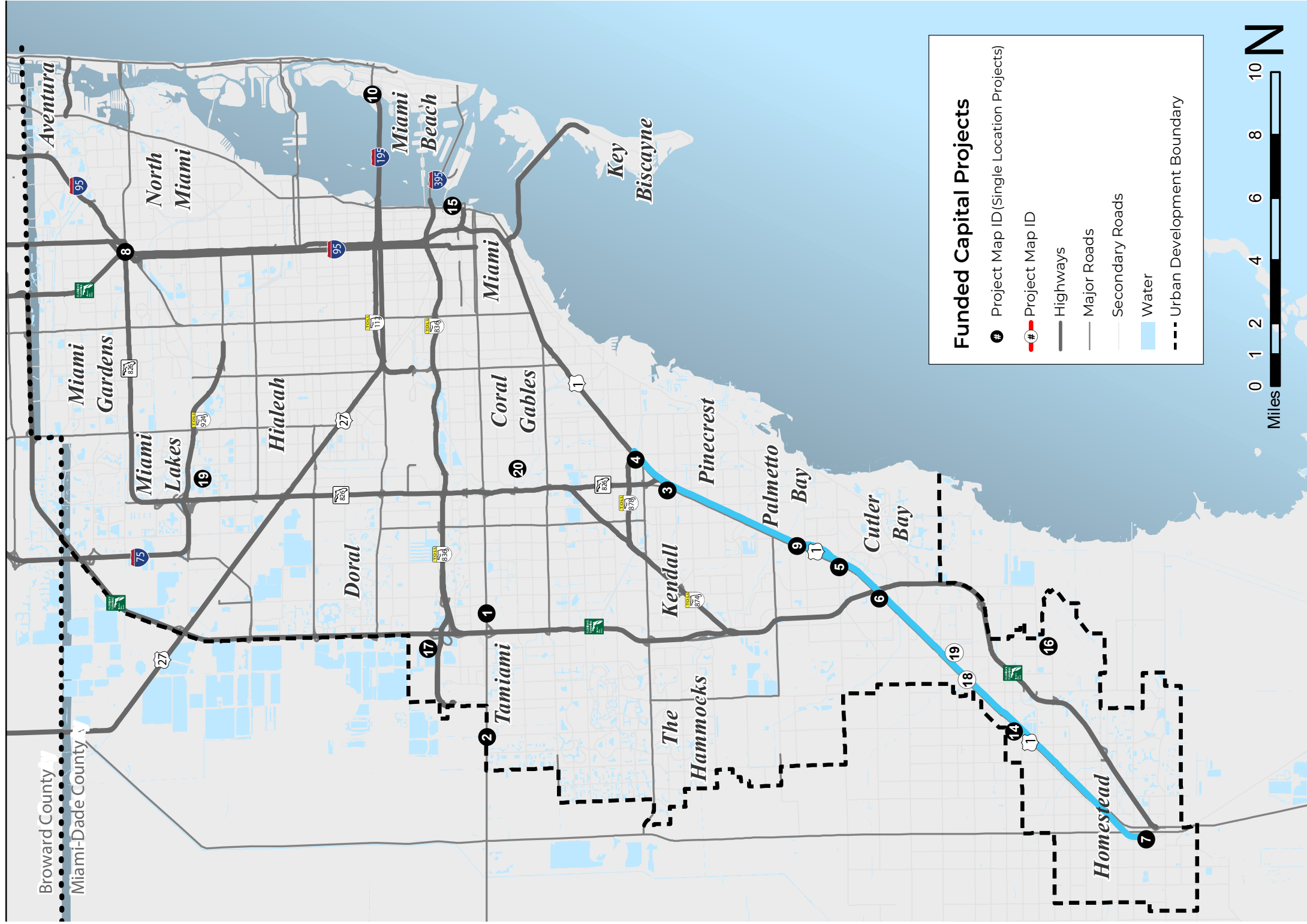
Table 6-6 (Continued): Funded Capital Projects FY 2024 - 2033

Map ID #	Project Name	Location	Project Description	Cost - 2022 (\$000s)		2045 L RTP Priority and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M		
N/A	Parking Space Counter at Additional Metrorail Stations (IRP323)	Countywide	Installation of a parking space counting system at additional Metrorail stations	\$602	N/A	Not in L RTP	200000104 3002566 IRP323
N/A	Train Wayside Communication (TWC) Equipment Installation at Rail (IRP204)	Countywide	TWC Equipment Installation at 21 Metrorail Stations, except MIC and Earlington Heights stations, to interface with the station signs and PA to display the train route information at the platform.	\$8,762	N/A	Not in L RTP	674560 3001343 IRP204
N/A	Metromover Comprehensive Wayside Overhaul (IRP249)	Countywide	This project includes the overhaul and repair of all major wayside components.	\$127,767	N/A	Not in L RTP	673910 3001385 IRP249
N/A	Private Branch Exchange Telephone System Upgrade to VOIP (OSP208)	Countywide	Upgrade telephone system to VOIP.	\$4,042	N/A	Not in L RTP	200000434 3001023 OSP208
N/A	Disaster Recovery Control Center (CIP170)	Countywide	Upgrade of the Metrorail Control Center Facility (MCCF), which is currently co-located with Yard Tower Control at the Lehman Yard Facility. Project includes the installation of new workstations, consoles, HVAC, lighting, telephones, a security station, fire alarm detection, facilities monitoring, Traction Power and Train Control status displays, etc.	\$9,855	N/A	Not in L RTP	674560 3001342 CIP170
N/A	Underfloor Rail Wheel Truing Machine (IRP245)	Countywide	Purchase a new Tandem, Underfloor, Railcar Wheel Truing Machine, to support the new railcar procurement of up to 136 rail vehicles. These vehicles will replace the existing 136 railcar fleet. The railcars will be heavy rail married pairs, weighing approximately 83,000 lbs/vehicle, using 28 inch wheels and equipped with disc brakes.	\$20,269	N/A	Not in L RTP	200000993 3001017 IRP245
16	South Dade Area Bus Maintenance Facility (CIP227)	South Dade Area Bus Maintenance Facility	Construct a new South Dade Area Bus Maintenance Facility	\$167,619	N/A	Not in L RTP	P2000001321 S3002564 CIP227
N/A	CNG Bus Garage Conversion and 300 CNG Buses (CIP183)	Countywide	Bus vehicle replacement with CNG and electric vehicles. This project includes bus garage conversions and purchase of charging stations.	\$69,067	N/A	Not in L RTP	TA7 P673800 S3001046 CIP183
N/A	Replacement of Articulated Buses (Sixty Foot - Electric Buses) (CIP216)	Countywide	Replacement of articulated buses	\$32,621	N/A	Not in L RTP	P673800 S3002474 CIP216
N/A	Parking Garages Overhaul (IRP145)	Metrorail Stations	Overhaul 6 parking garages from the original 1984 Metrorail construction: Okeechobee, Earlington Heights, Santa Clara, South Miami, Dadeland North, and Dadeland South. A general overhaul at the MLK rail station parking garage. Scope of work includes: metal doors, lighting, parking stops, irrigation, drainage, sump pumps, and plumbing.	\$16,000	N/A	Not in L RTP	IRP145 P671560 S3000793
N/A	Bus Passenger Shelter Project (CIP174)	Countywide	Bus Passenger Shelters (design, fabrication and installation of approx. 2,265 shelters throughout unincorporated Miami-Dade County).	\$12,586	N/A	Not in L RTP	P671560 S3002471 CIP174
N/A	NE Bus Garage Maintenance Bathroom Locker Remodeling (IRP290)	NE Bus Garage	Maintenance Bathroom Locker Remodeling	\$109	N/A	Not in L RTP	3001663 IRP290
N/A	AC Units Substations (IRP151)	Countywide	Replace existing equipment in the AC unit substations that have been in service since Metrorail first commissioned.	\$15,000	N/A	Not in L RTP	2000000185 3001051 IRP151

Table 6-6 (Continued): Funded Capital Projects FY 2024 - 2033

Map ID #	Project Name	Location	Project Description	Cost - 2022 (\$000s)		2045 L RTP Priority and TPO Project Numbers	Other Project Numbers
				Capital Cost Estimate	Annual O&M		
17	Construct A Park and Ride at Dolphin Station (CIP128)	NW 12th St at HEFT	This project includes construction of a park-and-ride lot at the existing Dolphin Station.	\$13,429	TBD	Not in LRTP	P671610 S3001026 CIP128
N/A	Plan for the East-West Corridor Project Development (CIP154)	East-West Corridor	Project Development	\$15,680	N/A	Partially Funded #41	CIP154
N/A	Planning and PD&E for the Northeast Corridor (CIP228)	Northeast Corridor	Planning and PD&E	\$3,641	N/A	Partially Funded ETDM #7519	CIP228
N/A	"Replacement of Light Fixtures At Nineteen (19) Metromover Stations"	Countywide	The replacement of all light fixtures and emergency lighting at nineteen (19) Metromover Stations have surpassed its useful life which is approximately ten (10) years for the light fixtures respectively.	No PTP Funding	N/A	Not in LRTP	IRP090
N/A	Metrorail, Metromover & Metrobus Facility Replacement Doors	Countywide	This is a replacement of Security Doors at Metrorail, Metromover & Metrobus Facility Replacement Doors. It is necessary to replace both single panel and double panel doors at these locations to ensure the secure and safe access to the buildings. The ten locations are Adrienne Arsht Metromover Station Comfort Station, William Lehman Metrorail building, Joe Bryant Metromover Maintenance Building, Metrorail Government Center Station, Metromover Government Center Station, Central Bus Administration Building, Central Bus Transportation Building, Coral Way Transportation Building, Northeast Transportation Building and Miami Airport Metrorail Station.	No PTP Funding	N/A	Not in LRTP	IRP343
Funded Capital Projects FY 2024 - FY 2033 TOTAL COST (\$000s)				\$1,560,645	\$38,562		

Figure 6-12: Funded Capital Projects FY 2024 - 2033



6.5. Partially Funded Capital Projects

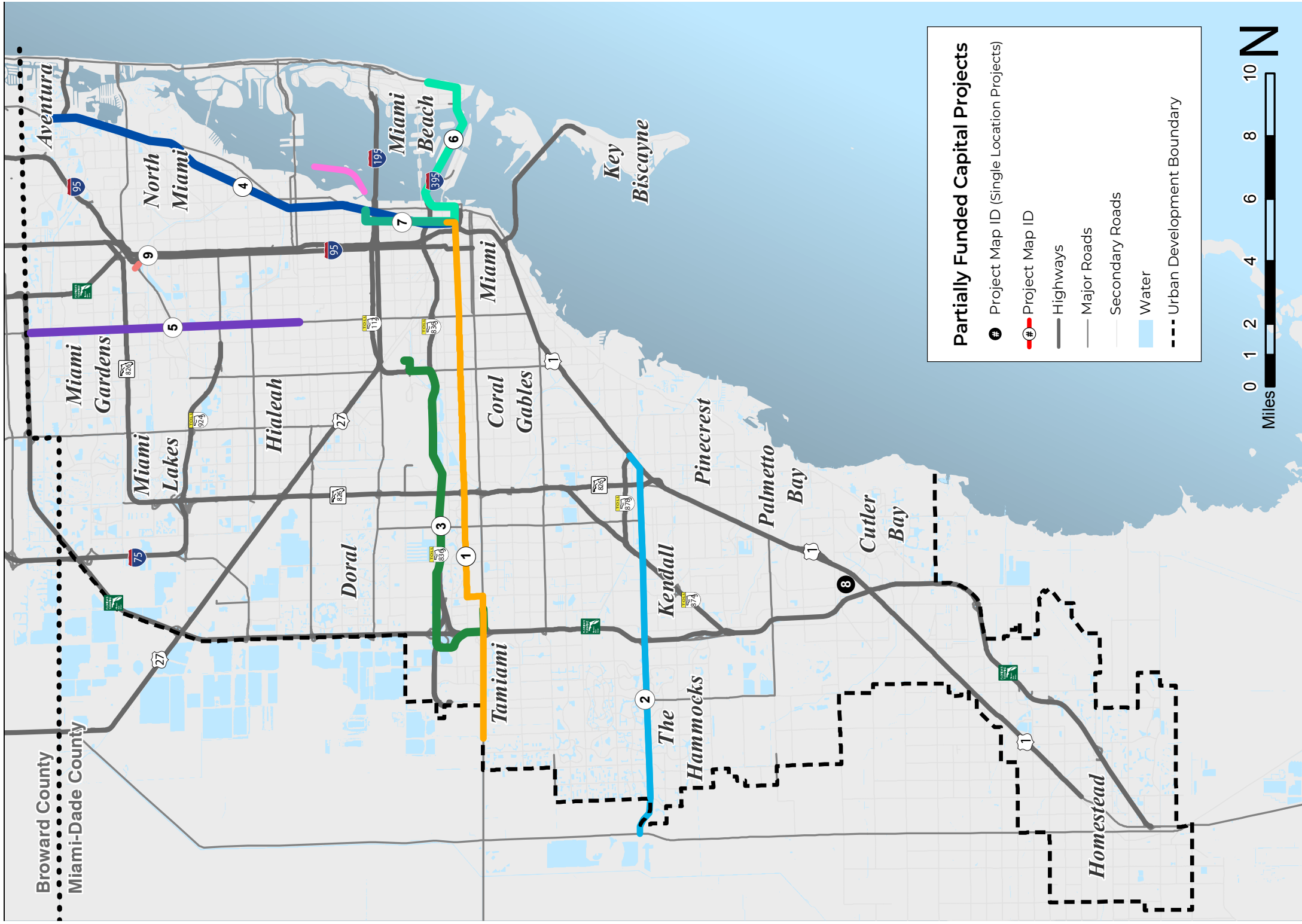
Table 6-7 presents a list of partially funded capital and infrastructure improvement projects which will be implemented within the MDTMovingFwd planning horizon over the next ten years.

Table 6-7: Partially Funded Capital Projects FY 2024 - 2033

Map ID #	Project Name	Location	Project Description	Cost - 2022 (\$000s)			2045 LRTP Plan Period and TIP Project Numbers	Other Project Numbers
				Total Capital Cost Est.	Funded Capital Cost	Annual O&M		
1	Flagler Corridor BERT (Flagler Corridor BRT)	Along Flagler from Tamiami Station to Downtown Intermodal Terminal	Implement Bus Rapid Transit Service	\$621,400	\$2,011	\$37,875	Illustrative Partially Funded (O&M) and Partially Funded #42 TA 14	P672670 S3002329 FM 437782-1
2	Kendall Corridor	SW 167th Avenue to Dadeland Area Metrorail Stations	Implementation of premium transit along SR 94 Kendall Drive/SW 88th Street from SR 997/Krome Avenue/SW 177th Avenue to the Dadeland North Metrorail Station	\$320,000	\$2,011	TBD	Plan Period IV #36 and Illustrative Partially Funded TA12	P672670 S3002319
N/A	Design Criteria Package for The Underline	The Underline	The underline project consists of the development of a 10 mile corridor under the metrorail guideway and extending from the Miami River to Dadeland south metrorail station. The project aims at enhancing and encouraging connectivity, mobility and improving pedestrian and bicycle safety for Miami-dade County residents and visitors. Its core use is an off-road, dedicated bicycle and pedestrian facilities that provide direct connection to 8 metrorail stations and encourages multi-modal transportation.	TBD	\$2,000	TBD	Not in LRTP	CIP196
3	East-West Corridor	From Florida International University (FIU) MMC campus to the Miami Intermodal Center (MIC) along the SR-836/Dolphin Expressway	This project will provide multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Downtown Miami, and PortMiami, while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc.). The East-West Corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan.	\$450,000	\$25,000	\$25,625	Partially Funded #41 TAMDT285	P672670 S3001040
4	Northeast Corridor	MiamiCentral Station to Aventura Station	Commuter Rail connecting MiamiCentral Station to Aventura Station (Miami-Dade County portion of project led by FDOT District 4)	\$423,000	\$25,000	\$18,992	Illustrative Partially Funded	P672670 S3002318
5	North Corridor (NW 27 Avenue)	Miami-Dade/Broward County line to NW 75th Street along NW 27th Avenue	Implement fixed guideway transit connecting north and central Miami-Dade County	\$1,944,000	\$30,000	TBD	Plan Period III #34 and Illustrative Fully Funded	P672670 S3002320
6	Baylink (Beach) Corridor	Midtown Miami to Miami Beach Convention Center	Rapid Transit connecting Midtown/Miami CBD to Miami Beach Convention Center area (Light rail).	\$897,000	\$22,414	\$34,358	Partially Funded #40 TAMDT287	P672670 S77696
N/A	SMART Plan Bus Express Rapid Transit (BERT) Networks	Countywide	The Bus Express Rapid Transit (BERT) Network is a system of eight new express bus routes that are part of the Strategic Miami Area Rapid Transit (SMART) Plan. Through the BERT Network, the Miami-Dade County Department of Transportation and Public Works (DTPW) will provide reliable and convenient express bus service connecting commuters to and from the six SMART Plan Rapid Transit Corridors and major employment centers. The BERT Network is designed for commuters with limited stops over long distances, providing a money-saving stress-free transportation option.	\$82,921	\$2,000	\$28,951		OSP240
7	Metromover Design District Extension	SMART Plan Beach Corridor	Extension of the Metromover along Miami Ave to NW 41st Street.	\$44,000	\$11,000	TBD		
N/A	South Dade Transitway Stations Drop-Off And Pick-Up Areas (CIP280)	All Transitway stops between SW 344th Street and Dadeland South Metrorail Station	Plan, design, and construction of kiss and ride areas at or in close proximity to the SMART Plan South Corridor.	TBD	\$630	\$790	Plan Period I #3 MDT226	2000002615 CIP280

Map ID #	Project Name	Location	Project Description	Cost - 2022 (\$000s)			2045 LRTP Plan Period and TIP Project Numbers	Other Project Numbers
				Total Capital Cost Est.	Funded Capital Cost	Annual O&M		
8	Transitway Park-and-Ride at Marlin Road	South Dade Transitway at Marlin Road	SMART Plan - South Corridor: Construct Park-and-Ride facility with 100 surface parking spaces.	TBD	\$3,530	\$33	Partially Funded #TA4474171	
9	Sunshine Station / GGMTF	a kiss-and-ride on the west side of the SFRC and a ped bridge over SFRC to connect the kiss-and-ride to GGMTF	A new kiss-and-ride and pedestrian connection bridge west of GGMTF.	\$16,900	\$1,250	N/A		
Partially Funded Capital Projects FY 2024 - FY 2033 TOTAL COST (\$000s)				\$4,782,321	\$110,436	\$145,801		

Figure 6-13: Partially Funded Capital Projects FY 2024 - 2033



6.6. Unfunded Capital Projects

Table 6-8 presents a list of unfunded capital and infrastructure improvement projects which will be implemented within the MDTMovingFwd planning horizon over the next ten years.

Table 6-8: Unfunded Capital Projects FY 2024 - 2033

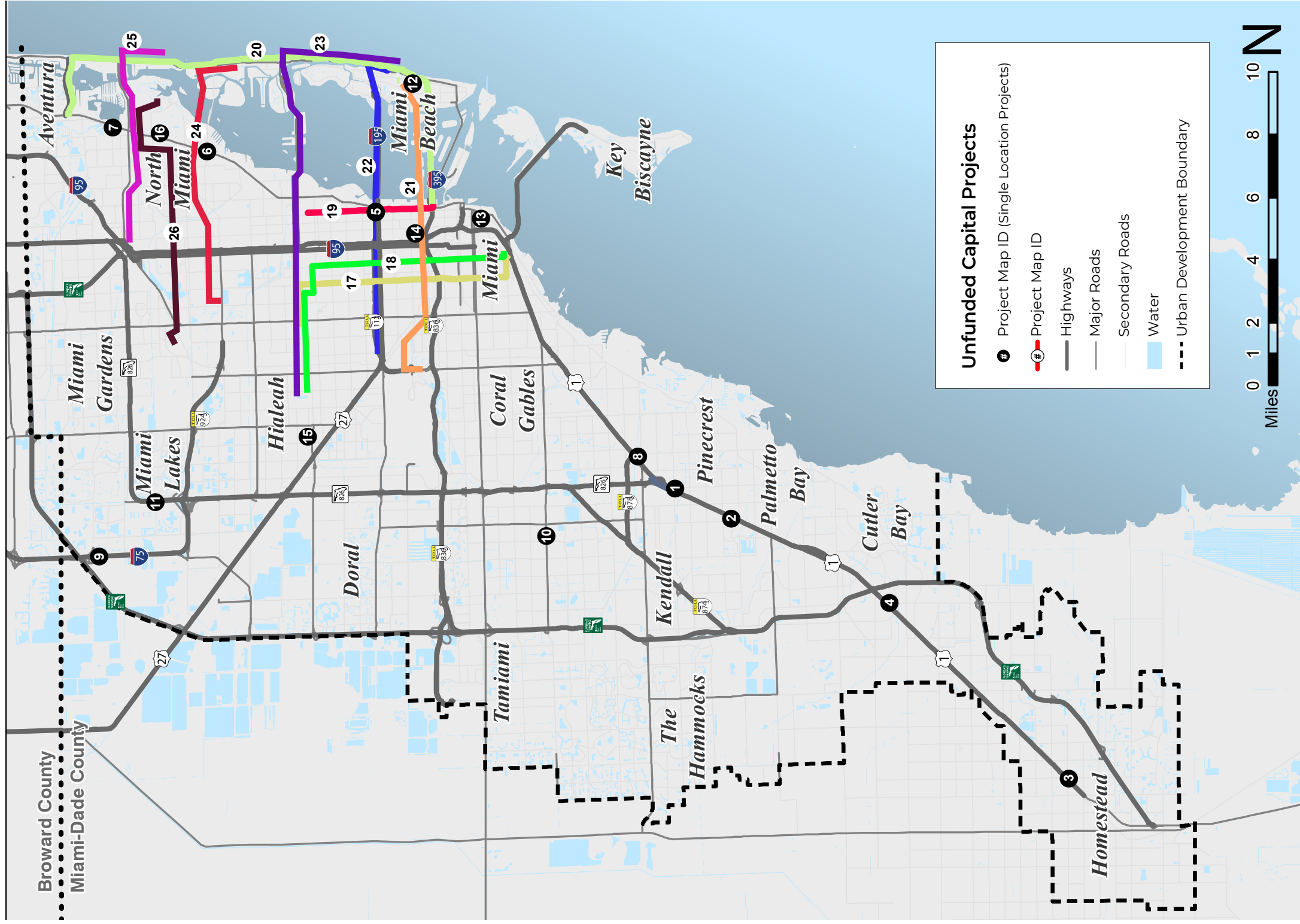
Map ID #	Project Name	Location	Project Description	Cost - 2022 (\$000s)		2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost Est.	Annual O&M	
1	Transitway at SW 104 St Park-and-Ride*	Transitway and SW 104th St	SMART Plan - South Corridor: Lease park-and-ride facility with 100 parking spaces.	\$0.055	\$54	Plan Period I #12 MDT114
2	South Dade Transitway Park-and-Ride at SW 136th St (Howard Dr) (136 Street Station)*	Transitway and SW 136th St (Howard Dr)	SMART Plan - South Corridor: Lease 100 parking spaces.	N/A	\$43	Plan Period I #14 MDT112
3	Transitway Lot (SW 296th St)*	Transitway and SW 296th St (SMART Terminal)	SMART Plan - South Corridor: Improve Existing park-and-ride facility with a 400 space parking garage.	\$26,314	\$388	Plan Period I #17 new102
4	Southland Mall	SW 205th St and South Dixie Highway (SMART Terminal)	Lease 100 parking spaces and construct four bay terminal.	\$3,631	\$86	Plan Period II #18 new112
5	Midtown Station	Biscayne Blvd and NE 39th Street	SMART Plan - Northeast Corridor: Construct Park-and-Ride facility with 100 surface parking spaces.	\$1,666	N/A	Plan Period II #24 new121
6	North Miami Station	Biscayne Blvd and NE 125th Street	SMART Plan - Northeast Corridor: Construct Park-and-Ride facility with 100 surface parking spaces.	\$1,666	N/A	Plan Period II #26 new123
7	North Miami Beach Station	Biscayne Blvd and NE 163rd Street	SMART Plan - Northeast Corridor: Construct Park-and-Ride facility with 100 surface parking spaces.	\$1,666	N/A	Plan Period II #25 new122
8	Expand Overcapacity Park-and-Ride Facility at Dadeland North	Dadeland North Metrorail Station (SMART Terminal)	SMART Plan - Northeast Corridor: Construct a new 1,000-space parking garage with ground-floor retail and office space. Provide additional service and layover bays.	\$57,457	\$92	Plan Period II #28 new188
N/A	US-1 (Transitway) (Better Bus Network (BBN) routes 34, 38, 39. Two Future BRT routes)	South Dade Transitway from SW 344th Street Park-and-Ride to Dadeland South Metrorail Station	SMART Plan - South Corridor: Bus only grade separations at all intersections including and south of 98 St with at-grade stations.	\$349,740	\$281	Plan Period I on Project screened via ETDM #14311
9	American Dream Mall Transit Terminal	East of HEFT and west of I-75 between NW 170th St and the intersection of I-75 and HEFT	Construct Transit Center with 10 bus bays, 2 layover bus bays, passenger waiting areas, bus operator comfort station, ticket vending and other transit amenities. The construction and operating and maintenance costs are privately funded.	N/A	\$0	Private and Developer projects
10	Senator Villas Park-and-Ride	SW 40th St between SW 89th Ave and SW 89th Ct	Construct a 23-unit affordable senior housing apartment building with an on-site enhanced bus stop and privately funded Park-and-Ride. Improve access to and convenience of transit. Provide park-and-ride capacity for existing and new customers. Help reduce traffic congestion and support economic vitality. Support new SMART Plan, BART, and proposed express bus service.	\$244	TBD	Unfunded
11	Miami Lakes Terminal	SR 826 (Palmetto Expressway) at NW 154th St	Construct new park-and-ride facility with eight (8) bus bays to support new express bus service connection. This project is being funded and built by the Town of Miami Lakes.	To be paid by the Town of Miami Lakes	TBD	Unfunded
12	Miami Beach City Hall / Convention Center Intermodal Terminal	Miami Beach Convention Center at 17th St & Washington Ave	Construct a transit terminal facility with two bus bays for Local, Express, Max and Future BERT Routes. City of Miami Beach is to pay the estimated project cost of \$3.9 million.	\$4,497	N/A	Unfunded

*The projects shaded in grey are identified in the DTPW Capital Program, but are no longer advancing per the CTMP as of September 8, 2023. These projects are likely to be removed when DTPW completes the TDP Major Update in 2024.

Table 6-8 (Continued): Unfunded Capital Projects FY 2024 - 2033

Map ID #	Project Name	Location	Project Description	Cost - 2022 (\$000s)		2045 L RTP Plan Period and TPO Project Numbers
				Capital Cost Est.	Annual O&M	
13	Metromover Brickell Loop Extension	From Financial District Metromover Station	Extension of Metromover service in the Brickell area.	\$297,556	TBD	Unfunded
14	Metromover Omni Loop Extension	From School Board Station	Extension of Metromover service in the Omni area.	\$505,324	TBD	Unfunded
15	Okeechobee Metrorail Station Pedestrian Bridge	Okeechobee Metrorail Station	Construct pedestrian bridge over the canal parallel to Okeechobee Road to connect Miami Springs area.	\$11,092	N/A	Unfunded
16	NE 151st Street and US 1 (Biscayne Boulevard) Park-and-Ride / Transit Terminal	NE 151 Street and Biscayne Blvd	Construct park-and-ride (100 spaces) and transit terminal (four (4) bus bays) in anticipation of premium transit service on Biscayne corridor.	\$7,523	\$22	3001042 CIP 101
N/A	Signage Rebranding of Metrorail Stations and Garages	Metrorail Stations and Garages	Implement modernized and improved signage rebranding at 23 Metrorail stations and 5 Metrorail Garages. Update wayfinding system information to address the needs of locals and visitors using a variety of transportation modes.	\$11,103	TBD	Not in L RTP
17	17th Avenue Enhanced Bus (Route 17)	Vizcaya Station to NW 79 St.	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. Project Boundaries: Vizcaya Station to NW 79 St.	TBD	TBD	None
18	12th / 21th Avenue Enhanced Bus (Route 12/21)	Northside Station to NW 20 St.	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. Project Boundaries: Northside Station to NW 20 St.	TBD	TBD	None
19	NE 2nd Ave Enhanced Bus (Route 9)	NE 125 St/6 Ave to Downtown Miami	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. Project Boundaries: NE 125 St/6 Ave to Downtown Miami; Route 9.	TBD	TBD	None
20	Biscayne Blvd Enhanced Bus (Route 3)	Aventura Mall to Downtown Miami	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. Project Boundaries:Aventura Mall to Downtown Miami; Route 3.	TBD	TBD	None
21	20th Street Enhanced Bus (Route 20)	MIC to Lincoln Rd/Washington Avenue Miami Beach.	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. Project Boundaries: MIC to Lincoln Rd/Washington Avenue Miami Beach.	TBD	TBD	None
22	36th Street Enhanced Bus (Route 36)	Lincoln Rd/Washington Avenue Miami Beach to Le Jeune Rd (SW 42 Ave).	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. Project Boundaries: Lincoln Rd/Washington Avenue Miami Beach to Le Jeune Rd (SW 42 Ave).	TBD	TBD	None
23	79th Street Enhanced Bus (Route 79)	Hialeah Station to Lincoln Rd/ Washington Avenue Miami Beach.	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. Project Boundaries: Hialeah Station to Lincoln Rd/Washington Avenue Miami Beach.	TBD	TBD	None
24	125th Street Enhanced Bus (Route 125)	Miami Dade College North to Collins Ave/85 St Miami Beach.	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. Project Boundaries: Miami Dade College North to Collins Ave/85 St Miami Beach.	TBD	TBD	None
25	167th Street Enhanced Bus (Route 75)	Golden Glades P&R to Biscayne Blvd	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. Project Boundaries: [enter info here]	TBD	TBD	None
26	135th Street Enhanced Bus (Route 135)	Opa-Locka TriRail Station to FIU Biscayne Campus	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. Project Boundaries: [enter info here]	TBD	TBD	None
N/A	Transit Amenity Program	Countywide	Establishment of the transit amenity program to install and upgrade transit stations and associated amenities to provide shelter, shade, safety, and comfort to the county's transit riders, active transportation users, and pedestrians.	TBD	TBD	None
Unfunded Capital Projects FY 2024 - FY 2033 Total Cost (\$000s)				\$1,279,477	\$967	

Figure 6-14: Unfunded Capital Projects FY 2024 - 2033





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7. VISION PLAN: 2033 AND BEYOND

In addition to the ten-year plan laid out in Chapter 6, DTPW has developed a program for projects that can be implemented from the 11th year onward. This list consists of a combination of projects that are scheduled for the later years of the 2045 LRTP, and DTPW's forecasted long-term needs. Many of these adopted projects are identified in the Miami-Dade TPO LRTP as Priority (Plan Period) 3 (2031 - 2035), 4 (2036-2045), or unfunded projects, which are beyond the 10-year planning horizon of the FY 2024 - 2033 TDP. Additionally, through its budget process, DTPW has identified unfunded capital needs in the proposed FY24 budget, as listed in Appendix A8.

7.1. 2045 Long Range Transportation Plan - Priority Transit Projects

Table 7-1 and corresponding maps, Figures 7-1, 7-2, and 7-3 identify DTPW priority projects planned to take place beyond the ten-year threshold of the Implementation Plan presented in Chapter 6. These projects will require consideration by the Miami-Dade TPO to amend the 2045 LRTP to promote these projects to a Plan Period 1 or 2 time frame.

Table 7-1: 2033 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - 2022 (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
1	NW 7th Ave Enhanced Bus (Route 77)	NW 7th Avenue from Downtown Miami to NW 183 St	Premium limited-stop transit service along NW 7th Ave between Downtown Miami and the Golden Glades Interchange park-and-ride facility. Will replace route 77 and MAX route 277. Service headways: 10 minutes during the AM/PM peak/20 minutes during mid-day. This route will provide a premium transit connection to the NW 7th Ave Transit Village located at NW 7th Ave and NW 62nd St.	\$41,136	Unfunded
2	Government Center Station (Downtown Miami Development of Regional Impact - Increment III)	101 NW 1st St	Preserve existing transit facilities and equipment. Improve service reliability, safety, quality, convenience, and comfort.	\$15,649	Unfunded
3	Historic Overtown/Lyric Theatre (Downtown Development of Regional Impact - Increment III)	100 NW 6th St	Expand capacity, support connectivity. Preserve existing transit facilities and equipment. Improve service reliability, safety, quality, convenience, and comfort.	\$5,947	Unfunded
4	A1A Enhanced Bus (Route 100)	Downtown Miami to Aventura Mall	Transit prioritization corridor program - Implementation of intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	\$60,189	Unfunded
5	SW 137th Ave Enhanced Bus Service	Tamiami Station to Caribbean Blvd / US-1	Transit prioritization corridor program - Implementation of intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	\$70,580	Unfunded
6	Dolphin Mall-Dolphin Station Connector Road	Dolphin Mall - Dolphin Station (HEFT/SR 836/NW 12th St)	New cut and cover roadway to connect the Dolphin Mall to Dolphin Station	\$11,103	Unfunded
7	Park-and-Ride/Transit Terminal at Gratiigny Pkwy/NW 119 St/NW 27 Ave (Sharks North)	Gratiigny Pkwy / NW 119 St / NW 27 Ave	Construct park-and-ride facility with 100 surface parking spaces.	\$16,043	Unfunded

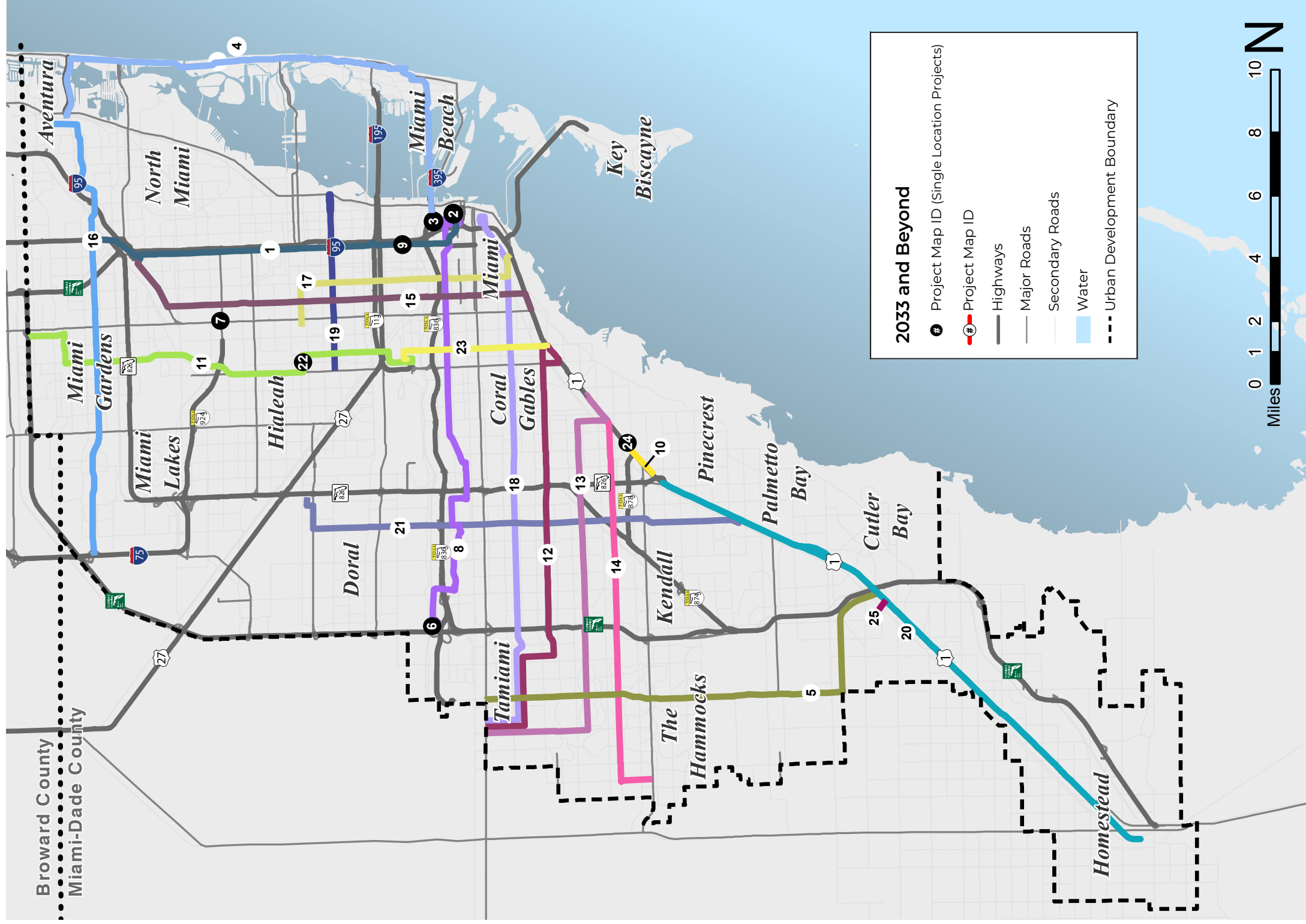
Table 7-1 (Continued): 2033 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - 2022 (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
8	NW 7th St Enhanced Bus	Dolphin Station to Government Center	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. Premium service along NW 7th St from the proposed park-and-ride/ transit center station at Dolphin Station (HEFT at NW 12th St) to Government Center.	\$65,385	Unfunded
9	Civic Center Transit Terminal	Civic Center Metrorail Station (NW 15th St and NW 12th Ave)	Construct transit terminal to increase bus terminal capacity and improve bus circulation.	\$60,189	Unfunded
10	South Dade Transitway Extension to Dadeland North	Transitway between Dadeland South and Dadeland North Metrorail Station	Extend Transitway from Dadeland South to Dadeland North Metrorail Station.	\$11,658	Unfunded
11	NW 37th Ave Enhanced Bus (North)	MIC at MIA to Unity Station (NW 215th St / NW 27th Ave)	Transit prioritization corridor program - Implementation of intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	\$62,786	Unfunded
12	SW 40 St Enhanced Bus	SW 8th St (Tamiami Trail/SR 90/US 41) to Douglas Metrorail Station	Convert Route 40 to Enhanced Bus.	\$100,026	Unfunded
13	Miller Drive (SW 56 St) Enhanced Bus	SW 147th Ave & SW 8th St (Tamiami Station) to University Metrorail Station	Implement limited stop enhanced bus service.	\$103,273	Unfunded
14	Sunset Drive (SW 72 St) Enhanced Bus	SW 162nd Ave & SW 88th St (West Kendall Transit Terminal) to South Miami Metrorail	Implement limited stop enhanced bus service	\$75,344	Unfunded
15	22nd Ave Enhanced Bus	Coconut Grove Metrorail to Golden Glades Interchange	Transit prioritization corridor program - Implementation of intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service.	\$59,323	Unfunded
16	NW 183 St Enhanced Bus	Miami Gardens/I-75 (SR 93) Interchange to Aventura Terminal	BBN transit prioritization corridor program. Implementation of intersection and corridor improvements to help transit operate more efficiently and reliably along corridors in the county.	\$62,786	Unfunded
17	17th Ave Enhanced Bus	Vizcaya Metrorail Station to Northside Metrorail Station	Transit prioritization corridor program. Implementation of intersection and corridor improvements to help transit operate more efficiently and reliably along corridors in the county.	\$93,530	Unfunded
18	Coral Way Enhanced Bus	SW 147th Ave & SW 8 St (Tamiami Trail/SR 90/US 41) to Brickell Metrorail Station	Service 24 - Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. East of LeJeune to Brickell and west to 107th (FIU terminal)	\$100,676	Unfunded
19	NW 62nd St Enhanced Bus	MLK Metrorail Station to Biscayne Blvd	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. East of MLK to Biscayne Blvd.	\$33,342	Unfunded
20	South Miami Dade Corridor/US-1 (Transitway)	South Dade Transitway from SW 344th Street Park-and-Ride to Dadeland South Metrorail Station	Conversion of the South Dade Transitway from BRT to at-grade Metrorail upon reaching an average weekday ridership of 35,000 daily trips on the South Dade Transitway.	\$1,271,277	Unfunded

Table 7-1 (Continued): 2033 and Beyond Transit Vision Plan

Map ID #	Project Name	Location	Project Description	Cost - 2022 (in \$000s)	2045 LRTP Plan Period and TPO Project Numbers
				Capital Cost	
21	87th Ave Enhanced Bus	Palmetto Metrorail Station to Transitway at SW 136th St	Extension of route 87 from Dadeland north to 136th St.	\$62,354	Unfunded
22	Metrorail / Tri-Rail Bus Hub Improvements	Tri-Rail/Metrorail Transfer Station	Reconstruction of the existing Tri-Rail / Metrorail Transfer Facility into a modern multimodal transit hub with convenient and safe access between Tri-Rail, Metrorail Green Line, and Route 79.	\$2,220	Unfunded
N/A	Systemwide Off-Street Bus Stop Enhancements	Systemwide	Enhance all off-street bus stops (i.e., malls, parks, libraries, hospitals, etc..) to include new shelters and passenger amenities.	\$2,776	Unfunded
23	Douglas Road Premium Transit (Route 37)	MIC to Douglas Metrorail	Transit prioritization corridor program - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. NW/SW 37th Avenue connecting the MIC and the Douglas Metrorail Station, linking employment centers at MIA and Coral Gables. Incremental Improvement on PTP Corridor.	\$16,654	Not in LRTP MDT 151
24	Direct Ramps between SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station	Construct ramps connecting SR 878 (Snapper Creek Expressway) to Dadeland North Metrorail Station.	\$49,963	Not in LRTP
N/A	Bus Stop ADA Access	Countywide	Currently there are approximately 2,400 bus stops that are not ADA compliance county wide. Civil work must be performed around existing bus stop signs currently no ADA compliance, or during the installation of a new bus stop sign to make them ADA compliance. Each site where bus stops are located may have different characteristics. Individual ADA compliance's analysis should be conducted per each bus stop.	\$2,050,000	Not in LRTP
N/A	3rd Rail Isolated Disconnect Switches Replacement	Palmetto Yard tower	Installation of the necessary conduits, inner ducts and fiber optic cables, fiber panels and related equipment needed to create a fiber optic ring SCADA network to connect all 52 disconnect switches to the traction power nucleus at the Palmetto Yard Tower.	\$6,150	Unfunded
N/A	Bus and Rail Operations Maintenance Facility Improvements	Countywide	DTPW Metrobus, Metrorail and Metromover support facilities were largely built in the 1980's. Deterioration due to aging is becoming evident. In addition, the need to expand in some areas is required. DTPW will develop the Needs Assessment and prepare the design plans for the new Track & Guideway building.	\$4,676	Unfunded
25	South Transitway Cutler Bay Pedestrian Bridge	South Transitway 112th Station to Southland Mall	A new bicycle and pedestrian bridge over US1 to connecting the South Transitway 112th Station to Southland Mall. New bridge will provide pedestrian and bicycle connection for Cutler Bay residents to the Transitway Station and South Dade Trail.	TBD	Unfunded
2033 and Beyond Transit Vision Plan TOTAL COST (\$000s)				\$4,515,034	

Figure 7-1: 2032 and Beyond Transit Vision Plan





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8. TRANSIT FINANCIAL PLAN

The previous chapters identify critical transit needs in Miami-Dade County without consideration of project cost. In this chapter, however, the DTPW must reconcile its transit improvement needs with available financial resources. In the financial plan, the estimated costs of providing the agency's existing and planned new services are projected over a ten-year horizon. The financial resources that will support those services are also identified and estimated. Through the development of this financial plan DTPW determines which service improvements are financially feasible and establishes a timeline by when said improvements can be implemented.

