

New Projects

The FY 2026-30 Five-Year Implementation Plan of the People’s Transportation Plan (PTP) includes new projects to be funded with PTP Surtax funds. The following projects were proposed by the Department of Transportation and Public Works (DTPW), approved by the Citizens’ Independent Transportation Trust (CITT) for PTP funding and included in the FY 2026-30 Five-Year Implementation Plan update.

PROJECT NAME	PROJECT DESCRIPTION	ESTIMATED PTP PROJECT AMOUNT
TransitWay Lighting	Installation of lighting along the TransitWay corridor from Dadeland South Metrorail station to SW 344 th Street, specifically at segments where lighting was not included in the original South-Dade TransitWay Bus Rapid Transit project.	\$20,000,000
Powertrain Replacement Project for CNG Bus Fleet	Replacement of critical power train components including engines and transmission across the Compressed Natural Gas (CNG) Metrobus fleet. The replacement will be carried out in phases over a 5-year period, as metrobuses reach the mileage thresholds, to ensure continued fleet operation without significant downtime.	\$14,000,000
Metrobus High-Capacity Transit Reliability	System-wide effort to improve the speed and reliability of Metrobus corridors with 15 minutes or better service. The project includes planning and design of near-term infrastructure and Intelligent Transportation System (ITS) improvements that help buses skip past traffic, including changes to street and intersection design, traffic flow alterations, and signaling improvements, with the goal to maintain consistent, predictable, and reliable transit travel times that riders can depend on.	\$1,500,000
Bus Stop Sign Program	The bus stop sign program is crucial for addressing deficiencies in Miami-Dade County's transit signage network. Many existing signs lack high-quality reflective materials, reducing nighttime visibility and posing safety risks for riders and operators. The program includes re-design, fabrication, and installation of 6,000 bus stop signs Countywide.	\$5,000,000

TransitWay Lighting	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	10/1/2025
Project Implementation Date	9/30/2031
Project Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$20,000,000
Amount Spent as of 9/30/2024	\$0
Capital Budget Project #	2000001874
PTP Category	Post-unification
Project Phase	Design, Procurement
Phase Begin Date	10/1/2025
Phase End Date	6/30/2026
Phase Completion Percentage	0%
Project/Contract No.	CIP341/TBD
Commission District(s)	7,8,9
Site #	3012041

Project Description:

The project is to design and install lighting along South Dade TransitWay corridor from Dadeland South Metrorail station to SW 344th Street, specifically at segments where lighting was not included in the original South Dade TransitWay Bus Rapid Transit (BRT) corridor project.

The project provides essential street lighting along the TransitWay corridor to enhance safety by improving visibility for pedestrians, cyclists, and bus drivers during nighttime. In addition to enhancing safety, lighting will create a more inviting and secure environment for users, encouraging increased ridership. DTPW intends to reallocate PTP funds that were freed up from the BRT project after it received an additional \$29 million in grant funding to cover the local match requirement. This grant offset \$14.5 million in FDOT contributions and \$14.5 million in originally programmed PTP funds, making those PTP dollars available for this lighting project.

Project Status:

Project not yet started.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	Actual PTP Expenditures	Estimated Remaining PTP Balance	Completion Date
FY 2024	\$20,000,000	-	\$0	\$20,000,000	September 2031

Powertrain Replacement Project for CNG Bus Fleet

Department	Transit	PTP Category	Post-unification
Project Category	Bus Service Improvements	Project Phase	Procurement
Project Begin Date	10/1/2025	Phase Begin Date	10/1/2025
Project Implementation Date	9/30/2030	Phase End Date	1/30/2026
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$14,000,000 FTA- \$20,000,000 Total- \$34,000,000	Project/Contract No.	CIP331/TBD
Amount Spent as of 9/30/2024	\$0	Commission District(s)	Countywide
Capital Budget Project #	2000005095	Site #	3011463

Project Description:

This project is to replace critical powertrain components, including engines and transmissions, across the Compressed Natural Gas (CNG) Metrobus fleet. Transit fleet which constitutes seventy percent (70%) of Metrobuses were purchased from March 2018 through April 2021. Engines and transmissions will reach the end of their useful life expectancy as these buses approach 300,000 mileage threshold and require replacement to ensure continued reliable service.

The project scope includes replacement of 26 Cummins ISL-G (CNG) engines, 530 Cummins L9N (CNG) engines, 140 Voith transmissions, and 420 Allison B400R transmissions on the Metrobus fleet. The replacement will be carried out in phases over a five (5) year period, as Metrobuses reach the mileage thresholds, to ensure continued fleet operation without significant downtime. Work will be conducted by local vendors and DTPW's in-house technicians, based on manpower availability and workload demand.

Project Status:

Project not yet started.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	Actual PTP Expenditures	Estimated Remaining PTP Balance	Completion Date
FY 2024	\$14,000,000	-	\$0	\$14,000,000	September 2030

Metrobus High-Capacity Transit Reliability	
Department	Transit
Project Category	Bus Service Improvements
Project Begin Date	10/1/2025
Project Implementation Date	10/20/2028
Project Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$1,500,000
Amount Spent as of 9/30/2024	\$0
Capital Budget Project #	6730101
PTP Category	Post-unification
Project Phase	Planning
Phase Begin Date	10/1/2025
Phase End Date	6/30/2026
Phase Completion Percentage	0%
Project/Contract No.	CIP310/TBD
Commission District(s)	Countywide
Site #	3011408

Project Description:

Metrobus high-capacity transit reliability project is a system-wide effort to improve the speed and reliability of Metrobus corridors with 15 minutes or better service. The project includes planning and design of near-term infrastructure and Intelligent Transportation System (ITS) improvements that help buses skip past traffic, including changes to street and intersection design, traffic flow alterations, and signaling improvements, with the goal to maintain consistent, predictable, and reliable transit travel times that riders can depend on. Planning phase is eligible and is funded with Surtax. Design and implementation of the planning study findings will need to be reassessed for Surtax eligibility.