8.1. Operating Expenses and Revenues

DTPW is the largest transit operator in the State of Florida and the 18th largest transit provider in the U.S. based on unlinked passenger trips, per the 2022 Public Transportation Fact Book published by the American Public Transportation Association (APTA). DTPW's size is reflected in the agency's direct operating budget, which is projected at approximately \$383 million in FY 2023. The primary components of the direct operating expenses are shown in Table 8-1.

Wages and benefits make up 60% of DTPW's total operating expenses. This includes salaries and overtime, benefits, health and dental, retirement, and worker's compensation. Contractual services comprise another 10% of the operating budget.

In addition to these direct expenses, DTPW will support approximately \$111 million of other operating expenses in FY 2023. These other expenses are detailed in the subsequent tables of this chapter.

In total, DTPW will spend \$625 million in FY 2023 for the ongoing operation and maintenance of the transit system and the support of DTPW's other local and regional responsibilities.

Table 8-1: DTPW Projected Transit FY 2023 Direct Operating Expenses (\$000s)

Projected Amount FY23 (\$000s)		
Transit Operating Expenses	Salary	\$219,205
	Overtime	\$48,652
	Fringe Benefits	\$20,212
	Group Health and Dental Plan	\$44,304
	Retirement	\$31,513
	Workers Compensation	\$11,847
	Court Costs	\$7
	Contractual Services	\$66,050
	STS Services 60220/250	\$43,521
	Charges for County Services	\$27,233
	Other Operating Expenses	\$110,627
	Capital	\$1,574
	Subtotal	\$624,745
Projected Amount FY23 (\$000s)		
Transit Reimbursements	Federal Reimbursements	-\$74,424
	Additional Federal Grant Reimbursement - CARES Act	-\$119,290
	State Grant Reimbursements	-\$23,237
	Capital Fund Reimbursements	-\$5,217
	CIOGIT Reimbursements*	-\$19,907
	STS/JARC Reimbursements	-\$6,888
	Subtotal	-\$248,963
Projected Amount FY23 (\$000s)		
Transit Operating Adjustments	Payment for SFRTA	\$4,235
	Transfer for Non-PTP Debt Service Expenses**	\$821
	Transfer to SMART Plan	\$2,057
	Subtotal	\$7,113
Total Transit Operating Expenses		\$382,895

*CIOGIT = Local Option Gas Tax

**PTP = People's Transportation Plan surtax

Source: Combined PTP and Transit Pro Forma FY 2022-2023 (August 2022)

Table 8-2: Projected FY 23 Transit Operating Revenues

Transit Proprietary Revenue	Transit Proprietary Revenue	Projected Amount FY 23 (\$000s)
	Beginning Fund Balance (Carryover in Operating Fund)	\$189,602
	Bus, Rail, STS, & Farebox	\$68,164
	Other Revenues	\$14,594
	Operating Total	\$272,360
State Grant Revenue	State Grant Revenue	Projected Amount FY 23 (\$000s)
	State Operating Assistance Grant	\$666
	State Transportation Disadvantaged Program	\$6,675
	State Total	\$7,341
Local Revenue	Local Revenue	Projected Amount FY 23 (\$000s)
	Miami Dade General Fund MOE (3.5%)	\$230,238
	Local Total	\$230,238
Total Revenue		\$509,939

Source: Transit Pro-Forma FY 2022-2023 (August 2022)

Table 8-3: DTPW Operating Transit Revenue Growth Assumptions FY 2024 - FY 2033

Operating Revenue Growth Assumptions	Revenue Item	Annual Average Growth Rate
	PTP Surtax*	0.0%
	General Funds (MOE)**	3.5%
	Fare Revenue (Trip Growth)***	0.5%
	State Block Grants	1.0%
	Transportation Disadvantaged Funds	0.0%
	CILOGIT Local Option Gas Tax****	1.5%

Source: Transit Pro-Forma FY 2022-2023 (August 2022)

*PTP surtax is reported as zero growth because DTPW is reducing its reliance on PTP funds for Operations expenses and shifting those revenues to the capital budget for the purposes of expanding transit service.

** Passenger Growth is projected to increase 0.5% annually from 2024 to 2029 and remain at 0.25% thereafter.

*** CILOGIT reimbursement is projected to increase 1.5% annually through 2025 and decrease to 0.0% thereafter.

DTPW's transit operations are supported by a range of federal, state, local, and directly generated revenue streams. Table 8-2 shows the projected operating revenue for FY 2023, which total over \$510 million from the following categories:

- **Fare Revenues:** DTPW recovered 10.9% of its annual operating expenses from transit fare revenue.
- **Other Operating Revenues:** This revenue is generated primarily by advertising fees.
- **Transportation Disadvantaged (TD) program:** This program provides funding to assist TD populations, which include individuals with physical or mental disabilities, those with low income, or older adults unable to transport themselves or use fixed-route services.
- **County General Funds:** Miami-Dade County supplies DTPW with funding each year from its general fund.
- **People's Transportation Plan (PTP) Surtax:** The PTP provides sales tax revenue to support public transit and roadway infrastructure improvements.

8.1.1. Projected Operating Revenues

Revenue projections are developed based on the historical trends, the current state of the economy, and any anticipated policy or programmatic changes. In addition, revenue impacts from the unprecedented global COVID-19 pandemic must be considered. Overall, transit operating revenues are projected to increase an average of 2.9% per year between FYs 2024-2033. The critical funding growth assumptions that drive the Pro Forma financial projections are outlined in Table 8-3, highlights of which include:

- Fare revenue is projected to increase to reflect pre-pandemic level ridership recovery. Projections for the ten-year TDP planning period reflect this ridership stabilization and fare revenue due to ridership growth is assumed to increase by 0.5% per year starting in FY 2023.
- Additional general fund revenue is anticipated for FYs 2025 through 2032.
- Regular programmed fare increases: A \$0.25 increase in the base fare (from its current level of \$2.25 to \$2.50) is assumed in FY 2024, with an additional \$0.25 increase assumed in FY 2030. These increases have the effect of increasing the overall revenue growth rate in those years. These programmed fare increases which occur every six (6) years are determined by policies approved by the Miami-Dade County Board of County Commissioners that authorize DTPW to implement regular fare increases to keep pace with inflation.

8.1.2. Summary of Operating Budget

DTPW’s transit operating expenses for the ten-year period of FYs 2024-2033 are summarized in Table 8-4, while the transit operating revenues for this same period are summarized in Table 8-5. The operating budget is producing a surplus as the projected operating expenses are slightly less than the forecasted revenues from various sources. DTPW balances its operating budget by adhering to a combination of strategies aimed at producing cost efficiencies; an avoidance of any major service expansion and aggressive use of available local funding sources (LOGT and general funds).

This operating budget is based upon the budgetary assumptions that were applied within the FY 2022-2023 Transit Pro Forma. These budgetary assumptions are influenced by several factors that could impact actual revenue generation over the course of the ten-year period, thus resulting in a different budgetary outcome than presented in this TDP.

Table 8-4: DTPW Operating Transit Expenses FY 2024 - FY 2033 (\$000s)

Transit Operating Expenses	Base Year	10-Year TDP Planning Horizon									
	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	FY 2029-2030	FY 2030-2031	FY 2031-2032	FY 2032-2033
Direct Operating Expenses											
Total Transit Operating and Maintenance Expenses	\$624,745	\$625,991	\$642,683	\$659,827	\$676,991	\$694,690	\$712,948	\$731,792	\$751,254	771,362	794,502
Transit Operating Adjustments											
SFRTA Contribution	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235	\$4,235
Transfer for Non-PTP Debt Service Expenses	\$821	\$821	\$821	\$821	\$803	\$784	\$784	\$784	\$784	\$784	\$1,313
Transfer to SMART Plan Reserve	\$2,057	\$721	\$721	\$904	\$11,418	\$2,024	\$2,246	\$2,309	\$2,370	\$2,411	\$2,475
Total Transit Operating Adjustments	\$7,113	\$5,777	\$5,777	\$5,960	\$16,456	\$7,043	\$7,265	\$7,328	\$7,389	\$7,430	\$8,023
Transit Reimbursements											
Federal Reimbursements	-\$74,424	-\$96,633	-\$97,104	-\$97,696	-\$76,136	-\$77,887	-\$79,678	-\$81,511	-\$83,386	-\$85,304	-\$87,863
Add'l Federal Reimbursement - CARES Act	-\$119,290	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant Reimbursements	-\$23,237	-\$23,469	-\$23,704	-\$23,941	-\$24,180	-\$24,422	-\$24,666	-\$24,913	-\$25,162	-\$25,414	-\$25,668
Capital Fund Reimbursements	-\$5,217	-\$5,217	-\$5,217	-\$5,217	-\$5,217	-\$5,217	-\$5,217	-\$5,217	-\$5,217	-\$5,217	-\$5,217
CIOGT Reimbursements	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907	-\$19,907
STS/JARC Reimbursements	-\$6,888	-\$6,888	-\$6,888	-\$6,888	-\$6,888	-\$6,888	-\$6,888	-\$6,888	-\$6,888	-\$6,888	-\$6,888
Total Reimbursements	-\$248,963	-\$152,114	-\$152,820	-\$153,649	-\$132,328	-\$134,321	-\$136,356	-\$138,436	-\$140,560	-\$142,730	-\$145,543
Total Operating Fund Expenses	\$382,895	\$479,654	\$495,640	\$512,138	\$561,119	\$567,412	\$583,857	\$600,684	\$618,083	\$636,062	\$656,982

Source: Transit Pro-Forma FY 2022-2023 (August 2022)

Table 8-5: DTPW Operating Transit Revenues FY 2023 - FY 2032 (\$000s)

Operating Revenue Source	Base Year	10-Year TDP Planning Horizon									
	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026	FY 2026-2027	FY 2027-2028	FY 2028-2029	FY 2029-2030	FY 2030-2031	FY 2031-2032	FY 2032-2033
Beginning Fund Balance (Carryover in Operating Fund)	\$189,602	\$130,632	\$1,473	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit Proprietary Fund											
Bus, Rail, STS, & Farebox	\$68,164	\$89,543	\$89,991	\$96,125	\$96,606	\$97,089	\$97,574	\$97,818	\$103,733	\$103,992	\$104,252
Planned Additional General Fund Support	\$0	\$0	\$5,656	\$0	\$0	\$0	\$0	\$5,656	\$0	\$0	\$0
Other Revenues	\$14,594	\$14,594	\$14,594	\$14,594	\$14,594	\$14,594	\$14,594	\$14,594	\$14,594	\$14,594	\$14,594
Joint Development Revenue Rsrvd for SMART Plan	\$0	\$721	\$721	\$904	\$11,418	\$2,024	\$2,246	\$2,309	\$2,370	\$2,411	\$2,475
Total Transit Funds	\$82,758	\$104,858	\$110,962	\$111,623	\$122,618	\$113,707	\$114,414	\$120,377	\$120,697	\$120,997	\$121,321
State Grant Revenue											
State Operating Assistance Grant	\$666	\$666	\$666	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Disadvantage Program	\$6,675	\$6,675	\$6,675	\$6,675	\$6,675	\$6,675	\$6,675	\$6,675	\$6,675	\$6,675	\$6,675
Total State Grant Revenue	\$7,341	\$7,341	\$7,341	\$6,675	\$6,675	\$6,675	\$6,675	\$6,675	\$6,675	\$6,675	\$6,675
Local Revenue											
Miami Dade General Fund MOE (3.5%)	\$230,238	\$238,296	\$246,636	\$389,019	\$407,624	\$446,940	\$462,676	\$478,965	\$490,209	\$507,886	\$526,184
PTP Surtax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Adjustment to Countywide General Fund Support	\$0	\$0	\$129,228	\$4,821	\$24,202	\$90	\$92	-\$5,333	\$502	\$504	\$2,802
Total Local Revenue	\$230,238	\$238,296	\$375,864	\$393,840	\$431,826	\$447,030	\$462,768	\$473,632	\$490,711	\$508,390	\$528,986
Total Transit Operating Revenues	\$509,939	\$481,127	\$495,640	\$512,138	\$561,119	\$567,412	\$583,857	\$600,684	\$618,083	\$636,062	\$656,982
Total Operating Fund Expenses	382,895	479,654	495,640	512,138	561,119	567,412	583,857	600,684	618,083	636,062	656,982
Operational Funding Surplus (Deficit)	\$33,850	\$81,381	\$0	\$1,831	\$1,087	\$1,000	\$201	\$4,073	\$6,932	\$8,723	\$7,486

Source: Transit Pro-Forma FY 2022-2023 (August 2022)

8.2. Transit Capital Expenditures and Funding Sources

This section provides an overview of expenditures and funding sources for DTPW's Capital Project initiatives, with a horizon year of FY 2032-2033.

8.2.1. Planned Capital Expenditures

DTPW's planned capital expenses for the next ten years are summarized in Table 8-6, which include projects to improve the quality of service and longevity of the existing MDT system. Capital expenses in the first five years are forecasted by fiscal year, while the second five years are aggregated into a future category. Large capital projects or ongoing projects during this period (e.g., Metrorail Stations and Systems Improvements), may be funded by a combination of debt proceeds and cash. Five projects have funding allocated in the outside five years of the ten-year period: Bus Related Projects, Federally-Funded Projects, Infrastructure Renewal Plan, Metrorail Track and Guideway Projects, and Metrorail Vehicle Replacement.

Table 8-6: DTPW Capital Transit Expenses FY 2024 - FY 2033 (\$000s)

Project	Previous		2023-2024		2024-2025		2025-2026		2026-2027		2027-2028		Future		Total		
	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	PTP	Other	Overall Total
Aventura Station	\$72,700	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,700	\$4,000	\$76,700
Beach Express South	\$341	\$178	\$1,296	\$0	\$7,785	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,422	\$178	\$9,600
Bus - Enhancements	\$12,023	\$9,794	\$1,157	\$2,458	\$4,910	\$1,395	\$645	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$18,735	\$13,727	\$32,462
Bus - New South Dade Maintenance Facility	\$2,525	\$0	\$27,384	\$3,736	\$78,698	\$2,000	\$45,038	\$0	\$13,974	\$0	\$0	\$0	\$0	\$0	\$167,619	\$5,736	\$173,355
Bus - Related Projects	\$69,640	\$293,843	\$39,939	\$70,554	\$918	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$110,497	\$364,397	\$474,894
Bus - Tracker And Automatic Vehicle Locating System Upgrade (CAD/AVL)	\$18,646	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,646	\$0	\$18,646
Bus And Bus Facilities	\$14,699	\$488	\$8,413	\$0	\$4,748	\$0	\$835	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,695	\$488	\$29,183
Dadeland South Intermodal Station	\$12,576	\$365	\$32,900	\$0	\$4,672	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,148	\$365	\$50,512
Emergency Backup Generators	\$440	\$0	\$0	\$400	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$440	\$1,000	\$1,440
Fare Collection Equipment Projects	\$81,905	\$903	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81,905	\$903	\$82,808
Federally Funded Projects	\$862	\$180,672	\$0	\$101,588	\$0	\$104,024	\$0	\$106,613	\$0	\$106,341	\$0	\$108,832	\$0	\$1,000	\$862	\$709,071	\$709,933
Infrastructure Renewal Plan (IRP)	\$28,408	\$55	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$12,500	\$0	\$103,408	\$55	\$103,463
Lehman Yard - Miscellaneous Improvements	\$38,213	\$3,171	\$5,414	\$0	\$12,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,756	\$3,171	\$58,926
Metromover - Improvement Projects	\$86,894	\$20,936	\$45,849	\$8,492	\$41,667	\$8,000	\$41,057	\$8,000	\$13,888	\$0	\$0	\$0	\$0	\$0	\$229,355	\$45,428	\$274,783
Metrorail - Stations And Systems Improvements	\$58,844	\$2,634	\$29,849	\$794	\$26,118	\$1,338	\$15,795	\$0	\$28,009	\$0	\$25,380	\$0	\$6,553	\$0	\$190,548	\$4,766	\$195,314
Metrorail - Track And Guideway Projects	\$159,940	\$0	\$20,244	\$0	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$194,583	\$0	\$194,583
Metrorail - Vehicle Replacement	\$369,810	\$1,036	\$2,385	\$0	\$1,974	\$0	\$8,448	\$0	\$1,889	\$0	\$270	\$0	\$0	\$0	\$384,777	\$1,036	\$385,813
Metrorail And Metromover Projects	\$14,250	\$0	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000
Park And Ride - Transit Projects	\$22,674	\$13,069	\$6,920	\$622	\$6,356	\$760	\$1,369	\$1,849	\$1,546	\$634	\$764	\$764	\$0	\$0	\$39,629	\$17,697	\$57,325
Park And Ride - Transitway at SW 168th St	\$45,850	\$9,500	\$6,109	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,958	\$9,500	\$61,458
Pedestrian Overpass - University Metrorail Station	\$1,930	\$3,337	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,930	\$3,337	\$5,267
Safety Improvements - FDOT Projects	\$7	\$871	\$0	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7	\$996	\$1,003
Signage And Communication Projects	\$12,823	\$6,791	\$3,887	\$634	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,710	\$7,425	\$24,135
South Corridor Bus Rapid Transit (BRT) - Mastarm Improvements	\$0	\$50,916	\$0	\$7,437	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,353	\$58,353
South Dade Trail Shared - Use Path Enhancements	\$410	\$410	\$490	\$490	\$100	\$100	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$3,000	\$3,000	\$6,000
South Dade Transitway Corridor	\$63,417	\$190,151	\$29,965	\$19,927	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,382	\$210,078	\$303,460
South Dade Transitway Stations Drop - Off And Pick-Up Areas	\$175	\$175	\$455	\$450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$630	\$625	\$1,255
Strategic Miami Area Rapid Transit Plan (SMART) Phase 1	\$76,719	\$40,364	\$14,255	\$30,031	\$826	\$1,672	\$0	\$350	\$0	\$350	\$0	\$0	\$0	\$0	\$91,800	\$72,767	\$164,567
Sunshine Station - Golden Glades Bike/Pedestrian Connector	\$9,480	\$1,400	\$4,572	\$4,572	\$1,586	\$1,586	\$1,586	\$1,586	\$0	\$0	\$0	\$0	\$0	\$0	\$17,224	\$9,144	\$26,368
The Underline	\$0	\$79,928	\$0	\$33,578	\$0	\$26,387	\$0	\$7,957	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$147,850	\$147,850
Track And Guideway Work Facility Building	\$645	\$0	\$110	\$0	\$3,107	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,562	\$0	\$4,562
Track Inspection Vehicle / Train	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500	\$0	\$7,500
Transit - Operations System (TOS) Replacement Project	\$3,328	\$4,189	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,328	\$4,189	\$7,517
Vision Zero	\$5,399	\$500	\$5,689	\$0	\$2,156	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,244	\$500	\$13,744
Subtotal	\$1,293,071	\$919,676	\$300,531	\$285,888	\$224,652	\$147,861	\$128,973	\$127,435	\$72,806	\$108,325	\$38,914	\$109,596	\$19,053	\$1,000	\$2,078,000	\$1,699,782	\$3,777,781
Total	\$2,212,747		\$586,419		\$372,513		\$256,408		\$181,131		\$148,510		\$20,053		\$2,078,000	\$1,699,782	\$3,777,781

Source: DTPW FY 2022-2023 Adopted Budget and Multi-Year Capital Plan, Transportation and Public Works.

8.2.2. Summary of Capital Plan

The DTPW's ten-year capital budget is listed in Table 8-7. "Cash" revenue sources in the first five years are forecasted by fiscal year, while the second five years are aggregated into a future category. All projected capital expenditures could be funded with either PTP surtax debt proceeds, or on a pay-as-you-go basis, depending on the availability of funds. This capital budget is achieved by aggressive borrowing against the PTP surtax, ultimately requiring the inclusion of additional LOGT and general funds in DTPW's budget, to guarantee debt coverage.

Table 8-7: Projected "Cash" Revenue Sources for Transit Capital Projects FY 2024 - FY 2033 (\$000s)

PROJECTS	PRIOR	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FUTURE	TOTAL
BBC GOB Financing	\$97,840	\$2,375	\$1,606	\$0	\$0	\$0	\$0	\$101,821
CDBG Reimbursement	\$5,441	\$0	\$0	\$0	\$0	\$0	\$0	\$5,441
Capital Asset Series 2010 Bonds	\$2,234	\$0	\$0	\$0	\$0	\$0	\$0	\$2,234
Capital Impr. Local Option Gas Tax	\$18,431	\$18,491	\$18,768	\$19,050	\$19,336	\$19,578	\$0	\$113,654
Causeway Toll Revenue	\$19,974	\$11,470	\$10,310	\$5,000	\$1,766	\$0	\$0	\$48,520
Charter County Transit System Surtax	\$66,565	\$27,628	\$851	\$850	\$850	\$500	\$0	\$97,244
City of Aventura Contribution	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
City of Coral Gables Park & Mobility Impact Fees	\$2,460	\$2,460	\$2,460	\$0	\$0	\$0	\$0	\$7,380
City of Miami Beach Contribution	\$417	\$0	\$0	\$0	\$0	\$0	\$0	\$417
City of Miami Contribution	\$417	\$0	\$0	\$0	\$0	\$0	\$0	\$417
City of Miami Park Impact Fees	\$10,943	\$2,529	\$2,528	\$0	\$0	\$0	\$0	\$16,000
City of North Miami Beach	\$48	\$0	\$0	\$0	\$0	\$0	\$0	\$48
Developer Contribution	\$2,310	\$0	\$0	\$0	\$0	\$0	\$0	\$2,310
Developer Fees/Donations	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$600
FDOT Funds	\$158,269	\$42,822	\$10,881	\$7,875	\$2,134	\$1,264	\$1,300	\$224,545
FDOT Reimbursement	\$11,901	\$4,143	\$4,267	\$4,395	\$4,527	\$4,663	\$0	\$33,896
FDOT-County Incentive Grant Program	\$12,241	\$1,240	\$0	\$0	\$0	\$0	\$0	\$13,481
FEMA Reimbursements	\$1,068	\$147	\$0	\$0	\$0	\$0	\$0	\$1,215
FTA 20005(b) - Pilot Program for TOD Planning Discretionary Grant	\$1,300	\$960	\$85	\$0	\$0	\$0	\$0	\$2,345
FTA 5307 - Transfer	\$7,824	\$1,193	\$431	\$0	\$0	\$0	\$0	\$9,448
FTA 5307 - Urbanized Area Formula Grant	\$138,786	\$57,558	\$56,464	\$56,513	\$49,631	\$50,859	\$500	\$410,311
FTA 5309 - Discretionary Grant	\$99,052	\$3,298	\$0	\$0	\$0	\$0	\$0	\$102,350
FTA 5309 - Formula Grant	\$1,939	\$0	\$0	\$0	\$0	\$0	\$0	\$1,939
FTA 5324 - Public Transportation Emergency Relief	\$0	\$400	\$600	\$0	\$0	\$0	\$0	\$1,000
FTA 5337 - State of Good Repair Formula Grant	\$58,249	\$30,221	\$30,976	\$31,751	\$32,545	\$33,358	\$0	\$217,100
FTA 5339 - Bus & Bus Facility Formula Grant	\$24,114	\$6,547	\$6,711	\$6,879	\$4,329	\$4,537	\$0	\$53,117
FTA 5339(b) - Bus & Bus Facilities Discretionary Grant	\$11,144	\$1,500	\$0	\$0	\$0	\$0	\$0	\$12,644
FTA 5339(c) - Bus & Bus Facilities Lo/No Emission Discretionary Grant	\$7,107	\$0	\$0	\$0	\$0	\$0	\$0	\$7,107
Florida City Contribution	\$4,823	\$0	\$0	\$0	\$0	\$0	\$0	\$4,823
Florida Inland Navigational District	\$794	\$0	\$0	\$0	\$0	\$0	\$0	\$794
General Fund	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000

Source: DTPW FY 2022-2023 Adopted Budget and Multi-Year Capital Plan, Transportation and Public Works.

PROJECTS	PRIOR	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FUTURE	TOTAL
General Government Improvement Fund (GGIF)	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Lease Financing - County Bonds/Debt	\$239,437	\$60,317	\$0	\$0	\$0	\$0	\$0	\$299,754
Operating Revenue	\$199	\$0	\$0	\$0	\$0		\$0	\$199
People's Transportation Plan Bond Program	\$1,381,266	\$277,934	\$229,719	\$128,323	\$72,806	\$38,914	\$19,053	\$2,148,015
Peoples Transportation Plan Capital Reserve Fund	\$163,722	\$37,046	\$1,586	\$1,586	\$0	\$0	\$0	\$203,940
Road Impact Fees	\$847,582	\$90,287	\$85,108	\$89,138	\$85,747	\$0	\$0	\$1,197,862
Secondary Gas Tax	\$51,390	\$17,502	\$17,502	\$17,502	\$17,502	\$17,502	\$0	\$138,900
Stormwater Utility	\$26,286	\$9,200	\$7,374	\$6,947	\$7,000	\$7,016	\$7,016	\$70,839
TIID Trust Fund	\$18,846	\$0	\$0	\$0	\$0	\$0	\$0	\$18,846
USDOT Build Program	\$16,208	\$7,379	\$4,472	\$3,801	\$0	\$0	\$0	\$31,860
Village of Palmetto Bay Contribution	\$305	\$95	\$0	\$0	\$0	\$0	\$0	\$400
Village of Pinecrest Contribution	\$205	\$95	\$0	\$0	\$0	\$0	\$0	\$300
WASD Project Fund	\$1,020	\$1,210	\$463	\$0	\$0	\$0	\$0	\$2,693
Total Transit Capital Revenue	\$3,527,757	\$716,047	\$493,162	\$379,610	\$298,173	\$178,191	\$27,869	\$5,620,809
Total Transit Capital/Project Expenses	\$2,212,747	\$586,419	\$372,513	\$256,408	\$181,131	\$148,510	\$20,053	\$3,777,781
Transit Capital Funding Surplus (Deficit)	\$1,315,010	\$129,628	\$120,649	\$123,202	\$117,042	\$29,681	\$7,816	\$1,843,028

8.3. Total Unfunded Need

The implementation plan laid out in Chapter 6 of this MDTMovingFwd document identifies the agency's funded, partially funded, and unfunded project needs for both operations and capital projects. The total unfunded need for the ten-year period encapsulates the difference between DTPW's programed needs and the total funding (Table 8-8).

The unfunded need is calculated as the sum of the capital costs for the Unfunded Operations, and Capital projects, combined with the unfunded portions of the Partially Funded Capital. Overall, DTPW's unfunded need is \$6.18 billion.

Table 8-8: Ten-Year Implementation Plan Total Unfunded Capital Need

Ten-Year Implementation Plan Projects	Unfunded Capital Need
Unfunded Operations	\$213,306,600
Partially Funded Capital (Unfunded Portion)	\$4,683,375,163
Unfunded Capital	\$1,279,477,205
Total:	\$6,176,158,968

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TOGETHER
— 2024–2033 —

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**A.1 DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TABLE OF ORGANIZATION**

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Chief Administrative Officer (Labor relations, employee development, recruiting, training, civil rights, performance analytics, quality assurance, inner/interdepartmental coordination) *James Fisher*
Chief Financial Officer (Finance, accounting, procurement (goods and services and construction), fleet management, materials management, toll collection) *Melvin Cartagena*
Chief External Affairs Officer (Municipal coordination, public engagement, media and public relations, marketing, social media, customer service, strategic and project communications) *Juan Mendieta*
Chief of Intergovernmental Affairs (Government affairs, policy, and other special initiatives) *Phillip Edwards*
Chief Innovation and Mobility Services Officer (New mobility initiatives, Special Transportation Services (STS), PTRD, Easy Card Services, transportation demand management) *Carlos Cruz Casas, PE*
Chief Strategy Officer (Strategic plan development and implementation, program/project coordination, business and systems processes and improvements, intra and interagency coordination, strategic partnerships) *Beth Goldsmith*

Office of the Director and CEO
Miami-Dade Department of Transportation and Public Works
 Eulois Cleckley

Chief Safety Officer
 Eric Muntan

County Attorney Office
Strategic Procurement Department
Information Technology Department
 Supportive Departments

Transportation Planning and Policy
Chief Planning Officer
 Lisa Colmenares, AICP

Project Delivery
Chief Project Delivery Officer
 Josenrique Cueto, PE

Infrastructure Operations and Maintenance
Chief Operations and Maintenance Officer
 Josiel Ferrer-Diaz, PE

Transit Operations and Maintenance
Chief Transit Operations Officer
 Sean Adgerson

Grant Management Mia Marin	Infrastructure Planning Gabriella Serrado	Transit Service Planning Linda Morris, AICP	Multimodal Development Planning Paola Baez, PE
- Grants administration - Federal & State compliance - Tri-annual Reviews	- Environmental Clearance/NEPA - PD&E - Transit Oriented Development (TOD) planning - Transit systems planning - TIP/LRTP	- Bus service planning and scheduling - Rail service planning and scheduling - Transit amenities planning - Transit facilities	- Regional Corridor and Citywide planning - Pedestrian planning - Bicycle planning - Freight planning - Safe Routes to School - Vision Zero program - Complete streets

Project Management Office (PMO)
 Maria Perdomo, PE

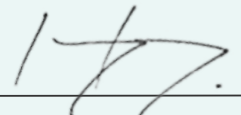
- Capital Program controls
- Project scheduling, resource management and cost estimating
- Reporting & document control
- A/E contract management
- Construction procurement
- Interagency liaison
- SMART Program oversight
- Standards, procedures, policies
- Training

Infrastructure Project Management Miguel Soria, PE	Transit Project Management and Support Services Javier Bustamante	Construction Management Alex Barrios, PE	Capital Programs German Arenas, PE
- Roadway design - Stormwater design - Transportation Engineering and Design - Bridge design - Safety analysis - Maintenance of Traffic (MOT) - Traffic impact studies	- Transit projects design and engineering - Special projects and architectural and design standards - ROW acquisition and relocation - Joint development program (TOD) - Utility and railroad management - Permitting and inspections - Property leasing and surplus - Leasing	- Construction management - Bridge construction - Intersection improvements - Drainage improvements - Resurfacing program	- SMART Program implementation - Transit Guideway improvement program - Structural Renewal & Improvement program

Transportation Operations Frank Aira, PE	Infrastructure Maintenance Maria Kundhart	Facilities Maintenance Bob McClellan
- Signs and markings maintenance - Field operations - Transportation system operations - ATMS - Transportation management center - Signal Operations	- Road, bridge, sidewalk, and canal maintenance - Street repair - Causeway maintenance - Drainage - Pothole repair - ADA ramp maintenance - Neat teams - Structural inspections (Roadway and bridges)	- Facility maintenance - Structural inspections (facilities) - Bus and Rail on-board systems

Transportation Operations - Bus Joel Perez	Transit Operations - Rail Vacant	Transit Field Engineering Colin Armorel
- Bus services - Bus operations - Bus maintenance	- Metrorail and Metromover operations - Metrorail/ Metromover maintenance - Track and Guideway maintenance (Rail)	- Subsystem support (Rail and Bus)

Effective Date: July 28, 2023


 Eulois Cleckley, Director and CEO

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A.2 SERVICE CHARACTERISTICS

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MDT METROBUS ROUTE HEADWAYS (Updated: December 2022)

ROUTE	PEAK (AM/ PM)	OFF-PEAK (Midday)	EVENING (at 8 pm)	OVER NIGHT	SATURDAY	SUNDAY
BRANCHES						
1	40	40	n/a	n/a	40	40
2						
NW 2 Avenue / NW 79 Street	20	20	30	n/a	20	30
163rd Street Mall	60	60	50	n/a	n/a	n/a
3	20	30	30	60	20	20
7						
East of NW 44 Avenue	15	30	30	n/a	30	30
MIA Metrorail Station	30	60	60	n/a	60	60
Dolphin Mall	30	60	60	n/a	60	60
8						
East of SW 82 Avenue	15	30	30	n/a	30	30
Westchester	30	60	30	n/a	30	30
FIU via SW 8 Street	30	60	n/a	n/a	n/a	n/a
FIU via Coral Way	30	60	30	n/a	n/a	n/a
9						
163rd Street Mall	12	30	30	n/a	30	30
Aventura Mall	30	30	60	n/a	30	30
10	30	30	30	n/a	30	30
11						
East of 79 Avenue	10	20	20	60	20	30
Mall of the Americas	20	40	40	60	40	30
FIU-University Park Campus	20	40	40	60	40	60
12	30	30	45/75	n/a	40	40
16	30	30	30	n/a	24	30
17						
Vizcaya	30	30	60	n/a	30	30
South of NW 95 Street & north of W. Flagler Street	15	30	60	n/a	30	30
NW 7 Avenue/105 Street	30	n/a	n/a	n/a	n/a	n/a
Norwood	30	30	60	n/a	30	30
19	24/30	24	40	n/a	n/a	n/a
21	30	30	60	n/a	40	40

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2022)

22						
North of West Flagler Street	15	30	60	n/a	30	30
Coconut Grove Station	30	60	60	n/a	60	60
24 Coral Way Limited						
Westchester	20	30	60	n/a	30	30
FIU-University Park Campus	30	60	60	n/a	60	60
SW 137 Avenue/26 Street	30	60	60	n/a	60	60
SW 147 Avenue/26 Street	40	n/a	n/a	n/a	n/a	n/a
27						
South of 183 Street	15	20	30	60	30	30
Calder via NW 27 Avenue	30	40	60	n/a	60	60
Calder via NW 37 Avenue	30	40	60	60	60	60
29	50	50	n/a	n/a	n/a	n/a
31 (Busway Local)	30	30	45	n/a	30	30
32	30	30	40	n/a	40	60
33	30	30	60	n/a	30	30
34 Express	10	n/a	n/a	n/a	n/a	n/a
35						
North of Naranja	20	20	40	n/a	30	30
Florida City via Homestead Hospital (35)	40	40	40	n/a	60	60
Florida City via Krome Avenue (35A)	40	40	n/a	n/a	60	60
36						
East of NW 57 Avenue	20	30	40	n/a	30	30
Doral Center	20	60	n/a	n/a	60	60
Miami Springs Circle	60	60	60	n/a	60	60
Dolphin Mall	60	60	50	n/a	n/a	n/a
37	30	30	30	n/a	30	30
38 (Busway MAX)	10	20	15	60	20	20
39 Express	15	n/a	n/a	n/a	n/a	n/a
40						
East of SW 127 Avenue	15	30	60	n/a	60	60
SW 8 Street/SW 129 Avenue	20	60	60	n/a	n/a	n/a
Miller Drive/SW 152 Avenue	30	60	60	n/a	60	60

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2021)

42						
MIA Metrorail Station	30	30	60	n/a	40	60
Opa-locka Tri-Rail Station	60	60	n/a	n/a	40	60
46 (Liberty City Connection)	60	n/a	n/a	n/a	n/a	n/a
51 (Flagler MAX)	15	30	30	n/a	n/a	n/a
52	30	45	60	n/a	45	60
54						
Hialeah Gardens	30	30	50	n/a	30	40
Miami Gardens Drive/NW 87 Avenue	50	60	n/a	n/a	n/a	n/a
56	60	60	n/a	n/a	n/a	n/a
57	60	60	n/a	n/a	n/a	n/a
62	30	30	60	n/a	20	30
71	30	60	45	n/a	60	60
72						
East of SW 137 Avenue	30	30	30	n/a	60	60
Miller Square	60	60	30	n/a	60	60
SW 162 Avenue/Kendall Drive	60	60	n/a	n/a	60	60
73	30	40	30	n/a	50	50
75	30	30	60	n/a	60	60
77						
South of NW 183 Street	8	20	30	n/a	20	30
NW 199 Street	15	40	30	n/a	40	60
79 (79 Street MAX)	24	n/a	n/a	n/a	n/a	n/a
82 (Westchester Circulator)	50	50	n/a	n/a	50	n/a
87						
Doral	30	45	60	n/a	45	60
Palmetto Station	30	45	60	n/a	n/a	n/a
88	20	30	30	n/a	30	30
93 (Biscayne MAX)	15	30	n/a	n/a	n/a	n/a
95 Express						
Downtown	5	n/a	n/a	n/a	n/a	n/a
Miami Gardens Dr./Carol City	35	n/a	n/a	n/a	n/a	n/a
Aventura Mall	20	n/a	n/a	n/a	n/a	n/a

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2022)

Civic Center	15	n/a	n/a	n/a	n/a	n/a
Earlington Heights / Doral *	*	n/a	n/a	n/a	n/a	n/a
99						
East of NW 47 Avenue	30	30	30	n/a	40	40
Miami Gardens Dr / NW 73 Ave	60	60	70	n/a	40	40
101 (Route A)	30	n/a	n/a	n/a	30	30
102 (Route B)						
North of Harbor Drive	8/15	30	30	n/a	30	30
Cape Florida State Park	8/20	60	30	n/a	60	60
Mashta Drive	60	60	n/a	n/a	60	60
103 (Route C)	30	30	45	n/a	35	45
104	30	45	60	n/a	60	60
105 (Route E)	30	45	60	n/a	60	60
107 (Route G)	30	30	60	n/a	30	30
108 (Route H)	30	30	30	n/a	30	30
110 (Route J)	20	30	24	n/a	30	30
112 (Route L)						
Northside Station	12	15	30	60	15	20
Amtrak Station	24	30	60	n/a	sel	sel
Hialeah Station	24	30	30	n/a	30	40
113 (Route M)	45	60	60	n/a	60	60
115 (Mid-North Beach Connection)	50	50	n/a	n/a	50	50
119 (Route S)	15/12	15	15	60	20	15
120 (Beach MAX)						
South of Collins Avenue/Haulover Park Entrance	15	15	40	n/a	15	30
Haulover Park Marina	30	30	n/a	n/a	30	n/a
Aventura Mall	30	30	40	n/a	30	30
132 (Tri-Rail Doral Shuttle)	80/60	n/a	n/a	n/a	n/a	n/a
135						
East of LeJeune Road	30	30	35	n/a	60	60
Hialeah Station	50	60	70	n/a	60	60
Miami Lakes	50	60	70	n/a	n/a	n/a
136	40	n/a	n/a	n/a	n/a	n/a
137 (West Dade Connection)	30	45	60	n/a	40	45

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2022)

150 (Miami Beach Airport Express)	20	20	20	n/a	20	20
155 (Biscayne Gardens Circulator)	30	30	n/a	n/a	n/a	n/a
175 (NW Miami-Dade Express)	15	n/a	n/a	n/a	n/a	n/a
183	15	20	30	n/a	30	30
195 (95 D-B Express Broward Blvd.)	15	n/a	n/a	n/a	n/a	n/a
196 (95 D-B Express Sheridan St.)	15	n/a	n/a	n/a	n/a	n/a
200 (Cutler Bay Local)	60	60	n/a	n/a	60	60
202 (Little Haiti Connection)						
West of NW 5 Avenue	60	45	n/a	n/a	60	60
Biscayne Plaza	n/a	45	n/a	n/a	n/a	n/a
204 (Killian KAT)	10/30	n/a	45	n/a	n/a	n/a
207 (Little Havana Connection CW)	15	30	n/a	n/a	30	30
208 (Little Havana Connection CCW)	15	30	n/a	n/a	30	30
210 (Skylake Circulator)	60/30	30	60	n/a	60	60
211 (Overtown Circulator)	45	45	n/a	n/a	n/a	n/a
212 (Sweetwater Circulator)	n/a	30	n/a	n/a	n/a	n/a
217 (Bunche Park Circulator)	30	30	n/a	n/a	n/a	n/a
238 (East-West Connection)	45	60	n/a	n/a	n/a	n/a
241 (Tuttle Limited)	15	15	15	n/a	15	15
246 (Night Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn
248 (Princeton Circulator)	60	60	n/a	n/a	n/a	n/a
252 (Coral Reef MAX)						
Zoo Miami	n/a	n/a	n/a	n/a	60	60
Country Walk	24/20	60	n/a	n/a	60	60
254 (Brownsville Circulator)	n/a	30	n/a	n/a	n/a	n/a
267 (Ludlam Limited)	24	n/a	n/a	n/a	n/a	n/a
272 (Sunset KAT)	20	n/a	n/a	n/a	n/a	n/a
277 (NW 7 Avenue MAX)	24	n/a	n/a	n/a	n/a	n/a
286 (North Pointe Circulator)	48/50	48	n/a	n/a	48	n/a
287 (Saga Bay MAX)	30	n/a	n/a	n/a	n/a	n/a
288 (Kendall Cruiser)						
East of SW 127 Ave	7½	n/a	n/a	n/a	n/a	n/a
West Kendall Transit Terminal	15	n/a	n/a	n/a	n/a	n/a
SW 127 Avenue P&R Lot	15	n/a	n/a	n/a	n/a	n/a

DTPW METROBUS ROUTE HEADWAYS (Continued) (Updated: December 2022)

295 (95 D-B Express to Civic Center Broward Blvd.)	30	n/a	n/a	n/a	n/a	n/a
296 (95 D-B Express to Civic Center Sheridan St.)	30	n/a	n/a	n/a	n/a	n/a
297 (27th Avenue Orange MAX)	20	30	n/a	n/a	n/a	n/a
301 (Dade-Monroe Express)						
Marathon (Mile Marker 50)	30	30	120	n/a	same as weekday schedule	
Islamorada (Mile Marker 74)	60	105	45	n/a	same as weekday schedule	
302 (Card Sound Express)	90	n/a	n/a	n/a	90	90
338 Weekend Express	n/a	n/a	n/a	n/a	60	60
344	60	60	n/a	n/a	n/a	n/a
500 (Midnight Owl)	n/a	n/a	n/a	60	60 ovn	60 ovn
836 Express	20	30	n/a	n/a	n/a	n/a
837 Express	60	n/a	n/a	n/a	n/a	n/a

Notes:

- 1) Gray shaded cells are branches to routes
- 2) n/a = no service available or not applicable
- 3) sel = selected trips only
- 4) ovn = overnight service only
- 5) * = one a.m. trip & one p.m. trip
- 6) ~~SUSPENDED~~ due to COVID-19



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A.3 MUNICIPAL TRANSIT SERVICES

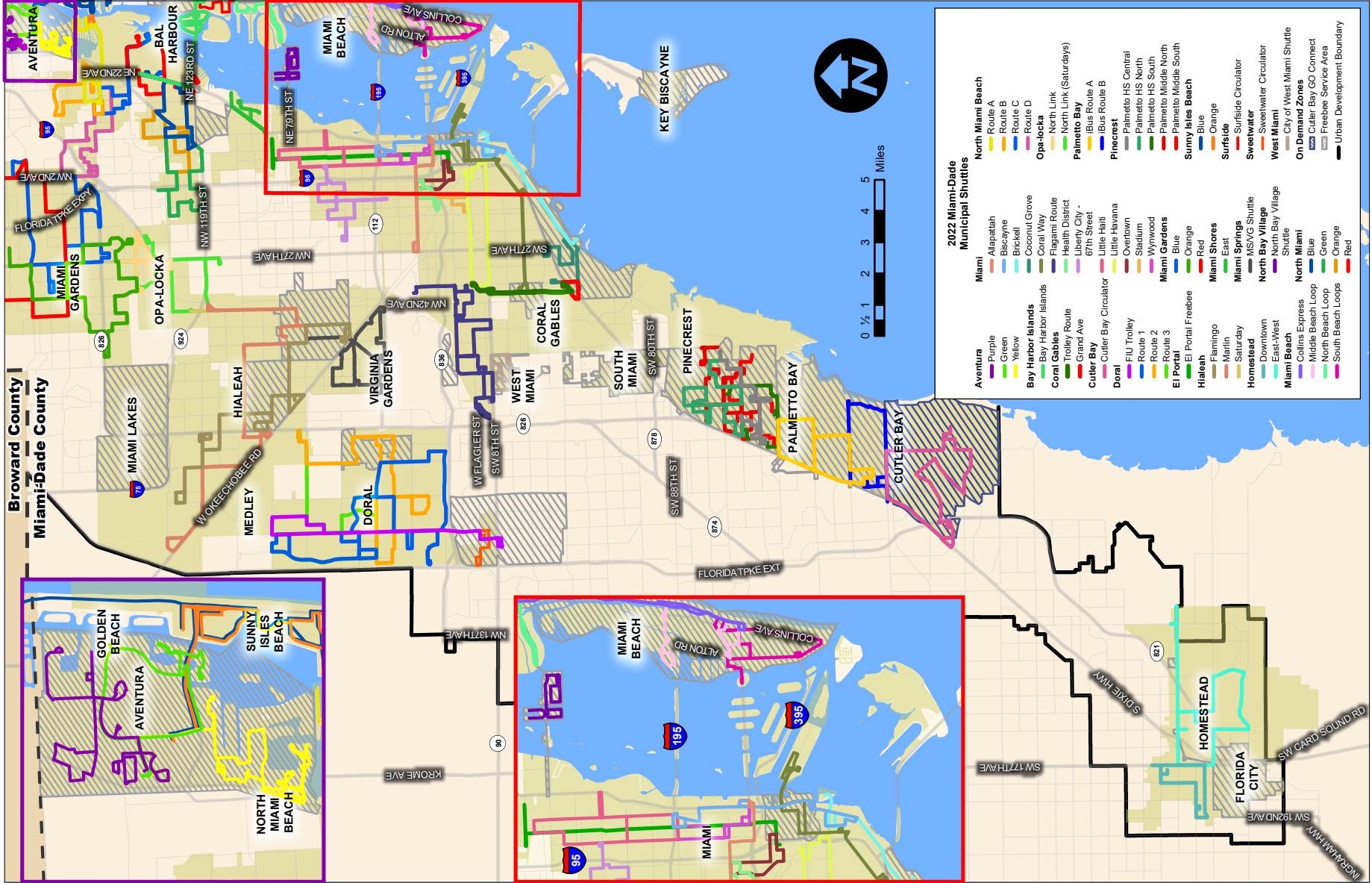
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Municipal Transit Services

Municipality	Service Operator	Website
City of Aventura	Contractor	https://www.cityofaventura.com/183/Aventura-Express-Shuttle-Bus
Village of Bal Harbour	Contractor	https://www.balharbourfl.gov/residents/transportation/public-transportation
Village of Bay Harbor Islands	Contractor	https://www.bayharborislands-fl.gov/189/Town-Shuttle-Service
Village of Biscayne Park	Contractor	https://www.biscayneparkfl.gov/
City of Coral Gables	Contractor	https://www.coralgables.com/trolley-services
Town of Cutler Bay	DTPW	https://www.cutlerbay-fl.gov/publicworks/page/town-transportation
City of Doral	Contractor	https://www.cityofdoral.com/all-departments/public-works/doral-trolley/
Village of El Portal	Contractor	
City of Florida City	Contractor	
Town of Golden Beach	N/A	
City of Hialeah	Contractor	https://www.hialeahfl.gov/269/Transit
City of Hialeah Gardens	ILA with Hialeah	
City of Homestead	Contractor	https://www.cityofhomestead.com/374/Homestead-Trolley
Village of Indian Creek	N/A	
Village of Key Biscayne	Contractor	https://www.keybiscayne.fl.gov/village_services/transportation/index.php
Town of Medley	Municipality	http://www.townofmedley.com/about-us
City of Miami	Contractor	https://www.miamigov.com/Services/Transportation

Municipal Transit Services

Municipality	Service Operator	Website
City of Miami Beach	Contractor	https://www.miamibeachfl.gov/city-hall/transportation/trolley/
City of Miami Gardens	Contractor	https://www.miamigardens-fl.gov/233/Miami-Gardens-Express
Town of Miami Lakes	Contractor	https://www.miamilakes-fl.gov/index.php?option=com_content&view=article&id=436&Itemid=491
Village of Miami Shores	Contractor	https://www.miamishoresvillage.com/
City of Miami Springs	Contractor	https://www.miamisprings-fl.gov/community/new-shuttle-bus-map-route-timetable
City of North Bay Village	N/A	https://rideschedules.com/miami-dade-transit-nbayvl-bus-schedule-28850.html
City of North Miami	Contractor	https://www.northmiamifl.gov/283/Transportation
City of North Miami Beach	Contractor	https://www.citynmb.com/683/Public-Transportation
City of Opa-Locka	Contractor	https://www.opalockafl.gov/239/Opa-locka-Express-Circulator
Village of Palmetto Bay	Municipality	https://www.palmettobay-fl.gov/326/Local-Bus-Freebee-on-demand-shared-ride
Village of Pinecrest	Contractor	https://www.pinecrest-fl.gov/our-village/pinecrest-people-mover
City of South Miami	Contractor	https://www.southmiamifl.gov/DocumentCenter/View/4697/South-Miami-South-Miami-Pamphlet---November-2020city
City of Sunny Isles Beach	Municipality	https://www.sibfl.net/transportation/
Town of Surfside	Contractor	https://www.townofsurfsidefl.gov/residents/shuttle-bus-transit-trackers
City of Sweetwater	Contractor	https://cityofsweetwater.fl.gov/transit-schedule/
Village of Virginia Gardens	ILA with Miami Springs	https://viriniagardens-fl.gov/
City of West Miami	Contractor	https://cityofwestmiamifl.com/index.asp?SEC=A78C127F-FB43-4FC4-8659-1D21EF8C8602&Type=B_BASIC



2022 Miami-Dade Municipal Shuttles

Aventura	North Miami Beach
Purple	Route A
Green	Route B
Yellow	Route C
Blue	Route D
Bay Harbor Islands	Opa-locka
Bay Harbor Islands	North Link
Coral Gables	Palmetto Bay
Trolley Route	North Link (Saturdays)
Grand Ave	Bus Route A
Cutler Bay	Bus Route B
Cutler Bay Circulator	Pinecrest
Doral	Palmetto HS Central
FIU Trolley	Palmetto HS North
Route 1	Palmetto HS South
Route 2	Palmetto Middle North
Route 3	Palmetto Middle South
El Portal	Sunny Isles Beach
El Portal Freebee	Blue
Hialeah	Orange
Flamingo	Surfside
Marlin	Surfside Circulator
Homestead	Sweetwater
Saturday	Sweetwater Circulator
Downtown	West Miami
East-West	City of West Miami Shuttle
Miami Beach	City of West Miami Shuttle
Collins Express	Cutler Bay GO Connect
Middle Beach Loop	Freebee Service Area
North Beach Loop	Urban Development Boundary
South Beach Loops	

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A.4 DTPW & MDTMOVINGFWD OUTREACH ACTIVITIES

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2022 Golden Passport Outreach Schedule

	Date	Hours	Location	Address	Requested By	Staff Assigned	Customers Assisted
1	2/4/2022	12:00 - 7:00	Miami Marathon	Miami Beach Convention Ctr		Sonia/Lynn	200
2	2/5/2022	10:00 - 6:00	Miami Marathon	Miami Beach Convention Ctr		Sonia/Lynn	450
3	2/9/2022	9:00 - 1:00	Charles Hadley Park	1350 NW 50 St	Angie Dawkins	Pierre	67
4	3/5/2022	11:30 - 7:00	305 Day Factory Town	4800 NW 37 Ave	Carlos Pezzotti	Sonia	650
5	4/19/2022	10:00 - 12:00	Allapattah Community Center	2257 NW N River Dr	Cynthia Cruz 305-414-9098	Yolanda	63
6	5/6/2022	9:00 - 1:00	De Hostas Senior Ctr	2902 NW 2 Ave	Vincent Delgado 35-573-6220	Jullian	18
7	5/20/2022	9:30 - 12:00	De Hostas Senior Ctr	2902 NW 2 Ave	Vincent Delgado 35-573-6220	Jillian	13
8	6/15/2022	11:00 - 1:00	South Dade YMCA	9355 SW 134 St	Leah Blanton	Yolanda	48
9	8/6/2022	10:00 - 4:00	Fair and Expo Center - Health Fair	10901 SW 24 St	Comm Martinez	Mike	330

TDP Social Media Promotion Efforts

 **Town of Cutler Bay**
July 26 at 2:09 PM · 🌐

🚌 Have your voice heard! 🗣️ Take part in the [#MDTMovingForward](#) survey and contribute to the future of public transit in your area. 🌟 Your responses will shape our Transit Development Plan, ensuring a clean, safe, convenient, and reliable transit system for all. 📱 Share your thoughts now at: <https://tinyurl.com/54y2zdkp>




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 **Miami-Dade County Department of Transportation and Public Works** ✓
July 21 · 🌐

Have you taken our [#MDTMovingForward](#) survey yet? Your responses will help develop our Transit Development Plan in order to operate and grow a clean, safe, conv... **See more**

👍 3 1 ↗

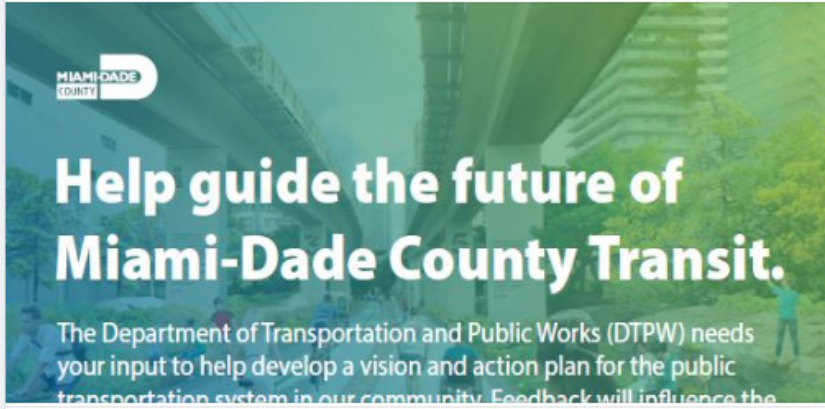
 **Citizens' Independent Transportation Trust**
July 28 · 🌐

The Department of Transportation and Public Works (DTPW) wants to work with you to develop a vision and action plan for the public transportation system in our community.

Help DTPW define what its priorities should be for the next ten years. Take the survey today! It closes on Monday, July 31.

(Images courtesy of DTPW)


[#MDTMovingForward](#) [#transit](#) [#planningforthefuture](#)
[#publictransportation](#) [#OurCounty](#) [#cittambassadors](#)



Help guide the future of Miami-Dade County Transit.

The Department of Transportation and Public Works (DTPW) needs your input to help develop a vision and action plan for the public transportation system in our community. Feedback will influence the

- Your unique perspective will help guide our understanding of the current challenges and opportunities in our transit system.
- Get involved by completing this quick survey. You will have the opportunity to share your comments and suggestions.
- This survey has 23 questions and should only take 5-10 minutes of your time.



SCAN TO TAKE THE SURVEY!
OR VISIT
<https://feedback.miamidade.gov/ifa/form/>

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👍 1 1 ↗

👍 Like 💬 Comment



Liked by  **carothetourguide** and **75 others**

gomiamidade The annual [#MDTMovingForward](#) survey is now live! Your feedback helps form our 10-year... more

[View all 5 comments](#)




Florida for High Speed Rail

Scott Weinberg · July 22 · 



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2024-2033



Miami-Dade County Department of Transportation and Public Works 

July 21 · 

Have you taken our [#MDTMovingForward](#) survey yet? Your responses will help develop our Transit Development Plan in order to operate and grow a clean, safe, conv... [See more](#)



 Like

 Comment



Brickell Living (Official Group) ·

Patricia Salinas · July 17 ·



Miami-Dade County Department of Transportation and Public Works

July 14 ·

The annual #MDTMovingForward survey is now live! Your feedback helps form our 10-year strategic plan in order to better operate and grow a safer, cleaner, quick... See more

5

2

Like

Comment



Miami-Dade County Department of Transportation and Public Works

July 14 ·

The annual #MDTMovingForward survey is now live! Your feedback helps form our 10-year strategic plan in order to better operate and grow a safer, cleaner, quicker, and more connected transit system. Take the survey at <https://bddy.me/3XVrZn1>

#GoMiamiDade



176

94 16

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Comment

Paper TDP Survey

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What is #MDTMovingFwd?

Miami-Dade County's Department of Transportation and Public Works' (DTPW) Transit Development Plan (TDP) is a ten-year strategic vision that helps Miami-Dade Transit (MDT) operate and grow a safer, cleaner, quicker, and more connected transportation system. This brief survey uses your input to influence our plans looking forward to the next decade.

What this survey does? The TDP evaluates DTPW's existing transit system, identifies ongoing and future service improvements as well as capital investments, and ultimately presents a financial plan based on available funding.

How you can help?

- Fill out and mail back this short survey to:
**Department of Transportation and Public Works
Transit Development Plan**
701 NW 1st Court, 17th Floor, Miami, FL 33136
(postage is on us)
- Submit additional comments via email at:
MDTMovingFwd@miamidade.gov
- Fill out the online survey at:



← SCAN HERE

- Follow us on social media at **@GoMiamiDade** on Twitter, Instagram, and Facebook. Use **#MDTMovingFwd** to join the conversation.

Recommended Service Plan: The ten-year implementation plan guides decisions about existing and future services. The plan is based on service standards, citizen input (like this survey), and stakeholder coordination.

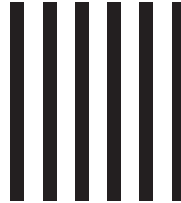
Capital Investment Plan: This plan prioritizes investments in buses, stations, infrastructure, and equipment needed to preserve and expand the transit system and implement the Recommended Service Plan.

Financial Plan: The financial plan identifies all available financial resources and identifies financial needs based on the Recommended Service Plan and Capital Improvement Plan.

For more details, visit
www.miamidade.gov/MDTMovingFwd

In accordance with the requirements of Title II of the ADA, Miami-Dade County will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, activities or facilities. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a sign language interpreter or other accommodations, please contact: Miami-Dade Department of Transportation and Public Works, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: ADA Coordinator. Telephone: 786-469-5225. Fax: 786-469-5589. E-mail: DTPW-ADA@miamidade.gov. If you are Deaf or hard of hearing, you may contact the agency using the Florida Relay Service at 711, or 1-800-955-8771 (TTY) or 1-800-955-8770 (Voice).

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MIAMI-DADE DEPT OF TRANSPORTATION
AND PUBLIC WORKS
701 NW 1ST CT FL 17
MIAMI FL 33136-9809



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— 2024-2033 —

**MIAMI-DADE COUNTY'S
TRANSIT DEVELOPMENT PLAN**

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



This is an annual survey conducted by the Miami-Dade County Department of Transportation and Public Works. Responses to the survey questions should reflect your typical behavior.

HOW DO YOU RIDE TRANSIT?

Which is the main reason you use public transportation?

- It is more convenient than other modes of transportation
- Too much traffic on the road
- Public transit saves me money on my commute
- Public transportation is the only option available
- Don't have access to a vehicle
- I don't use public transportation

How often do you use Miami-Dade Transit services?

	BUS	RAIL	MOVER	STS	GO CONNECT	MUNICIPAL TROLLEY
4 + times a week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1-3 times a week	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A few times a month	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rarely	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

For what reasons are you not using/rarely using transit?

- Transit takes too long to reach my destination
- There is no transit stop near where I live or work
- I feel unsafe getting to my nearest transit station
- Using my car is more convenient
- Transit does not operate service at the times I need
- Transit does not come often enough
- I am not aware of the type of transit services provided by Miami-Dade County
- Other _____

How do you normally access transit service information?

- GO Miami-Dade Transit app
- DTPW website
- Social Media (Facebook, Instagram, Twitter, etc.)
- Printed Schedules
- Miami-Dade Transit Rider Alerts (email/text messages)
- Other _____

If you ride transit to work/school, where do you typically start your trip? Zip Code/Neighborhood: _____
Where do you end your trip? Zip Code/Neighborhood: _____

Which transportation mode you use to get to your Miami-Dade Transit station or stop?

- Walk
- Bike, scooter, or another personal device
- Drive to a Metrorail station or Metrobus Park & Ride facility
- Rideshare (e.g., Lyft, Uber)
- Transit on demand (Freebee, Go Connect)
- Carpool or vanpool
- Municipal Trolley
- I don't use public transportation

After exiting Miami-Dade Transit, how do you travel to your final destination?

- Walk
- Bike, Scooter, or another personal device
- Drive
- Rideshare (e.g., Lyft, Uber)
- Transit on demand (Freebee, Go Connect)
- Carpool or vanpool
- Municipal Trolley
- I don't use public transportation

TRANSIT PRIORITIES

What should be the main service priorities for Miami-Dade Transit for the next ten years?

	AGREE	NEUTRAL	DISAGREE
Arrive and depart on time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Earlier/later service hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service during peak commute times (Weekdays 6-9 a.m. and 3-6 p.m.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More frequent service on the weekends	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand service to new areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Add express/rapid transit routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve comfort and amenities at transit facilities and vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve cleanliness of vehicles and facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase capacity, ease of access, safety and security at parking lots	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What should Miami-Dade Transit's facilities-related priorities be for the next ten years?

	AGREE	NEUTRAL	DISAGREE
Improve stop/station amenities (canopies, comfort, furnishings, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve wayfinding signage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve bicycle/pedestrian access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve bicycle amenities (parking/storage and repair)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve micro-mobility integration at stations (rented bikes / scooters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide electric vehicle charging stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expand designated carshare areas at Metrorail stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create more convenient pick-up/drop-off areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create more park-and-ride facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve security at stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

RATE MIAMI-DADE TRANSIT'S OVERALL SERVICE

Rate your overall riding experience with Miami-Dade Transit.

- Excellent
- Good
- Neutral
- Negative
- I don't use public transportation

TRAVEL BEHAVIOR

How have your travel behaviors changed since the COVID-19 Pandemic? (Select all that apply)

- I no longer commute to work/I fully work from home
- I commute to work less/I work from home part-time
- My commute is unchanged, but I now drive more/take transit less
- I commute more using transit/ bicycling/ microtransit (scooters)/ rideshare/ walk
- I am more flexible with my travel schedule, taking advantage of off-peak times
- My travel behaviors have not changed

ABOUT YOURSELF (OPTIONAL)

Which gender do you identify with?

- Male
- Female
- Other

What is your age group?

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- Over 65

Which best describes your race/ethnicity? (select all that apply)

- Asian
- Black/ African-American
- White
- Spanish/Latino/Hispanic
- American Indian
- Other

What is your household's approximate total annual income?

- Less than \$15,000
- \$15,000 - \$24,999
- \$25,000 - \$34,999
- \$35,000- \$44,999
- \$45,000-\$54,999
- \$55,000-\$74,999
- \$75,000-\$99,999
- \$100,000+
- Rather not to say

How many working motor vehicles are available in your household?

- None
- One
- Two
- Three or more



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A.5 MDT MAJOR TRIP GENERATOR MAPS

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Map ID	Name	Routes								
33	Snake Creek Trail	N/A								
34	Snapper Creek Trail	24	40	56	71	72	272			
35	Southridge Park	1								
36	Sunny Isles Beach	105	108	119	120	BA*				
37	Surfside Beach	107	119	120	BA*	BY*	SU*			
38	Tamiami Park	8	11	24	71	82				
39	Tropical Park	40	56	82						
40	Virginia Key	102								
41	West Kendall District Park	N/A								
Municipal Parks										
42	Bayfront Park	3	93	119	120					
43	Benny Babcock Park & Pool	54	HI*							
44	Betty T. Ferguson Recreational Complex	27	99							
45	Bucky Dent Water Park	HI								
46	Charles Hadley Park FKA Manor Park	12	21	46	246					
47	Coral Reef Park	57	PA*	PA*						
48	Dinner Key Auditorium & Marina	22								
49	Doral Legacy Park	DL*	DL*							
50	Flamingo Park & Pool	113	119							
51	Goodlet Park	54								
52	Grapeland Heights Park	37	238	836	837					
53	Harris Field Park	35								
54	Homestead Sport Complex	N/A								
55	Maurice A. Ferré Park	3	93	113	119	120				
56	Mayor Roscoe Warren Municipal Park	N/A								
57	McDonald Park	73	267							
58	Miami Lakes Park	73	267							
59	Milander Park	33	37	HI*						
60	North Shore Park / Tennis Center	79	112	115	119	120				
61	Palmetto Bay Park	PA								
62	Pinecrest Gardens	57								
63	South Pointe Park	113	150							
64	Westland Gardens Park	HI *								

BA: Bal Harbour Village Shuttle

BY: Bay Harbor Islands Shuttle

CG: City of Coral Gables Trolley

DL: City of Doral Trolley

HI: City of Hialeah Transit

NB: City of North Bay Village Mini Bus

NM: City of North Miami Beach

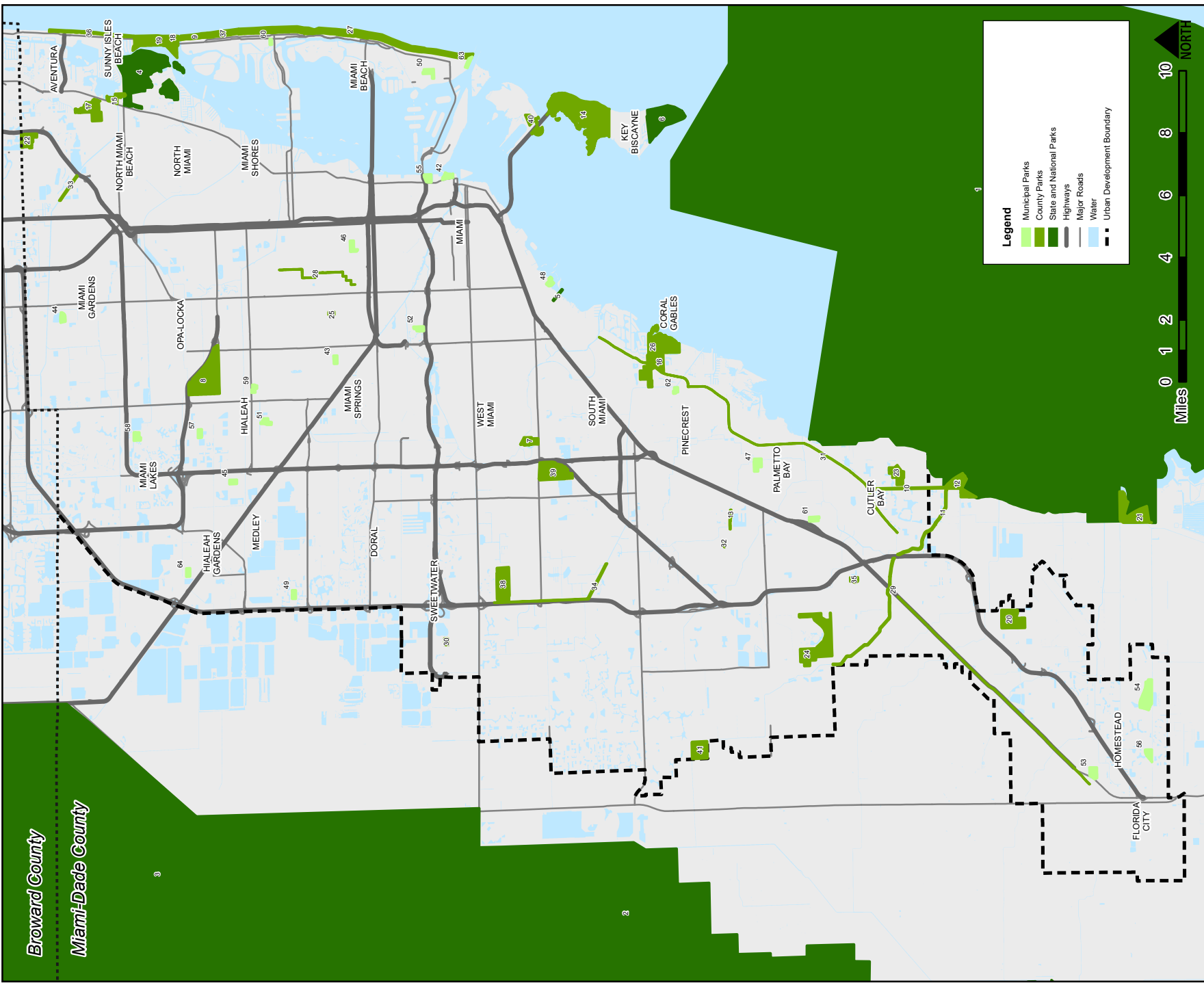
NO: City of North Miami

PA: Village of Palmetto Bay

RA: Metrorail

SU: Town of Surfside Shuttle

WE: City of West Miami Shuttle



National, State, County and Municipal Parks. Source: DTPW, December 2019

Special Attractors

Map ID	Name	Routes									
1	Calder Casino and Race Track	N/A									
2	Coconut Grove	22									
3	Coral Castle	N/A									
4	Downtown Miami	2	3	7	8	9	10	11	16	21	24
		32	51	77	93	95	101	102	113	119	120
		207	208	211	246	500	836	837	RA*		
5	Flagler Kennel Club / Magic City Casino	7	37	238							
6	Hard Rock Stadium	N/A									
7	Haulover Beach	108	119	120	BA*						
8	Hialeah Race Track	112	135	HI*							
9	Joseph Caleb Auditorium	22	54	246	254						
10	Jungle Island/Miami Children's Museum	113	119	120							
11	Key Biscayne	102									
12	Marlins Park	7	17								
13	Miami International Airport	7	36	37	42	57	73	95	110	132	150
		238	297	338	836	837					
14	Miami Jai Alai	36	95	110	132	150	297	RA*			
15	Miami Seaquarium	102									
16	Miami-Dade County Auditorium	11	27	51							
17	Midtown / Wynwood / Design Destrict	2	3	9	10	16	32	36	93	95	110
		150	202	211	241						
18	PortMiami	N/A									
19	South Beach	101	112	113							
20	South Miami-Dade Cultural Arts Center	1	31	35	38	52	137	200	248		
21	Ancient Spanish Monastery	3	75	93	105	108	NM*				
22	Venetian Pool	24									
23	Watsco Center	56	500	RA*							
24	Zoo Miami	252									

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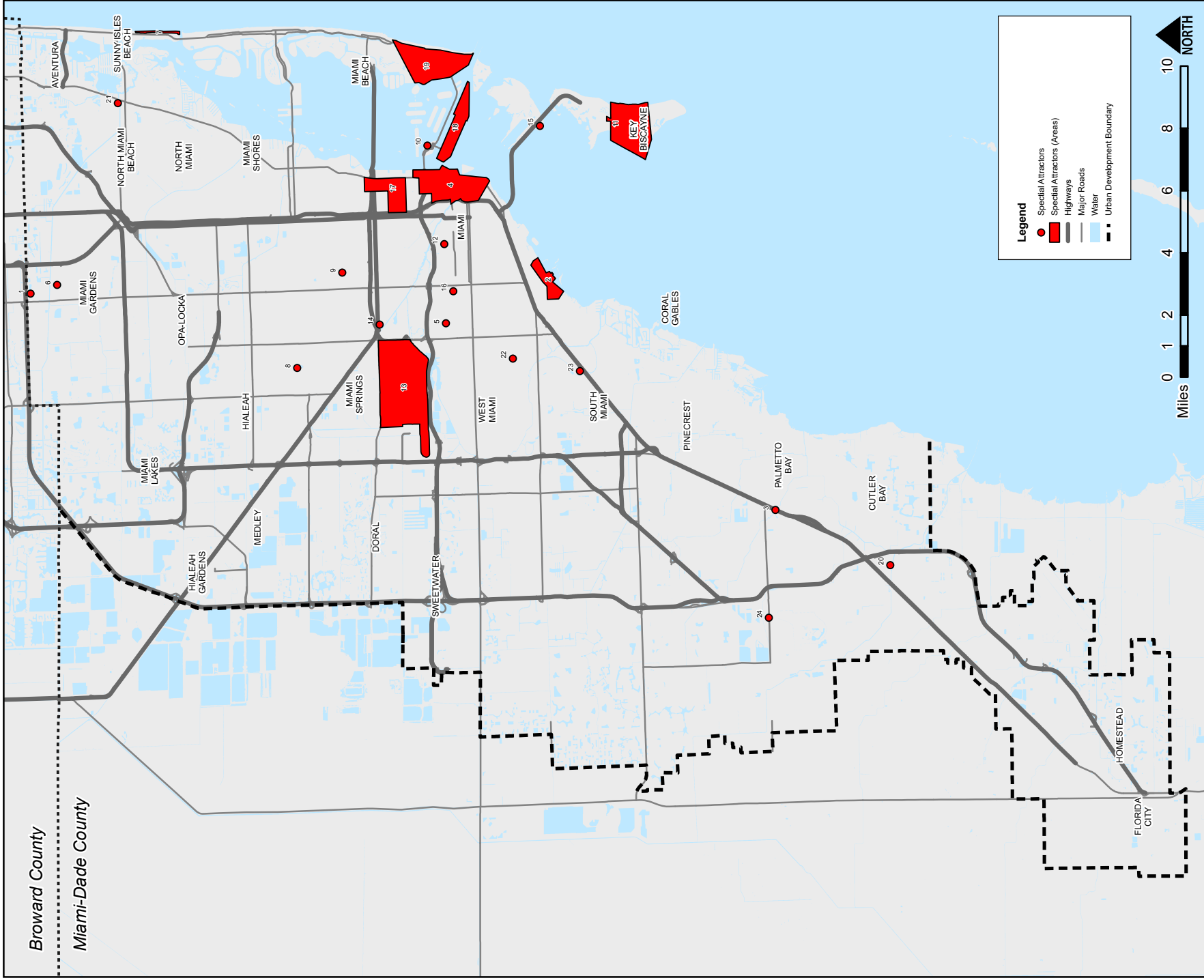
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Special Attractors. Source: DTPW, December 2019.

Major Employment Areas

Map ID	Name	Routes										
1	Aventura Mall	3	9	93	95	99						
		105	119	120	183	BA*						
2	Baptist Hospital South	88	104									
3	Blue Lagoon	7	57	238	338	836	837	WE*				
4	Civic Center / Health District	12	21	32	77	95	113					
		246	277	836	837	RA*						
5	Coconut Grove	22										
6	Dadeland	31	34	38	52	73	87	88	104			
		204	252	272	287	288	500	RA*	PA*			
7	Douglas Station	37	40	42	56	136	500	RA*	CG*			
8	Downtown Coral Gables	24	37	42	56	CG*						
9	Downtown Miami	2	3	7	8	9	10	11	16	21	24	
		32	51	77	93	95	101	102	113	119	120	
		207	208	211	246	500	836	837	RA*			
10	Miami International Airport	7	36	37	42	57	73	95	110			
		132	150	238	297	338	836	837				
11	Palmetto Industrial Area	36	73	87	95	132	238	DL*	DL*	DL*		
12	PortMiami	N/A										
13	South Beach	101	112	113	115	119	120	150				
14	South Doral Industrial Area	7	36	71	87	95	137	238				
		338	836	837	DL*	DL*	DL*					
15	UM / South Miami	37	56	57	72	73	500	RA*				

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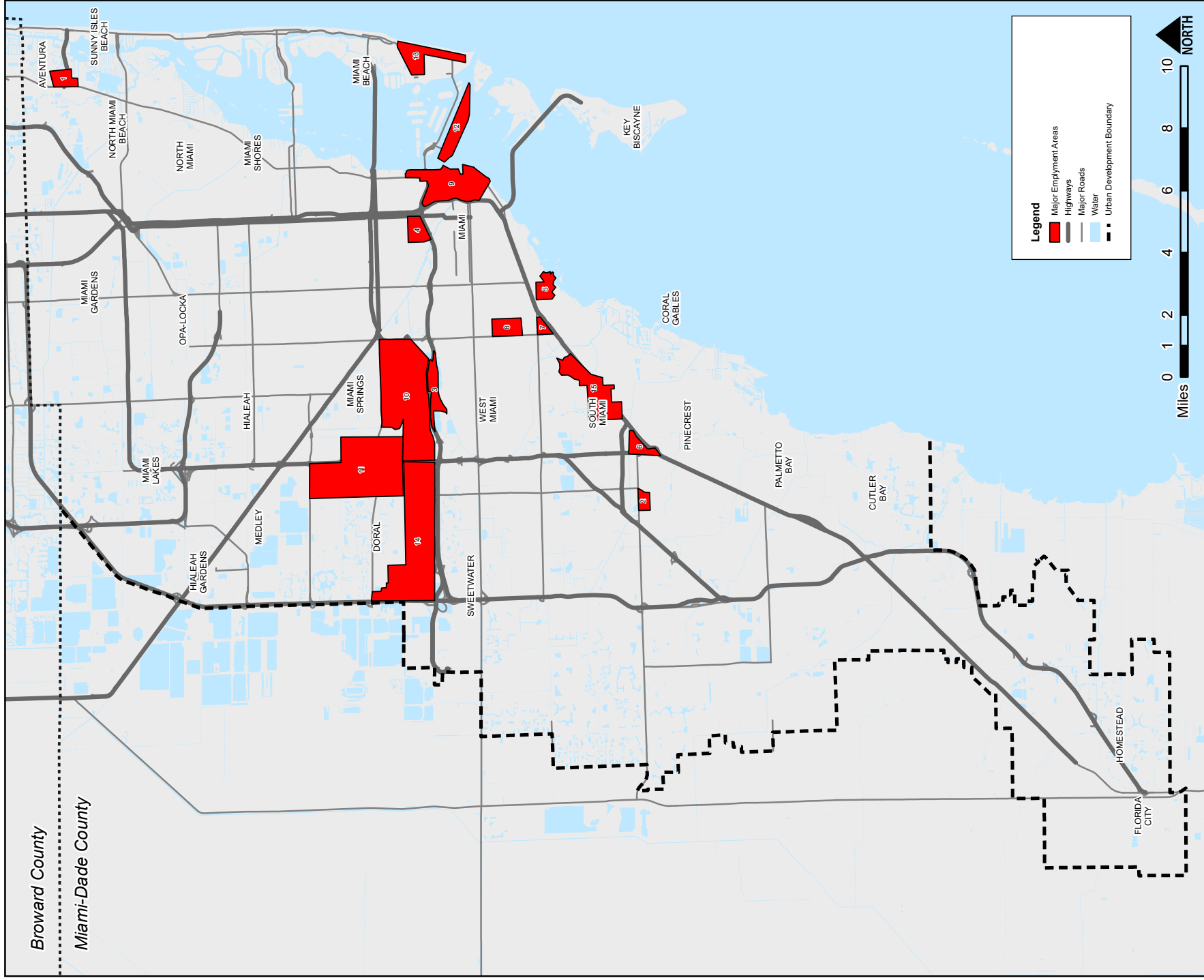
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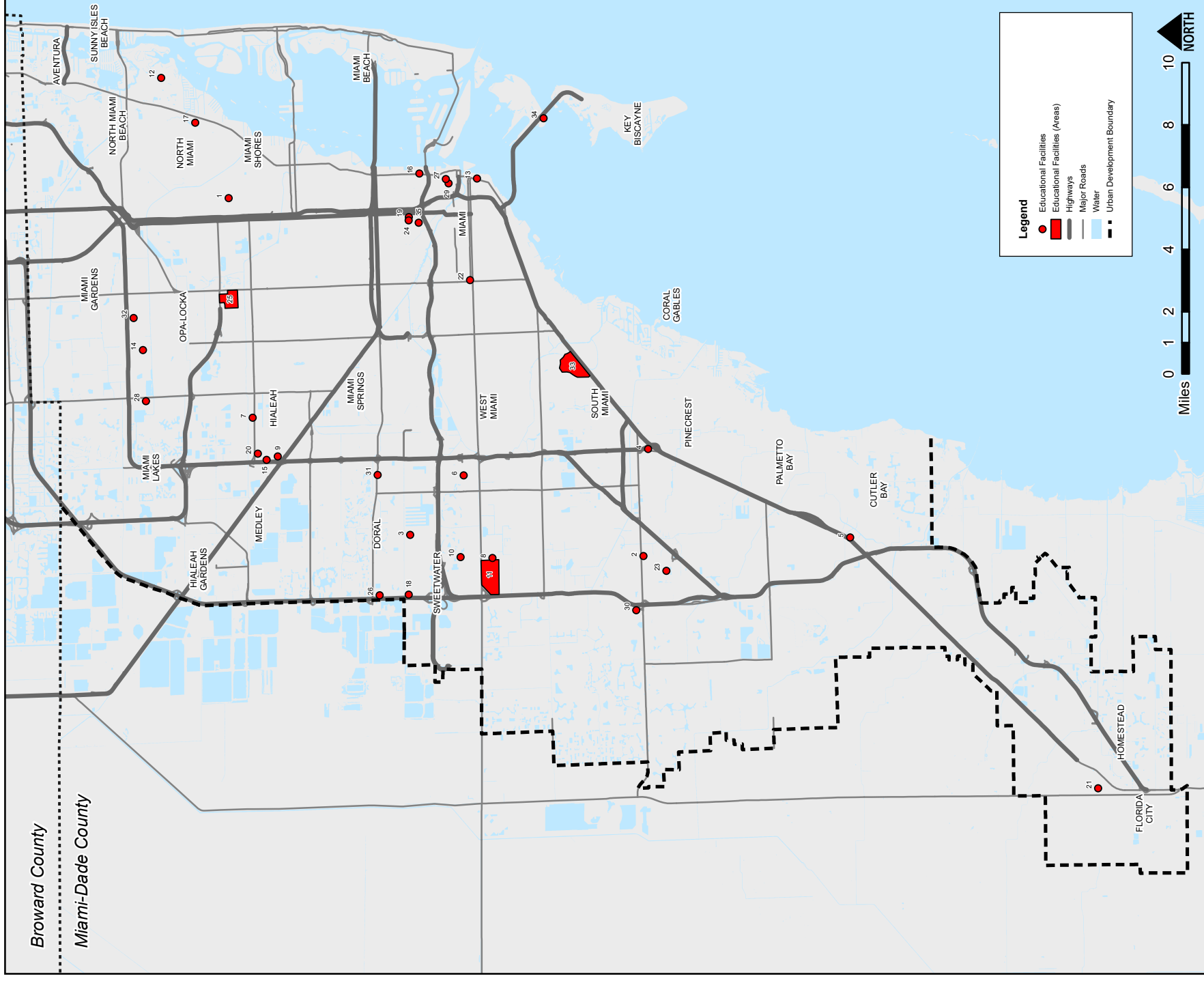


Major Employment Areas and Employers. Source: DTPW, December 2019

Educational Facilities

Map ID	Name	Routes									
1	Barry University Main Campus	2									
2	Barry University Kendall	71	88	288							
3	Carlos Albizu University	238									
4	City College	31	34	38	52	73	88				
		252	287	500	RA*	PA*					
5	CBT College - Cutler Bay Campus	31	34	35	38	200					
6	CBT College - Flagler Campus	11	51	87							
7	CBT College - Hialeah Campus	33	54	HI*							
8	Florida Career College Miami	8	11	24	71	82					
9	Florida Career College Hialeah	HI									
10	Florida International University Engineering	11	51	137	212						
11	Florida International University - Modesto A. Maidique Campus	8	11	24	71	82					
12	Florida International University Biscayne Bay	75	135								
13	Florida International University Downtown on Brickell	102									
14	Florida Memorial University	32									
15	Florida National University	HI*	HI*								
16	Miami International University of Art & Design	3	9	10	16	32	93	101	113	119	120
17	Johnson & Wales University (JWU)	3	16	93	BY*						
18	Keiser University	N/A									
19	Lindsey Hopkins Technical College	21	32	77	95	113	246	277			
20	Miami Dade College Hialeah	29	33	54	HI*	HI*					
21	Miami Dade College Homestead	34	35	38	344						
22	Miami Dade College Interamerican	8	27	207	208						
23	Miami Dade College Kendall	35	71	104	204						
24	Miami Dade College Medical Center	21	32	77	113	246	277				
25	MDC North	19	27	32	107	297					
26	Miami Dade College West	36	DL*								
27	Miami Dade College Wolfson	3	7	9	11	77	93	119	120		
28	Miami Lakes Educational Center & Technical College	29	75								
29	New World School of the Arts	2	3	7	9	11	21	51			
		77	93	95	119	120	207	208			
		211	246	277	500	836	837	RA*			
30	Nova Southeastern University - NSU	88	288								
31	Polytechnic University of Puerto Rico	36	95	132	DL*						
32	St. Thomas University	32									
33	University of Miami	56	500	RA*							
34	UM School of Marine and Atmospheric Science	102									
35	UM Leonard M. Miller School of Medicine	12	21	32	95	113	246	836	837	RA*	

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Educational Centers. Source: DTPW, December 2019