Project Status:

Project not yet started.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	Actual PTP Expenditures	Estimated Remaining PTP Balance	Completion Date
FY 2024	\$1,500,000	-	\$0	\$1,500,000	October 2028

Bus Stop Sign Program	
Department	Transit
Project Category	Bus Service Improvements
Project Begin Date	1/12/2026
Project Implementation Date	1/15/2027
Project Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$5,000,000
Amount Spent as of 9/30/2024	\$0
Capital Budget Project #	677200
PTP Category	Original PTP
Project Phase	Design & Procurement
Phase Begin Date	1/12/2026
Phase End Date	1/15/2027
Phase Completion Percentage	0%
Project/Contract No.	CIP246/TBD
Commission District(s)	Countywide
Site #	3011386

Project Description:

The bus stop sign program is crucial for addressing deficiencies in Miami-Dade County's transit signage network. Many existing signs lack high quality reflective materials, reducing nighttime visibility and posing safety risks for riders and operators. Additionally, damaged and faded signs hinder clarity, wayfinding, and accessibility, making navigation especially difficult for visually impaired individuals and first-time users.

The bus stop sign program includes re-design, fabrication, and installation of 6,000 bus stop signs and a five-year maintenance plan to ensure long-term upkeep.

Project Status:

Market research was completed. Re-design of signs is yet to begin.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	Actual PTP Expenditures	Estimated Remaining PTP Balance	Completion Date
FY 2024	\$5,000,000	-	\$0	\$5,000,000	January 2027

Active Projects

Projects in this fourteenth annual update of the Five-Year Plan are separated into two categories: active and inactive. Active projects are in progress or planned within the five-year period; or ongoing operational activities where its respective goal has been amended appropriate to optimal implementation that meets the original intent of the item.

Inactive projects are fully completed, where construction is complete; or partially deleted or unfunded projects, where the entire PTP item was deemed infeasible, canceled by Board action, or any further implementation deferred outside the Five-Year plan period (beyond fiscal year 2030).

Active projects are further summarized in the following section including project description, status, project category, PTP category, project phase, project begin and completion dates, project funding by source, commission District and project expenditures through September 30, 2024.

The Fiscal Impact indicates the PTP Surtax cost and expenditures as of September 30, 2024, remaining balance to complete project and scheduled implementation date. Projects are funded wholly or in part by Surtax funds (bonds, capital expansion reserve funds and/or pay as you go). The funding amounts are rounded to the nearest thousands.

All financial information presented in the table and throughout the Plan are as of September 30, 2024, unless otherwise specified. All project status information and progress included are as of December 31, 2024, unless otherwise specified.

The detailed project information for each active project is available in the following section. The “PTP category” in the table identifies whether the corresponding project was a part of the Original PTP, a PTP Amendment or Post-unification project.

The projects are also further listed per the PTP Exhibit I categories as follows:

1. Bus Service Improvements
2. Rapid Transit Improvements
3. Major Highway and Road Improvements
4. Board Requested Roadway and Neighborhood Improvements
5. Neighborhood Improvements

The active projects list by commission district is included in the tables at the end of this section.

Golden and Patriot Passport Program

Department	Transit	PTP Category	Original PTP Patriot Passport – 2003-2009 Amendment
Project Category	Bus and Rapid Transit Service Improvements	Project Phase	Implementation
Project Begin Date	12/1/1999	Phase Begin Date	12/1/1999
Project Implementation Date	12/1/1999	Phase End Date	12/1/1999
Project Completion Percentage	On-going	Phase Completion Percentage	On-going
Amount by Funding Source(s)	PTP- \$18,902,000	Contract No.	NA
Amount Spent in FY 2024	\$8,948,700	Commission District	Countywide
Capital Budget Project #	NA	Site #	NA

Project Description:

Expand the Golden Passport program to include free transit service to all persons over 65 years of age regardless of income level and initiate Patriot Passport program.

In 1999, Miami-Dade County developed the Golden Passport program to provide free transit service for low-income seniors, defined as persons over 65 years with an annual income less than \$22,000. The program began in December 1999, and about 16,000 people enrolled. The passage of the PTP, in 2002, expanded the Golden Passport program to include free transit service to all persons regardless of income level who are over the age of 65 or are drawing Social Security benefits.

In June 2004, the PTP was amended to include the Patriot Passport Program as a three-year demonstration program. The Patriot Passport program allows United States veterans who reside in Miami-Dade County, were honorably discharged, and earn an annual income of \$22,000 or less, to ride transit fare-free. In November 2007, the Patriot Passport program was made permanent. At the time of the PTP referendum, over 55,000 persons were enrolled. Prior to passage of the PTP, seniors received half fare as required by Federal regulations.

Project Status:

Golden and Patriot passport programs have been implemented and are on-going. All participants are required to renew their eligibility every year by presenting state-issued Florida identification or driver's license showing a Miami-Dade County physical address, active Golden Passport EASY card, and a current year print-out from the Social Security Administration (which verifies continued eligibility). Starting October 1, 2022, since the Golden Passport program existed prior to the passage of PTP, only the number of passports issued after the passage of PTP are eligible for Surtax. The Patriot passport program is not eligible for the use of Surtax funds as it was not in the original PTP Exhibit I.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure (Forgone Revenue)	Estimated PTP Balance	Completion Date
FY 2020	\$18,902,000	NA	\$10,154,000	NA	On-going
FY 2021	\$18,902,000	NA	\$13,961,200	NA	On-going
FY 2022	\$18,902,000	NA	\$11,446,100	NA	On-going
FY 2023	\$18,902,000	NA	\$10,614,400	NA	On-going
FY2024	\$18,902,000	NA	\$8,948,700	NA	On-going

Fare Free Metromover Service			
Department	Transit	PTP Category	Original PTP
Project Category	Rapid Transit Improvements	Project Phase	Implementation
Project Begin Date	1/1/2002	Phase Begin Date	1/1/2002
Project Implementation Date	1/1/2002	Phase End Date	1/1/2002
Project Completion Percentage	On-going	Phase Completion Percentage	On-going
Amount by Funding Source(s)	PTP- \$855,000	Contract No.	NA
Amount Spent in FY 2024	\$605,200	Commission District	3,5
Capital Budget Project #	NA	Site #	NA

Project Description:

Metromover is a three-loop, 4.4 mile, elevated, electrically powered, fully automated people mover system, connecting with Metrorail at Government Center and Brickell Stations and with Metrobus at various locations throughout Downtown Miami. The system provides service to 20 stations in the central downtown, Omni, and Brickell areas. This project is to provide fare free Metromover service for all passengers upon voter-approval of the People’s Transportation Plan (PTP).