Healthcare Facilities

Map ID	Name						
1	Aventura Hospital	105					
2	Baptist Hospital	88	104				
3	Doris Ison South Dade Community Health Center	52	287				
4	Coral Gables Hospital	37	CG				
5	Doctors Hospital	56					
6	Encompass Health Rehabilitation Hospital of Miami	200					
7	Hialeah Hospital	42	112	RA*	HI*		
8	Homestead Hospital	34	35				
9	Jackson Memorial	12	21	32	77	95	113
		246	277	836	837	RA*	
10	Jackson North Medical Center	22	77	95	105	246	
11	Jackson South Medical Center	31	34	38	52		
		57	252	287	PA*		
12	Kendall Regional Medical Center	40					
13	Kindred Hospital South Florida - Coral Gables	8					
14	Larkin Community Hospital	37	57	72	500	RA*	
15	Mercy Hospital	12					
16	Miami Children's Hospital	56					
17	Miami Jewish Home & Hospital for the Aged	9	10	54	202		
18	Mount Sinai Medical Center	110	113	115	150	241	
19	North Dade Health Center	27	217	297			
20	North Shore Medical Center	33					
21	Palmetto General Hospital	29	HI*				
22	Palm Springs General Hospital	29	33	54	HI*	HI*	
23	Selected Specialty Hospital - Miami	7	11	12	51	208	
24	South Miami Hospital	37	72	500	RA*		
25	Westchester General Hospital	24	82				
26	West Kendall Baptist Hospital	72	88	104	204	272	288

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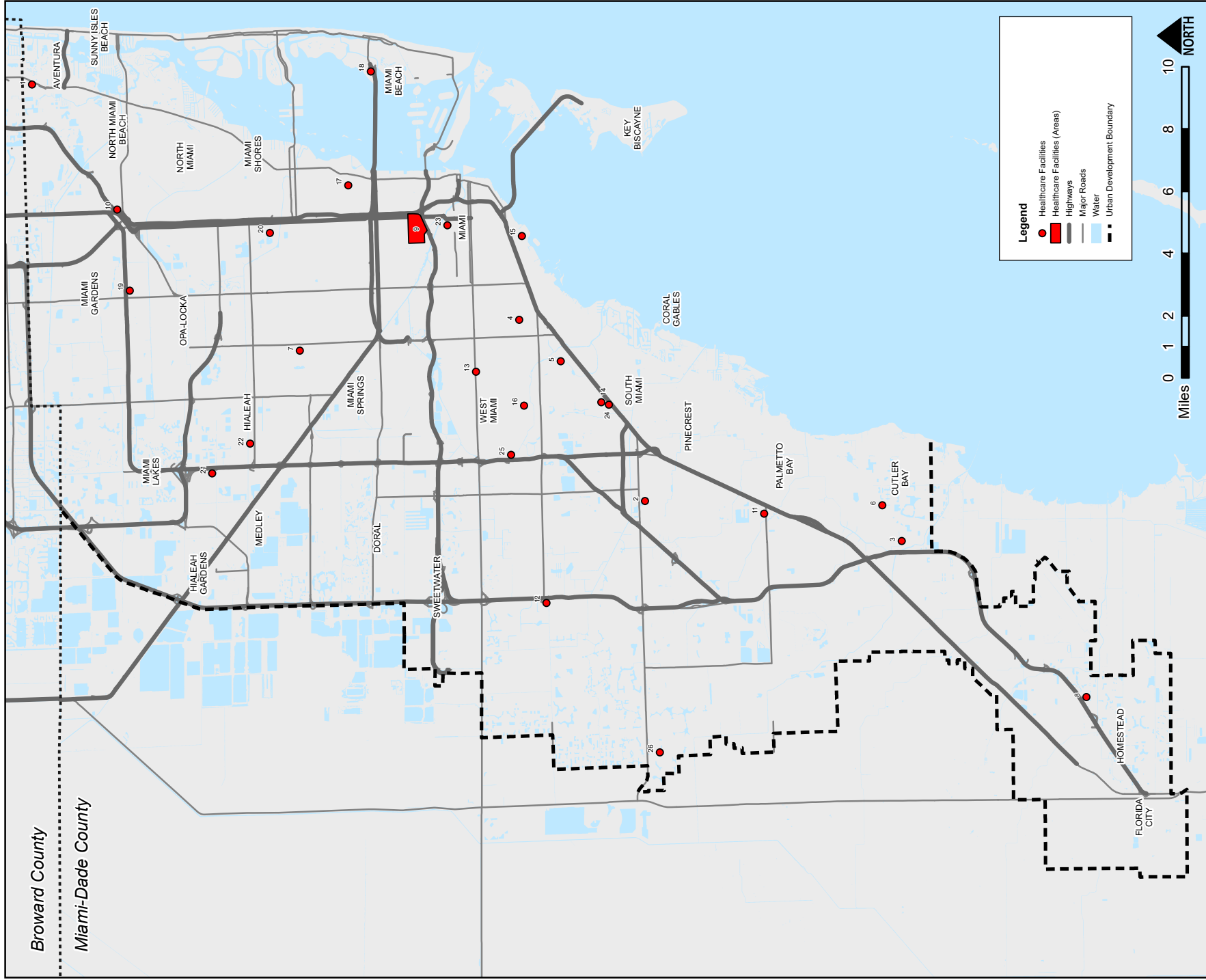
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Healthcare Facilities. Source: DTPW, December 2019

Retail Centers

Map ID	Name	Routes							
1	Aventura Mall	3	9	93	95	99			
		105	119	120	183	BA*			
2	Bal Harbour Shops	107	119	120	BA*	BY*	SU*		
3	Bayside Marketplace	3	9	93	119	120			
4	Brickell City Centre	8	24	102	207	208			
5	Coconut Grove	22							
6	Dadeland	31	34	38	52	73	87	88	104
		204	252	272	287	288	500	RA*	PA*
7	Dolphin Mall	7	36	71	137	238	338	836	
8	Downtown South Miami	37	57	72	500	RA*			
9	The Falls	136							
10	Gardens Promenade	27	95	183	297				
11	Kendall Village Center	88	288						
12	Lincoln Road	112	113	115	119	120	150		
13	London Square	137							
14	Mall at 163rd Street	2	3	9	10	16	19	22	
		75	105	108	210	246	NM*		
15	Mall of The Americas	7	11	51	87				
16	International Mall	7	36	71	137	238	338	DL*	
17	Miracle Mile	24	37	42	56	CG			
18	Northside Shopping Center	12	21	27	79	112	297	RA	
19	The Palms at Town and Country	88	288						
20	Florida Keys Outlet Center	34	35	38	301	344			
21	The Shop at Midtown Miami	9	10	36	110	150	202		
22	Skylake Mall	9	10	95	183	210			
23	Southland Mall	1	31	34	35	38			
		52	137	200	248				
24	Village of Merrick Park	40	42	56	500	RA	CG*		
25	Westland Mall	29	33	54	HI*	HI*			

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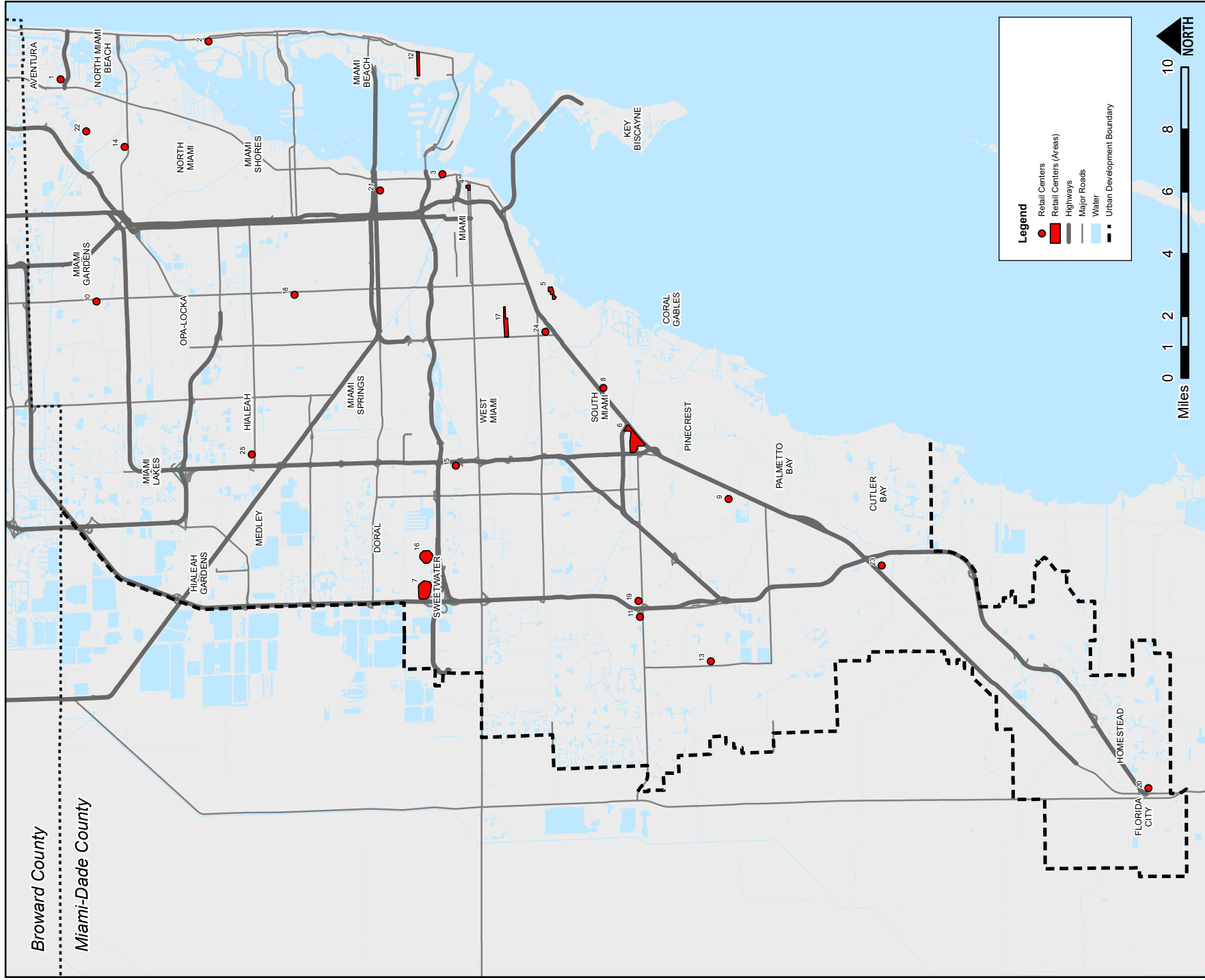
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A.6 MDT BUS REPLACEMENT PLAN

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Bus Replacement Plan 2022

BUS PROCUREMENT / REPLACEMENT	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number required 40ft Electric	31	43			55	55	55	55	55	55	55	56	86
Total number of 40 Ft buses required 40 LFW CNG or	0	0	0	0									
Subtotal Cost of 40 Ft Buses	\$ -	\$ 39,193,210	\$ -	\$ -	\$ 52,353,400	\$ 53,094,250	\$ 53,835,100	\$ 54,575,950	\$ 55,316,800	\$ 56,057,650	\$ 56,798,500	\$ 58,585,520	\$ 91,129,040
Total number of Articulated buses required 60-ft Articulated CNG or Electric	0	0	0	0	0	43	11	10	0		0		10
Subtotal Cost of 60 Ft buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,403,750	\$ 16,186,500	\$ 14,917,500	\$ -	\$ -	\$ -	\$ -	\$ 15,930,000
Total Buses	31	43	0	0	55	98	66	65	55	55	55	56	96
Cost for Bus Replacement	\$ -	\$ 39,193,210	\$ -	\$ -	\$ 52,353,400	\$ 115,498,000	\$ 70,021,600	\$ 69,493,450	\$ 55,316,800	\$ 56,057,650	\$ 56,798,500	\$ 58,585,520	\$ 107,059,040

BUS PROCUREMENT / ENHANCEMENTS	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of 40 Ft buses required 40 LFW Electric	0	0											
Subtotal Cost of 40 Ft Buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0		100									0	
Subtotal Cost of 60 Ft buses	\$ -		\$ 139,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Buses Required	0	0	100	0	0	0	0	0	0	0	0	0	0
Cost for Fleet Expansion	\$ -	\$ -	\$ 139,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	No Expansion Programmed	No Expansion Programmed	South Dade and BERT	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed
Total buses: Replacement & Enhancements	31	43	100	0	55	98	66	65	55	55	55	56	96
Total Cost: Replacement & Enhancements	\$ -	\$ 39,193,210	\$ 139,050,000	\$ -	\$ 52,353,400	\$ 115,498,000	\$ 70,021,600	\$ 69,493,450	\$ 55,316,800	\$ 56,057,650	\$ 56,798,500	\$ 58,585,520	\$ 107,059,040

40FT 60FT
 Replacement at Approximately 100 percent of useful life (12 years)
 Cost of CNG \$535,678 \$750,000
 Cost Electric \$898,000 \$1,350,000

Replacement at Approximately 100 percent of useful life (12 years)
 Cost of CNG
 Cost Electric

Bus Replacement Plan 2022

BUS PROCUREMENT / REPLACEMENT	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number required 40ft Electric	98	55	55	55	55	55	55	55	55	55	56
Total number of 40 Ft buses required 40 LFW diesel hybrid											
Subtotal Cost of 40 Ft Buses	\$ 105,164,780	\$ 59,761,900	\$ 60,502,750	\$ 61,243,600	\$ 61,984,450	\$ 62,725,300	\$ 63,466,150	\$ 64,207,000	\$ 64,947,850	\$ 65,688,700	\$ 67,637,360
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	90	0		0	43	11	10		0		
Subtotal Cost of 60 Ft buses	\$ 145,192,500	\$ -	\$ -	\$ -	\$ 72,852,750	\$ 18,859,500	\$ 17,347,500	\$ -	\$ -	\$ -	\$ -
Total Buses	188	55	55	55	98	66	65	55	55	55	56
Cost for Bus Replacement	\$250,357,280	\$59,761,900	\$60,502,750	\$61,243,600	\$134,837,200	\$81,584,800	\$80,813,650	\$64,207,000	\$64,947,850	\$65,688,700	\$67,637,360

BUS PROCUREMENT / ENHANCEMENTS	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of 40 Ft buses required 40 LFW diesel hybrid											
Subtotal Cost of 40 Ft Buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid	0			8							
Subtotal Cost of 60 Ft buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Buses Required	0	0	0	8	0	0	0	0	0	0	0
Cost for Fleet Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed
Total buses: Replacement & Enhancements	188	55	55	63	98	66	65	55	55	55	56
Total Cost: Replacement & Enhancements	\$ 250,357,280	\$ 59,761,900	\$ 60,502,750	\$ 61,243,600	\$ 134,837,200	\$ 81,584,800	\$ 80,813,650	\$ 64,207,000	\$ 64,947,850	\$ 65,688,700	\$ 67,637,360

Bus Replacement Plan 2022

BUS PROCUREMENT / REPLACEMENT	2046	2047	2048	2049	2050	2051	2052
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number required 40ft Electric	86	98	55	55	55	55	55
Total number of 40 Ft buses required 40 LFW diesel hybrid							
Subtotal Cost of 40 Ft Buses	\$ 105,030,080	\$ 121,005,500	\$ 68,652,100	\$ 69,392,950	\$ 70,133,800	\$ 70,874,650	\$ 71,615,500
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid		10	90				0
Subtotal Cost of 60 Ft buses	\$ -	\$ 18,562,500	\$ 168,885,000	\$ -	\$ -	\$ -	\$ -
Total Buses	86	108	145	55	55	55	55
Cost for Bus Replacement	\$105,030,080	\$139,568,000	\$237,537,100	\$69,392,950	\$70,133,800	\$70,874,650	\$ 71,615,500

BUS PROCUREMENT / ENHANCEMENTS	2046	2047	2048	2049	2050	2051	2052
Total number of small buses required 30 LFW diesel hybrid	0	0	0	0	0	0	0
Subtotal Cost of small buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of 40 Ft buses required 40 LFW diesel hybrid							0
Subtotal Cost of 40 Ft Buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total number of Articulated buses required 60-ft Articulated Diesel/Electric Hybrid							0
Subtotal Cost of 60 Ft buses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Buses Required	0	0	0	0	0	0	0
Cost for Fleet Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	No Expansion Programmed	South Dade and BERT
Total buses: Replacement & Enhancements	86	108	145	55	55	55	55
Total Cost: Replacement & Enhancements	\$ 105,030,080	\$ 139,568,000	\$ 237,537,100	\$ 69,392,950	\$ 70,133,800	\$ 70,874,650	\$ 71,615,500

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MDT
MOVING
FORWARD
TOGETHER
— 2024–2033 —

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A.7 MDTMOVINGFWD SURVEY RESULTS

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Miami-Dade County 2023 Transit Development Plan Survey Results

The Transit Development Plan Survey is conducted by Miami-Dade County Department of Transportation and Public Works every year to evaluate the existing transit system and collect input to define priorities and improve transit services within the County.

Survey Period	July 14 th , 2023, to August 10 th , 2023
Survey Format	Electronic and Paper Survey
Number of Questions	Electronic: 23 Paper: 16
Survey Thematic Areas	How Do You Ride Transit
	Transit Priorities
	Miami-Dade Transit Overall Service Performance
	Travel Behavior
	Demographic Information
Languages	English Spanish Haitian Creole
Number of Paper Surveys Completed	265 Surveys English = 265 Spanish = 0 Haitian Creole = 0
Number of attempted online Survey Respondents	1,165 Surveys English = 926 Spanish = 235 Haitian Creole = 5

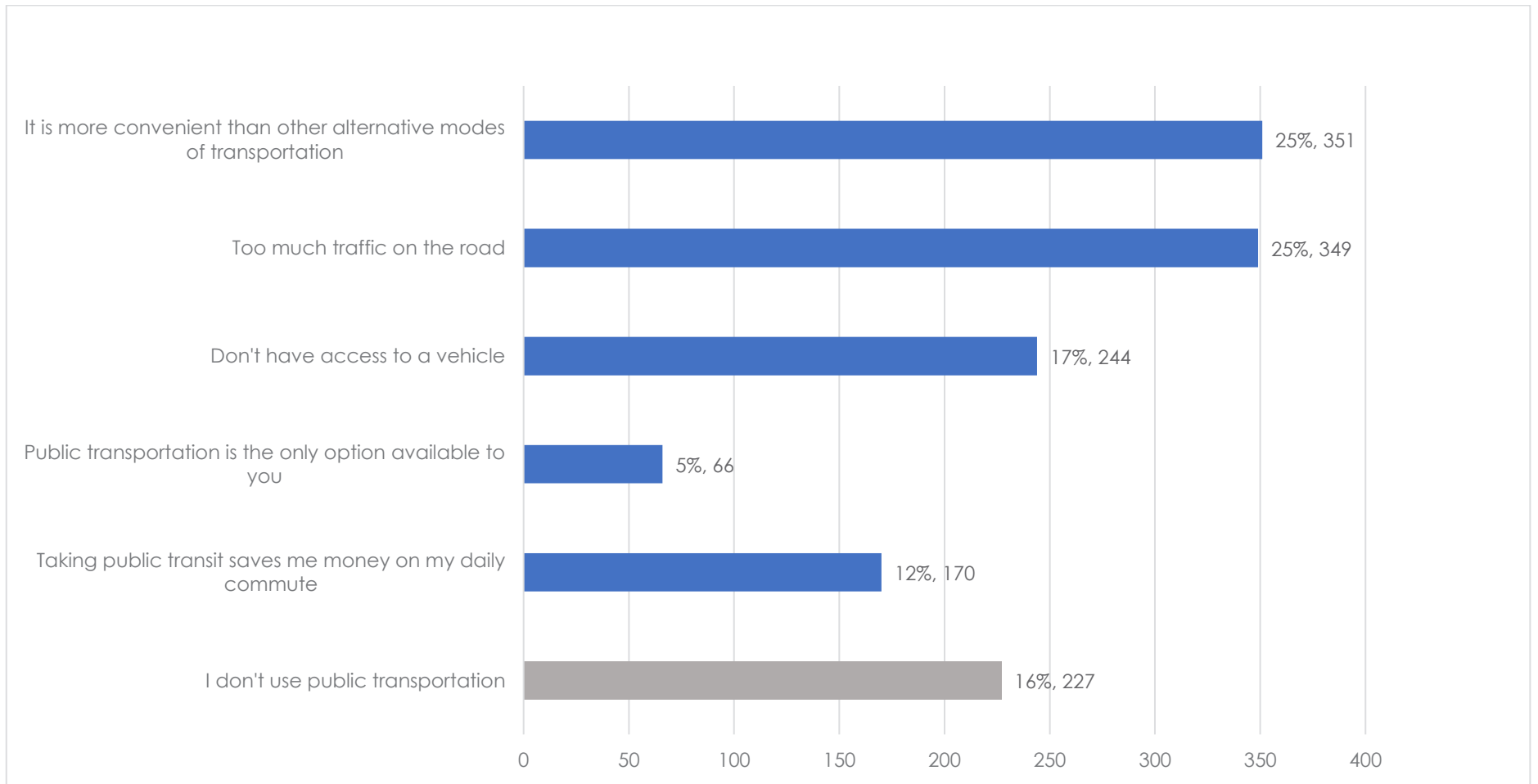
Survey Questions			
Question No.	How do you Ride Transit	Responses	Response Rate%
1*	What is the main reason you use public transportation?	1,407	98%
2*	How often did you use Miami-Dade Transit services?	1,378	96%
2a*	For what reasons are you not using/rarely using transit?	849	59%
3	How do you pay to ride Miami-Dade Transit?	1,210	85%
4	Do you make transfers when riding Miami-Dade Transit?	1,196	83%
4a	How did you transfer?	526	37%
5*	How do you normally access transit information (i.e., schedules, service updates, tracking, etc.)?	1,370	96%
6*	Where do you typically start and end your trip?	1,144	80%
7*	Which transportation mode do you use to get to your Miami-Dade Transit station or stop?	1,414	99%
8	How long does it typically take you to get to your Miami-Dade Transit station or stop?	1,252	88%
9*	After exiting Miami-Dade Transit, how do you travel to your final destination?	1,420	99%
Transit Priorities			
10*	What should be the main service priorities for Miami-Dade Transit for the next 10 years?	1,390	97%
11*	What should Miami-Dade Transit's facilities-related priorities be for the next 10 years?	1,389	97%
12*	Which amenities would you like to have access to at Metrorail/Metromover stations?	747	52%
13	Service improvements to encourage transit ridership	1,143	98%
Overall Service Performance			
14*	Rate your overall riding experience with Miami-Dade Transit	1,430	100%
Travel Behavior			
15*	How has your travel behavior changed since the COVID-19 Pandemic?	1,410	99%
Demographics			
16	Destinations that could be served better	1,102	95%
19*	What is your gender?	1,413	99%
20*	What is your age group?	1,413	99%
21*	What best describes your ethnicity?	1,407	98%
22*	What is your household's approximate total annual income?	1,399	98%
23*	How many working vehicles are available in your household	1,407	98%
Average Response Rate			89%

* Questions asked on both the online and paper survey

1. Reason for Transit Use

Figure 1 provides the reasons respondents use public transit. Almost equal number of respondents (25 percent each) indicated that their primary reason for using transit is because it is more convenient than other modes of transportation, or because of congested traffic conditions. For 5 percent of users, transit is their only option for moving around. Seventeen percent of users take transit because they do not have access to a car and another 12 percent chose transit because it saves them money on their daily commute. Sixteen percent of respondents indicated that they did not use public transportation. Respondents could select only one answer for this question, and this question was asked on both the online and paper survey.

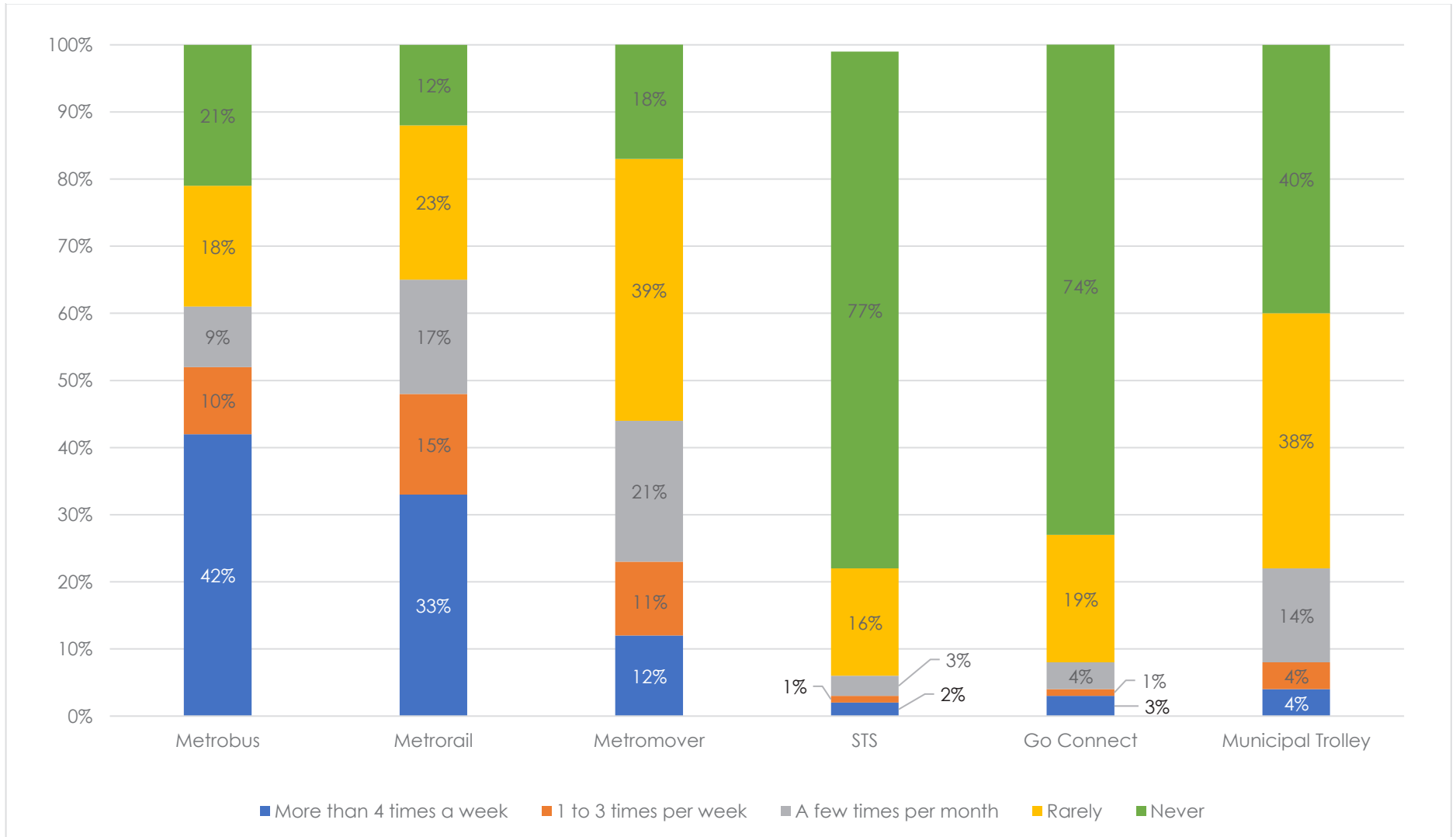
Figure 1 – Why Do You Use Transit?



2. How often did you use Miami-Dade Transit services?

Figure 2 examines which transit mode respondents use most frequently. 52% of respondents used Metrobus, and 48% use Metrorail and 33 percent use Metromover 1-3 times a week. Inversely, more than 90% of respondents either never or rarely use STS and Go Connect services. New to this year's survey, respondents were also asked about their use of Municipal Trolleys. Just 22% of respondents use the trolleys a few times a month or more frequently..

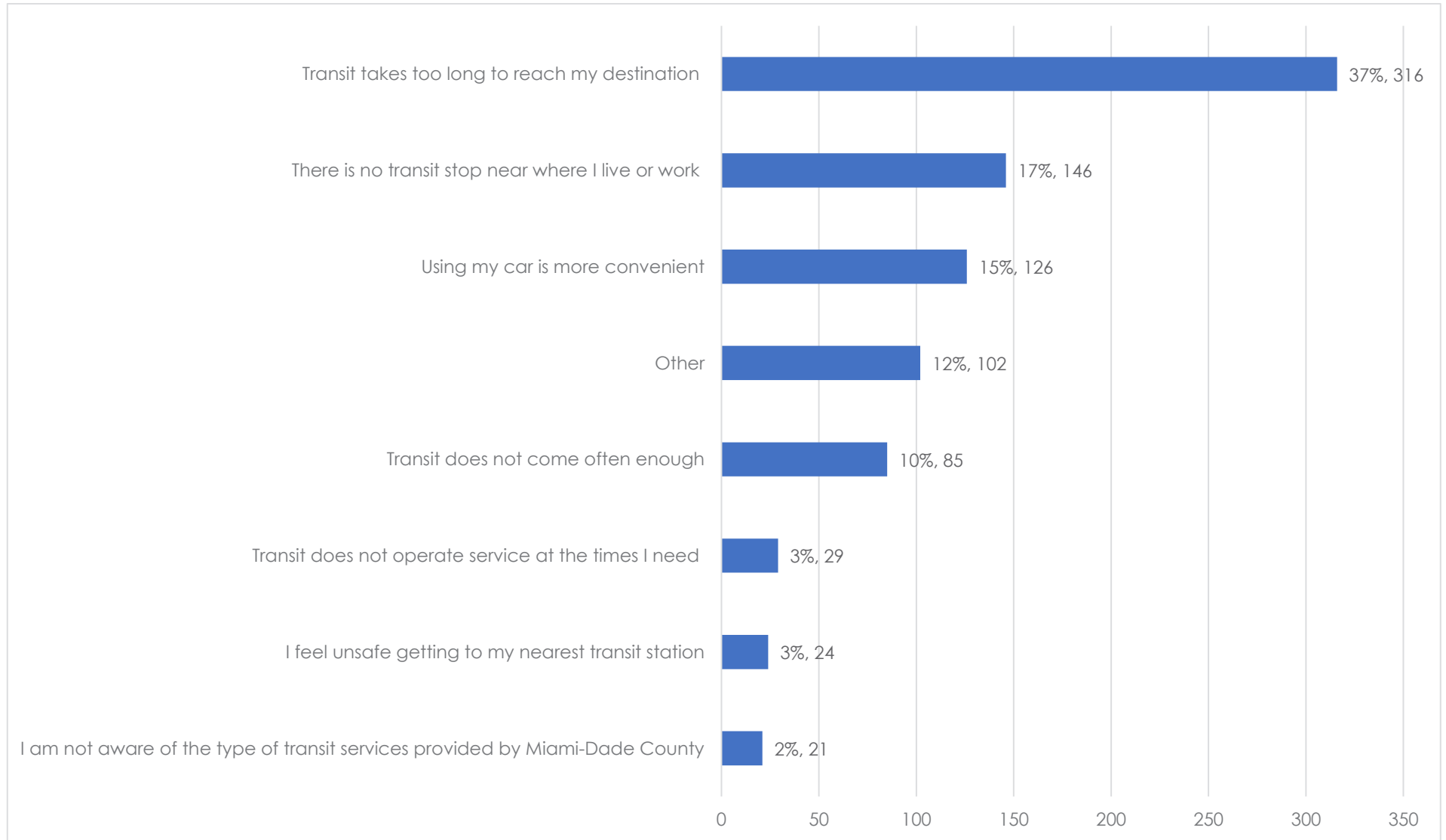
Figure 2 – How Often Do You Use Miami-Dade Transit Services?



2a. For what reasons are you not using/ or rarely using transit?

Respondents were asked why they are not using, or rarely using transit. This question was asked on the online survey only. As shown in **Figure 3**, most respondents (37 percent) indicated that transit takes too long to reach the respective destination. The next highest response given is that there is no transit stop in vicinity of the respondents' residence/place of work or that using a car is more convenient.

Figure 3 – For what reasons are you not using/rarely using transit?



3. Transit Payment Methods

Respondents were asked how they paid for transit fares. As shown in **Figure 4**, 34 percent of users pay their transit fare with EASY Card/EASY Ticket. 14 percent use credit cards or pay cash for their fares, respectively. 13 percent pay their Transit fare with contactless payment methods including Apple Pay and Samsung Pay. Mobile passes and transit passes (Corporate EASY Card) constituted 8 percent and 7 percent of payment methods respectively. This question was asked on the online survey only. Most respondents indicated using more than one payment method.

Figure 4 – How Do You Pay for Transit?

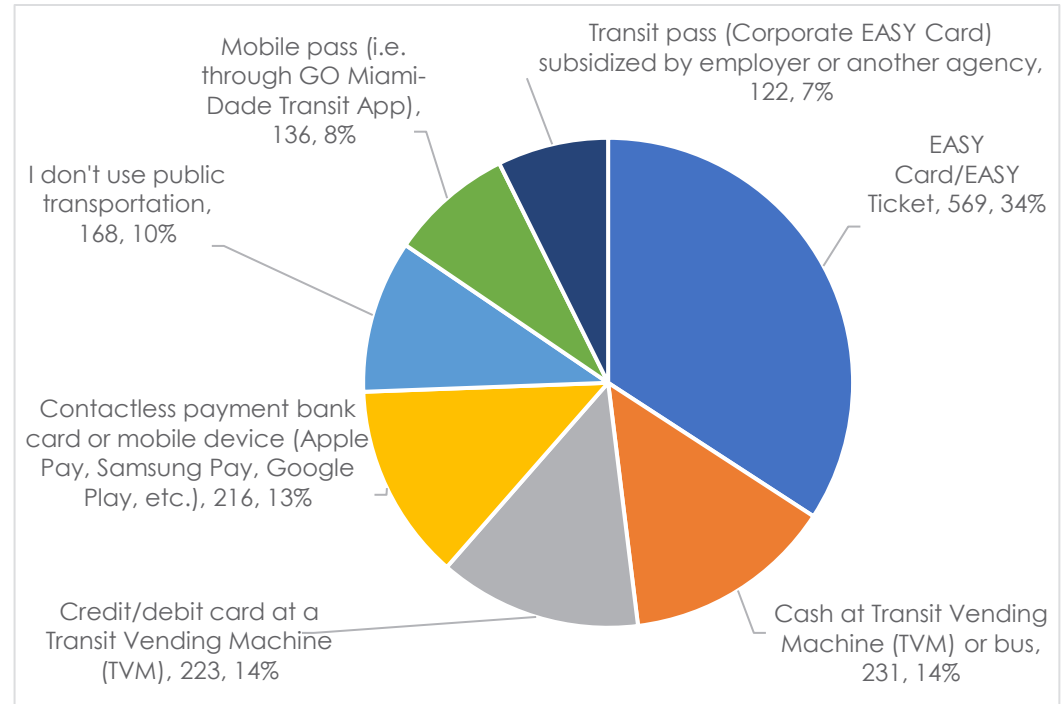
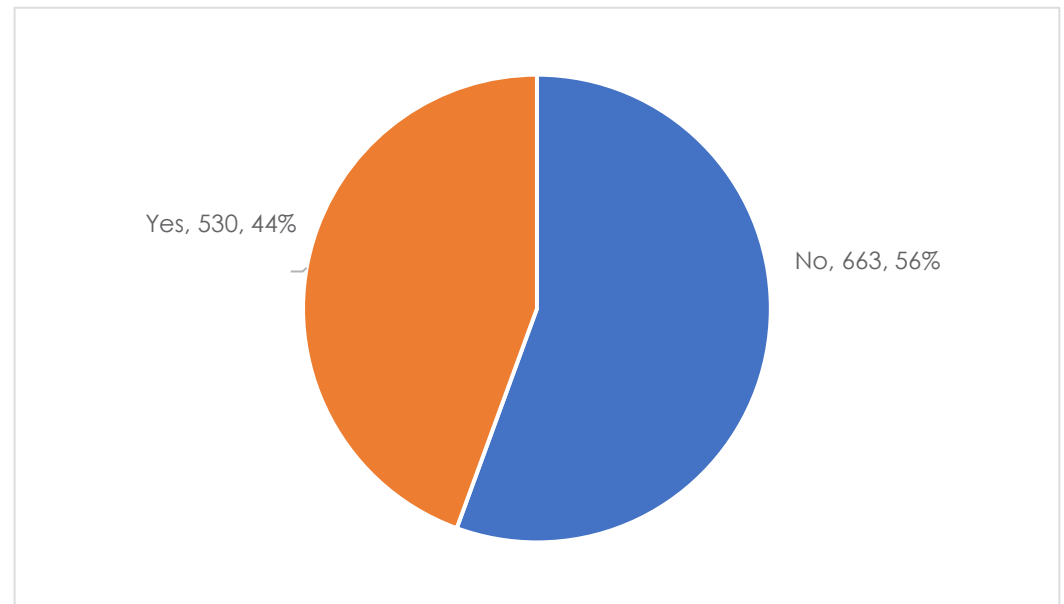


Figure 5 – Did/Do you Make Transfers?



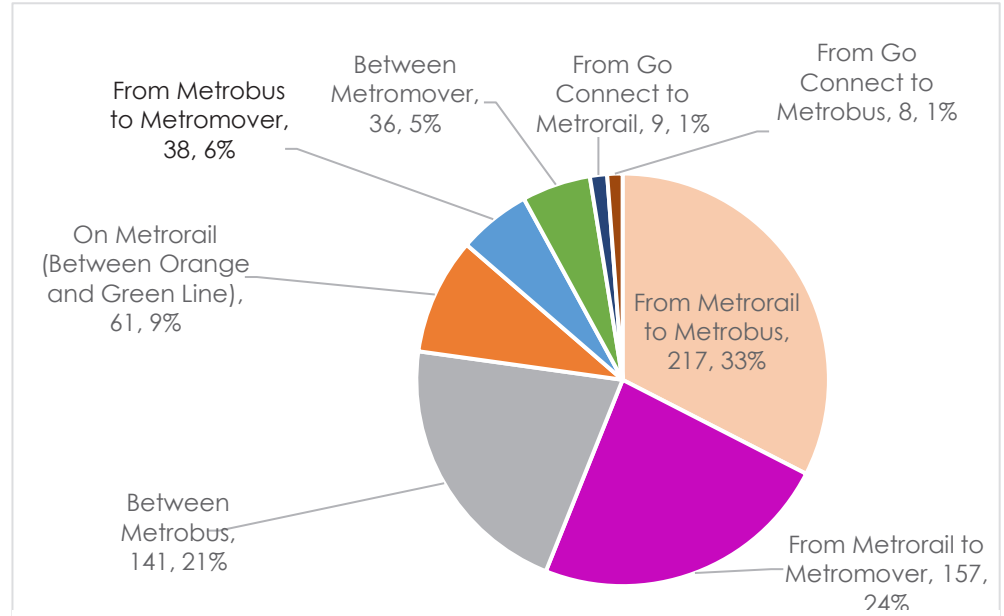
4. Transfers

Respondents were asked if they made transfers between the MDT system. 56 percent do not transfer when they travel. Results are shown in **Figure 5**.

5. Transfers Cont.

Respondents were asked about their transfers between the MDT system. 33 percent of transfers occur between Metrobus and Metrorail. 24 percent of transfers occur between Metrorail and Metromover. 21 percent of users transfer between one Metrobus to another, and 9 percent transfer between Metrorail lines. Only 1 percent of transfers occur between Go Connect and Metrorail or Metrobus. This question was asked on the online survey only. Results are shown in **Figure 6**.

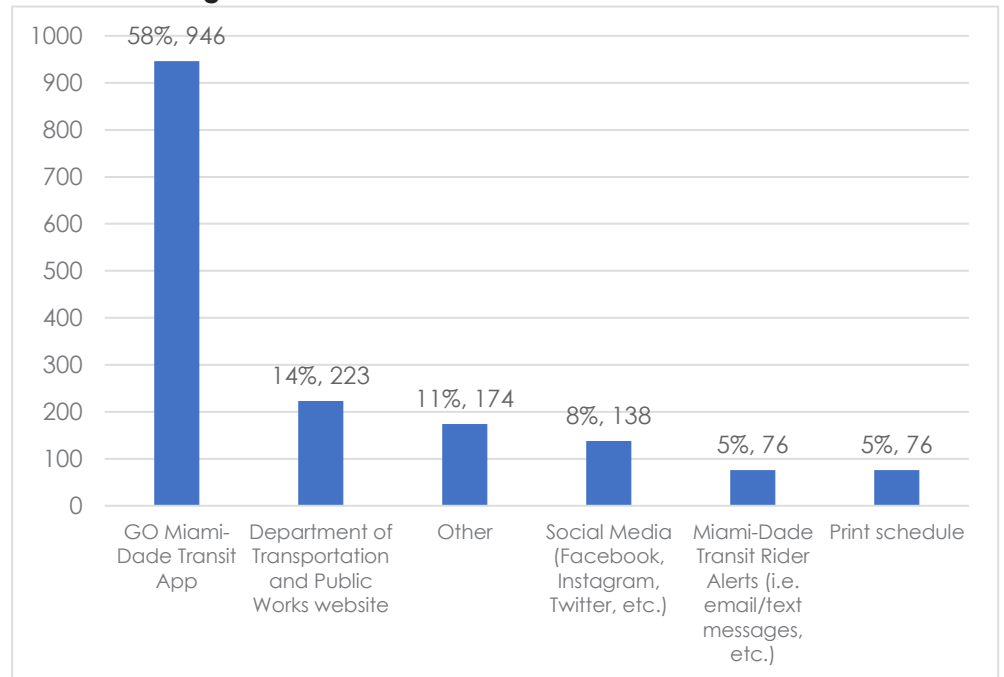
Figure 6 – How did you transfer?



6. Transit Information

Survey respondents were asked about how they access transit information. As shown in **Figure 7**, 58 percent rely on the GoMiamiDade App for transit information while 11 percent get their information from another smart phone App. 14 percent rely on the Miami-Dade Transit website for transit information while 8 percent rely on social media. Only 5 percent each rely on the printed schedule and texted alerts as their source of transit information. 15 percent of respondents use a combination of information sources to access transit information. This question was asked on both the online and paper survey.

Figure 7 – How Do You Access Transit Information?