Project Status:

Prior to PTP, the Metromover fare was \$0.25 per boarding which generated \$440,830 in revenues on a ridership of approximately 4.8 million. The ridership reached around 9 million in FY 2019, but it decreased to 3.49 million riders in FY 2021 due to COVID-19 pandemic impacts. The ridership showed an increasing trend since 2022 with 7.32 million riders in FY 2024.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure (Forgone Revenue)	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2020	\$855,000	NA	\$428,000	NA	On-going
FY 2021	\$855,000	NA	\$322,400	NA	On-going
FY 2022	\$855,000	NA	\$505,300	NA	On-going
FY 2023	\$855,000	NA	\$605,200	NA	On-going
FY 2024	\$855,000	NA	\$605,200	NA	On-going

Increase Bus Fleet from 700 to 1335

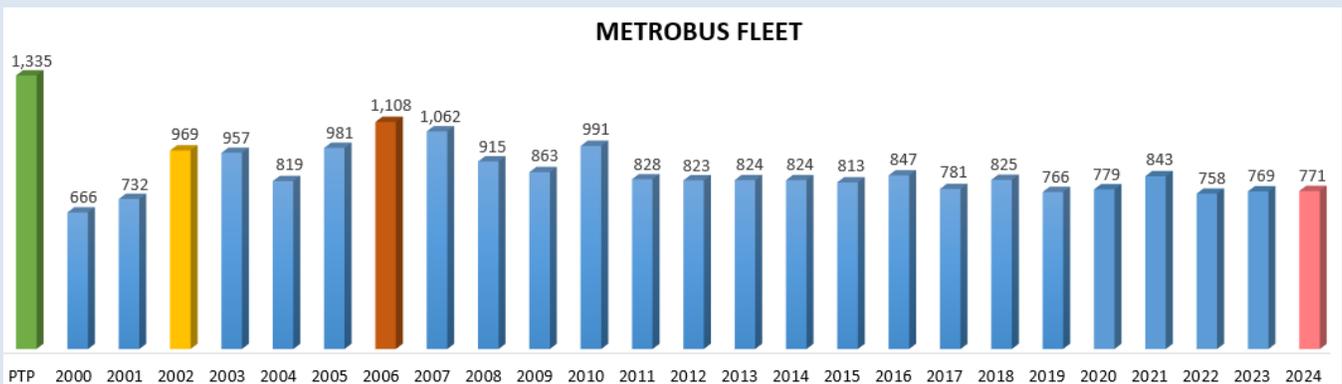
Department	Transit	PTP Category	Original PTP
Project Category	Bus Service Improvements	Project Phase	Procurement
Project Begin Date	1/1/2003	Phase Begin Date	1/1/2003
Project Implementation Date	On-going	Phase End Date	On-going
Project Completion Percentage	83%	Phase Completion Percentage	83%
Amount by Funding Source(s)	NA	Project/Contract No.	Multiple contracts
Amount Spent as of 9/30/2024	NA	Commission District	Countywide
Capital Budget Project #	NA	Site #	NA

Project Description:

The original People’s Transportation Plan (PTP) goal was to increase bus fleet from 700 to 1335 buses. Subsequently, a new goal to increase bus fleet to 1,191 buses was implemented. As provided in the PTP, municipalities were expected to purchase and operate an additional 200 buses as part of their Surtax allocation.

Project Status:

This is an on-going program. Miami-Dade Transit procured new and replacement buses since 2003. Buses purchased include 31-foot Optare minibuses, 32-foot Optima minibuses, 40-foot NABI full size buses, and MCI commuter coaches. In 2009, hybrid diesel-electric buses and compressed natural gas (CNG) buses were incorporated into the fleet to include 60-foot articulated buses. Currently the CNG bus retrofit program is on-going and DTPW is also adding hybrid electric buses, 40-foot and 60-foot electric buses and charging stations to its bus fleet to reduce carbon footprint. The bus fleet increased from 700 to a peak of 1,108 (completion rate of 83%, at that time) and currently stands at approximately 771 buses as of FY 2024. Following graph shows the metrobus fleet size over the years. Refer to the Municipal program section of this report for municipal PTP status.



Increase Current Service Miles from 27 Million Miles to 44 Million Miles and Operating Hours from 1.9 Million Hours to 3.3 Million Hours