7. Trip origination and destination zip code

Respondents were asked to provide the zip code where they typically start their transit journey as well as the destination zip code. There were 105 trip origination zip codes and 111 different destination zip codes. For this analysis, the top 10 trip origination and destination zip codes are shown **Figure 8** and **Figure 9, respectively**. This question was included in both the paper and online survey. The Map on the following page shows the starting and ending locations for the zip codes provided by survey overlaid on Miami-Dade County

Figure 8 – Where do you typically Start your trip? Start Zip Code

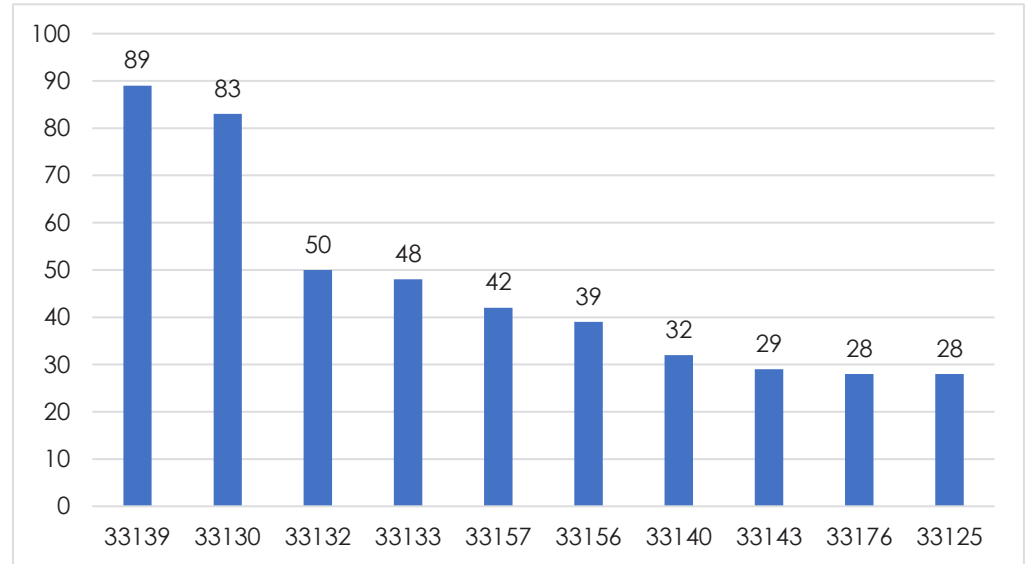
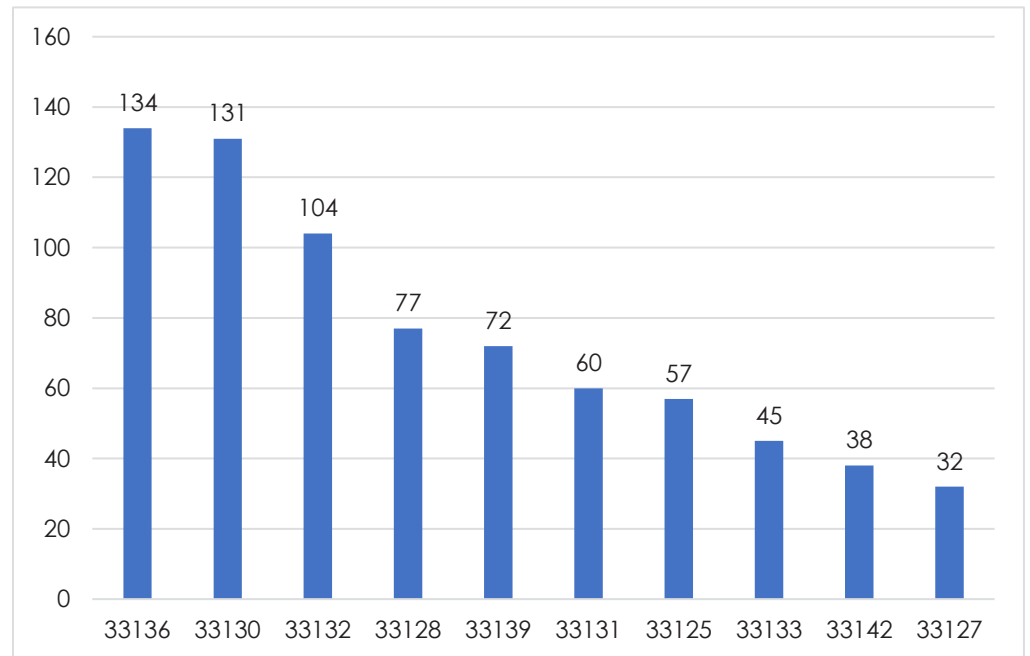
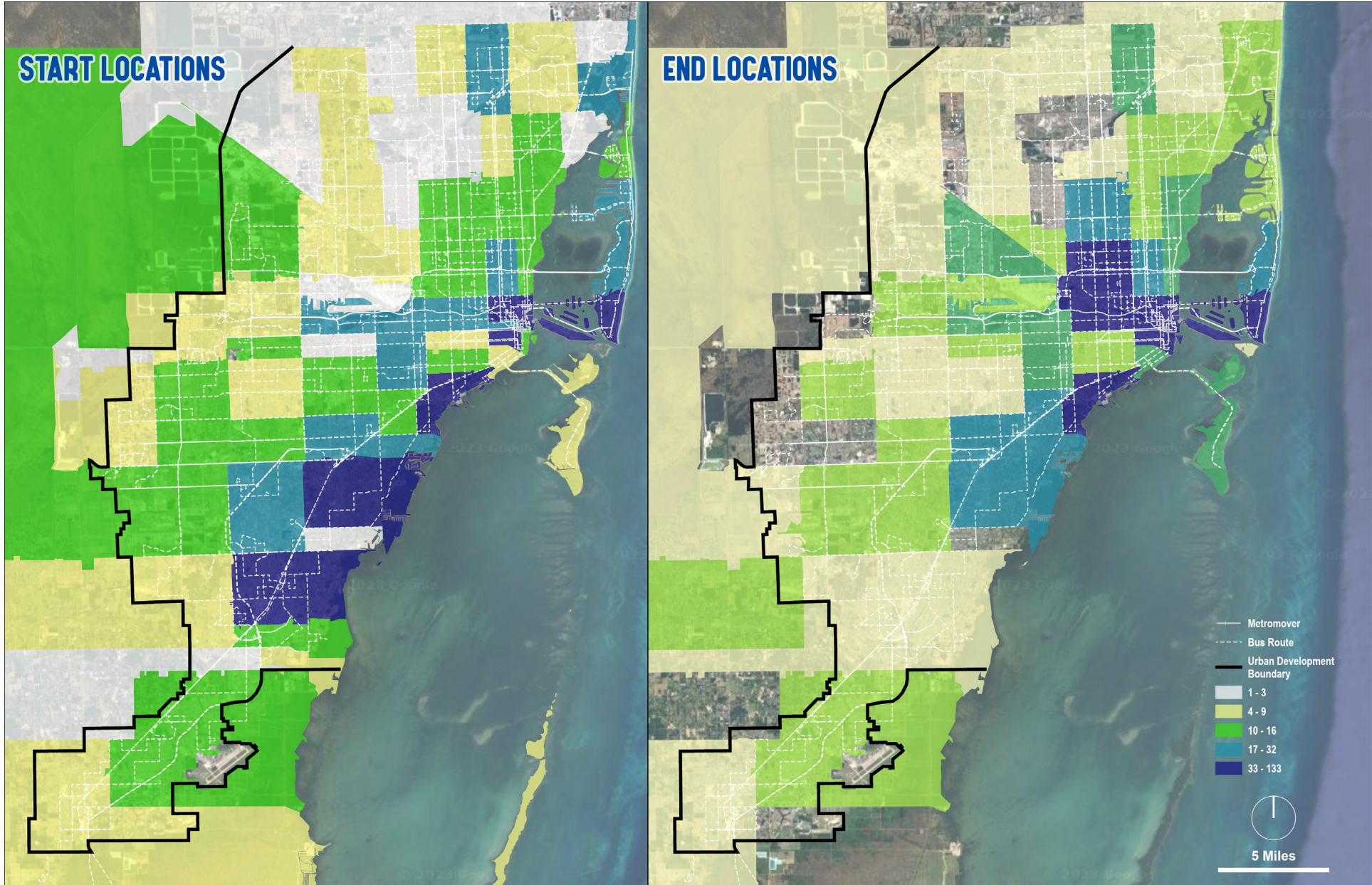


Figure 9 – Where do you typically End your trip? End Zip Code



START LOCATIONS

END LOCATIONS



8. Transit Connections

Figures 10 and 11 provide a breakdown of the means of transit connections made by users. Respondents were asked about how they start their transit trip, and how they end their transit trip. The results showed that 59 percent of respondents start their transit trip by walking, and 20 percent start their transit trip by driving/or are dropped off. 76 percent end their trip by walking. Cycling, scooters, or other personal devices accounted for 6 percent of trip end modes. These two questions were asked on both the online and paper survey.

Figure 10 – How Do You Get to the MDC Transit Station?

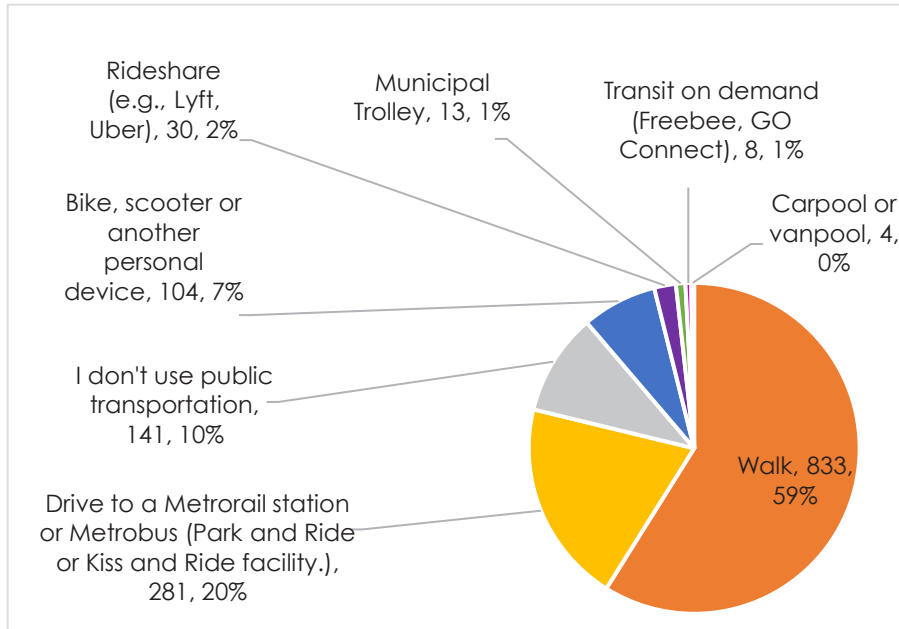
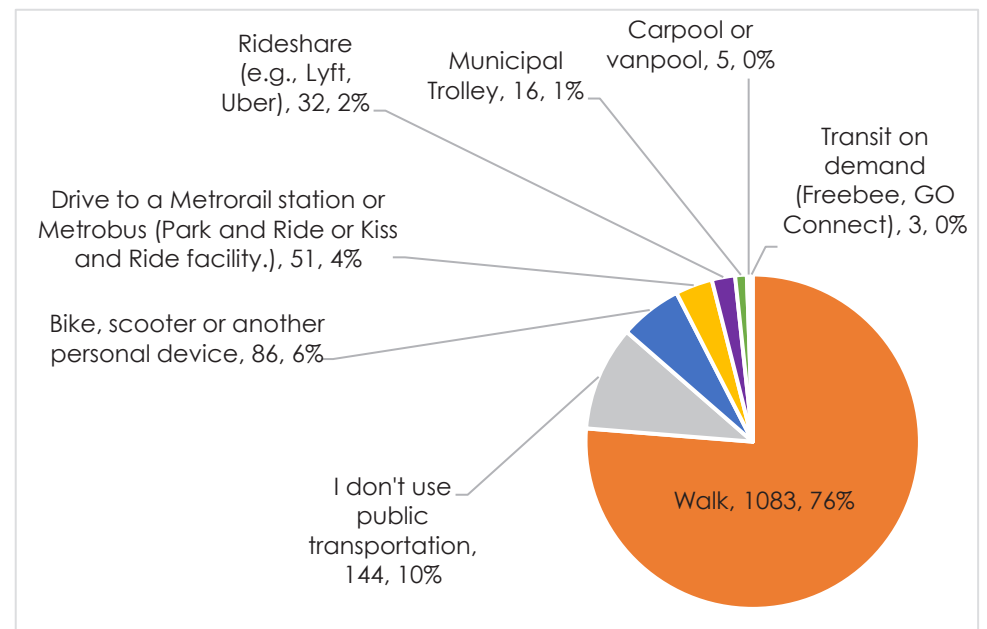


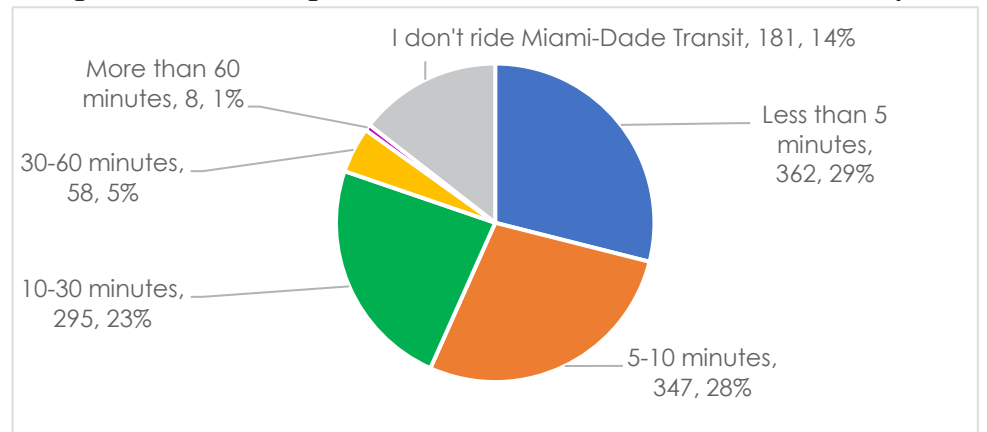
Figure 11 – How Do You Get to Your Final Destination?



Travel Time

This question seeks to determine the length of time it takes for riders to get to their nearest transit point. The results showed that most respondents (28 percent) travelled 5 – 10 minutes to access transit. 30 percent of riders travel less than 5 minutes to their nearest transit stop. 24 percent of respondents travel between 10 to 30 minutes and 1 percent of riders travel over an hour to reach their nearest transit stop. This question was asked on the online survey only. See **Figure 12** for a complete breakdown of all responses.

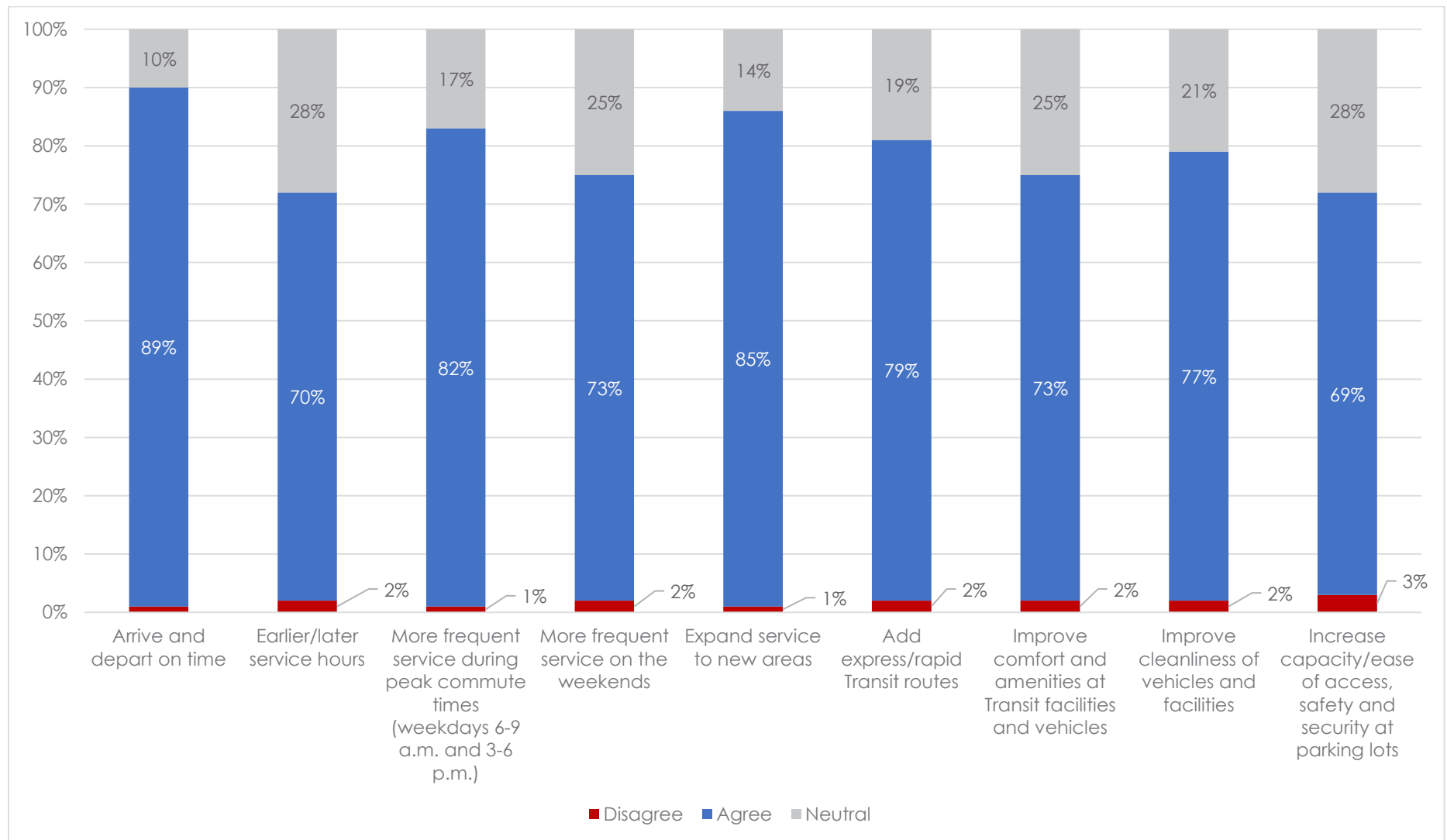
Figure 12 – How Long Does It Take to Get to the Nearest Transit Stop?



9. Service Priorities

When asked about service priorities for the next 10 years, respondents indicated that on-time performance was the most important priority, followed by expansion into new service areas. Service frequency, and the addition of express/rapid transit routes followed as the third and fourth highest priorities. These responses are generally consistent with the responses obtained in last year's survey. **Figure 13** shows the details of all service priorities. This question was asked on both the online and paper survey.

Figure 13 – What Should the Miami-Dade Transit's Service Priorities Be for the Next 10 Years?

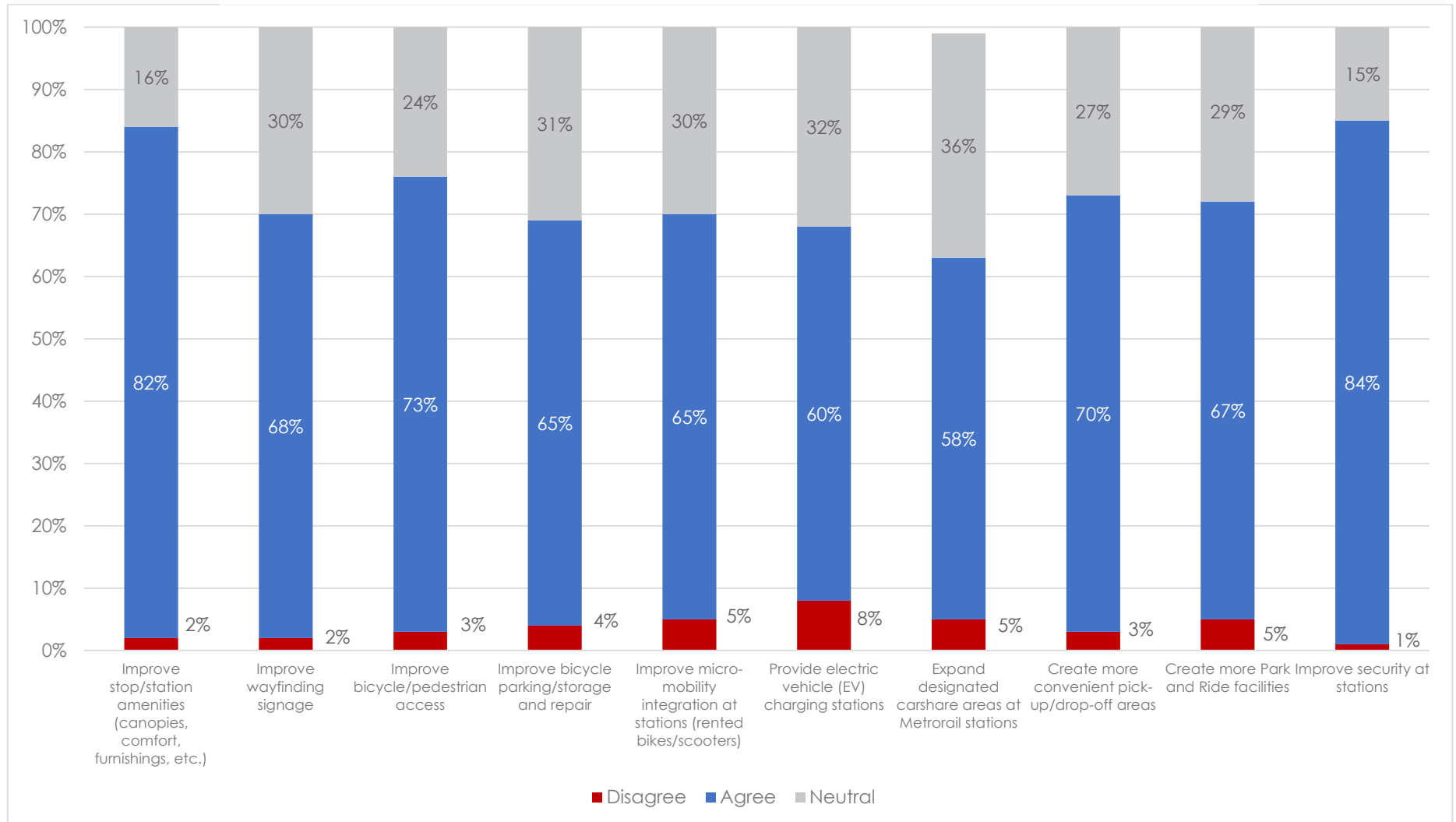


10. Facility Related Priorities

When asked about facility-related priorities for the next 10 years, respondents indicated that security and improving stop amenities were the highest priority with 84 and 82 percent respectively. The third highest priority was improved bicycle and pedestrian access, and improved pick-up/drop-off areas was fourth. Security became the top priority for respondents this year, whereas last year it was the fourth highest priority.

DTPW should explore this topic further to determine if riders are concerned about security at the stations or if concerns are more pronounced in the first/last mile areas surrounding DTPW facilities. This survey instrument did not ask about those specific details, as such this could warrant further DTPW investigation. **Figure 14** shows the breakdown of the facility related priorities. This question was included in both the online and paper survey.

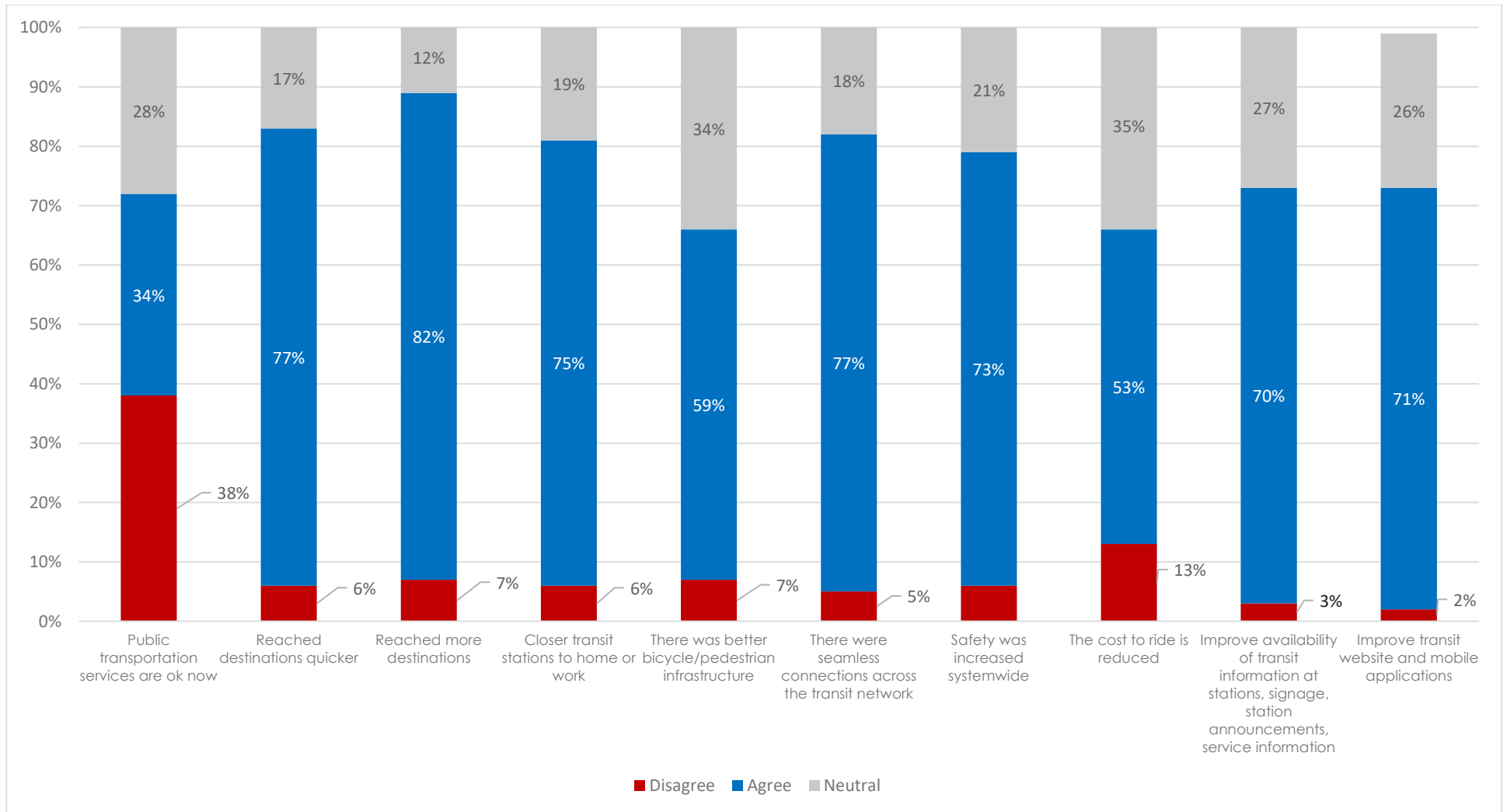
Figure 14 – What Should Miami-Dade Transit's Facilities-Related Priorities Be for the Next Ten Years?



11. What Would Motivate You to Use Miami-Dade County Transit Services?

Figure 15 shows the responses to the question “What would make you use Miami-Dade County Transit Services?” 82% of respondents said that improved access to more destinations would induce them to use more transit. Quicker travel, and improved connections between transit networks were the second and third highest ranked responses. Only 34 percent of respondents agreed with the statement that transportation services “are ok now.”

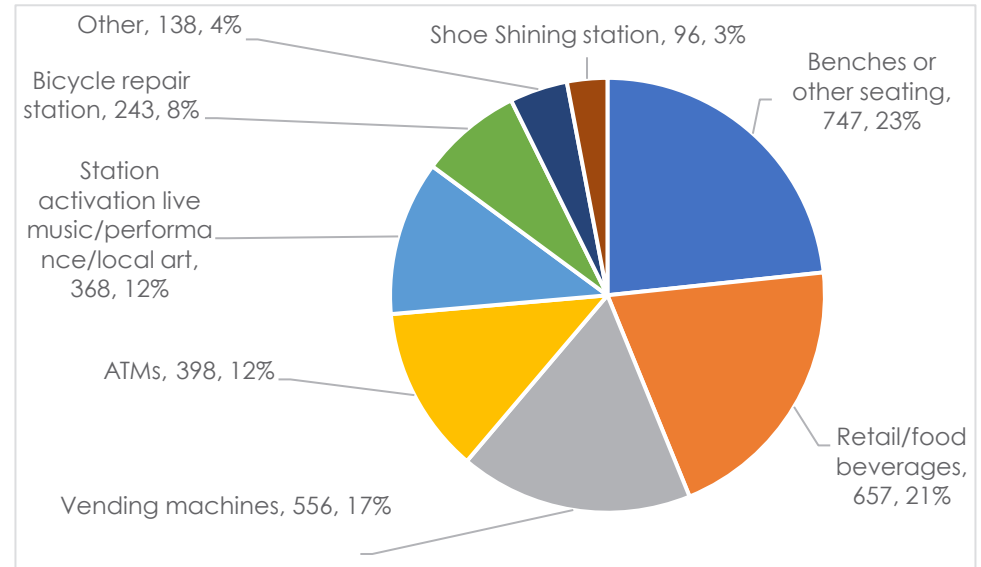
Figure 15 – What Would Make You Use Miami-Dade Transit Services?



12. Which amenities would you like to have access to at Metrorail / Metromover stations?

This question asked what amenities patrons would like to have access to at Metrorail and Metromover Stations. The responses indicated that most people would like to have access to benches and other seating and retail/food and beverages at 23 percent and 21 percent, respectively. Access to other amenities like ATMs, accessory vending machines, and station activation such as live music/ performances/local art received 12 percent and 21 percent of responses, respectively. See **Figure 16** for detailed results. This question was asked on the online survey only.

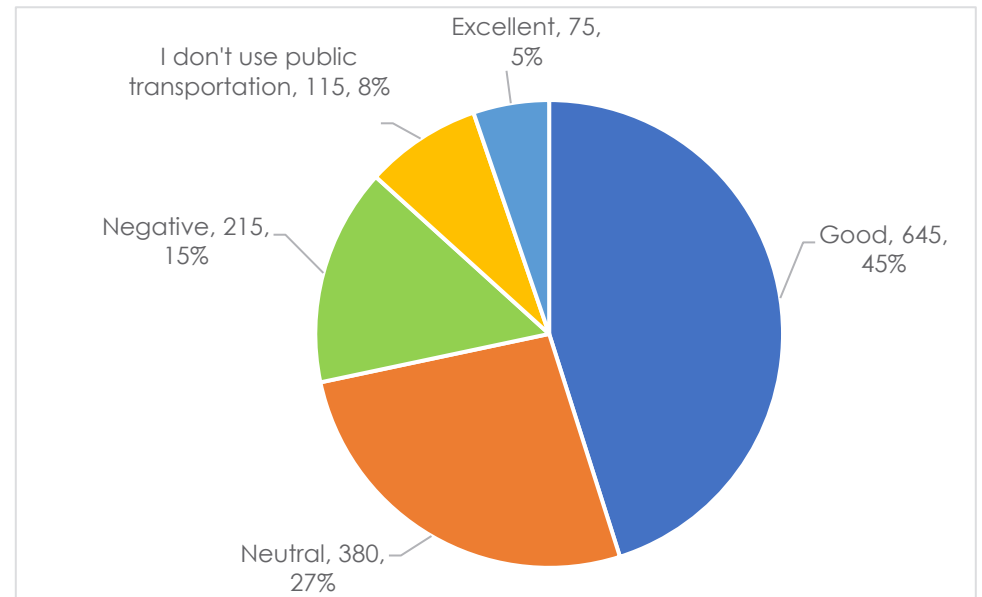
Figure 16 – Which amenities would you like to have access to at Metrorail / Metromover stations?



13. Riding Experience

Miami-Dade transit users were asked to rate their overall riding experience. Fifty percent of riders rated their experience on Miami-Dade Transit as either good or excellent. 27 percent gave a neutral rating, and 15 percent of respondents indicated a negative experience on Miami-Dade Transit. This question was asked on both the paper and online survey. The detailed results are presented in **Figure 17**.

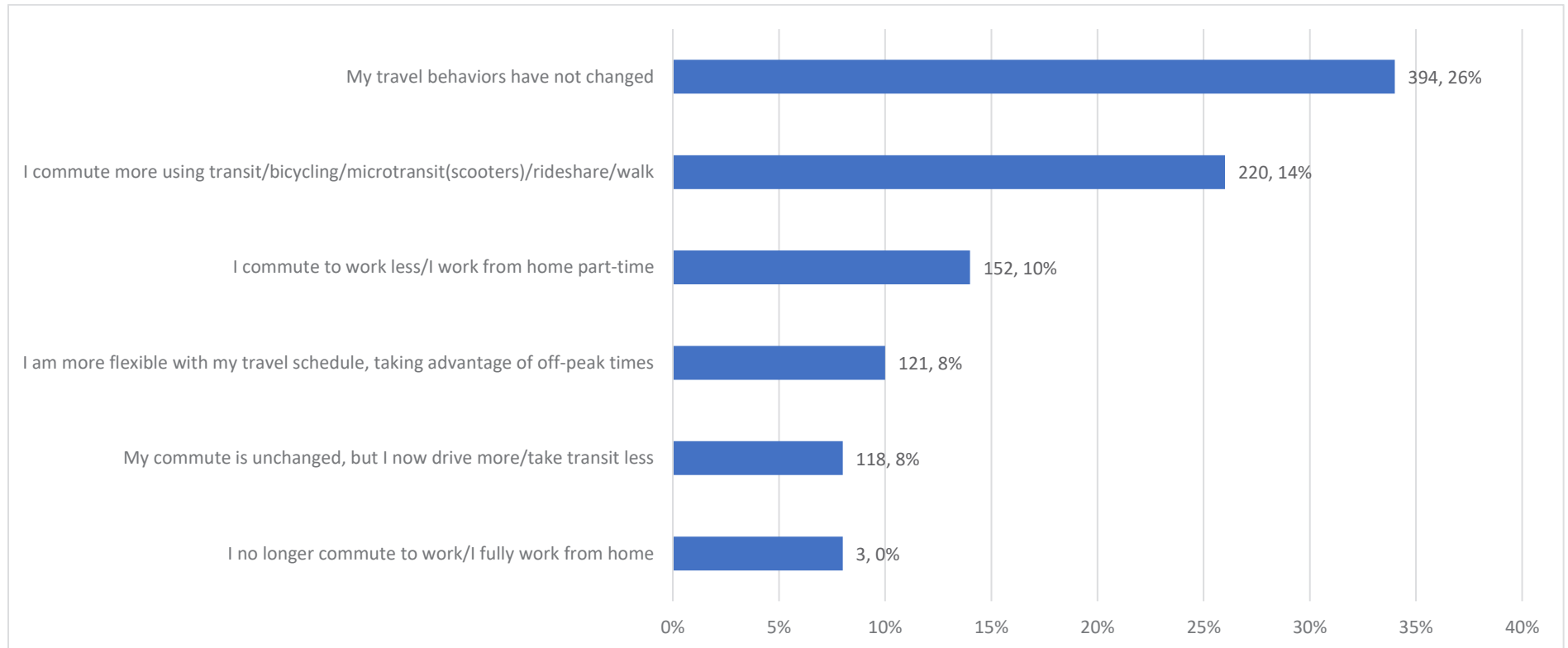
Figure 17 – Rate Your Overall Riding Experience with Miami-Dade Transit



14. Travel Behavior

Figure 18 provides details on how travel behaviors may have changed since the COVID-19 Pandemic. 34 percent of respondents indicated that while their commute remained unchanged, since the Pandemic. 26 percent of respondents indicated that they commute more using transit and other modes (bicycling, rideshare, microtransit, walking, and 14 percent reported their commute to work less/work from home part-time.

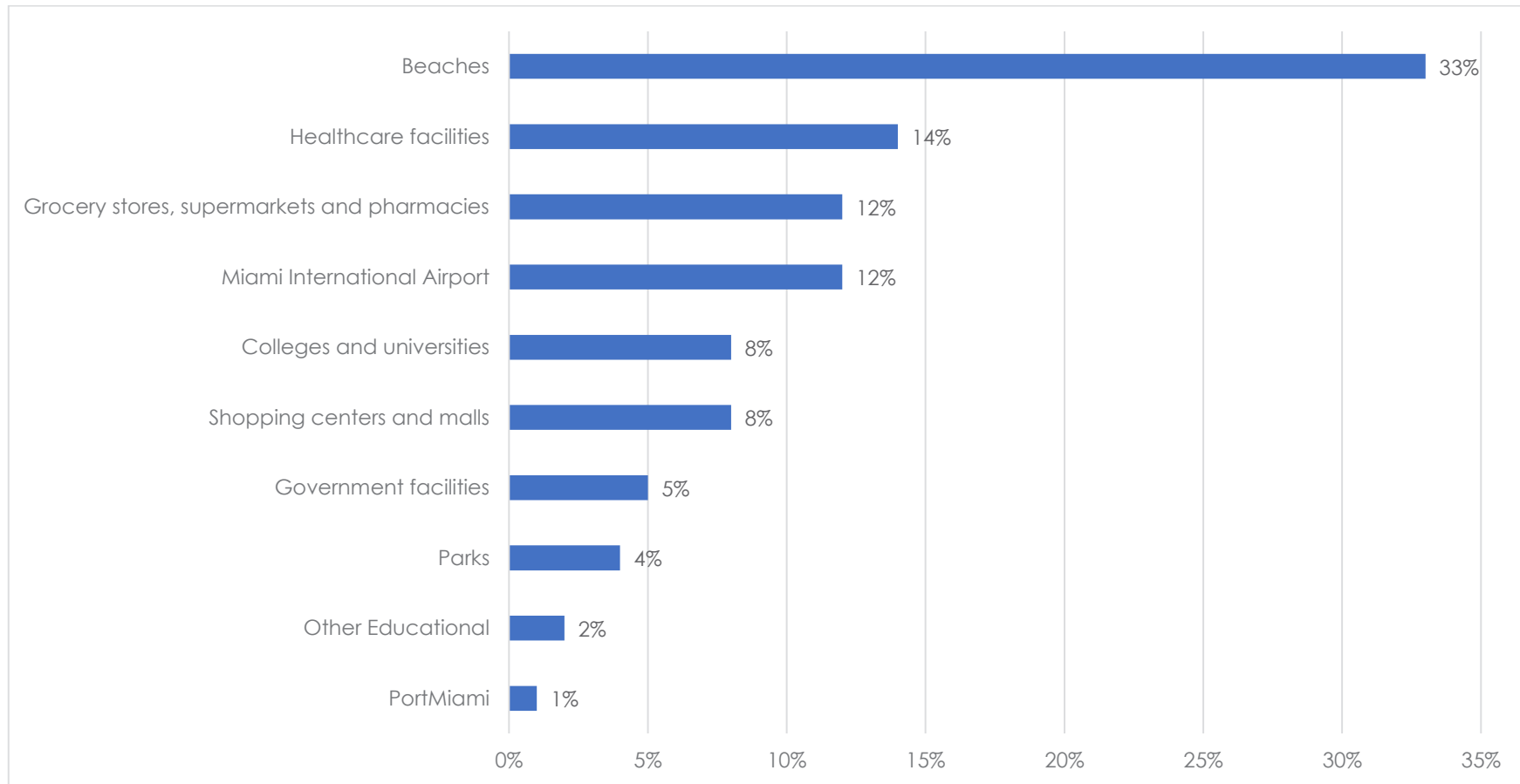
Figure 18 – How has your travel behavior changed since the COVID-19 Pandemic?



15. Destinations

Figure 19 provides details on the destinations respondents would like Miami-Dade Transit serve better. This figure depicts the percentage of respondents that selected the respective destination as the top-ranked destination. The destination that was most likely to be selected as the Top 1 destination was the Beaches, followed by healthcare facilities and grocery stores, supermarkets, and pharmacies. This question only appeared on the digital survey.

Figure 19 – Which of the Following Destinations Could Miami-Dade Transit Serve Better?



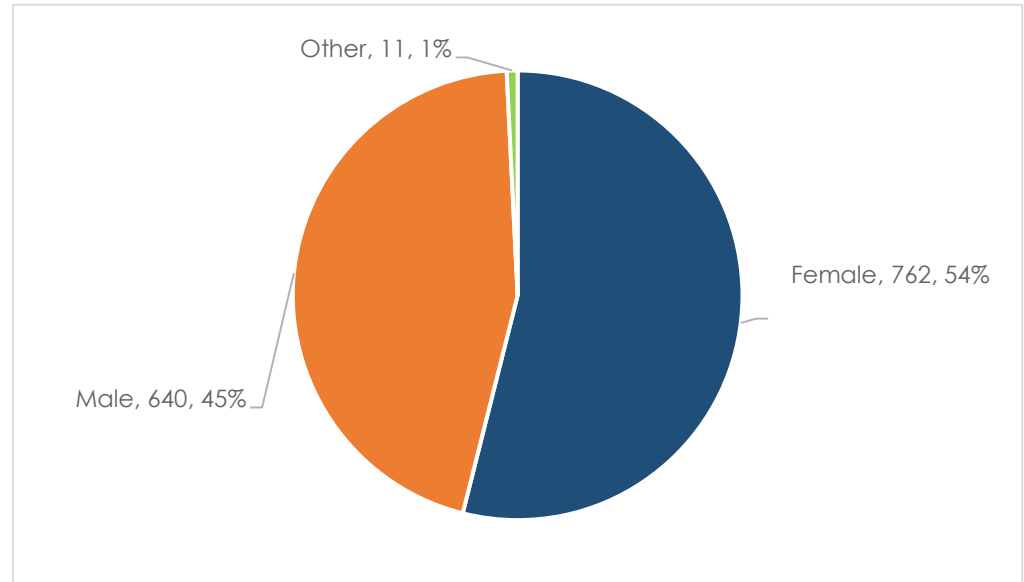
16. Demographic Information

The remainder of this report provides demographic information of those taking the survey.

Gender

As shown in **Figure 20**, survey respondents included 54 percent female and 45 percent male, 1 percent of respondents opted to identify as other.