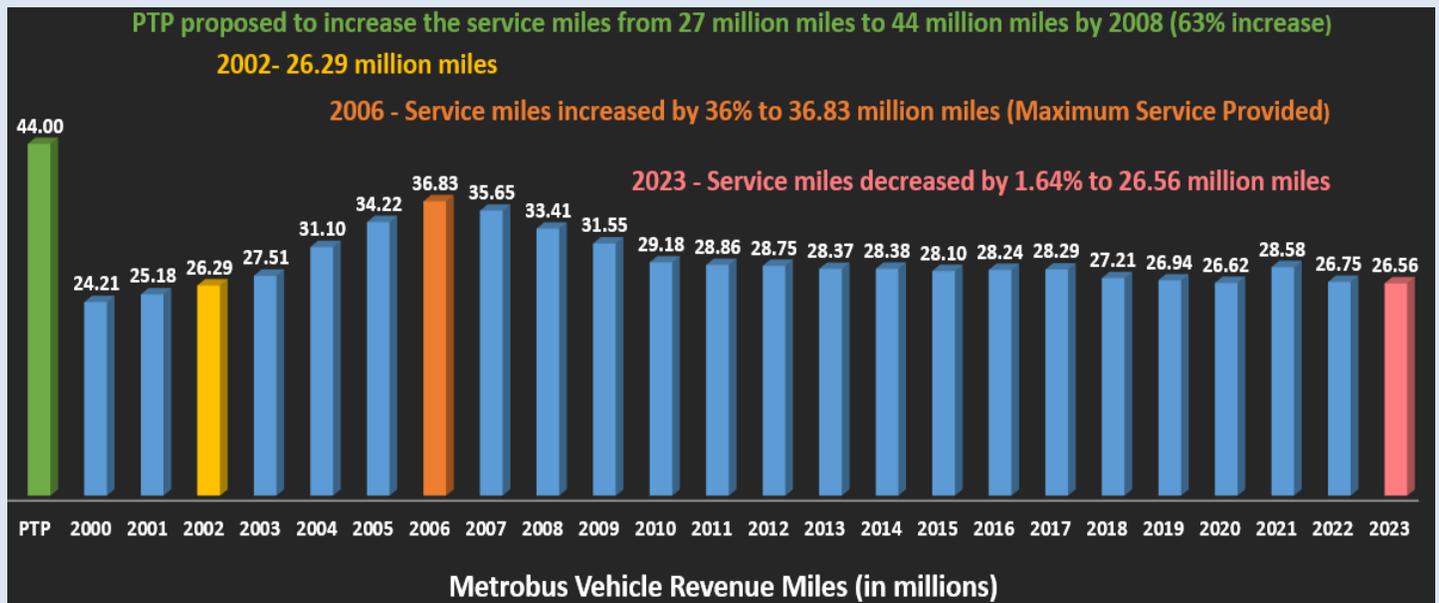
Department	Transit	PTP Category	Original PTP
Project Category	Bus Service Improvements	Project Phase	Operations
Project Begin Date	1/1/2003	Phase Begin Date	1/1/2003
Project Implementation Date	On-going	Phase End Date	On-going
Project Completion Percentage	Miles – 83.7% Hours – 89.4%	Phase Completion Percentage	Miles – 83.7% Hours – 89.4%
Amount by Funding Source(s)	NA	Contract No.	NA
Amount Spent as of 9/30/2024	NA	Commission District	Countywide
Capital Budget Project #	NA	Site #	NA

Project Description:

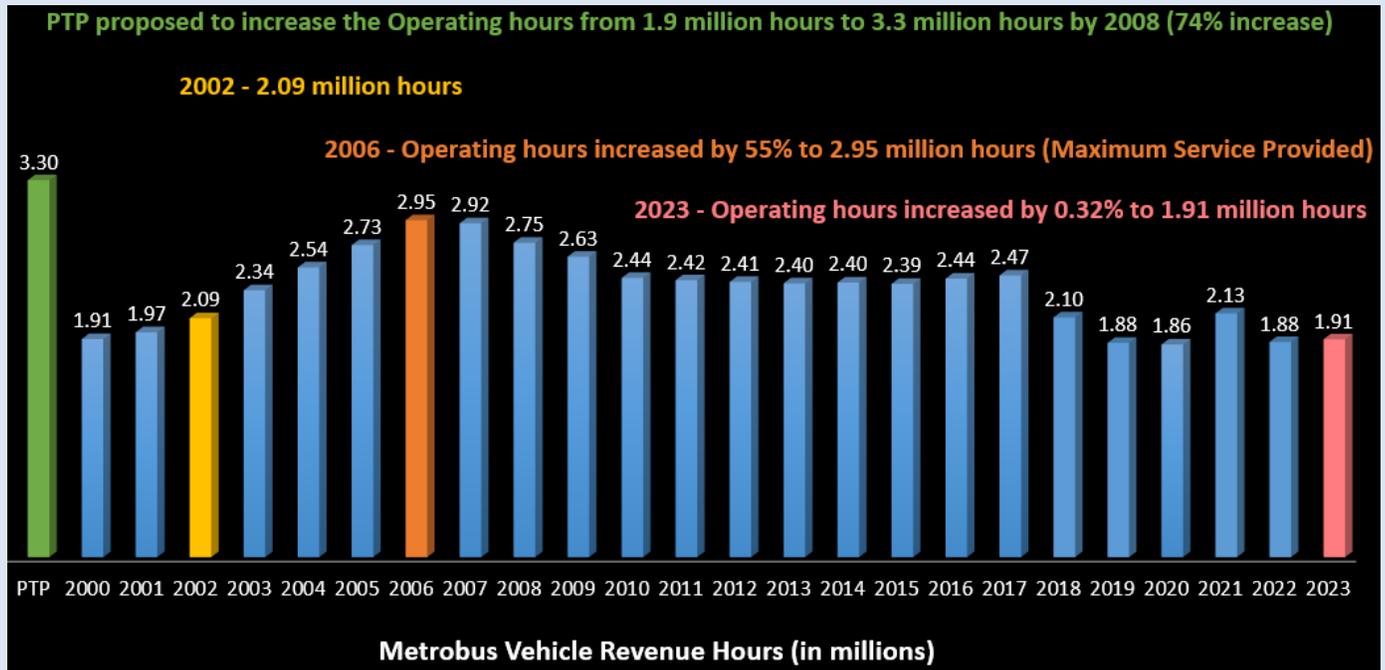
Increase current service miles from 27 million miles to 44 million miles and operating hours from 1.9 million hours to 3.3 million hours.

Project Status:

The increase in bus service was accomplished by increasing frequencies on existing routes, adding new routes in areas without service and adding new service to accommodate changing travel patterns. Due to budgetary



limitations, and implementation of service standards evaluation, total revenue miles and operating hours were decreased – primarily with underperforming routes. In 2006, miles peaked at 36.83 million for a project completion rate of 83.7%, and service hours peaked at 2.95 million, 89.4% project completion rate. These levels are adjusted from the planned 44 million miles and 3.3 million hours, respectively. However, there may be future opportunities to increase service miles/operating hours to accommodate future enhanced bus service along the Corridors. The department continues to evaluate the effectiveness and efficiency of service routes and related economies relative to locally established service standards.



Fiscal Impact:

Routes that are below half the average effectiveness and those with greater than double the average net costs per boarding are examined and services adjusted accordingly without creating undue hardship to passengers.

Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability

Department	Transit	PTP Category	Original PTP
Project Category	Bus Service Improvements	Project Phase	Bus purchase
Project Begin Date	1/1/2003	Phase Begin Date	1/1/2003
Project Implementation Date	On-going	Phase End Date	On-going
Project Completion Percentage	On-going	Phase Completion Percentage	NA
Amount by Funding Source(s)	PTP- \$97,157,200 County Bonds/Debt- \$425,969,400 FTA- \$93,069,400 FDOT- \$45,116,000 Total- \$661,312,100	Project/Contract No.	CIP183, CIP202, CIP192, CIP216, CIP147/ RFP000456, RFP00096, 14-C09, FB-01356, RFP01966
Amount Spent as of 9/30/2024	\$435,288,100	Commission District	Countywide
Capital Budget Project #	673800	Site #	3001046, 3001290, 3001647, 3002474,3002475

Project Description:

This program was implemented as a result of the People’s Transportation Plan (PTP) and is ongoing through the County’s Bus Replacement/Expansion Plan. The bus fleet is continuously aging. A bus replacement plan is necessary to ensure compliance with the Federal Transit Administration’s (FTA’s) bus retirement criteria (500,000 miles/12 years of service life). The systematic replacement of buses and the addition of new buses lowered the average age of the bus fleet. The department is committed to continuously replacing older, less reliable vehicles with new environmentally friendly vehicles.

Project Status:

Prior to implementation of the PTP, the mean distance between road calls (a measure of reliability) was 2,053 miles. The fleet improvements, namely systematic replacement of buses, and maintenance program enhancements substantially improved the system’s performance.



Compressed Natural Gas Bus Retrofit - CIP183, CIP202

After evaluating various alternative fuels, the Department of Transportation and Public Works (DTPW) is transitioning its bus fleet to clean burning, Compressed Natural Gas (CNG) buses. DTPW is in a Master Service

Agreement with Trillium Transportation Fuels, LLC (Trillium) to provide the following:

1. 300 CNG Buses Design, build finance, operate, and maintain CNG fuel service stations.
2. Upgrade existing County infrastructure including upgrading and/or converting the bus maintenance facilities (Central, Coral Way, and Northeast) and existing fuel stations to provide CNG.
3. Supply CNG fuel for County owned and leased buses and for the public access station that will be financed, developed, constructed, operated, and maintained by Trillium.
4. Generate revenue for the County through the sale of CNG to third parties.

Purchase of three hundred (300) CNG buses and upgrade of bus maintenance facilities to provide CNG is on-going. Coral Way and Central garages are 100% complete; Northeast garage Phase 1 building modifications construction to the bus maintenance facility is completed, Phase 2 bus wash facility upgrade is completed, and Phase 3 construction of the fueling station is at 55% completed and scheduled to open for service in January 2026.

CIP183 project is divided into 4 phases. Phase 1 is currently under construction which includes renovation of the existing maintenance facility to provide improved ventilation, install gas monitoring equipment to support the safe maintenance of CNG buses, and replace the existing roof which is at the end of its serviceable life. Modifications to the bus maintenance building design is 100% complete and construction 87% complete, finalizing electrical wiring and roof work is ongoing. Phase 2 replaces the existing bus wash equipment and bus steam cleaning equipment with new equipment installed in the existing structure. Phase 2 is 100% complete and in service. Phase 3 is the design and construction of a new fuel delivery facility including diesel, gasoline and CNG systems. Phase 3 design is complete, permits were secured, and construction is on-going with an estimated completion in FY 2026. Phase 4 is the demolition or repurposing of the existing fuel facility. Scope is being finalized, and this phase begins upon completion of new facility in phase 3. This project has been delayed due to the impacts of COVID and the impact on hiring and labor costs. Trillium had difficulty in negotiating a contract for Phase 1 which resulted in changing contractors and delayed the start by over six months.

Procurement of two hundred and sixty (260) 40-foot low floor CNG Transit buses was completed via CIP202 project.

Hybrid Electric Bus Battery Replacement -CIP192

This project is for the replacement of the Energy Storage System (ESS) on the hybrid electric buses. The ESS has an expected life of 7 to 10 years. The ESS is essential to the operation of the hybrid electric buses to provide electrical power to drive wheels. DTPW has 138 hybrid electric buses that were purchased between 2009 and 2017. The original scope was to replace the hybrid battery and components for 71 out of 117 articulated hybrid buses. This project is funded to replace 71 ESSs. Seventy (70) ESSs have been replaced on hybrid electric buses. The ESS replacements for the remaining 68 buses will be performed utilizing DTPW in-house technicians as well as vendors on as needed bases. Since the original scope, DTPW purchased an additional 21 buses. The additional buses plus the remaining 47 buses required a revision of the project and is currently under procurement.

Replacement of Articulated Buses (60-foot Electric Buses) - CIP216

This project is to purchase articulated electric transit buses for replacement of Metrobus fleet which are eligible for retirement. Procurement of 100 articulated electric transit buses and 50 charging stations, spare vehicles, and training from New Flyer will be procured through the contract RFP01966. Delivery of buses is on-going. Forty three (43) out of the forty seven (47) buses delivered have been accepted.

40-foot Electric Buses and Charging Stations – CIP147

DTPW’s Bus Procurement Plan includes the purchase of a minimum of 33 and up to a maximum of 75 forty-foot

battery electric buses and installation of 75 electric vehicle depot chargers (charging system) at the three bus maintenance facilities (Central, Coral Way and Norte-East Bus garages). Twenty-five (25) chargers will be installed at each of the Bus divisions. Sixty-eight (68) buses have been delivered to DTPW, and seventy-five (75) chargers have been installed. Final payments and closeout process are pending.