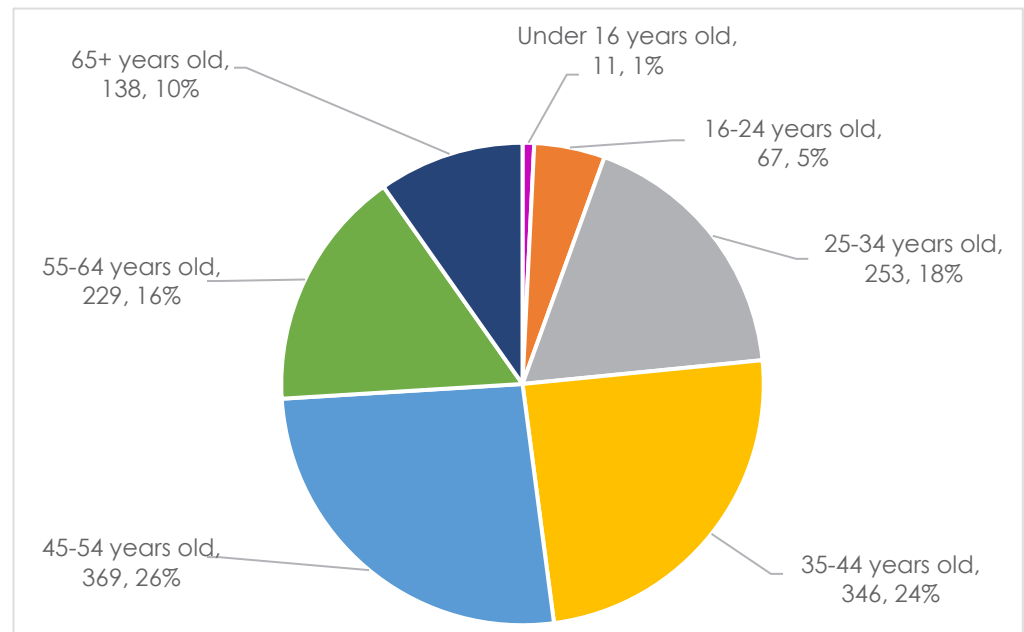
Figure 20 – What Is Your Gender?



Age

Respondents are categorized by age group in **Figure 21**. The largest group of respondents were between 45 and 54 years old.

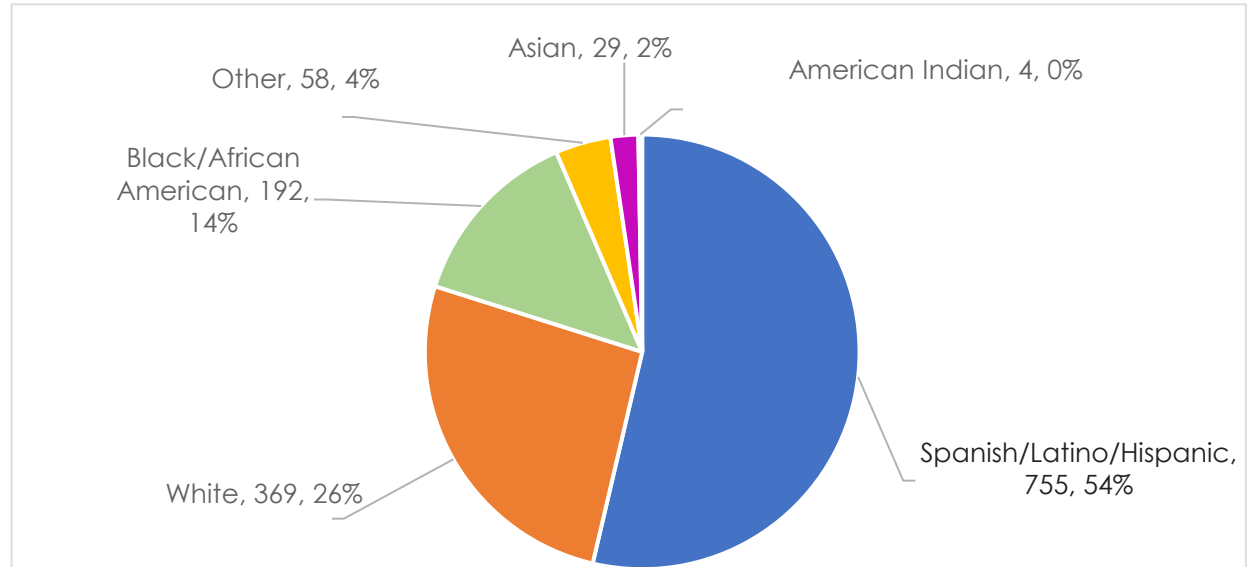
Figure 21 – What Is Your Age Group?



Race/Ethnicity

Figure 22 provides information on the race and/or ethnicity of survey respondents. The three largest groups to complete the survey were Spanish/Hispanic/Latino, White, and Black/African American making up 54 percent, 26 percent, and 14 percent, respectively.

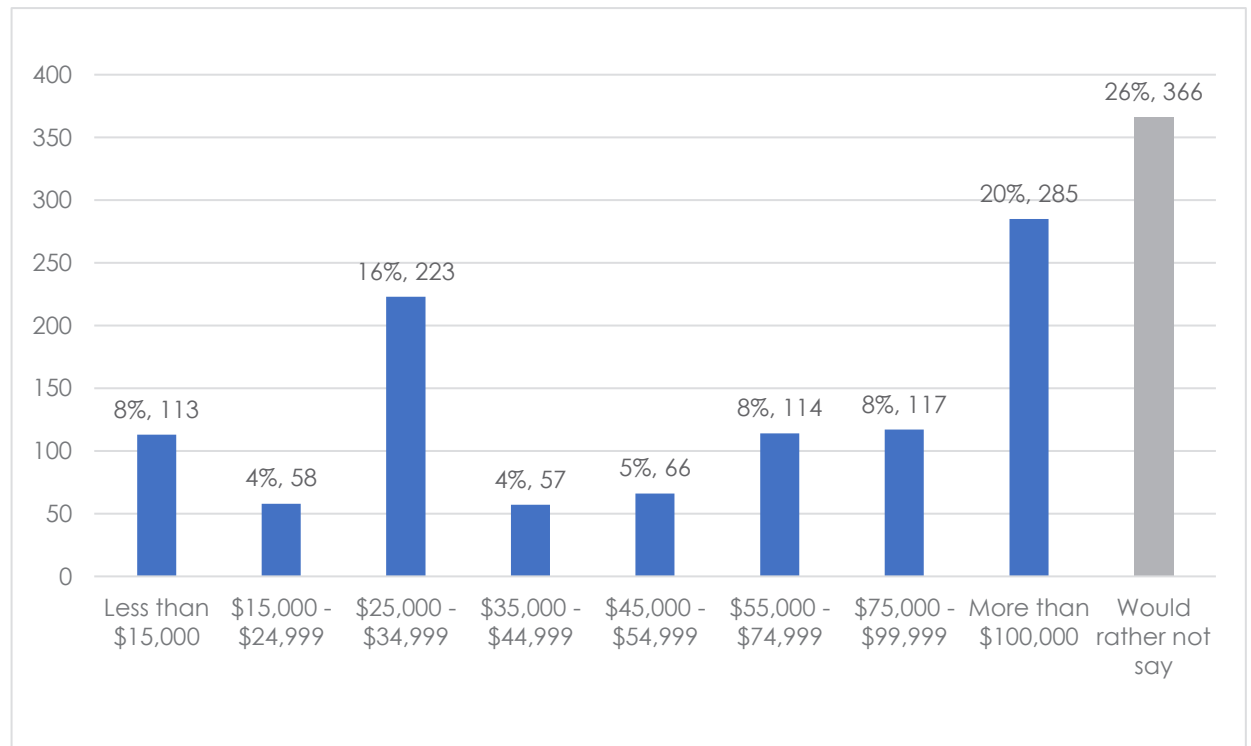
Figure 22 – What best describes your ethnicity?



Annual Income

Figure 23 displays the income levels of respondents. Based on the responses, 20 percent of respondents have a household income of over \$100,000. Approximately 8 percent of respondents reported a household income of less than \$15,000.

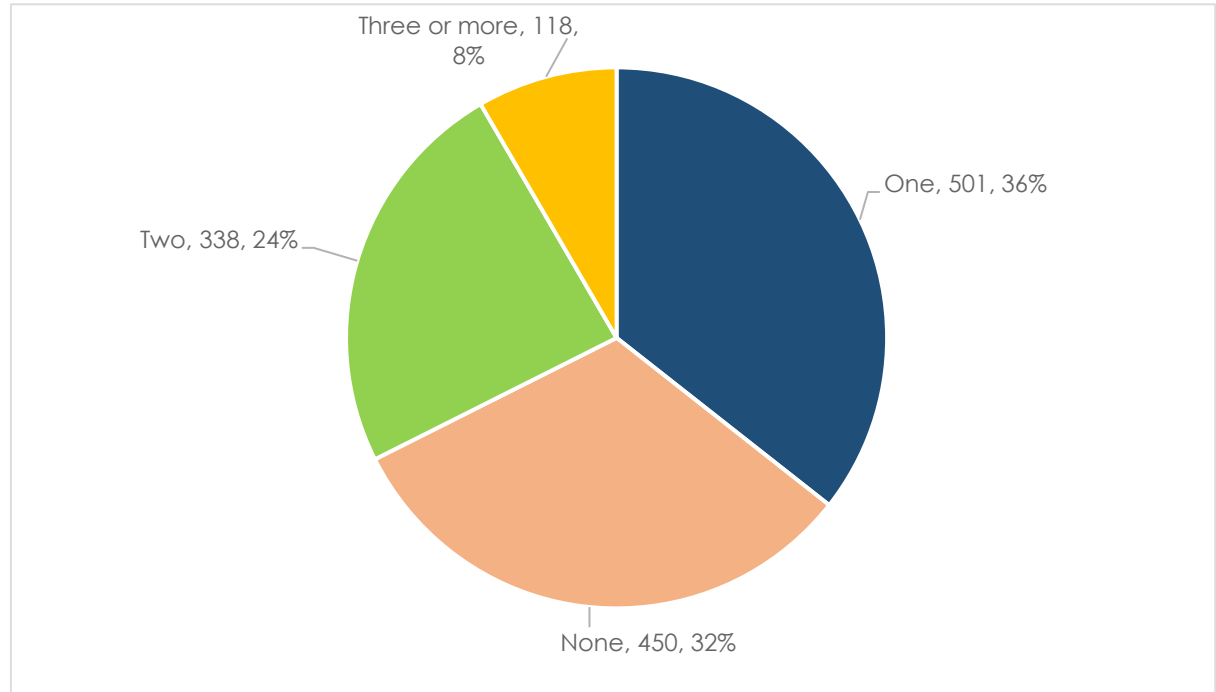
Figure 23 – What is Your Household Approximate Total Income?



Household Vehicles

As shown in **Figure 24**, 32 percent of respondents do not have a working vehicle at home. 36 percent have one working vehicle while 24 percent have two working vehicles and 8 percent have three or more vehicles.

Figure 24 – How Many Working Motor Vehicles Are Available in Your Household?



GENERAL COMMENTS

The survey asked if there were any other comments respondents would like to share. The following table summarizes the themes that were noted in the responses. These are generally consistent with comments received in previous years of the TDP survey. The last column contains DTPW response, including actions being undertaken to address concerns.

No.	Comments Received from Public Outreach	DPTW Response
1	<p>Rapid Transit: Respondents expressed frustration over the County's delay in building rapid transit lines despite the setting up of the People's Transportation Trust for this purpose. Riders expressed displeasure at the diversion of funds purposefully set aside for rapid transit to other causes.</p>	<p>The design and construction of large capacity rapid transit projects involve a multitude of complexities, and it's not uncommon for them to encounter delays due to various factors. DTPW understands the importance of these projects for enhancing our county's transportation system, and we are committed to delivering them as efficiently as possible while maintaining the highest standards of quality and safety.</p> <p>The construction for the SMART South Dade Transitway is well underway. This corridor represents a significant step forward in improving transportation options in South Dade, and we anticipate its completion to greatly benefit the community in terms of connectivity and accessibility. (TDP Section 5.3.6.)</p> <p>North, Northeast, and Beach Rapid Transit Corridors are in various stages of project development. We are actively working on planning, design, and securing necessary approvals for these corridors. While they may not be as far along as the SMART South Dade Transitway, progress is being made, and we are committed to advancing these projects to better serve residents in these areas. (TDP Section 5.3.1, Section 5.3.4, Section 5.3.5.)</p>
2	<p>Expand Metrorail: Survey responders commented on the need to expand Metrorail services within Miami-Dade County, especially further north to Miami Gardens and Hard Rock (Miami Dolphins) stadium, south to Homestead, east to Miami Beach, and west to Doral, Florida International University, and Kendall. Some comments also called for connections to other counties.</p>	<p>Expansion of the MetroRail System along NW 27th Ave from MLK Station to NW 215th St (county line) is a regional priority. The Florida Department of Transportation (FDOT) is actively working on planning, design, and securing necessary approvals for this corridors. FDOT and DTPW is committed to advancing these projects to better serve residents in these areas. (TDP Section 5.3.4)</p>
3	<p>Expand Service to New Areas: Respondents asked for more north-south routes, "completing the grid," better east-west connections, improved service to Miami Beach, "more coverage," and better service to FIU.</p>	<p>DTPW continues to work towards creating a more comprehensive and accessible transportation network for our community. DTPW and our regional partners continue to advance the plan, design, and construction of our SMART Program (TDP Section 5.3), while we continue to improve and expand our local bus service through our Better Bus Network (TDP Section 5.6.1) In addition to these improvements, Miami-Dade County has an existing On-Demand Ride Service called MetroConnect which has expanded coverage to provide even better service and more connection to Miami-Dade Transit.</p>
4	<p>Enhance transit connections: Riders expressed a desire to see better connections between all transit modes as well as connections between municipal trolleys and Miami-Dade Transit Services.</p>	<p>The reimagining of Metrobus service is creating better connections and an improved rider experience across Miami-Dade County. In fact, it will dramatically increase transit access to jobs, education, healthcare and quality of life and uplift our most vulnerable, including seniors, with significantly better services.</p> <p>The Transportation Planning Organization(TPO) is doing multiple studies for first/last mile connections for multimodal connectivity and the County Transportation Master Plan (CTMP) will also include projects to close these connectivity gaps.</p> <p>https://www.miamidade.gov/transit/library/metroconnect-zones-map.pdf</p>

No.	Comments Received from Public Outreach	DPTW Response
5	<p>Improve On-time Performance: Survey respondents called for improving schedule adherence. Respondents noted that 5-6-minute delays were “okay,” but 15-20-minute delays were untenable.</p>	<p>The Better Bus Project seeks to improve reliability and on-time performance. This project is discussed in Section 5.6.1.</p> <p>Miami-Dade County is launching the Better Bus SHIFTS into Gear action plan. Led by riders and community, the plan improves Metrobus and MetroConnect service, increasing frequency through the biggest network overhaul in County history. The initial phase was deployed on July 24 and Phase II, which includes newly added connections to the MetroConnect (Formerly GO Connect) on-demand service, was deployed November 13, 2023.</p> <p>https://www.miamidade.gov/global/transportation/better-bus-project.page</p> <p>DTPW is addressing on-time performance by expanding dedicated lanes through out the County, including:</p> <ul style="list-style-type: none"> - Flagler Street demonstration project(5.3.7 and 6.1.3) - SR 836 bus on shoulders(5.3.2.1) - Transitway enhancements(5.3.6 and 6.1.1.6)
6	<p>Stop Amenities: Survey respondents expressed the need for more bus shelters and benches to be built to make it comfortable for riders to wait for the bus, especially during hot summer days.</p>	<p>As of October 2023, the following new bus shelter amenities have been installed:</p> <ul style="list-style-type: none"> - 337 Bus Passenger Shelters (313 Cantilever Shelters, 10 Slim Shelters, 7 Regular Shelters with Advertising Panels, 7 Regular Shelters without Advertising Panels), - 326 Trash containers, - 313 new bus Shelters Illumination Systems - 696 Bicycle Racks. <p>For 2024-25, 350 additional bus shelters (Cantilever Model), 350 Trash Containers 22 Gallon, 350 new Cantilever Shelter Illumination Systems are proposed for installation, based on funding availability</p>
7	<p>Elevators: Several respondents called for improvements/repairs/replacements of the elevators in the DTPW system. Some mentioned the Airport MIC (“always out of service”), and the Metromover elevators. “Please make wheelchair accessibility and elevator reliability a priority.”</p>	<p>DTPW has several projects targeted to improve the existing vertical transportation system as well as increase the equipment at specific locations. The projects include the Infrastructure Renewal Projects (IRP) #144 and #292 to replace and refurbish escalators and elevators at Metrorail and Metromover stations. Capital Improvement Project (CIP) #063 is augmenting the Dadeland North Parking garage with two additional elevators to improve availability and circulation. In addition, our Transit Oriented Developments at our Metrorail and Metromover stations have included to replacement and refurbishment of the escalators and elevators at the impacted stations.</p>
8	<p>Service information: Many respondents expressed the need for more accurate/improved information. Riders asked to be made more aware of service delays and interruptions.</p>	<p>DTPW’s first goal 1 in Chapter 4 is to “Improve Transit System Convenience and Reliability.” In fulfillment of this goal, DTPW has implemented real time signage at multiple locations, provides real time information, which can be used by third party applications, and has 100% of vehicles equipped with wi-fi.</p> <p>DTPW also maintains the Go Miami-Dade Transit Mobile App, which is available for Android and Apple smartphones.</p> <p>Section 2.9.2 discusses DTPW’s Electronic Transit Rider Alert System / Train Tracker / Mover Tracker / Bus Tracker where riders can view alerts or sign up for them by email or text.</p> <p>Rider Alert: Website: https://www.miamidade.gov/transportation-publicworks/rider_alerts_current.asp</p>

No.	Comments Received from Public Outreach	DPTW Response
9	<p>Security Enhancements: Riders expressed a need for improved station security, at parking facilities and on transit vehicles themselves. "More officer presence," "more security," "improve frequency of security."</p>	<ul style="list-style-type: none"> - At least one security officer is assigned to every Metrorail station; - Security officers are assigned to major surface parking lots and garages; - Roving security officers are assigned to ride the trains from opening to closing; - Contracted security supervisor/captains are assigned to supervise officers posted throughout the system; - There is an on-duty Major to liaison with DTPW management and field staff in real time; - There are three contracted security dispatchers at Station Operations assisting security officers in the field and DTPW Metrorail and Metromover Central Control and Metrobus Traffic Control; - The dispatchers are in radio contact with Miami-Dade Police Department (MDPD) dispatchers which communicate with MDPD Police Operation Section (POS); - MDPD POS patrols the Metrorail and Metromover systems. These patrols are conducted utilizing both uniformed and plain-clothed law enforcement; - MDPD's Real Time Crime Center performs continuous viewing of the DTPW Closed-Circuit Television system/network; - DTPW's Office of Safety and Security's Security Program Supervisors routinely perform daily unannounced visits to various facilities throughout the transit system to ensure the security program plan is being performed as required; - MDPD follows random Metrobuses on revenue routes as a proactive measure to mitigate security events on buses. Buses are pursued by marked MDPD vehicles who can intervene in the event of a security incident or board the bus and make their presence known. This program aids in the reduction of crime incidents on our bus system; - DTPW works closely with its law enforcement partners in various jurisdictions to discuss crime trends and take corrective action by deploying security officers and/or law enforcement.
10	<p>Homelessness: Many respondents called for more action to address people experiencing homelessness.</p>	<p>DTPW will collaborate with Miami-Dade County Homeless Trust on this item.</p>
11	<p>Improved Signage: There were several comments regarding the confusing signage, and unintelligible announcements at Metrorail stations.</p>	<p>According to Table 5-2, \$11,076,000 was invested in the Signage And Communication Projects (Table 5-1) during FY 2022-2023.</p> <p>Under this program, the county is working on the Metrorail and Metromover Electronic Real Time Signage project.</p>
12	<p>Improve Service Reliability: Many respondents voiced concerns over the lack of reliable service due to technical and operational issues.</p>	<p>DTPW improved their Metrorail mean distance between service failures this past year, and surpassed their set target for both Metrobus and Metromover. (Goal 1.2 - Chapter 4).</p> <p>Additionally, DTPW has kept their percentage of missed pullouts for their system below 0.50% since 2019 (2018: 1.00%; 2019: 0.29%; 2020: 0.35%; 2021: 0.42%; 2022: 0.46%)</p>

No.	Comments Received from Public Outreach	DPTW Response
13	<p>Pedestrian and bicycle facilities: Some responses called for dedicated bicycle/scooter cars on the train because they take up space. Others called for improved bicycle lanes, and more secured bicycle parking throughout the system.</p>	<p>DTPW is working on developing the first County Transportation Master Plan (CTMP) for Miami-Dade County. The CTMP will include an implementation plan to better prioritize our bicycle/pedestrian connectivity needs to the transit system focusing on safety and equity, DTPW is also working on the installation of 130+ bike lids (bike storage) along the Metrorail system.</p>
14	<p>Improved Service Frequency for Off-Peak/Week-end Periods: Respondents called for improved/more reliable service frequency during off-peak/weekend periods. Also, others called for earlier and more frequent service, as well as “enhanced frequency” during later hours. “Transit is barely usable when the train only comes one or twice an hour.”</p>	<p>DTPW Service Adjustments from December 2021 December 2022 that improved service frequency, especially on off-peak/weekends service runs. Since these changes went into effect, DTPW has launched the Better Bus Network that further improved system network efficiency and frequency systemwide:</p> <ul style="list-style-type: none"> - Increased Route 19 AM/PM peak and Midday off-peak frequency from 30 to 24 minutes headways. - Increased Route 32 and 37 and 73 evening frequency from 60 to 30 minutes headways. - Increased Route 37, 101 and 107 Saturday and Sunday frequency from 35 to 30 minutes headways. - Increased Route 38 evening frequency from 30 to 15 minutes headways. - Increased Route 72 evening frequency from 40 to 30 minutes headways. - Increased Route 73 Saturday and Sunday frequency from 60 to 50 minutes headways. - Increased Route 88 Sunday frequency from 35 to 30 minutes headways. - Increased Route 99 evening frequency (East of NW 47 Avenue) from 45 to 30 minutes headways. - Increased Route 101 AM/PM peak frequency from 35 to 30 minutes headways. - Increased Route 110 evening frequency from 60 to 24 minutes headways. - Increased Route 137 Saturday frequency from 45 to 40 minutes headways. - Increased Route 267 AM/PM peak frequency from 25 to 24 minutes headways. - Increased Route 287 AM/PM peak frequency from 35 to 30 minutes headways. - Increased Route 302 AM/PM peak, Saturday and Sunday frequency from 95 to 90 minutes headways.
15	<p>Other Key Themes, less commonly expressed, yet still reported include:</p>	
15.1	<p>The need for more rail, not buses, because it avoids traffic</p>	<p>A comprehensive transit network seamlessly combines different transit modes, including MetroRail, Bus Rapid Transit, and Municipal Trolleys, to offer efficient mobility choices for all commuters. Recent advancements in Intelligent Transportation Systems (ITS) technology have enhanced the reliability and speed of conventional rubber tire transit systems. DTPW is actively integrating ITS technology into the South Transitway Corridor (TDP Section 5.3.6.) and exploring its potential application for improving the Better Bus Network routes in the near future (TDP Section 5.6.1).</p>
15.2	<p>Invest in overhead rail</p>	<p>Same as above.</p>

No.	Comments Received from Public Outreach	DPTW Response
15.3	Electric Vehicles: One commenter called for addition of zero emission heavy rail and buses	In 2022 DTPW acquired 34 40' Proterra ZX5 Electric buses. (Table 5-2) and has ordered more. For more details, please refer to Section 5.2.2.
15.4	Cleanliness of buses	<ul style="list-style-type: none"> - All buses that are used for service are swept nightly and the all common touched areas are disinfected at the three divisions. - 150 buses are detailed cleaned every night (50 per division) - 75 - 100 buses are passed through the bus wash every night (Per Division) - 130 -170 buses the common touched areas are disinfected. During the hours of 9:00 AM – 5:00 PM (Per Division) these are buses that provided service in the morning and returned to the garage this activity takes place prior to dispatching the bus in the afternoon.
15.5	Facility improvements including adding air conditioning/fans, fixing bus announcements and signage	The SMART Program South Corridor envisions climate-controlled stops at various high-rider-ship locations.
15.6	Check accuracy of information posted on the transit app as well as alerts, including calls for improved ways to pay using NFC technology	DTPW offers contactless payment. Discussed in Section 2.9.1. More information here: https://www.miamidade.gov/global/transportation/contactless-payment-faqs.page
15.7	Integrate transit service real-time schedules into one transit application	After the implementation of Better Bus Network, DTPW will look in the near future for the integration of the different transit services in Miami-Dade County.



MDT
**MOVING
FORWARD
TOGETHER**
— 2024–2033 —

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A.8 .1 FY 2022-23 UNFUNDED CAPITAL PROJECTS

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[Return to Table of Contents](#)

FY 2022 - 23 Adopted Budget and Multi-Year Capital Plan

UNFUNDED CAPITAL PROGRAMS

PROGRAM NAME	LOCATION	(dollars in thousands) ESTIMATED PROGRAM COST
BARRIER REMOVAL - AMERICANS WITH DISABILITIES ACT	Various Sites	11,563
BIKE LANES - NEW	Various Sites	142,317
BRIDGES - REPAIR/REPLACEMENT	Various Sites	130,485
CANAL - IMPROVEMENTS AND EMBANKMENT RESTORATION	Various Sites	337,594
DRAINAGE - STORMWATER IMPROVEMENTS AND RETROFIT	Various Sites	149,659
GUARDRAILS - INSTALL/REPLACE, SURROUNDING BODIES OF WATER	Various Sites	5,437
INTERSECTION - TURN BAYS AND OTHER OPERATIONAL IMPROVEMENTS	Various Sites	4,450
MAST ARMS - UPGRADES	Various Sites	40,950
METRORAIL - TRAIN CONTROL UPGRADE	Metrorail	250,660
PAVEMENT MARKING - REPLACEMENT	Various Sites	7,200
ROADWAY - COUNTYWIDE IMPROVEMENTS	Various Sites	141,110
ROADWAY - REPAIR AND RESURFACE LOCAL ROADS IN UMSA	Various Sites	272,966
SCHOOL FLASHING LIGHTS	Various Sites	5,925
SIDEWALKS - CONSTRUCT/REPAIR (UMSA AND ARTERIAL ROADS)	Various Sites	77,931
STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN	Various Sites	6,312,432
STREETLIGHTS - INSTALL ON ARTERIAL ROADS	Various Sites	30,791
TAMIAMI TRAIL FLYOVER	SW 8 St and SW 137 Ave	45,222
TRAFFIC SIGNALS - NEW	Various Sites	7,000
TRANSIT FACILITIES - ROOF REPLACEMENT	Various Sites	22,660
TRANSIT TERMINAL - WEST KENDALL IMPROVEMENTS	To Be Determined	13,630
	UNFUNDED TOTAL	8,009,982

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A.8.2 ADOPTED BUDGET - TRANSPORTATION AND MOBILITY SECTION

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STRATEGIC AREA

Transportation and Mobility

Mission:
 To provide a safe and resilient transportation system that enhances mobility, connects communities, and supports a prosperous County, while minimizing carbon emissions

GOALS	OBJECTIVES
TRANSPORTATION SYSTEM THAT FACILITIES MOBILITY	Promote efficient traffic flow on Miami-Dade County roadways
	Expand and improve bikeway, greenway, blueway, and sidewalk system
	Provide reliable, accessible and affordable transit service
	Expand public transportation
	Expand and modernize public transportation systems and options while minimizing carbon emissions
SAFE TRANSPORTATION SYSTEM	Promote traffic and roadway safety
	Improve safety for pedestrians and bicyclists
	Ensure the safe operation of public transit
WELL-MAINTAINED, MODERN TRANSPORTATION INFRASTRUCTURE AND ASSETS	Harden and maintain roadway infrastructure
	Provide resilient, well maintained, modern, and comfortable transportation vehicles, facilities, and structures
	Promote clean, attractive roads and rights-of-way

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Transportation and Public Works

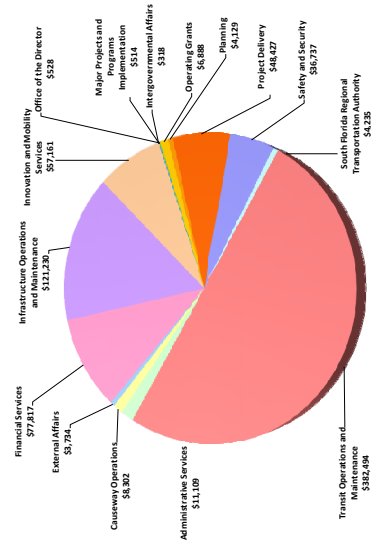
The Department of Transportation and Public Works (DTPW) develops, coordinates and operates the County’s transportation networks with a goal of improving mobility to create a resilient and sustainable community for our residents, businesses and visitors.

As part of the Transportation and Mobility strategic area, DTPW operates the 21st largest public transit system in the country (based on annual vehicle revenue miles) and the largest transit agency in the state of Florida. DTPW provides approximately 28.6 million miles of Metrobus annual revenue service along 99 routes, 24 of which are operated with contracted services, with a fleet of 742 full-sized buses, 72 articulated buses, three minibuses and 76 contractor-operated buses. DTPW’s system also includes a 25-mile dual elevated Metrorail track, a 20-mile South Dade Transitway line that is among the longest in the United States and a 4.4-mile dual elevated Metromover track. In addition, DTPW provides Special Transportation Services (STS) to eligible participants; administers the planning, construction and maintenance of a safe and efficient system of roads, bridges, causeways, drainage, pathways, traffic signals, signs and street lights; administers roadway infrastructure maintenance, inspection, compliance and improvement programs; implements all County highway, transit and neighborhood improvement projects included in the Capital Improvement Plan and the Transportation Improvement Program; implements various public works projects in the Building Better Communities General Obligation Bond (BBC GOB) Program and all of the County’s transportation capital projects in the People’s Transportation Plan (PTP) Program; ensures the maximum possible degree of flood protection in the secondary drainage canal system by providing adequate maintenance of these and other drainage facilities; and licenses and regulates private for-hire transportation.

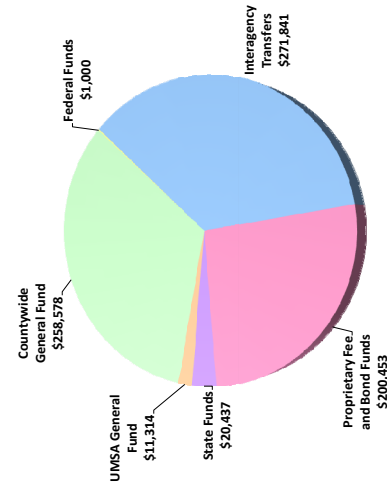
DTPW works closely with the Federal Transit Administration (FTA), the Florida Department of Transportation (FDOT), the Transportation Planning Organization (TPO), the Citizens’ Independent Transportation Trust (CITT), the Miami-Dade Expressway Authority (MDX) or its successor agency, the South Florida Regional Transportation Authority (SFRTA), citizen advocacy groups and other transportation stakeholders. DTPW also partners with local, state and federal agencies to ensure regulatory compliance and cooperation on large scale infrastructure initiatives.

FY 2022-23 Adopted Operating Budget

Expenditures by Activity
(dollars in thousands)

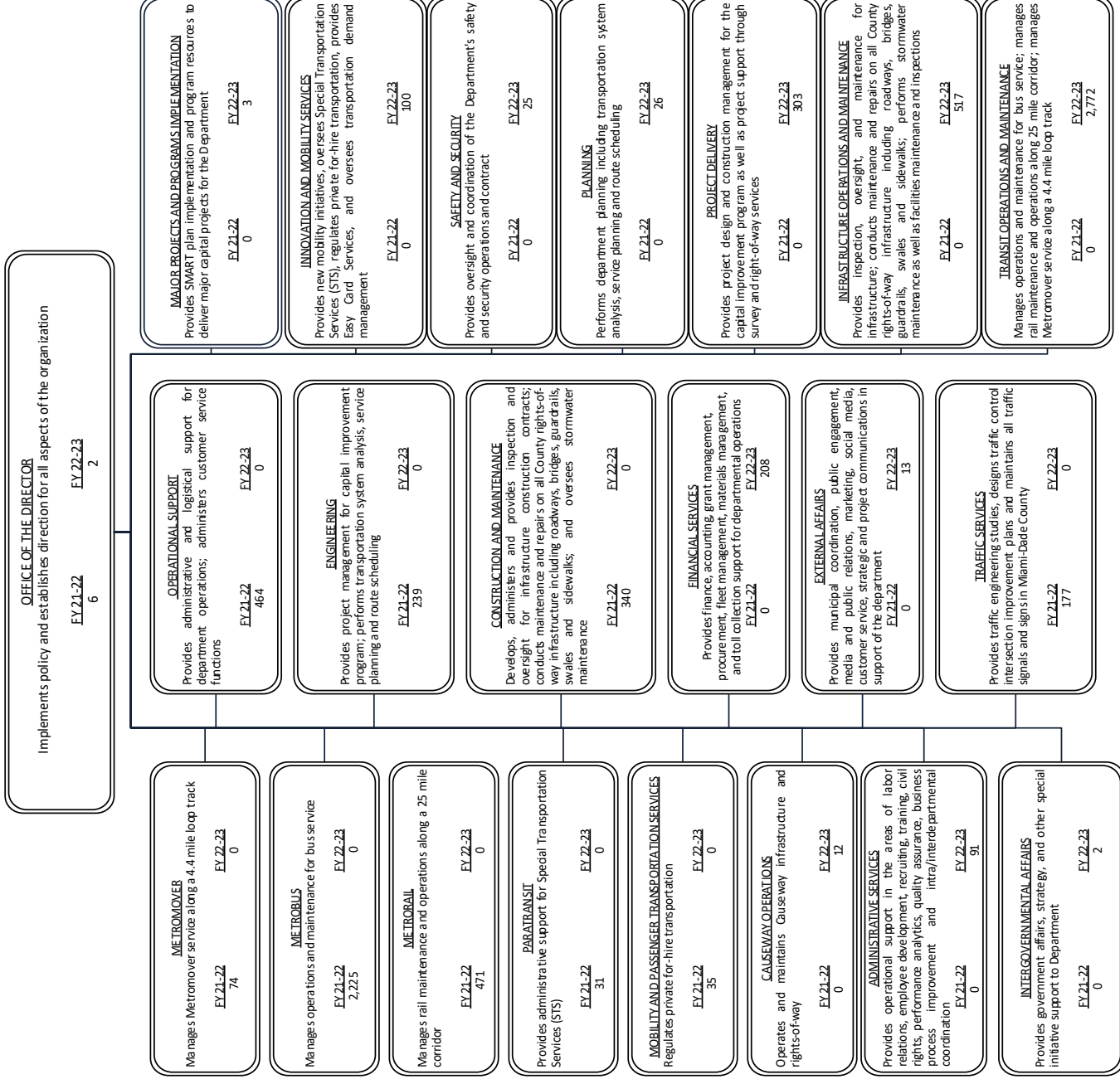


Revenues by Source
(dollars in thousands)



FY 2022 - 23 Adopted Budget and Multi-Year Capital Plan

TABLE OF ORGANIZATION



*The FY 2022-23 total number of full-time equivalent positions is 4,112.74

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DIVISION: OFFICE OF THE DIRECTOR

The Office of the Director is responsible for the overall direction of Metrobus, Metrorail, Metromover, Paratransit, Construction and Maintenance, Traffic Operations, Mobility and Passenger Transportation Services and related support services.

- Implements transportation services for Miami-Dade County residents and visitors
- Coordinates community outreach and provides market analysis
- Represents the Department to stakeholders including the Citizens' Independent Transportation Trust (CITT) and the Transportation Planning Organization (TPO)
- Implements People's Transportation Plan (PTP) initiatives

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of two positions to the Intergovernmental Affairs Division and two positions to the Planning Division

DIVISION: ADMINISTRATIVE SERVICES

The Administrative Services Division provides operational support over labor relations, employee development, recruiting, training, civil rights, performance analytics, quality assurance, business process improvement and inner/interdepartmental coordination.

- Manages the personnel and labor relations functions
- Directs labor relations and ensures compliance with the Americans with Disabilities Act and other federal, state, and local laws and regulations
- Oversees the Department's performance reporting and quality assurance

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 85 positions from the Operational Support Division and six positions from the Engineering Division

DIVISION: FINANCIAL SERVICES

The Financial Services Division provides finance, accounting, grant management, procurement, fleet management, materials management, and toll collection support for departmental operations.

- Manages accounting, budget, grants, and procurement functions
- Manages the service level agreements with the Information Technology Department for information technology projects and systems
- Responsible for procurement of goods and services, professional services and construction as well as contract administration and compliance

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 178 positions from the Operational Support Division, 18 positions from the Construction and Maintenance Division, 10 positions from the Engineering Division and two positions from the Traffic Services Division

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DIVISION: INTERGOVERNMENTAL AFFAIRS

The Intergovernmental Affairs Division provides government affairs, strategy, and other special initiative support for the Department.

- Provides intra-County governmental affairs support to the Department
- Coordinates with the BCC, TPO, and CITT

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of two positions from the Office of the Director

DIVISION: EXTERNAL AFFAIRS

The External Affairs Division provides municipal coordination, public engagement, media and public relations, marketing, social media coordination, customer service, and strategic and project communications.

- Provides marketing services including advertising, promotions, graphic design, media relations and market analysis

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 12 positions from the Operational Support Division and one position from the Construction and Maintenance Division

DIVISION: MAJOR PROJECTS AND PROGRAMS IMPLEMENTATION

The Major Projects and Programs Implementation Division provides Strategic Miami Area Rapid Transit (SMART) plan implementation and program resources to deliver major capital projects for the Department.

- Provides SMART program and major project implementation
- Oversees implementation of the Department's capital work program

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of two positions from the Engineering Division and one position from the Construction and Maintenance Division

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DIVISION: INNOVATION AND MOBILITY SERVICES

The Innovation and Mobility Services Division provides new mobility initiatives, oversees Special Transportation Services (STS), regulates private for-hire transportation, manages Easy Card Services, and oversees transportation demand management.

- Responsible for administering Special Transportation Services (STS) for individuals with disabilities
- Administers Paratransit operations
- Administers contract compliance, customer certification and customer service
- Regulates private for-hire passenger transportation and investigates consumer/passenger complaints
- Assures compliance with code requirements relating to private for-hire transportation businesses, including taxi cabs, limousines, private ambulances, non-emergency vehicles, private school buses, passenger motor carriers and Special Transportation Services carriers and performs vehicle inspections
- Performs field enforcement, issues citations and seizes and impounds illegal vehicles; prepares cases for license suspension/revocation actions; processes applications and issues licenses, certifications, registrations and permits

Strategic Objectives - Measures

Objectives	Measures	FY 19-20		FY 20-21		FY 21-22		FY 22-23	
		Actual	Target	Actual	Target	Budget	Projection	Budget	Target
Secure regulated business satisfaction and trust	Wait time at the For-Hire Vehicle Inspection Station (in minutes)*	19	↓	10		35		35	35

Strategic Objectives - Measures

Objectives	Measures	FY 19-20		FY 20-21		FY 21-22		FY 22-23	
		Actual	Target	Actual	Target	Budget	Projection	Budget	Target
For-hire services that meet the public need	Individuals trained at for-hire trainings**	607	↔	424		750	450	450	500

Strategic Objectives - Measures

Objectives	Measures	FY 19-20		FY 20-21		FY 21-22		FY 22-23	
		Actual	Target	Actual	Target	Budget	Projection	Budget	Target
Maintain a safe, cost efficient, and reliable Paratransit service	STS on-time performance	92%	↑	88%		85%	89%	85%	85%

*FY 2019-20 and FY 2020-21 Actuals reflect the impact of COVID-19

**FY 2019-20 and FY 2020-21 Actuals and FY 2021-22 Projection reflect the impact of COVID-19 with fewer students attending training classes

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 34 positions from the Operational Support Division, 35 positions from the Mobility and Passenger Transportation Services Division and 31 positions from the Paratransit Division

FY 2022 - 23 Adopted Budget and Multi-Year Capital Plan

DIVISION: SAFETY AND SECURITY

The Safety and Security Division provides oversight and coordination of the Department's safety and security operations and contract.

- Develops and implements policy for comprehensive, integrated and coordinated transit safety and security programs

Strategic Objectives - Measures

- PS3-3: Protect key infrastructure and enhance security in large gathering places

Objectives	Measures	FY 19-20	FY 20-21	FY 21-22	FY 21-22	FY 22-23
		Actual	Actual	Budget	Projection	Target
Provide operational support for core services provided by DTPW	Average monthly security post inspections	1,199	1,265	950	1,100	950
	OP	↔				

*FY 2020-21 Actual and FY 2021-22 Projection reflect the impact of COVID-19 with staff spending more time in the field conducting on-site random inspections

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 25 positions from the Operational Support Division

DIVISION: PLANNING

The Planning Division performs department planning including transportation system analysis, service planning and route scheduling.

- Manages long-term system planning and station area development
- Coordinates the Highway Transportation program, including the Five-Year Transportation Improvement Program (TIP)

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of two positions from the Office of the Director, 19 positions from the Operational Support Division and five positions from the Engineering Division

DIVISION: PROJECT DELIVERY

The Project Delivery Division provides project design and construction management for the capital improvement program as well as project support through survey and Right-of-Way services.

- Responsible for project scheduling and cost control and reporting
- Manages long-term transit system planning and station area development
- Coordinates the Highway Transportation program, including the Five-Year Transportation Improvement Program (TIP)
- Responsible for design and construction of capital projects
- Responsible for testing and acceptance of new systems and installations, as well as systems compliance
- Responsible for right-of-way acquisition, utilities relocation and survey of right-of-way administration; negotiates transit-oriented developments
- Develops and monitors quality assurance and quality control requirements for all projects along with operational activities to ensure compliance with federal and state requirements

FY 2022 - 23 Adopted Budget and Multi-Year Capital Plan

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 62 positions from the Traffic Services Division, 111 positions from the Engineering Division, 19 positions from the Operational Support Division and 111 positions from the Construction and Maintenance Division

DIVISION: INFRASTRUCTURE OPERATIONS AND MAINTENANCE

The Infrastructure Operations and Maintenance Division provides inspection, oversight, and maintenance for infrastructure; conducts maintenance and repairs on all County rights-of-way infrastructure including roadways, bridges, guardrails, swales and sidewalks; and provides stormwater maintenance as well as facilities maintenance and inspections.

- Responsible for bridge and guideway structural inspection and reporting
- Issues permits and inspects construction of facilities in public rights-of-way and on private property
- Maintains and repairs all County roads and sidewalks, including guardrail repairs and street sweeping along roadways with curbs and gutters
- Maintains and repairs the Stormwater Utilities canals, pump stations and drainage system
- Maintains and repairs all County bridges and operates drawbridges
- Monitors and controls the County's Automated Traffic Management System (ATMS) at the Traffic Control Center (TCC)
- Maintains and repairs all traffic devices, which include signals, signs, school zone flashing signals and beacons and arterial roadway streetlights
- Fabricates traffic signs
- Installs pavement markings

Strategic Objectives - Measures

- N12-2: Mitigate community flood risk

Objectives	Measures	FY 19-20		FY 20-21		FY 21-22		FY 22-23	
		Actual		Actual	Budget	Projection	Target		
Maintain drain cleaning requirements	Secondary canal miles cleaned mechanically*	125	↔	113	102	113	150		
	Percentage of citizen requested drain cleaning requests responded to within fourteen business days	100%	↑	100%	100%	100%	100%		
	Arterial and local road storm drains cleaned proactively*	3,993	↔	5,118	3,144	5,796	17,200		

FY 2022 - 23 Adopted Budget and Multi-Year Capital Plan

Strategic Objectives - Measures									
<ul style="list-style-type: none"> TM1-1: Promote efficient traffic flow on Miami-Dade County roadways 									
Objectives	Measures	FY 19-20		FY 20-21		FY 21-22		FY 22-23	
		Actual		Actual	Budget	Projection	Target		
Provide timely response to citizen requests	Percentage of citizens' complaints for traffic congestion receiving an initial response within five days EF ↑	100%		100%	97%	100%		100%	100%

Strategic Objectives - Measures									
<ul style="list-style-type: none"> TM1-2: Expand and improve bikeway, greenway, blueway, and sidewalk system 									
Objectives	Measures	FY 19-20		FY 20-21		FY 21-22		FY 22-23	
		Actual		Actual	Budget	Projection	Target		
Perform timely road maintenance	Percentage of sidewalk inspection requests responded to within fourteen business days* EF ↑	97%		94%	87%	75%		75%	75%

Strategic Objectives - Measures									
<ul style="list-style-type: none"> TM1-3: Provide reliable, accessible and affordable transit service 									
Objectives	Measures	FY 19-20		FY 20-21		FY 21-22		FY 22-23	
		Actual		Actual	Budget	Projection	Target		
Provide operational support for core services provided by DTPW	Metrorail/ Metromover elevator and escalator availability OC ↑	97%		97%	96%	97%		96%	96%

Strategic Objectives - Measures									
<ul style="list-style-type: none"> TM2-1: Promote traffic and roadway safety 									
Objectives	Measures	FY 19-20		FY 20-21		FY 21-22		FY 22-23	
		Actual		Actual	Budget	Projection	Target		
Provide timely response to citizen requests	Percentage of high priority traffic control signs repaired or replaced within 16 hours of notification EF ↑	100%		100%	98%	99%		98%	98%
Maintain traffic and pedestrian signs and signals	Traffic control and street name signs repaired or replaced**	27,396		22,288	27,000	26,000		26,000	26,000

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Strategic Objectives - Measures							
• TM3-1: Harden and maintain roadway infrastructure							
Objectives	Measures	FY 19-20		FY 21-22		FY 22-23	
		Actual		Budget	Projection	Target	
Perform timely road maintenance	Percentage of pothole patching requests responded to within three business days*	82%	↑	78%	70%	70%	
Maintain service standards for Right-of-Way acquisitions	Bridges inspected for structural integrity***	168	↑	179	179	105	

*FY 2020-21 Actual and FY 2021-22 Projection reflect the impact of COVID-19, the challenge of identifying qualified candidates and reassignments of current staff to other duties

**FY 2020-21 Actuals reflect the impact of COVID-19

***All 212 bridges are inspected at least once biannually in conjunction with the State of Florida and its consultants; this measure reflects additional work performed by the County on the bridge inventory; FY 2020-21 Actual reflects impact of COVID-19

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 90 positions from the Operational Support Division, 105 positions from the Engineering Division, 113 positions from the Traffic Services Division and 209 positions from the Construction and Maintenance Division

DIVISION: TRANSIT OPERATIONS AND MAINTENANCE

The Transit Operations and Maintenance Division manages operations and maintenance for bus service, manages rail maintenance and operations along a 25-mile corridor and manages Metromover service along a 4.4-mile loop track.

- Provides maintenance services for bus fleet
- Manages bus operations
- Implements policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities
- Provides maintenance to Metromover cars and wayside systems
- Provides support for Metromover operations
- Manages train operations, train control, traction power, track and structures
- Provides maintenance for rail cars
- Performs all transit structural inspections of Metrorail and Metromover guideways

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Strategic Objectives - Measures										
• TM1-3: Provide reliable, accessible and affordable transit service										
Objectives	Measures			FY 19-20		FY 20-21		FY 21-22		FY 22-23
	Average weekday bus boardings (in thousands)*	IN	↔	Actual	Actual	Budget	Projection	Target		
Maintain a safe, cost efficient, and reliable bus system	Bus service revenue miles (in millions)	OP	↔	22.6	22.9	27.5	27.5	27.5		
	Bus on-time performance	OC	↑	75%	76%	78%	78%	78%		
	Peak hour bus availability	OC	↑	100%	99%	100%	99%	100%		
	Average weekday Metromover boardings (in thousands)**	IN	↔	18	11	16	17	17		
Maintain a safe, cost efficient, and reliable Metrorail system	Monthly Metromover service availability	EF	↑	98%	99%	100%	99%	100%		
	Average weekday Metrorail boardings (in thousands)***	IN	↔	40	31	40	41	42		
Maintain a safe, cost efficient, and reliable Metrorail system	Rail on-time performance****	OC	↑	70%	84%	95%	95%	95%		

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Strategic Objectives - Measures							
<ul style="list-style-type: none"> TM3-2: Provide resilient, well maintained, modern, and comfortable transportation vehicles, facilities and structures 							
Objectives	Measures		FY 19-20	FY 20-21	FY 21-22	FY 22-23	
			Actual	Actual	Budget	Projection	Target
Maintain a safe, cost efficient, and reliable bus system	Mean distance between mechanical breakdowns (in miles)*****	OC	↑	5,392	6,083	4,000	4,000
	Percentage of Metrobus preventive maintenance completed on schedule	EF	↑	96%	99%	90%	90%
Maintain a safe, cost efficient, and reliable Metromover system	Percentage of Metromover preventive maintenance completed on schedule	EF	↑	99%	98%	90%	90%
	Metromover mean miles between failures	OC	↑	8,486	8,421	6,000	6,000
Maintain a safe, cost efficient, and reliable Metrorail system	Metrorail mean miles between failures	OC	↓	2,668	2,592	3,000	3,000

*FY 2020-21 Actual and FY 2021-22 Projection reflect the impact of COVID-19 and the reinstatement of fares in June 2021

**FY 2019-20 and 2020-21 Actuals and FY 2021-22 Projection reflect the impact of COVID-19

***FY 2019-20 and FY 2020-21 Actual and FY 2021-22 Projection reflect the impact of COVID-19 and the reinstatement of fares in June 2021

****FY 2019-20 and FY 2020-21 Actuals are skewed due to system inaccuracies with on-time performance data because of frequent and recurring changes to the Metrorail schedule during COVID-19

*****FY 2019-20 and FY 2020-21 Actuals reflect the impact of COVID-19

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of two positions from the Operational Support Division, 2,225 positions from the Metrobus Division, 471 positions from the Metrorail Division and 74 positions from the Metromover Division

DIVISION: CAUSEWAY OPERATIONS

The Causeway Operations Division manages the Rickenbacker and Venetian Causeways.

- Oversees the day-to-day maintenance of causeway facilities
- Oversees the day-to-day toll collection operations

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes the transfer of 13 positions (12 full-time positions and one part-time Clerk 3) from the Parks, Recreation and Open Spaces Department (PROS) due to the realignment of operations

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DIVISION: CONSTRUCTION AND MAINTENANCE

The Construction and Maintenance Division is responsible for developing, administering and providing inspection and oversight of infrastructure construction contracts; conducting maintenance and repairs on all County maintained rights-of-way infrastructure including roadways, bridges, guardrails, swales and sidewalks; and overseeing the stormwater management system.

- Manages and administers contracts and specifications for construction of roadway and right-of way infrastructure improvement and rehabilitation projects
- Issues permits and inspects construction of facilities in public rights-of-way and on private property
- Maintains and repairs all County roads and sidewalks, including guardrail repairs and street sweeping along roadways with curbs and gutters
- Maintains and repairs the Stormwater Utilities canals, pump stations and drainage system
- Maintains and repairs all County bridges and operates drawbridges

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 18 positions to the Financial Services Division, one position to the External Affairs Division, one position to the Major Projects and Programs Implementation Division, 111 positions to the Project Delivery Division and 209 positions to the Infrastructure Operations and Maintenance Division

DIVISION: ENGINEERING

The Engineering Division is responsible for transportation system analysis, planning and development of the capital program, procurement, quality assurance, bridge inspection and project management activities.

- Manages long-term system planning and station area development
- Manages guideway, systems, station, rehabilitation and fixed facility construction
- Responsible for project scheduling and cost control and reporting
- Responsible for design and construction of capital projects
- Responsible for testing and acceptance of new systems and installations, as well as systems compliance
- Responsible for right-of-way acquisition, utilities relocation and survey of right-of-way administration; negotiates transit-oriented developments
- Develops and monitors quality assurance and quality control requirements for all transit projects along with operational activities to ensure compliance with federal and state requirements
- Responsible for bridge and guideway structural inspection and reporting
- Coordinates the Highway Transportation program, including the Five-Year Transportation Improvement Program (TIP)

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 10 positions to the Financial Services Division, two positions to the Major Projects and Programs Implementation Division, five positions to the Planning Division, 111 positions to the Project Delivery Division, 105 positions to the Infrastructure Operations and Maintenance Division and six positions to the Administrative Services Division

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DIVISION: METROBUS

The Metrobus Division is responsible for bus operations and bus maintenance.

- Provides maintenance services for bus fleet
- Manages bus operations
- Implements policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 2,225 positions to the Transit Operations and Maintenance Division

DIVISION: METROMOVER

The Metromover Division is responsible for Metromover operations and maintenance.

- Provides maintenance to Metromover cars and wayside systems
- Provides support for Metromover operations
- Implements policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 74 positions to the Transit Operations and Maintenance Division

DIVISION: METROTRAIL

The Metrorail Division is responsible for Metrorail operations and maintenance.

- Manages train operations, train control, traction power, track and structures
- Provides maintenance for rail cars
- Performs all transit structural inspections of Metrorail and Metromover guideways
- Implements policy and procedures to enhance the efficiency and effectiveness of operations and maintenance activities

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 471 positions to the Transit Operations and Maintenance Division

DIVISION: MOBILITY AND PASSENGER TRANSPORTATION SERVICES

The Mobility and Passenger Transportation Services Division regulates private for-hire passenger transportation and investigates consumer/passenger complaints.

- Assures compliance with code requirements relating to private for-hire transportation businesses, including taxi cabs, limousines, private ambulances, non-emergency vehicles, private school buses, passenger motor carriers and Special Transportation Services carriers; and performs vehicle inspections
- Performs field enforcement, issues citations, and seizes and impounds illegal vehicles; prepares cases for license suspension/revocation actions; processes applications and issues licenses, certifications, registrations and permits

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DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 35 positions to the Innovation and Mobility Services Division

DIVISION: OPERATIONAL SUPPORT

The Operational Support Division is responsible for providing administrative and logistical support to the Department.

- Manages accounting, budget, personnel and procurement functions
- Manages the service level agreements with the Information Technology Department for information technology projects and systems
- Manages joint development
- Provides route scheduling, service planning and ridership analysis
- Provides marketing services including advertising, promotions, graphic design, media relations and market analysis
- Directs labor relations and ensures compliance with the Americans with Disabilities Act and other federal, state and local laws and regulations
- Develops and implements policy for comprehensive, integrated and coordinated transit safety and security programs
- Responsible for procurement of goods and services, professional services and construction, as well as contract administration and compliance

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of two positions to the Transit Operations and Maintenance Division, 25 positions to the Safety and Security Division, 85 positions to the Administrative Services Division, 178 positions to the Financial Services Division, 12 positions to the External Affairs Division, 34 positions to the Innovation and Mobility Services Division, 19 positions to the Planning Division, 19 positions to the Project Delivery Division and 90 positions to the Infrastructure Operations and Maintenance Division

DIVISION: PARATRANSIT

The Paratransit Division is responsible for administering Special Transportation Services (STS) for individuals with disabilities.

- Administers Paratransit operations
- Administers contract compliance, customer certification and customer service

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 31 positions to the Innovation and Mobility Services Division

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DIVISION: TRAFFIC SERVICES

The Traffic Services Division, which includes Traffic Engineering and Traffic Signals and Signs, provides traffic engineering studies, designs traffic control and intersection improvement plans and maintains all traffic control devices in Miami-Dade County.

- Investigates requests for new or additional traffic control devices and performs traffic studies
- Collects traffic data to monitor traffic patterns and trends
- Investigates hazardous traffic conditions and makes recommendations and plans for the installation of traffic control and calming devices
- Reviews permits for fences, block parties and special events
- Develops design plans for construction projects, such as intersection improvements, new signals, school zone flashing signals and general signage and pavement markings
- Monitors and controls the County's Automated Traffic Management System (ATMS) at the Traffic Control Center (TCC)
- Maintains and repairs all traffic devices, which include signals, signs, school zone flashing signals and beacons and arterial roadway streetlights
- Fabricates traffic signs
- Installs pavement markings

DIVISION COMMENTS

- The FY 2022-23 Adopted Budget includes a departmental reorganization that includes the transfer of 62 positions to the Project Delivery Division, 113 positions to the Infrastructure Operations and Maintenance Division and two positions to the Financial Services Division

ADDITIONAL INFORMATION

- **The FY 2022-23 Adopted Budget includes \$351,000 for the Miami Dade Transit Alliance Inc. to assist in grassroots led engagement efforts for transit services funded by the Miami-Dade Rescue Plan**
- Through the Coronavirus Relief Fund established by the Federal Government, Miami-Dade County Transportation Services was allocated the following amounts: \$222.6 million from the Coronavirus Aid Relief and Economic Security Act (CARES) in 2020; \$105.6 million from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) in 2021; and \$249.4 million from the American Rescue Plan Act (ARPA) in 2021; these federal subsidies are being used to support expenses eligible under the relevant program, prioritizing labor expenses and operational needs
- The FY 2022-23 Adopted Budget includes \$119.290 million in federal funding under the Coronavirus Aid and Economic Security (CARES) Act to fund operations net of revenues received; in FY 2021-22, the Department projects to utilize \$152.731 million of the CARES Act funding
- In FY 2022-23, the Countywide General Fund Maintenance of Effort (MOE) for transit services will increase to \$230.238 million, a 3.5 percent increase from the FY 2021-22 MOE of \$222.450 million
- In FY 2022-23, the PTP surtax contribution to DTPW totals \$99.290 million (a \$17.045 million reduction from the FY 2021-22 Adopted Budget, which does not include PTP Surtax for transit operations) and includes \$0 for transit operations and support services); \$78.308 million for PTP surtax debt service payments for extension of Metrorail to Miami Intermodal Center (MIC), replacement of Metromover and Metrorail vehicles and on-going replacement and rehabilitation of existing transit system assets and equipment; \$20.982 million for PTP surtax debt service payments for major public works roadway improvement projects, public works neighborhood roadway maintenance and improvements; the Advanced Traffic Management System and PTP neighborhood projects
- The FY 2022-23 Adopted Budget funds the South Florida Regional Transportation Authority (SFRTA) at the statutory minimum of \$4.235 million; this amount reflects the required minimum for operating needs of \$1.565 million (Section 343.58(2) Florida Statutes) and capital needs of \$2.67 million (Section 343.58(1) Florida Statutes); the FY 2022-23 Adopted Budget also includes \$666,000 in revenue from the South Florida Regional Transportation Authority (SFRTA)
- The FY 2022-23 Adopted Budget will continue to provide transit passes to both City Year (\$82,000) and the Greater Miami Service Corps (\$3,000) in exchange for a total of 7,000 hours of volunteer service



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- The FY 2022-23 Adopted Budget includes a reserve of \$2.057 million for future SMART Plan operations, maintenance and upgrades from joint development revenue as required by Resolutions R-429-17 and R-774-17
- During the summer of 2023, The Better Bus Network - (BBN) will introduce options for enhanced bus service that requires additional operating funds; the final amount of these recurring costs will depend on labor availability and how staffing is allocated between part-time/full-time DTPW operators and contracted service

CAPITAL BUDGET HIGHLIGHTS AND OPERATIONAL IMPACTS



In FY 2022-23, DTPW will continue progress on the Advanced Traffic Management System (ATMS) project to deploy new state of the art 2070LX traffic controllers and install new vehicle detection systems; these enhancements will provide for real time data collection, adaptive traffic signal controls, infrastructure for vehicle communications and traffic monitoring capabilities to provide more efficient traffic movement and congestion management; 349 intersections along 12 of the most congested corridors and important FDOT arterial corridors have been upgraded, as well as intersections within the Town of Miami Lakes and the Village of Key Biscayne; the contract for the countywide upgrade of the traffic signals was awarded to Siemens and work began in March 2021; the ATMS program management contract was awarded to APTCE in March 2021 (total program cost \$338.100 million, \$61.752 million in FY 2022-23; capital program #608400)



The FY 2022-23 Adopted Budget and Multi-Year Capital Plan contains several bus related projects including a fleet replacement program and build out of Compressed Natural Gas (CNG) facilities; all of the 560 CNG buses have been delivered and are in service; the construction of the CNG fueling stations at Coral Way and Central bus facilities are completed; the construction for the fueling station at Northeast garage is expected to begin December 2023; the replacement of the Department's aging bus fleet has decreased bus delays, unplanned overtime and maintenance expenditures due to breakdowns and increased bus service performance and reliability, which leads to increased rider satisfaction (total program cost \$474.894 million, \$152.557 million in FY 2022-23; capital program #673800)



The FY 2022-23 Adopted Budget and Multi-Year Capital Plan will continue People's Transportation Plan (PTP) funding to replace and upgrade Transit's physical assets to include buses, facilities, and equipment according to normal replacement cycles as part of the Infrastructure Renewal Plan (IRP) (total program cost \$103.463 million, \$12.5 million in FY 2022-23; capital program #677200)



The FY 2022-23 Adopted Budget and Multi-Year Capital Plan includes Metrorail station and system improvements that will refurbish the 23 stations; complete a condition assessment of Metrorail Station elevators and escalators to create a prioritized implementation schedule to overhaul, replace or refurbish the existing equipment inventory; and upgrade the Tri-Rail Station power sub-station; these improvements and upgrades will enhance the current Metrorail stations and improve system reliability and safety as well as reduce maintenance costs (total program cost \$195.314 million, \$39.023 million in FY 2022-23; capital program #2000000104)



The FY 2022-23 Adopted Budget and Multi-Year Capital Plan includes the South Dade Transitway Corridor, a premium transit service in the southern part of the County; the South Corridor is one of six rapid transit corridors in the SMART Plan; the South Corridor runs along the existing South Dade Transitway for approximately 20 miles from SW 344th Street/West Palm Drive in Florida City to the Dadeland South Metrorail station to connect the communities along the corridor to the existing rapid transit system and downtown Miami; Bus Rapid Transit (BRT) was adopted as the locally preferred alternative for the South Corridor; the project will include several improvements to the corridor to provide passengers with a reliable and comfortable travel option with rail-like travel times, iconic stations and enhanced safety features; the South Corridor consultant team has completed the FTA Project Development Phase and received FTA Small Starts funding in the amount of \$99.9 million and FDOT state funds in the amount of \$100 million; the Design-Build contract was awarded in September 2020 and the Notice to Proceed (NTP) was given to the contractor in February 2021 (total program cost \$303.460 million, \$70.010 million in FY 2022-23; capital program #2000000973)



The FY 2022-23 Adopted Budget and Multi-Year Capital Plan includes the project development and environmental studies for six rapid transit corridors in the SMART Plan - Beach, East-West, North, Northeast, Flagler and Kendall corridors; the Beach and East-West corridors consultant teams made recommendations on the preferred alternative to the Miami-Dade Transportation Planning Organization (TPO) in January 2020 and October 2020 respectively and both recommendations were adopted by the TPO as the locally preferred alternatives; the TPO also adopted the locally preferred alternative for the Northeast Corridor in March 2021; the consultant teams are now working on preliminary engineering and environmental evaluations of the transit alternatives and are projected to complete the National Environmental Policy Act (NEPA) process for the Beach Corridor Trunkline and the Northeast Corridor in 2022 and the East-West Corridor in 2023

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The FY 2022-23 Adopted Budget and Multi-Year Capital Plan includes the design and development of the ten-mile Underline corridor running below the Metrorail guideway from the Miami River to Dadeland South Station, a multi-modal corridor and linear park that will enhance connectivity, mobility and biking safety for Miami-Dade County residents and visitors; Phase One extends from the Miami River to SW 13th Street; Phase Two extends from SW 13th Street to SW 19th Avenue; and Phase Three extends from SW 19th Avenue to the "kiss and ride" at the Dadeland South Metrorail Station (total program cost \$147.850 million, \$36.177 million in FY 2022-23; capital program #2000000133)



In FY 2022-23, the Department will continue to utilize the FTA 5307 - Urbanized Area Formula Grant, the FTA 5337 - State of Good Repair Formula Grant and the FTA 5339 - Bus and Bus Facility Formula Grant to support the capitalization of major preventive maintenance expenses in the operating budget and miscellaneous capital improvement projects (total program cost \$709.933 million, \$100.395 million in FY 2022-23; capital program #2000000326)



The FY 2022-23 Adopted and Multi-Year Capital Plan includes a Vision Zero Network strategy program to provide safety improvements with the goal of eliminating all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all by redesigning streets to include pedestrian features, intersection improvements, signal improvements, sidewalks, pedestrian crossings, curb extensions, curb ramps, speed feedback signs, green paint for bike lanes, bike facilities, parking restrictions and raised curb medians (total program cost \$13.744 million, \$5.399 million in FY 2022-23; capital program #2000001296)



Included in the FY 2022-23 Adopted Budget and Multi-Year Capital Plan is the continuation of various countywide arterial roadway improvements such as resurfacing roadways, installing and repairing sidewalks and improving drainage; projects include roadway improvements on NE 2 Avenue from NE 20 Street to West Little River Canal and SW 344 Street from US-1 to SW 172 Avenue (total program cost \$130.035 million, \$16.357 million in FY 2022-23; capital program #2000000538); DTPW anticipates minimal operating impact to the annual budget that will be absorbed using existing resources



The FY 2022-23 Adopted Budget and Multi-Year Capital Plan includes the final upgrades to the Bus Tracker and Vehicle Locating System (total program cost \$18.646 million, \$148,000 in FY 2022-23; capital program #672830); this will replace the existing Computer Aided Dispatch (CAD)/Automatic Vehicle Locator (AVL) system; fleet tracking helps improve route efficiency, decrease unnecessary idling time and reduce wasted miles driven, which in turn lowers fuel consumption; the capital program is funded through the People's Transportation Plan Bond Program



The Department's FY 2022-23 Adopted Budget and Multi-Year Capital Plan includes the purchase of 100 vehicles including trucks, sedans, vans, trailers, and specialty vehicles (\$9.928 million) for the replacement of its aging fleet; over the next five years, the Department is planning to spend \$41.069 million to replace 394 vehicles as part of its fleet replacement plan; the fleet replacement plan will provide operational savings to the Department in the long-term as it will reduce maintenance costs, fuel consumption and overtime as a result of addressing equipment failure; the County's fleet replacement plan is included under Non-Departmental capital program #20000000511

- The FY 2022-23 Adopted Budget and Multi-Year Capital Plan includes funding for improvements to our roadways and other transit related neighborhood improvements (total program cost \$7.509 million, \$6.226 million in FY 2022-23; Non-Departmental capital program #2000001302)



The FY 2022-23 Adopted Budget and Multi-Year Capital Plan includes infrastructure project programs for the S.W. 157th Avenue (from SW 42nd St to SW 8th St.) Road Improvement Project (total program cost \$297.653 million, \$55.390 million in FY 2022-23; capital program #2000000540); and for the replacement of traffic light mast arm traffic signals in downtown Miami (total program cost \$151.155 million, \$30.379 million in FY 2022-23; capital program #2000000542)

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SELECTED ITEM HIGHLIGHTS AND DETAILS

Line-Item Highlights	(dollars in thousands)					
	Actual FY 19-20	Actual FY 20-21	Budget FY 21-22	Projection FY 21-22	Budget FY 22-23	Budget FY 22-23
Advertising	838	892	897	1,017	1,196	1,196
Fuel	12,974	8,993	14,332	12,510	13,717	13,717
Overtime	42,652	50,948	41,124	50,275	50,019	50,019
Rent	2,106	1,982	2,530	2,358	2,889	2,889
Security Services	17,021	20,541	21,454	20,322	22,069	22,069
Temporary Services	83	21	42	40	42	42
Travel and Registration	184	152	221	174	248	248
Utilities	12,155	11,203	14,118	12,116	14,846	14,846

ADOPTED FEE ADJUSTMENTS FOR SERVICES

Fee Adjustments	Current Fee FY 21-22	Adopted Fee FY 22-23	Dollar Impact FY 22-23
	• Spotter Program	Various	Various
• Utility and Adjacent Construction Permit Fee	\$0	\$80	\$32,000
• Regional Monthly Pass	\$145	\$155	\$500,000

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OPERATING FINANCIAL SUMMARY

(dollars in thousands)	Actual FY 19-20	Actual FY 20-21	Budget FY 21-22	Adopted FY 22-23
Revenue Summary				
General Fund Countywide	223,790	230,150	244,315	258,578
General Fund UM/SA	5,270	7,362	9,418	11,314
Bond Proceeds	2,435	2,756	3,513	3,417
Carryover	10,019	8,957	48,121	224,855
Causeway Toll Revenues	0	0	0	18,623
Construction / Plat Fees	2,474	4,394	4,881	5,035
Fees and Charges	2,717	2,833	3,071	3,136
Fines and Forfeitures	214	210	287	204
Interest Earnings	88	9	88	159
Intradepartmental Transfers	19,826	19,302	19,548	17,145
Miscellaneous Revenues	0	0	0	100
Other Revenues	15,321	26,532	14,322	13,095
PTP Sales Tax Revenue	159,060	113,541	92,951	104,215
Storm Water Utility Fees	14,304	18,397	20,953	22,681
Transit Fares and Fees	40,822	17,714	58,141	68,164
FDOT Payment	6,094	6,076	7,208	7,208
Other	667	667	666	666
State Grants	7,427	3,408	12,075	12,563
State Operating Assistance	12,068	32,946	22,616	23,237
Federal Funds	4,150	4,118	4,118	4,066
Federal Grants	86,063	13,609	74,084	78,925
Federal Grants - ARP Act	111,064	188,761	156,282	119,290
Interagency Transfers	9,976	8,315	12,815	13,519
Interfund Transfers	4,111	2,683	3,505	3,604
Local Option Gas Tax	19,962	20,261	17,949	19,907
Capitalization				
Secondary Gas Tax	10,042	9,553	8,442	8,442
Tourist Development Tax	0	0	0	1,500
Total Revenues	767,964	742,554	839,369	1,043,648

Operating Expenditures Summary	269,271	293,411	292,178	323,351
Salary	109,145	114,789	117,850	130,043
Fringe Benefits	4	2	12	13
Court Costs	62,996	86,393	109,586	117,765
Contractual Services	87,764	94,455	177,507	134,989
Other Operating	24,257	34,207	38,906	43,204
Charges for County Services	4,235	4,235	4,235	4,235
Grants to Outside Organizations				
Capital	13,126	10,706	9,328	10,023
Total Operating Expenditures	570,798	638,198	749,602	763,623

Non-Operating Expenditures Summary	635	1,144	0	12,240
Transfers	0	0	0	0
Distribution of Funds In Trust	78,883	82,247	82,247	111,467
Debt Service	0	0	0	0
Depreciation, Amortizations and Depletion	2,692	11,248	7,520	156,318
Reserve	82,210	94,639	89,767	280,025
Total Non-Operating Expenditures				

(dollars in thousands) Expenditure By Program	Total Funding		Total Positions	
	Budget FY 21-22	Adopted FY 22-23	Budget FY 21-22	Adopted FY 22-23
Strategic Area: Transportation and Mobility	1,007	528	6	2
Office of the Director	0	10,809	0	88
Administrative Services	0	68,325	0	192
Financial Services	0	318	0	2
Intergovernmental Affairs	0	3,734	0	13
External Affairs	0	514	0	3
Major Projects and Programs Implementation	0	57,161	0	100
Innovation and Mobility Services	6,123	6,888	0	0
Operating Grants	0	36,737	0	25
Safety and Security	0	4,129	0	26
Planning	0	43,849	0	279
Project Delivery	4,235	4,235	0	0
South Florida Regional Transportation Authority	0	94,116	0	308
Infrastructure Operations and Maintenance	0	382,494	0	2,772
Transit Operations and Maintenance	0	8,302	0	12
Causeway Operations	15,377	0	104	0
Construction and Maintenance	30,865	0	239	0
Causeway Operations	285,740	0	2,225	0
Construction and Maintenance	13,846	0	74	0
Metromover	74,159	0	471	0
Metrorail	4,606	0	35	0
Mobility and Passenger Transportation Services	191,006	0	450	0
Operational Support	46,301	0	31	0
Paratransit	38,791	0	177	0
Traffic Services				
Strategic Area: Neighborhood and Infrastructure	0	300	0	3
Administrative Services	0	9,492	0	16
Financial Services	0	4,578	0	24
Project Delivery	0	27,114	0	209
Infrastructure Operations and Maintenance	30,730	0	236	0
Construction and Maintenance	6,816	0	14	0
Operational Support	749,602	763,623	4,062	4,074
Total Operating Expenditures				

FY 2022 - 23 Adopted Budget and Multi-Year Capital Plan

CAPITAL BUDGET SUMMARY

(dollars in thousands)	PRIOR	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FUTURE	TOTAL
Revenue									
BBC GOB Financing	94,567	3,273	2,375	1,606	0	0	0	0	101,821
CDBG Reimbursement	3,210	2,231	0	0	0	0	0	0	5,441
Capital Asset Series 2010 Bonds	2,234	0	0	0	0	0	0	0	2,234
Capital Impr. Local Option Gas Tax	213	18,218	18,491	18,768	19,050	19,336	19,578	0	113,654
Causeway Toll Revenue	8,999	10,975	11,470	10,310	5,000	1,766	0	0	48,519
Charter County Transit System Surtax	58,047	8,518	27,628	851	850	850	500	0	97,244
City ofventura Contribution	4,000	0	0	0	0	0	0	0	4,000
City of Coral Gables Park & Mobility Impact Fees	0	2,460	2,460	2,460	0	0	0	0	7,380
City of Miami Beach Contribution	417	0	0	0	0	0	0	0	417
City of Miami Contribution	417	0	0	0	0	0	0	0	417
City of Miami Park Impact Fees	5,936	5,007	2,529	2,528	0	0	0	0	16,000
City of North Miami Beach Developer Contribution	48	0	0	0	0	0	0	0	48
Developer Fees/Donations	2,310	0	0	0	0	0	0	0	2,310
Developer Fees/Donations	0	600	0	0	0	0	0	0	600
FDOT Funds	96,961	61,308	42,822	10,881	7,875	2,134	1,264	1,300	224,544
FDOT Reimbursement	7,879	4,022	4,143	4,267	4,395	4,527	4,663	0	33,896
FDOT-County Incentive Grant Program	10,241	2,000	1,240	0	0	0	0	0	13,480
FEMA Reimbursements	0	1,068	147	0	0	0	0	0	1,215
FTA 20005(b) - Pilot Program for TOD Planning Discretionary Grant	140	1,160	960	85	0	0	0	0	2,345
FTA 5307 - Transfer	6,631	1,193	1,193	431	0	0	0	0	9,448
FTA 5307 - Urbanized Area Formula Grant	77,303	61,483	57,558	56,464	56,513	49,631	50,859	500	410,311
FTA 5309 - Discretionary Grant	93,005	6,047	3,298	0	0	0	0	0	102,349
FTA 5309 - Formula Grant	1,939	0	0	0	0	0	0	0	1,939
FTA 5324 - Public Transportation Emergency Relief	0	0	400	600	0	0	0	0	1,000
FTA 5337 - State of Good Repair Formula Grant	28,765	29,484	30,221	30,976	31,751	32,545	33,358	0	217,100
FTA 5339 - Bus & Bus Facility Formula Grant	17,680	6,434	6,547	6,711	6,879	4,329	4,537	0	53,118
FTA 5339(b) - Bus & Bus Facilities Discretionary Grant	11,144	0	1,500	0	0	0	0	0	12,644
FTA 5339(c) - Bus & Bus Facilities Lo/No Emission Discretionary Grant	2,357	4,750	0	0	0	0	0	0	7,107
Florida City Contribution	4,823	0	0	0	0	0	0	0	4,823
Florida Inland Navigational District General Fund	794	0	0	0	0	0	0	0	794
General Government Improvement Fund (GGIF)	0	10,000	0	0	0	0	0	0	10,000
Lease Financing - County Bonds/Debt	157,244	82,193	60,317	0	0	0	0	0	299,753
Peoples Transportation Plan Bond Program	1,067,490	313,776	277,934	229,719	128,323	72,806	38,914	19,053	2,148,016
Peoples Transportation Plan Capital Reserve Fund	128,711	35,011	37,046	1,586	1,586	0	0	0	203,940
Road Impact Fees	760,956	86,626	90,287	85,108	89,138	85,747	0	0	1,197,862
Secondary Gas Tax	33,888	17,502	17,502	17,502	17,502	17,502	17,502	0	138,900
Stormwater Utility	17,878	8,408	9,200	7,374	6,947	7,000	7,016	7,016	70,839
THID Trust Fund	18,846	0	0	0	0	0	0	0	18,846
Transit Operating Revenues	199	0	0	0	0	0	0	0	199
USDOT Build Program	9,500	6,708	7,379	4,472	3,801	0	0	0	31,861
Village of Palmetto Bay Contribution	5	300	95	0	0	0	0	0	400
Village of Pinecrest Contribution	5	200	95	0	0	0	0	0	300
WASD Project Fund	210	810	1,210	463	0	0	0	0	2,693
Total:	2,735,992	791,765	716,046	493,162	379,610	298,173	178,191	27,869	5,620,808

FY 2022 - 23 Adopted Budget and Multi-Year Capital Plan

Expenditures															
Strategic Area: NI															
Bridges, Infrastructure,	2,290	2,231	0	0	0	0	0	0	0	0	0	0	0	0	4,521
Neighborhood Improvements															
Drainage Improvements	109,172	10,659	11,166	8,980	6,947	7,000	7,016	7,016	7,016	7,016	7,016	7,016	7,016	7,016	167,956
Infrastructure Improvements	84,582	9,594	2,021	30	0	0	0	0	0	0	0	0	0	0	96,227
Pedestrian Paths and Bikeways	0	820	980	200	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	6,000
Strategic Area: TM															
ADA Accessibility Improvements	29,145	12,238	5,414	12,130	0	0	0	0	0	0	0	0	0	0	58,926
Bridges, Infrastructure,	84,064	60,263	59,644	56,609	55,622	62,695	20,882	6,910	20,882	6,910	20,882	6,910	20,882	6,910	406,688
Neighborhood Improvements															
Bus System Projects	95,477	18,606	19,464	11,054	1,561	0	0	0	0	0	0	0	0	0	146,162
Causeway Improvements	4,174	8,775	4,996	5,000	0	0	0	0	0	0	0	0	0	0	22,945
Computer and Systems Automation	8,538	11,076	4,521	0	0	0	0	0	0	0	0	0	0	0	24,135
Equipment Acquisition	293,219	153,073	110,493	918	0	0	0	0	0	0	0	0	0	0	557,703
Facility Improvements	26,034	47,408	40,299	34,334	19,667	28,009	25,380	6,553	25,380	6,553	25,380	6,553	25,380	6,553	227,684
Infrastructure Improvements	22,860	22,796	13,250	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	121,406
Mass Transit Projects	426,603	216,091	230,867	118,979	106,963	106,691	108,832	1,000	108,832	1,000	108,832	1,000	108,832	1,000	1,316,026
Metromover Projects	63,193	44,637	54,341	49,667	49,057	13,888	0	0	13,888	0	13,888	0	13,888	0	274,783
Metrorail Projects	504,054	39,499	22,629	16,374	8,448	1,889	270	0	1,889	270	1,889	270	1,889	270	593,163
New Facilities	908	1,617	31,120	80,698	45,038	13,974	0	0	13,974	0	13,974	0	13,974	0	173,355
Park and Ride Improvements and	54,396	36,696	7,116	3,218	2,180	1,528	0	0	1,528	0	1,528	0	1,528	0	118,784
New Facilities															
Pedestrian Paths and Bikeways	48,393	36,496	34,026	26,387	7,957	0	0	0	7,957	0	0	0	0	0	153,260
Road Improvements - Major Roads	266,837	111,164	81,868	60,422	67,925	45,850	13,464	14,299	67,925	45,850	13,464	14,299	67,925	45,850	661,829
Traffic Control Systems	193,173	92,131	63,263	43,406	38,167	33,009	21,041	5,065	38,167	33,009	21,041	5,065	38,167	33,009	489,255
Total:	2,317,114	935,870	804,013	544,803	425,068	329,685	210,913	53,343	425,068	329,685	210,913	53,343	210,913	53,343	5,620,808

FUNDED CAPITAL PROGRAMS
(dollars in thousands)

ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) - PHASE 3



PROGRAM #: 608400

DESCRIPTION: Continue to expand and improve the Advanced Traffic Management System (ATMS) to provide more efficient traffic movement and congestion management through real time data collection, adaptive traffic signal control and vehicle communications and traffic monitoring

LOCATION: Countywide
District Located: Countywide
District(s) Served: Countywide

Throughout Miami-Dade County

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Funds	8,608	0	0	0	0	0	0	0	8,608
FDOT-County Incentive Grant Program	10,241	2,000	1,240	0	0	0	0	0	13,480
People's Transportation Plan Bond Program	47,452	728	520	325	0	0	0	0	49,025
Road Impact Fees	177,988	22,743	22,001	21,272	16,708	6,275	0	0	266,987
TOTAL REVENUES:	244,289	25,471	23,761	21,597	16,708	6,275	0	0	338,100
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	3,721	0	0	0	0	0	0	0	3,721
Furniture Fixtures and Equipment	150	50	0	0	0	0	0	0	200
Land Acquisition/Improvements	4,684	0	0	0	0	0	0	0	4,684
Major Machinery and Equipment	19,500	18,500	11,850	6,500	4,000	450	450	0	61,250
Permitting	300	300	301	300	300	0	0	0	1,502
Planning and Design	6,728	5,155	4,295	4,030	3,500	2,962	1,123	0	27,793
Project Administration	3,070	2,735	3,235	3,340	3,160	2,106	1,100	0	18,746
Project Contingency	3,120	2,608	2,525	2,464	1,913	1,913	279	0	15,339
Road Bridge Canal and Other Infrastructure	74,580	18,605	19,340	13,979	12,376	10,969	3,845	0	153,694
Technology Hardware/Software	31,469	13,799	5,422	482	0	0	0	0	51,172
TOTAL EXPENDITURES:	147,322	61,752	46,967	31,095	25,766	18,401	6,796	0	338,100

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BASCULE BRIDGE (NW 22 AVE) OVER THE MIAMI RIVER - RENOVATION

PROGRAM #: 607840

DESCRIPTION: Evaluate structural integrity of bridge tender house, replace/upgrade tender house structure as needed and refurbish bascule leaves

LOCATION: NW 22 Ave over the Miami River
City of Miami

District Located: 5

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
BBC GOB Financing	135	865	0	0	0	0	0	0	1,000
TOTAL REVENUES:	135	865	0	0	0	0	0	0	1,000
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	0	840	0	0	0	0	0	0	840
Planning and Design	135	25	0	0	0	0	0	0	160
TOTAL EXPENDITURES:	135	865	0	0	0	0	0	0	1,000

BEACH EXPRESS SOUTH



PROGRAM #: 2000001205

DESCRIPTION: Design and construct exclusive bus lanes for the new express bus service from the future Miami Central Station across I-195 (Julia Tuttle Causeway) in Downtown Miami to the Miami Beach Convention Center and purchase buses

LOCATION: Miami Central Station to Miami Beach
Convention Center
Miami Beach

District Located: 5

District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Funds	0	178	0	0	0	0	0	0	178
People's Transportation Plan Bond Program	136	205	1,296	7,785	0	0	0	0	9,422
TOTAL REVENUES:	136	383	1,296	7,785	0	0	0	0	9,600
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Automobiles/Vehicles	0	0	0	3,900	0	0	0	0	3,900
Construction	0	0	1,295	3,885	0	0	0	0	5,180
Planning and Design	136	383	1	0	0	0	0	0	520
TOTAL EXPENDITURES:	136	383	1,296	7,785	0	0	0	0	9,600

Estimated Annual Operating Impact will begin in FY 2022-23 in the amount of \$55,000 and includes 0 FTE(s)

FY 2022 - 23 Adopted Budget and Multi-Year Capital Plan

BRIDGE REHABILITATION - COUNTYWIDE IMPROVEMENTS



PROGRAM #: 2000000534

DESCRIPTION: Construct, rehabilitate and/or provide infrastructure improvements to bridges countywide

LOCATION: Various Sites
 Throughout Miami-Dade County District Located: Countywide
 District(s) Served: Countywide

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
REVENUE SCHEDULE:									
Road Impact Fees	49,772	4,000	4,000	6,000	10,000	10,000	0	0	83,772
Secondary Gas Tax	749	749	749	749	749	749	749	0	5,243
TOTAL REVENUES:	50,521	4,749	4,749	6,749	10,749	10,749	749	0	89,015
EXPENDITURE SCHEDULE:									
Construction	11,177	8,885	6,162	8,769	6,226	11,049	14,049	5,760	72,077
Permitting	160	20	180	150	0	0	0	0	510
Planning and Design	5,767	3,119	2,144	1,880	1,260	900	600	350	16,021
Project Administration	247	0	0	0	0	0	0	0	247
Project Contingency	0	0	160	0	0	0	0	0	160
TOTAL EXPENDITURES:	17,352	12,024	8,646	10,799	7,486	11,949	14,649	6,110	89,015

BUS - ENHANCEMENTS



PROGRAM #: 6730101

DESCRIPTION: Purchase buses for route expansions and construct transit hubs as needed throughout Miami-Dade County

LOCATION: Countywide
 Throughout Miami-Dade County District Located: Countywide
 District(s) Served: Countywide

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
REVENUE SCHEDULE:									
FDOT Funds	5,036	0	0	0	0	0	0	0	5,036
FTA 5307 - Urbanized Area Formula Grant	4,704	54	2,458	1,395	80	0	0	0	8,691
People's Transportation Plan Bond Program	10,024	1,999	1,157	4,910	645	0	0	0	18,735
TOTAL REVENUES:	19,764	2,053	3,614	6,306	726	0	0	0	32,462
EXPENDITURE SCHEDULE:									
Art Allowance	50	0	38	0	0	0	0	0	88
Construction	14,113	926	3,339	6,236	704	0	0	0	25,318
Furniture Fixtures and Equipment	144	0	0	0	0	0	0	0	144
Land Acquisition/Improvements	3,079	823	0	0	0	0	0	0	3,902
Permitting	15	120	0	0	0	0	0	0	135
Planning and Design	2,288	54	100	20	21	0	0	0	2,484
Project Administration	11	0	0	0	0	0	0	0	11
Project Contingency	63	130	137	50	0	0	0	0	380
TOTAL EXPENDITURES:	19,764	2,053	3,614	6,306	726	0	0	0	32,462
DONATION SCHEDULE:									
FDOT Toll Revenue Credits	941	11	492	279	16	0	0	0	1,738
TOTAL DONATIONS:	941	11	492	279	16	0	0	0	1,738