DTPW Bus Procurement /Replacement and Enhancement Schedule

Year	30ft	40ft	60ft
2022	0	32 (Electric)	0
2023	0	42 (Electric)	0
2024	0	0	0
2025	0	0	53 (Articulated CNG/Electric)
2026	0	2 (Electric)	0
2027	0	55 (Electric)	43 (Articulated CNG/Electric)
2028	0	55 (Electric)	11 (Articulated CNG/Electric)
2029	0	55 (Electric)	10 (Articulated CNG/Electric)
2030	0	55 (Electric)	0
2031	0	55 (Electric)	0
2032	0	55 (Electric)	0
2033	0	56 (Electric)	0
2034	0	87 (Electric)	10(Articulated CNG/Electric)

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$111,360,000	-	\$3,373,000	\$107,987,000	On-going
FY 2020	\$117,560,100	\$6,200,100	\$3,875,600	\$113,684,500	On-going
FY 2021	\$120,010,200	\$2,450,100	\$7,054,200	\$112,956,000	On-going
FY 2022	\$121,551,200	\$1,540,800	\$27,014,000	\$94,537,000	On-going
FY2023	\$533,401,600	\$6,769,400	\$367,868,600	\$165,533,000	On-going
FY2024	\$523,126,600	(\$10,275,000)	\$367,868,600	\$155,258,000	On-going

Note: The FY2023 cost estimates in the fiscal impact table include PTP + County Bond/Debt funding

Expand the Bus Passenger Shelter Program throughout Miami-Dade County

Department	Transit	PTP Category	Original PTP
Project Category	Bus Service Improvements	Project Phase	Construction
Project Begin Date	6/1/2020	Phase Begin Date	6/1/2020
Project Implementation Date	9/18/2026	Phase End Date	9/18/2026
Project Completion Percentage	70%	Phase Completion Percentage	70%
Amount by Funding Source(s)	PTP- \$29,507,000	Project/Contract No.	CIP174/RFP1071
Amount Spent as of 9/30/2024	\$ 9,099,000	Commission District	Countywide
Capital Budget Project #	671560	Site #	3002471

Project Description:

Expansion of bus shelter program was among the original projects approved by voters as part of PTP Exhibit 1. Since 2002, an additional 596 bus shelters were installed, for a total of 1,050 bus shelters located throughout Unincorporated Miami-Dade County. Bus stops located in municipalities were not included in the program as municipalities are responsible for providing bus shelters and other passenger amenities at the bus stops within their municipal boundaries.

The County executed a 15-year contract for the design, fabrication and installation of ten (10) full-size bus shelters, ten (10) enhanced full-size bus shelters, ten (10) slim-size bus shelters, three hundred and thirty (330) regular bus shelters, two hundred (200) bicycle pads each with the capacity for four (4) bicycles (800 bicycle racks total) and manage the existing and new bus shelters inventory. The contract will also provide cleaning, maintenance, repairs, relocations, new installations, removals, and garbage disposal of the existing and new bus passenger shelters in unincorporated Miami-Dade County and in municipalities participating in this Contract, to ensure that the bus shelters are in a safe, repaired and operational condition at all times with an attractive appearance, and with safe and proper illumination at night.

Project Status:

The contract was awarded in June 2020. The Contractor will pay all costs required to perform contract services using proceeds from the advertising revenue received, except for the cost to furnish and install new shelters and bicycle racks, which will be paid by the County on a unit price basis. Advertising revenue will be considered as the Contractor's sole compensation for performing maintenance and repair work. The Contractor will pay the County annual participation revenue, as a percentage of gross advertising revenue for advertising on the bus shelters or a minimum annual guarantee in the form of quarterly payments, whichever is greater, for each year of the agreement period.

Design of the Cantilever Shelter Model required by Contract has been completed. Since project inception, three

hundred and sixty (360) new bus shelters have been installed (330 Cantilever, 10 Slim Sized, 10 enhanced full size Regular, 10 Regular w/ Ad Panel), eight hundred (800) bicycle racks, two hundred and seventy nine (279) new bus shelter illumination systems, three hundred and six (306) trash containers were installed. This phase is 100% complete.

Additional funding was approved by the BCC on March 29, 2024. It increased expenditure authority by \$16,920,750 to fabricate and install three hundred and fifty (350) additional bus shelters with illumination systems and trash receptacles, in efforts to enhance the safety and comfort of patrons using County bus services in UMSA.

The main goal of these 350 new shelters is to satisfy the needs of the County (supported by 311 and Thrive305 feedback, the Miami Dade County Heat Program and supported by the Mayor’s Office) to install shelters at most of the bus stops within the boundaries of UMSA.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$12,586,000	-	\$0	\$12,586,000	June 2023
FY 2020	\$12,586,000	-	\$0	\$12,586,000	June 2023
FY 2021	\$12,586,000	-	\$475,300	\$12,110,700	June 2035*
FY 2022	\$29,506,000	\$16,920,000	\$5,751,000	\$23,755,000	June 2035*
FY 2023	\$29,507,000	\$1,000	\$9,898,400	\$19,608,600	June 2035*
FY 2024	\$29,507,000	-	\$12,173,000	\$17,334,000	June 2035*

*Transit amenities installation was completed by June 2023 in Phase 1. The maintenance portion of the contract is on-going till June 2035. Completion date has been revised to reflect the maintenance through the end of the contract period.

Supplements Funding to Upgrade the County's Traffic Signalization System Advanced Traffic Management System (ATMS) (aka Signal Innovation Program)

Department	Public Works	PTP Category	Original PTP
Project Category	Major Highway and Roadway Improvements	Project Phase	Implementation
Project Begin Date	11/5/2002	Phase Begin Date	9/1/2016
Project Implementation Date	11/5/2005	Phase End Date	9/1/2028
Project Completion Percentage	38%	Phase Completion Percentage	Pilot Phase, Phase I, 2A and 2B-100% Phase III- 24%
Amount by Funding Source(s)	PTP- \$52,510,000 FDOT- \$8,608,000 FDOT CIGP- \$21,000,000 RIF/MIF- \$96,105,000/\$252,441,000 Total- \$431,574,000	Contract No.	PW20050189, 20190090, 20210091, 20220002
Amount Spent as of 9/30/2024	\$168,703,000	Commission District	Countywide
Capital Budget Project #	608400	Site #	3000057, 3000058, 3000060, 3000061, 3000062, 3000063, 3000064, 3000065, 3000067, 3000068, 3000069, 3000733, 3009621, 3009622, 3009623, 3009624, 3009625

Project Description:

This project supplements funding to upgrade the County's traffic signalization system. The Traffic Control Center has been modernized with a new video wall and upgraded systems allowing engineers to monitor intersections via video, view traffic applications, and remotely make signal timing adjustments to improve traffic flow. The Advanced Traffic Management System (ATMS) project continues to make technological improvements to traffic signalization systems to continue to improve mobility Countywide, future improvements include upgrading traffic signal controllers to support adaptive traffic signal controls, connected vehicles, and transit priority.

Project Status:

This project has three phases. The initial two phases focused on the upgrade and connection of the traffic signal controllers at all signalized intersections, implementation of the central system components of the new system at the Traffic Control Center (TCC), and the transfer of the control of approximately 2,800 intersections from the old Uniform Traffic Control System (UTCS) over to the new ATMS.

Phase 2 of the ATMS project was split into two phases: Phase 2A and Phase 2B. Phase 2A was completed in FY 2012-13 allowing the County's more than 2,800 signals to be controlled and synchronized in one central system. Phase 2B was the migration of all signals to high-speed wireless communication subsystem as a collaborative effort with the Miami-Dade County Information Technology Department completed in 2017.

Phase 3 of the ATMS project will introduce the next generation of technologies and tools in the traffic signal system to assist in traffic and mobility management. This phase will include the upgrade of all the traffic signal controllers

throughout Miami-Dade County to support and provide adaptive traffic signal controls, emergency vehicle preemption, transit prioritization, support autonomous vehicles and vehicle-to-infrastructure communications. This phase includes upgrading our traffic control software and communications to integrate and sharing information with Florida Department of Transportation (FDOT), Miami-Dade Expressway Authority (MDX), Florida Turnpike Enterprise (FTE), Miami-Dade Department of Transportation and Public Works (DTPW), and Municipal partners. Short-term modernization improvements of the Traffic Control Center are enabling active arterial management strategies using video surveillance, traffic flow detection systems, fiber optic communications, and advanced vehicle detection. TSS has completed the upgrade of 284 traffic signals under the TSS upgrade project. The Countywide implementation project is ongoing.

Phase III of the project is on-going; Pilot program was completed. Pilot extension to 300 Intersections and 2070LX Controller Small Scale Deployment is completed. Countywide upgrade implementation is 28% complete. Traffic Management CCTVs- 25% Complete; Traffic Control/Management Center (Remodel) 80% Complete; Traffic Control/Management Center (New) is yet to begin. In March 2024, the BCC approved a resolution supporting the Mayor’s direction to terminate the contract with Yunex. DTPW procured a new contractor, and the contract award was approved by BCC in October 2024. NTP will be issued in March 2025.

Fiscal Impact: The ATMS project was originally estimated to be \$117 million and to be funded with multiple funding sources including PTP.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$49,025,000	-	\$ 44,624,000	\$4,401,000	September 2027
FY 2020	\$49,025,000	-	\$ 46,058,900	\$2,966,100	September 2027
FY 2021	\$49,025,000	-	\$46,431,800	\$2,593,200	May 2029
FY 2022	\$49,869,000	\$844,000	\$46,740,000	\$3,129,000	May 2029
FY 2023	\$53,420,000	\$3,551,000*	\$47,157,000	\$6,263,000	May 2029
FY 2023	\$52,510,000	(\$910,000)	\$49,395,000	\$3,115,000	May 2029

*Cost increase is because of reallocation of funds to ATMS project from the Streetlight Retrofit and school zone flashing signals project.

NW 37 Avenue from NW 79 Street to North River Drive - Widening from 2 to 5 lanes

Department	Public Works	PTP Category	Original PTP
Project Category	Board Requested Major Roadway and Neighborhood Improvements	Project Phase	Construction
Project Begin Date	7/8/2005	Phase Begin Date	5/8/2023
Project Implementation Date	5/7/2026	Phase End Date	5/7/2026
Project Completion Percentage	60%	Phase Completion Percentage	60%
Amount by Funding Source(s)	PTP- \$22,729,000 Mobility Impact Fee- \$220,000 RIF- \$28,000 WASD- \$12,000,000 Total- \$34,977,000	Contract No.	20040330 (Design) 20210093 (Construction)
Amount Spent as of 9/30/2024	\$12,752,000	Commission District	2
Capital Budget Project #	2000000540	Site #	75636

Project Description:

The project consists of widening roadway from 2 to 5 lanes with on-street parking, sidewalks, curb and gutter, a new storm drainage system, signalization, pavement markings and signage, and roadway lighting. Roadway design is completed. Construction is on-going. A memorandum of agreement (MOA) has been executed to include Water and Sewer Department (WASD) designed water main and gravity sewer work and funding into this DTPW roadway project construction.

Project Status:

Roadway, water main and gravity sewer designs are 100% completed. While the contractor's community workforce plan (CWP) was reviewed by Procurement Services Division (PSD), a mandatory public meeting was held in February 2023, and coordination of multiple utility conflicts took place. The contractor's CWP was approved in April 2023. Procurement was completed and construction began in May 2023 and is on-going.