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CDBG DISASTER RECOVERY VOLUNTARY HOME BUYOUT PROGRAM

PROGRAM #: 2000002394

DESCRIPTION: Acquire properties in a special flood hazard area and in high-risk flood areas to mitigate the impact of future disasters; assist property owners to relocate outside areas that are threatened by flooding
LOCATION: Various Sites
 District Located: Countywide
 District(s) Served: Countywide
 Throughout Miami-Dade County

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
REVENUE SCHEDULE:									
CDBG Reimbursement	2,290	2,231	0	0	0	0	0	0	4,521
TOTAL REVENUES:	2,290	2,231	0	0	0	0	0	0	4,521
EXPENDITURE SCHEDULE:									
Building Acquisition/Improvements	1,673	1,673	0	0	0	0	0	0	3,346
Construction	205	375	0	0	0	0	0	0	580
Planning and Design	37	145	0	0	0	0	0	0	182
Project Contingency	375	38	0	0	0	0	0	0	413
TOTAL EXPENDITURES:	2,290	2,231	0	0	0	0	0	0	4,521

DADELAND SOUTH INTERMODAL STATION



PROGRAM #: 2000001203

DESCRIPTION: Construct direct ramps to and from the proposed elevated Bus Rapid Transit (BRT) platform at the Dadeland South Metrorail Station platform level to provide a seamless transfer between the Transitway BRT and the Metrorail; provide various station infrastructure improvements
LOCATION: Dadeland South Metrorail Station
 District Located: 7
 District(s) Served: Countywide
 Unincorporated Miami-Dade County

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
REVENUE SCHEDULE:									
Capital Impr. Local Option Gas Tax	199	0	0	0	0	0	0	0	199
FTA 5307 - Urbanized Area Formula Grant	111	0	0	0	0	0	0	0	111
People's Transportation Plan Bond Program	1,748	10,828	32,900	4,672	0	0	0	0	50,148
Transit Operating Revenues	56	0	0	0	0	0	0	0	56
TOTAL REVENUES:	2,112	10,828	32,900	4,672	0	0	0	0	50,512
EXPENDITURE SCHEDULE:									
Art Allowance	0	367	91	0	0	0	0	0	458
Construction	0	6,433	32,163	4,530	0	0	0	0	43,127
Permitting	9	2,901	322	0	0	0	0	0	3,233
Planning and Design	2,053	1,047	243	142	0	0	0	0	3,484
Project Contingency	50	80	80	0	0	0	0	0	210
TOTAL EXPENDITURES:	2,112	10,828	32,900	4,672	0	0	0	0	50,512
DONATION SCHEDULE:									
FDOT Toll Revenue Credits	28	0	0	0	0	0	0	0	28
TOTAL DONATIONS:	28	0	0	0	0	0	0	0	28

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$1,768,000 and includes 0 FTE(s)

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DRAINAGE IMPROVEMENTS

PROGRAM #: 2000000384

DESCRIPTION: Construct stormwater drainage improvements throughout Miami-Dade County
LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide
 District(s) Served: Countywide

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
REVENUE SCHEDULE:									
BBC GOB Financing	89,564	2,001	1,926	1,606	0	0	0	0	95,096
TOTAL REVENUES:	89,564	2,001	1,926	1,606	0	0	0	0	95,096
EXPENDITURE SCHEDULE:									
Construction	68,976	1,393	1,483	1,117	0	0	0	0	72,969
Infrastructure Improvements	6,717	15	0	0	0	0	0	0	6,732
Planning and Design	12,869	360	283	283	0	0	0	0	13,795
Project Administration	695	0	0	0	0	0	0	0	695
Project Contingency	307	233	160	206	0	0	0	0	906
TOTAL EXPENDITURES:	89,564	2,001	1,926	1,606	0	0	0	0	95,096



DRAINAGE IMPROVEMENTS - COUNTY MAINTAINED ROADS

PROGRAM #: 2000000533

DESCRIPTION: Improve drainage on County maintained roads
LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide
 District(s) Served: Countywide

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
REVENUE SCHEDULE:									
CDBG Reimbursement	920	0	0	0	0	0	0	0	920
Road Impact Fees	1,100	0	0	0	0	0	0	0	1,100
Stormwater Utility	17,878	8,408	9,200	7,374	6,947	7,000	7,016	7,016	70,839
TOTAL REVENUES:	19,898	8,408	9,200	7,374	6,947	7,000	7,016	7,016	72,859
EXPENDITURE SCHEDULE:									
Construction	13,538	7,188	7,622	6,454	6,050	6,080	6,096	6,076	59,103
Infrastructure Improvements	814	0	0	0	0	0	0	0	814
Planning and Design	3,165	682	1,006	630	607	630	630	650	8,000
Project Administration	1,444	0	0	0	0	0	0	0	1,444
Project Contingency	648	788	612	290	290	290	290	290	3,498
TOTAL EXPENDITURES:	19,608	8,658	9,240	7,374	6,947	7,000	7,016	7,016	72,859

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INTERSECTION IMPROVEMENTS - COUNTYWIDE



PROGRAM #: 2000000536

DESCRIPTION: Increase vehicular traffic capacity and safety by installing turn bays and other intersection infrastructure improvements

LOCATION: Various Sites
Throughout Miami-Dade County

District Located: Countywide
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Funds	1,000	0	66	326	0	0	0	0	1,392
FDOT Reimbursement	300	0	0	0	0	0	0	0	300
Road Impact Fees	30,725	1,865	3,078	3,076	0	0	0	0	38,744
TOTAL REVENUES:	32,025	1,865	3,144	3,402	0	0	0	0	40,436
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	14,273	9,493	4,366	3,586	2,833	0	0	0	34,550
Planning and Design	4,520	505	353	170	158	0	0	0	5,706
Project Administration	180	0	0	0	0	0	0	0	180
TOTAL EXPENDITURES:	18,972	9,998	4,719	3,756	2,991	0	0	0	40,436

LEHMAN YARD - MISCELLANEOUS IMPROVEMENTS



PROGRAM #: 674560

DESCRIPTION: Provide various improvements to include installing five storage tracks and an underfloor rail wheel truing machine; rehabilitate and expand emergency exits; construct a new control center; provide central control software upgrades

LOCATION: 6601 NW 72 Ave
Unincorporated Miami-Dade County

District Located: 12
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Funds	2,671	0	0	0	0	0	0	0	2,671
FTA 5307 - Urbanized Area Formula Grant	275	225	0	0	0	0	0	0	500
People's Transportation Plan Bond Program	26,200	12,013	5,414	12,130	0	0	0	0	55,756
TOTAL REVENUES:	29,145	12,238	5,414	12,130	0	0	0	0	58,926
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	18,004	5,861	691	0	0	0	0	0	24,556
Furniture Fixtures and Equipment	1,009	225	0	0	0	0	0	0	1,234
Major Machinery and Equipment	100	3,500	4,500	12,130	0	0	0	0	20,230
Permitting	223	0	0	0	0	0	0	0	223
Planning and Design	208	256	20	0	0	0	0	0	483
Project Administration	3,102	0	0	0	0	0	0	0	3,102
Project Contingency	271	474	56	0	0	0	0	0	800
Technology Hardware/Software	6,228	1,922	148	0	0	0	0	0	8,298
TOTAL EXPENDITURES:	29,145	12,238	5,414	12,130	0	0	0	0	58,926

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METROMOVER - IMPROVEMENT PROJECTS

PROGRAM #: 673910

DESCRIPTION: Replace various Metromover system controls to include the Data Transmission (Central Control and Wayside Interface High Speed System), Platform LCD Sign Control Unit and High Cycle Switch Logic Control Cabinets
 LOCATION: Metromover
 City of Miami

District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FTA 5307 - Urbanized Area Formula Grant	11,419	9,517	8,492	8,000	8,000	0	0	0	45,428
People's Transportation Plan Bond Program	51,774	35,120	45,849	41,667	41,057	13,888	0	0	229,355
TOTAL REVENUES:	63,193	44,637	54,341	49,667	49,057	13,888	0	0	274,783
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	58,385	38,737	37,245	42,255	41,678	11,226	0	0	229,527
Furniture Fixtures and Equipment	314	1,025	0	0	0	0	0	0	1,339
Infrastructure Improvements	0	2,812	2,812	2,662	2,662	2,662	0	0	13,610
Major Machinery and Equipment	2,342	872	0	0	0	0	0	0	3,214
Planning and Design	2,000	1,032	133	33	0	0	0	0	3,198
Project Administration	0	0	0	0	0	0	0	0	0
Project Contingency	152	159	14,150	4,717	4,717	0	0	0	23,895
TOTAL EXPENDITURES:	63,193	44,637	54,341	49,667	49,057	13,888	0	0	274,783
DONATION SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Toll Revenue Credits	2,855	2,379	2,123	2,000	2,000	0	0	0	11,357
TOTAL DONATIONS:	2,855	2,379	2,123	2,000	2,000	0	0	0	11,357



METRORAIL - STATIONS AND SYSTEMS IMPROVEMENTS

PROGRAM #: 2000000104

DESCRIPTION: Refurbish and/or update the Metrorail systems control equipment, fire alarms and other infrastructure improvements as needed throughout the entire rail system

LOCATION: Metrorail
 Various Sites

District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Funds	225	1,647	696	1,338	0	0	0	0	3,906
FTA 5307 - Urbanized Area Formula Grant	578	168	99	0	0	0	0	0	845
People's Transportation Plan Bond Program	21,636	37,208	29,849	26,118	15,795	28,009	25,380	6,553	190,548
Transit Operating Revenues	15	0	0	0	0	0	0	0	15
TOTAL REVENUES:	22,454	39,023	30,644	27,456	15,795	28,009	25,380	6,553	195,314
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Art Allowance	0	50	20	25	10	0	0	0	105
Construction	6,259	27,055	25,574	22,350	12,323	23,444	23,444	5,524	145,973
Furniture Fixtures and Equipment	2,629	169	99	0	0	0	0	0	2,896
Land Acquisition/Improvements	4,870	0	0	0	0	0	0	0	4,870
Major Machinery and Equipment	6,274	8,410	3,000	2,000	0	0	0	0	19,684
Permitting	0	202	177	520	520	520	0	0	1,939
Planning and Design	2,024	2,092	1,765	2,561	2,942	4,045	1,936	1,029	18,394
Project Contingency	399	1,045	8	0	0	0	0	0	1,453
TOTAL EXPENDITURES:	22,454	39,023	30,644	27,456	15,795	28,009	25,380	6,553	195,314
DONATION SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Toll Revenue Credits	145	42	25	0	0	0	0	0	211
TOTAL DONATIONS:	145	42	25	0	0	0	0	0	211

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$75,000 and includes 0 FTE(s)

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PEDESTRIAN OVERPASS - UNIVERSITY METRO RAIL STATION



PROGRAM #: 674220

DESCRIPTION: Construct a pedestrian overpass
 LOCATION: US 1 and Mariposa Ave
 Coral Gables

District Located: 7
 District(s) Served: 7

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Funds	896	0	0	0	0	0	0	0	896
FTA 5307 - Urbanized Area Formula Grant	2,441	0	0	0	0	0	0	0	2,441
People's Transportation Plan Bond Program	1,801	129	0	0	0	0	0	0	1,930
TOTAL REVENUES:	5,138	129	0	0	0	0	0	0	5,267
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	3,633	129	0	0	0	0	0	0	3,762
Land Acquisition/Improvements	98	0	0	0	0	0	0	0	98
Planning and Design	1,107	0	0	0	0	0	0	0	1,107
Project Administration	300	0	0	0	0	0	0	0	300
TOTAL EXPENDITURES:	5,138	129	0	0	0	0	0	0	5,267
DONATION SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Toll Revenue Credits	610	0	0	0	0	0	0	0	610
TOTAL DONATIONS:	610	0	0	0	0	0	0	0	610

RESURFACING - COUNTYWIDE IMPROVEMENTS



PROGRAM #: 200000539

DESCRIPTION: Provide resurfacing infrastructure improvements including but not limited to ADA ramps and connectors on arterial roads countywide

LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
City of North Miami Beach	48	0	0	0	0	0	0	0	48
Road Impact Fees	51,069	1,089	0	349	816	0	0	0	53,323
TOTAL REVENUES:	51,117	1,089	0	349	816	0	0	0	53,371
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	35,764	12,065	1,289	349	816	380	0	0	50,663
Infrastructure Improvements	904	0	0	0	0	0	0	0	904
Planning and Design	134	0	0	0	0	0	0	0	134
Project Administration	1,532	138	0	0	0	0	0	0	1,670
TOTAL EXPENDITURES:	38,334	12,203	1,289	349	816	380	0	0	53,371

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RICKENBACKER CAUSEWAY - WEST AND BEAR CUT BRIDGES



PROGRAM #: 2000000275

DESCRIPTION: Renovate/rehabilitate the West and Bear Cut bridges on the Rickenbacker Causeway
 LOCATION: Rickenbacker Causeway
 City of Miami

District Located: 7
 District(s) Served: Countywide

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
REVENUE SCHEDULE:									
Causeway Toll Revenue	0	0	1,500	5,000	0	0	0	0	6,500
TOTAL REVENUES:	0	0	1,500	5,000	0	0	0	0	6,500
EXPENDITURE SCHEDULE:									
Construction	0	0	1,500	5,000	0	0	0	0	6,500
TOTAL EXPENDITURES:	0	0	1,500	5,000	0	0	0	0	6,500

RIGHTS-OF-WAY ACQUISITION - COUNTYWIDE



PROGRAM #: 2000000537

DESCRIPTION: Acquire rights-of-way for construction projects countywide
 LOCATION: Various Sites
 Throughout Miami-Dade County

District Located: Countywide
 District(s) Served: Countywide

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
REVENUE SCHEDULE:									
Charter County Transit System Surtax	17	0	0	0	0	0	0	0	17
People's Transportation Plan Bond Program	14,004	437	210	0	0	0	0	0	14,651
Road Impact Fees	28,361	1,160	1,160	1,660	2,260	2,519	0	0	37,120
TOTAL REVENUES:	42,382	1,597	1,370	1,660	2,260	2,519	0	0	51,788
EXPENDITURE SCHEDULE:									
Land Acquisition/Improvements	26,781	7,817	5,795	2,968	2,446	2,548	0	0	48,355
Project Administration	962	754	751	574	291	100	0	0	3,432
TOTAL EXPENDITURES:	27,744	8,571	6,546	3,542	2,737	2,648	0	0	51,788

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ROAD WIDENING - COUNTYWIDE



PROGRAM #: 2000000540

DESCRIPTION: Increase traffic capacity countywide by widening roads

LOCATION: Various Sites

Throughout Miami-Dade County

District Located:

District(s) Served:

Countywide

Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Charter County Transit System Surtax	57	0	0	0	0	0	0	0	57
Developer Contribution	621	0	0	0	0	0	0	0	621
General Fund	0	5,000	0	0	0	0	0	0	5,000
People's Transportation Plan Bond Program	31,040	10,493	5,550	5,550	936	0	0	0	53,569
Road Impact Fees	174,922	6,675	8,004	10,303	16,939	18,870	0	0	235,713
WASD Project Fund	210	810	1,210	463	0	0	0	0	2,693
TOTAL REVENUES:	206,850	22,978	14,764	16,316	17,875	18,870	0	0	297,653
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	72,247	49,618	37,359	31,510	31,204	24,647	2,315	14,017	262,917
Planning and Design	21,297	5,281	2,018	629	307	408	80	282	30,302
Project Administration	2,635	491	821	487	0	0	0	0	4,434
TOTAL EXPENDITURES:	96,179	55,390	40,197	32,626	31,511	25,054	2,395	14,299	297,653

ROADWAY AND BRIDGE - MISCELLANEOUS COUNTYWIDE IMPROVEMENTS



PROGRAM #: 2000000543

DESCRIPTION: Provide various roadway and bridge maintenance and beautification improvements as needed

LOCATION: Various Sites

Throughout Miami-Dade County

District Located:

District(s) Served:

Countywide

Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Charter County Transit System Surtax	34,111	150	0	0	0	0	0	0	34,261
FDOT Funds	0	652	803	25	0	0	0	800	2,280
Road Impact Fees	14,489	28,347	31,088	31,986	36,003	42,292	0	0	184,205
Secondary Gas Tax	13,106	6,233	6,233	6,233	6,233	6,233	6,233	0	50,504
Village of Palmetto Bay Contribution	5	300	95	0	0	0	0	0	400
Village of Pinecrest Contribution	5	200	95	0	0	0	0	0	300
TOTAL REVENUES:	61,716	35,882	38,313	38,244	42,236	48,525	6,233	800	271,950
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	23,001	32,218	34,801	34,857	38,874	45,163	6,233	800	215,948
Planning and Design	0	152	150	25	0	0	0	0	327
Project Administration	38,715	3,512	3,362	3,362	3,362	3,362	0	0	55,675
TOTAL EXPENDITURES:	61,716	35,882	38,313	38,244	42,236	48,525	6,233	800	271,950

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SOUTH DADE TRANSITWAY STATIONS DROP-OFF AND PICK-UP AREAS



PROGRAM #: 2000002615

DESCRIPTION: Plan, design and construct Drop-off/Pick-up areas at the Bus Rapid Transit (BRT) stations and local station along the South Dade Transitway
 LOCATION: Along the South Dade Transitway
 Various Sites
 District Located: 7,8,9
 District(s) Served: 7,8,9

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Funds	0	175	450	0	0	0	0	0	625
People's Transportation Plan Bond Program	0	175	455	0	0	0	0	0	630
TOTAL REVENUES:	0	350	905	0	0	0	0	0	1,255
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Planning and Design	0	350	905	0	0	0	0	0	1,255
TOTAL EXPENDITURES:	0	350	905	0	0	0	0	0	1,255

STRATEGIC MIAMI AREA RAPID TRANSIT PLAN (SMART) PHASE 1



PROGRAM #: 672670

DESCRIPTION: Plan and develop Phase 1 of the Long-Range Transportation Plan studies for corridor projects
 LOCATION: Miami-Dade County
 Throughout Miami-Dade County
 District Located: Countywide
 District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Charter County Transit System Surtax	3,500	7,868	27,128	351	350	350	0	0	39,547
City of Miami Beach Contribution	417	0	0	0	0	0	0	0	417
City of Miami Contribution	417	0	0	0	0	0	0	0	417
FDOT Funds	5,000	232	750	805	0	0	0	0	6,787
FTA 20005(b) - Pilot Program for TOD Planning Discretionary Grant	140	1,160	960	85	0	0	0	0	2,345
FTA 5307 - Transfer	631	1,193	1,193	431	0	0	0	0	3,448
FTA 5309 - Discretionary Grant	929	31	0	0	0	0	0	0	960
People's Transportation Plan Bond Program	37,315	12,299	11,746	826	0	0	0	0	62,186
Peoples Transportation Plan Capital Reserve Fund	23,263	3,842	2,509	0	0	0	0	0	29,614
TIID Trust Fund	18,846	0	0	0	0	0	0	0	18,846
TOTAL REVENUES:	90,457	26,625	44,286	2,498	350	350	0	0	164,567
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	27,000	8,080	1,500	1,610	0	0	0	0	38,190
Land Acquisition/Improvements	0	1,000	0	0	0	0	0	0	1,000
Permitting	0	200	0	0	0	0	0	0	200
Planning and Design	63,457	17,345	42,786	888	350	350	0	0	125,177
TOTAL EXPENDITURES:	90,457	26,625	44,286	2,498	350	350	0	0	164,567
DONATION SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Toll Revenue Credits	158	299	298	108	0	0	0	0	862
TOTAL DONATIONS:	158	299	298	108	0	0	0	0	862

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SUNSHINE STATION - GOLDEN GLADES BIKE/PEDESTRIAN CONNECTOR

PROGRAM #: 2000000984

DESCRIPTION: Construct a 'kiss-and-ride' transit terminal on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station that is connected to the Golden Glades Multimodal Transportation Facility (GGMTF) via a fully covered and illuminated pedestrian and bicycle overpass

LOCATION: Between Tri-Rail Station and Golden Glades District Located: 1
Interchange District(s) Served: Countywide
Throughout Miami-Dade County

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FDOT Funds	1,150	250	4,572	1,586	1,586	0	0	0	9,144
People's Transportation Plan Bond Program	2,100	6,880	0	0	0	0	0	0	8,980
Peoples Transportation Plan Capital Reserve Fund	250	250	4,572	1,586	1,586	0	0	0	8,244
TOTAL REVENUES:	3,500	7,380	9,145	3,172	3,172	0	0	0	26,368
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	2,400	6,880	0	3,172	3,172	0	0	0	15,623
Land Acquisition/Improvements	0	0	8,445	0	0	0	0	0	8,445
Planning and Design	1,100	500	700	0	0	0	0	0	2,300
TOTAL EXPENDITURES:	3,500	7,380	9,145	3,172	3,172	0	0	0	26,368

Estimated Annual Operating Impact will begin in FY 2023-24 in the amount of \$74,709 and includes 0 FTE(s)

SW 87 AVE BRIDGE OVER CANAL C-100



PROGRAM #: 2000002214

DESCRIPTION: Design a new bridge with a traffic lane including but not limited to a dedicated bike lane with physical separation from sidewalk and motor vehicle traffic lane, a sidewalk and curb, gutters in both directions, a storm drainage system, signage and pavement markings, and lighting of roadway and landscaping along the length of the project; project extends from SW 164 Street to SW 163 Terrace

LOCATION: SW 87 Ave Bridge over Canal C-100 from SW District Located: 8
164 St to SW 163 Ter District(s) Served: 8
Palmetto Bay

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Road Impact Fees	4,802	0	0	0	0	0	0	0	4,802
TOTAL REVENUES:	4,802	0	0	0	0	0	0	0	4,802
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	23	2,129	1,834	0	0	0	0	0	3,986
Permitting	44	0	0	0	0	0	0	0	44
Planning and Design	317	395	30	30	0	0	0	0	772
TOTAL EXPENDITURES:	384	2,524	1,864	30	0	0	0	0	4,802

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THE UNDERLINE

PROGRAM #: 2000000133

DESCRIPTION: Design and develop the 10-mile Underline corridor, running below the Metrorail guideway, from the Miami River to Dadeland South Station; the linear park will enhance connectivity, mobility and biking safety for Miami-Dade residents and visitors to complete all in various phases

LOCATION: Metrorail Transit Zone from the Miami River to Dadeland South Station District Located: 5,7

Throughout Miami-Dade County District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
BBC GOB Financing	309	0	0	0	0	0	0	0	309
City of Coral Gables Park & Mobility Impact Fees	0	2,460	2,460	2,460	0	0	0	0	7,380
City of Miami Park Impact Fees	5,936	5,007	2,529	2,528	0	0	0	0	16,000
Developer Fees/Donations	0	600	0	0	0	0	0	0	600
FDOT Funds	12,071	2,609	1,495	2,005	0	0	0	0	18,180
General Government Improvement Fund (GGIF)	500	0	0	0	0	0	0	0	500
Road Impact Fees	59,167	10,495	10,333	2,526	0	0	0	0	82,521
USDOT Build Program	0	6,708	7,379	4,472	3,801	0	0	0	22,361
TOTAL REVENUES:	77,982	27,879	24,196	13,992	3,801	0	0	0	147,850

EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	37,036	35,940	33,436	22,255	7,522	0	0	0	136,190
Permitting	21	0	0	0	0	0	0	0	21
Planning and Design	5,052	94	92	82	40	0	0	0	5,359
Project Administration	149	0	0	0	0	0	0	0	149
Project Contingency	1,494	143	50	4,050	395	0	0	0	6,131
TOTAL EXPENDITURES:	43,751	36,177	33,578	26,387	7,957	0	0	0	147,850

TRACK AND GUIDEWAY WORK FACILITY BUILDING

PROGRAM #: 2000001259

DESCRIPTION: Construct a new metal prefabricated hurricane-impact designed building equipped with office spaces for 25 frontline supervisors and 7 administrative offices, a break room, adequate men's and women's restrooms, training room and locker room with showers

LOCATION: 6601 NW 72 Ave District Located: 12
Medley District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
People's Transportation Plan Bond Program	0	645	110	3,107	700	0	0	0	4,562
TOTAL REVENUES:	0	645	110	3,107	700	0	0	0	4,562

EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Art Allowance	0	0	0	67	0	0	0	0	67
Construction	0	0	0	2,950	650	0	0	0	3,600
Permitting	0	45	0	0	0	0	0	0	45
Planning and Design	0	600	50	0	0	0	0	0	650
Project Contingency	0	0	60	90	50	0	0	0	200
TOTAL EXPENDITURES:	0	645	110	3,107	700	0	0	0	4,562

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TRACK INSPECTION VEHICLE / TRAIN



PROGRAM #: 2000001308

DESCRIPTION: Purchase track inspection vehicle or train for the Metrorail to ensure tracks are inspected more frequently as required by the American Public Transportation Association; track inspection equipment will be equipped with a data system that stores track defects and produces a trend analysis report to effectively correct areas reducing track failures and providing a more reliable transit system

LOCATION: Metrorail
 Various Sites
 District Located: Countywide
 District(s) Served: Countywide

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
People's Transportation Plan Bond Program	4,000	3,500	0	0	0	0	0	0	7,500
TOTAL REVENUES:	4,000	3,500	0	0	0	0	0	0	7,500
EXPENDITURE SCHEDULE:									
Major Machinery and Equipment	4,000	3,500	0	0	0	0	0	0	7,500
TOTAL EXPENDITURES:	4,000	3,500	0	0	0	0	0	0	7,500

TRAFFIC CONTROL DEVICES - SIGNALIZATION COUNTYWIDE



PROGRAM #: 2000000542

DESCRIPTION: Install Traffic Control Devices at intersections that are not currently signalized

LOCATION: Various Sites
 Throughout Miami-Dade County
 District Located: Countywide
 District(s) Served: Countywide

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Charter County Transit System Surtax	1,460	0	0	0	0	0	0	0	1,460
Developer Contribution	479	0	0	0	0	0	0	0	479
General Fund	0	5,000	0	0	0	0	0	0	5,000
People's Transportation Plan Bond Program	11,334	971	970	0	0	0	0	0	13,275
Road Impact Fees	59,119	3,983	3,186	3,186	1,662	1,062	0	0	72,198
Secondary Gas Tax	14,686	7,343	7,343	7,343	7,343	7,343	7,343	0	58,744
TOTAL REVENUES:	87,077	17,297	11,499	10,529	9,005	8,405	7,343	0	151,155
EXPENDITURE SCHEDULE:									
Construction	29,316	27,976	14,981	12,143	12,205	14,313	14,095	4,947	129,977
Planning and Design	3,420	1,563	545	168	195	295	150	118	6,453
Project Administration	321	90	20	0	0	0	0	0	431
Road Bridge Canal and Other Infrastructure	12,794	750	750	0	0	0	0	0	14,294
TOTAL EXPENDITURES:	45,851	30,379	16,296	12,311	12,400	14,608	14,245	5,065	151,155

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TRANSIT - OPERATIONS SYSTEM (TOS) REPLACEMENT PROJECT



PROGRAM #: 671460

DESCRIPTION: Purchase a new bus dispatch system and bus operator payroll system to replace aging and outdated hardware

LOCATION: 111 NW 1 St
City of Miami

District Located: 5
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
FTA 5307 - Urbanized Area Formula Grant	4,189	0	0	0	0	0	0	0	4,189
People's Transportation Plan Bond Program	3,160	168	0	0	0	0	0	0	3,328
TOTAL REVENUES:	7,349	168	0	0	0	0	0	0	7,517
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Project Administration	2,254	0	0	0	0	0	0	0	2,254
Technology Hardware/Software	5,095	168	0	0	0	0	0	0	5,263
TOTAL EXPENDITURES:	7,349	168	0	0	0	0	0	0	7,517

VENETIAN CAUSEWAY - BRIDGE REPLACEMENT MATCHING FUNDS



PROGRAM #: 2000000266

DESCRIPTION: Provide matching funds for future bridge replacement

LOCATION: Venetian Causeway
Venetian Causeway/Roadway

District Located: 3,5
District(s) Served: Countywide

REVENUE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Capital Asset Series 2010 Bonds	2,234	0	0	0	0	0	0	0	2,234
Causeway Toll Revenue	1,500	3,000	3,000	3,000	5,000	1,766	0	0	17,266
TOTAL REVENUES:	3,734	3,000	3,000	3,000	5,000	1,766	0	0	19,500
EXPENDITURE SCHEDULE:	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
Construction	825	3,000	3,000	3,000	5,000	2,221	0	0	17,046
Planning and Design	2,454	0	0	0	0	0	0	0	2,454
TOTAL EXPENDITURES:	3,279	3,000	3,000	3,000	5,000	2,221	0	0	19,500

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VENETIAN CAUSEWAY - HURRICANE REPAIRS TO BASCULE BRIDGES  **PROGRAM #:** 2000001468

DESCRIPTION: Repair damaged fender systems and bridgetender houses at west and east bascule bridges on Venetian Causeway resulting from Hurricane Irma
LOCATION: Venetian Causeway
 District Located: 3,5
 District(s) Served: Countywide

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
REVENUE SCHEDULE:									
Causeway Toll Revenue	264	200	0	0	0	0	0	0	464
FEMA Reimbursements	0	1,068	147	0	0	0	0	0	1,215
TOTAL REVENUES:	264	1,268	147	0	0	0	0	0	1,679
EXPENDITURE SCHEDULE:									
Construction	28	1,268	147	0	0	0	0	0	1,443
Planning and Design	236	0	0	0	0	0	0	0	236
TOTAL EXPENDITURES:	264	1,268	147	0	0	0	0	0	1,679

VISION ZERO  **PROGRAM #:** 2000001296

DESCRIPTION: Provide safety improvements and eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all by redesigning streets through improved visibility to include pedestrian features, signals, sidewalks, revised speed limits, speed humps, protected bike lanes, median widening, parking restrictions, raised curb medians etc.

LOCATION: Various Sites
 District Located: Countywide
 District(s) Served: Countywide

	PRIOR	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	FUTURE	TOTAL
REVENUE SCHEDULE:									
General Government Improvement Fund (GGIF)	500	0	0	0	0	0	0	0	500
People's Transportation Plan Bond Program	0	5,399	5,689	2,156	0	0	0	0	13,244
TOTAL REVENUES:	500	5,399	5,689	2,156	0	0	0	0	13,744
EXPENDITURE SCHEDULE:									
Construction	0	2,861	5,539	2,136	0	0	0	0	10,536
Infrastructure Improvements	500	0	0	0	0	0	0	0	500
Planning and Design	0	2,538	150	20	0	0	0	0	2,708
TOTAL EXPENDITURES:	500	5,399	5,689	2,156	0	0	0	0	13,744

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UNFUNDED CAPITAL PROGRAMS

PROGRAM NAME	LOCATION	(dollars in thousands) ESTIMATED PROGRAM COST
BARRIER REMOVAL - AMERICANS WITH DISABILITIES ACT	Various Sites	11,563
BIKE LANES - NEW	Various Sites	142,317
BRIDGES - REPAIR/REPLACEMENT	Various Sites	130,485
CANAL - IMPROVEMENTS AND EMBANKMENT RESTORATION	Various Sites	337,594
DRAINAGE - STORMWATER IMPROVEMENTS AND RETROFIT	Various Sites	149,659
GUARDRAILS - INSTALL/REPLACE, SURROUNDING BODIES OF WATER	Various Sites	5,437
INTERSECTION - TURN BAYS AND OTHER OPERATIONAL IMPROVEMENTS	Various Sites	4,450
MAST ARMS - UPGRADES	Various Sites	40,950
METRORAIL - TRAIN CONTROL UPGRADE	Metrorail	250,660
PAVEMENT MARKING - REPLACEMENT	Various Sites	7,200
ROADWAY - COUNTYWIDE IMPROVEMENTS	Various Sites	141,110
ROADWAY - REPAIR AND RESURFACE LOCAL ROADS IN UMSA	Various Sites	272,966
SCHOOL FLASHING LIGHTS	Various Sites	5,925
SIDEWALKS - CONSTRUCT/REPAIR (UMSA AND ARTERIAL ROADS)	Various Sites	77,931
STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN	Various Sites	6,312,432
STREETLIGHTS - INSTALL ON ARTERIAL ROADS	Various Sites	30,791
TAMIAMI TRAIL FLYOVER	SW 8 St and SW 137 Ave	45,222
TRAFFIC SIGNALS - NEW	Various Sites	7,000
TRANSIT FACILITIES - ROOF REPLACEMENT	Various Sites	22,660
TRANSIT TERMINAL - WEST KENDALL IMPROVEMENTS	To Be Determined	13,630
	UNFUNDED TOTAL	8,009,982

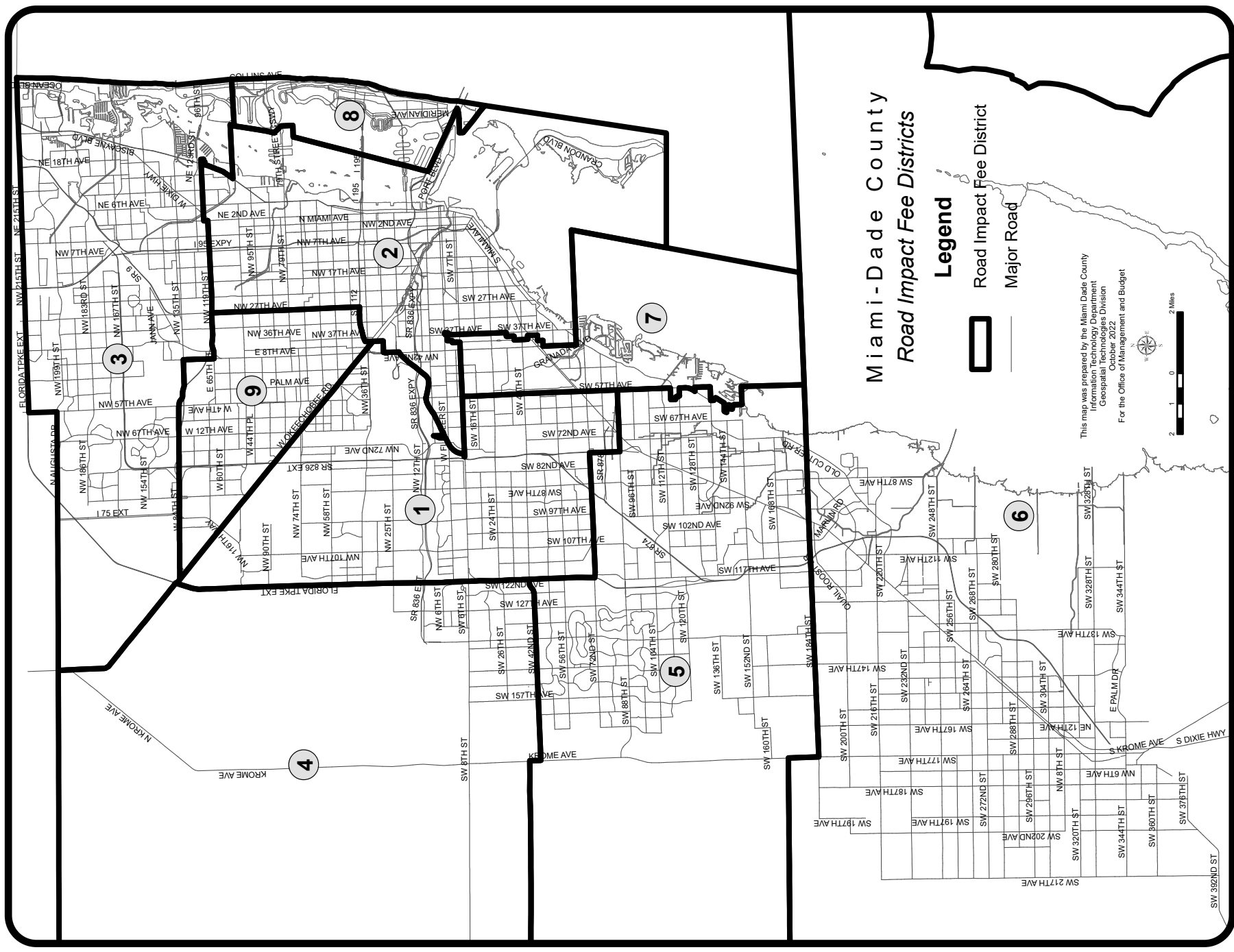
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<u>Department Operational Unmet Needs</u>			
Description	(dollars in thousands)		Positions
	Startup Costs/ Non Recurring Costs	Recurring Costs	
Fund two Purchasing Specialist positions responsible for preparing requisitions for the invitation to quote procurement process and for issuing and obtaining competitive quotes based on the Department's operational needs	\$0	\$153	2
Fund one Public Works Supervisor 2, three Bridge Repairers, three Semi-Skilled Laborers and one Electrician position for the Infrastructure Operations and Maintenance Division to maintain the traffic control gates at intersections on the Transit South Corridor	\$621	\$783	8
Fund one Clerk 4 position to assist Contracts and Specifications with additional INFORMS tasks and PO reconciliations	\$0	\$69	1
Fund One Information Officer to support all internal communications for the Department	\$0	\$85	1
Fund five Rail Structure Repairers to maintain the rail system per OEM, FDOT, FTA and APTA Standards	\$0	\$373	5
Fund the continuation of the Remix Software Contract, a critical tool used to conduct daily service planning analysis on the existing routes and future projects	\$0	\$160	0
Fund five Bridge Repairer and four Semi-Skilled Laborer positions to perform preventative maintenance and address deficiencies reported on the drawbridge and fixed bridge inspection reports in a timely manner and to perform aesthetic and supportive maintenance activities on all the fixed and pedestrian bridges	\$74	\$583	9
Fund three MDT Operations/Maintenance Instructors to service the Metrorail fleet by training the Mechanics and Technicians who maintain the infrastructure of the system	\$0	\$274	3
Fund one Risk Management Analyst position to perform the upcoming and increased oversight and audit functions mandated by the Federal Transit Administration (FTA) and its oversight agency, the Florida Department of Transportation (FDOT), as a result of MAP-21	\$0	\$110	1
Fund one Transit Service Center Supervisor 1 for the 7th Avenue Transit Village Hub to manage and supervise the Service Center and staff	\$0	\$143	1
Fund one Senior System Analyst position to support the efficient collection and integration of data to be used in the Department's innovation programs to increase enforcement revenues, reduce safety concerns, and improve transit planning	\$0	\$98	1
Establish Culvert inspection contract; many culverts are beyond their lifespan and need to be inspected once every five years; these culverts are on County owned roadways over South Florida Water Management District (SFWMD) canals and do not qualify for (Storm Water Utility) SWU funding; in the last three years there have been four culvert failures	\$0	\$200	0
Fund one Chief MDT Engineering (Chief of Complete Streets) to coordinate with County departments, agencies and stakeholders to guide decision-making and further incorporate Complete Streets, Vision Zero and intermodal planning principles to contribute to the safe expansion and integration of the multi-modal transportation network	\$0	\$136	1

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<u>Department Operational Unmet Needs</u>			
Description	(dollars in thousands)		Positions
	Startup Costs/ Non Recurring Costs	Recurring Costs	
Fund one Fleet Operations Coordinator position to manage all the vehicles assigned to the Traffic Signals and Signs Division; the Fleet Manager would be responsible for fleet replacement, would assist with purchasing, coordinate repairs and preventative maintenance, and ensure proper AVL performance and continuous tracking of Vehicle usage	\$0	\$104	1
Fund two Traffic Signal Construction Inspector positions to provide inspections of traffic signal construction projects countywide and to ensure compliance with electrical code requirements, state and County standards and national safety standards	\$70	\$204	2
Fund one Traffic Engineer 2 position and one Traffic Engineer 3 position; these two positions will support traffic operations safety studies reviews and the yearly safety analysis needed for Miami-Dade County Proactive Action Plan and Vision Zero projects	\$0	\$229	2
Fund one Warehouse and Purchase Supervisor position to oversee the annual inventory, supervise the purchasing specialist and ensure effective materials management	\$0	\$98	1
Fund three Traffic Engineer 1 and one Traffic Engineer /Professional Engineer positions to perform traffic analysis and complete studies for approximately 250 to 300 monthly service requests received from citizens and municipalities for the improvement of traffic on County and city roadways	\$0	\$410	4
Fund two DTPW Project Inspector 1 positions to provide project management needed to effectively and efficiently manage projects such as Advanced Traffic Management System, South Dade BRT, Safe Routes to School Program and others; work consists of the preparation of construction documents, including invoices for reimbursements	\$70	\$167	2
Fund one DTPW Safety Officer position to support the Director's initiative to ensure the safety and wellbeing of staff while performing routine and emergency operational and administrative activities on County owned roadways, bridges and canals	\$35	\$97	1
Fund one Road Construction Engineer position to effectively and efficiently manage projects such as Advanced Traffic Management System and South Dade BRT Projects and others; work consists of the preparation of construction documents for the Safe Routes to School Program and other projects, including invoices for reimbursements	\$35	\$107	1
Total	\$905	\$4,583	47

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A.8.3 FDOT FUNDED PROJECTS IDENTIFIED IN THIS TDP

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FDOT Funded Projects
Additional Elevators At Dadeland North (CIP063)
Beach Express South (SMART BERT) (CIP164)
CNG Bus Garage Conversion And 300 CNG Buses (CIP183)
Construct A Park And Ride At Quail Roost Drive (CIP071)
Construct A Park And Ride At South Miami Dade Busway & SW 112 Ave (CIP042)
Construct A Park And Ride At Transitway And SW 264th Street / Bauer Drive (CIP276)
Construct A Park And Ride Lot At SW 344 St (CIP014)
Design Criteria Package For The Underline (CIP196)
Golden Glades Bike And Pedestrian Connector 'Sunshine Station' (CIP195)
Metrorail Central Control Upgrade (CIP019)
Mount Sinai Multimodal Smart Terminal (CIP260)
Parking Space Counter At Additional Metrorail Stations (IRP323)
Replacement Of Articulated Buses (Sixty Foot - Electric Buses) (CIP216)
South Dade Area Bus Maintenance Facility (CIP227)
South Dade Trail Shared-Use- Path Enhancements
South Miami-Dade Corridor Project Development (CIP155)
State Road 836 Express Bus Service Tamiami Station (CIP097-A)

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