Fiscal Impact:

The baseline PTP cost estimate was \$15,849,000 with a baseline completion date of February 2015 when the project was initially reported in the FY 2011-2016 Five-Year Implementation Plan. In 2022, PTP funding increased to \$21,852,000, an increase of \$6,003,000 from the baseline PTP cost estimate.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018 & Prior	\$18,198,000	\$2,349,000	\$1,473,000	\$16,725,000	September 2023

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$18,336,000	\$138,000	\$2,372,000	\$15,964,000	May 2025
FY 2020	\$19,102,100	\$766,100	\$2,425,100	\$16,677,000	May 2025
FY 2021	\$20,250,000	\$1,147,900	\$2,504,200	\$17,745,800	August 2025
FY 2022	\$21,852,000	\$1,602,000	\$2,648,000	\$19,204,000	May 2026
FY 2023	\$21,683,000	(\$169,000)	\$4,083,000	\$17,600,000	May 2026
FY 2024	\$22,729,000	\$1,046,000	\$9,379,000	\$13,350,000	May 2026

NE 2 Avenue from NE 91 Street to NE 20 Street - Street and Traffic Operational Improvements

Department	Public Works	PTP Category	Original PTP
Project Category	Board Requested Major Roadway and Neighborhood Improvements	Project Phase	Construction
Project Begin Date	9/3/2003	Phase Begin Date	5/1/2023
Project Implementation Date	9/8/2025	Phase End Date	9/8/2025
Project Completion Percentage	90%	Phase Completion Percentage	80%
Amount by Funding Source(s)	PTP- \$35,040,000 RIF- \$550,000 Developer Contribution- \$474,000 Mobility Impact Fee-\$4,415,000 WASD- \$2,145,000 Total- \$42,624,000	Contract No.	20150195, 20210014
Amount Spent as of 9/30/2024	\$26,772,000	Commission District	3
Capital Budget Project #	2000000538	Site #	77144

Project Description:

The project consists of roadway widening and reconstruction, the construction of new sidewalks, a continuous storm drainage system, decorative lighting, new bicycle lanes, signalization, tree landscaping, pavement markings and signage along NE 2 Avenue from NE 91 Street to NE 20 Street.

Project Status:

The project is 81% complete. The current status for each of the phases is shown below. Contract procurement was finalized in November 2023. While the contractor’s SBE Utilization Plan was reviewed by SPD, coordination of WASD work took place. The contractor’s SBE Utilization Plan was approved by SPD in May 2023 and the Notice to Proceed was issued to the contractor in May 2023. Roadway construction and water main phase II are on-going. Due to utility relocation, a change order for time extension is currently in process.

Phase	Status
1 NE 20 Street to NE 36 Street	Design-Build Contract (by County)
2 NE 36 Street to NE 42 Street	Completed by City
3 NE 42 Street to NE 51 Street	Completed by City of Miami
4 NE 51 Street to NE 57 Street	Completed by City of Miami
5 NE 57 Street to NE 69 Street	Completed by City of Miami
6 NE 69 Street to NE 84 Street	Completed by County
7 NE 84 Street to NE 91 Street	Completed by Public Works



NE 2 Avenue Street and Traffic Improvements

Fiscal Impact: The baseline PTP cost estimate was \$29,197,000 when initially reported in the 2011-2016 Five-Year Implementation Plan.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018 & Prior	\$23,191,000	(\$6,006,000)	\$12,753,000	\$ 10,438,000	November 2023
FY 2019	\$22,724,000	-	\$15,463,000	\$ 7,261,000	November 2023
FY 2020	\$30,909,000	\$8,185,000	\$24,294,800	\$ 6,614,200	November 2023
FY 2021	\$30,913,400	\$4,400	\$24,303,200	\$ 6,610,200	November 2023
FY 2022	\$35,428,000	\$4,514,600	\$24,312,000	\$ 11,116,000	August 2024
FY 2023	\$35,428,000	-	\$24,321,000	\$11,107,000	August 2025
FY 2024	\$35,040,000	(\$388,000)	\$25,347,000	\$9,693,000	September 2025

SW 216 Street (Florida’s Turnpike to SW 127 Avenue) - Curbs and Gutters, Traffic Operational Improvements

Department	Public Works	PTP Category	Original PTP
Project Category	Board Requested Major Roadway and Neighborhood Improvements	Project Phase	Construction
Project Begin Date	7/5/2005	Phase Begin Date	3/1/2020
Project Implementation Date	7/19/2022	Phase End Date	7/19/2022
Project Completion Percentage	100%	Phase Completion Percentage	100%
Amount by Funding Source(s)	PTP- \$11,616,000 RIF- \$140,000 Developer- \$364,000 Mobility Impact Fee-\$97,000 Total- \$12,217,000	Contract No.	20180014
Amount Spent as of 9/30/2024	\$11,545,400	Commission District	9
Capital Budget Project #	2000000538	Site #	76072

Project Description:

This project involves reconstruction of the existing SW 216 Street roadway to a two-lane divided highway with a raised (curbed) landscaped median, bicycle lanes, on-street parking, traffic circle, sidewalks, curbs and gutters, a new storm drainage system, signalization, pavement markings and signage, and decorative street lighting. It also provides a safe drop off for students at a middle school.

Project Status:

The project was divided into two phases to expedite construction of those segments which would not require right-of-way acquisition. Phase 1, from SW 112 Avenue to the Florida Turnpike, was completed in May 2012. Construction of Phase 2, from SW 127 Avenue to SW 112 Avenue was completed in July 2022.



Fiscal Impact: The baseline PTP project cost estimate was \$12,180,000 when initially reported in the 2011-2016 Five-Year Implementation Plan.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
Prior	\$12,180,000	-	\$2,057,000	\$10,123,000	April 2022
FY 2019	\$13,615,000	\$1,435,000	\$2,141,000	\$11,474,000	April 2022
FY 2020	\$13,615,000	-	\$5,381,100	\$8,233,900	April 2022
FY 2021	\$13,615,000	-	\$7,969,400	\$5,645,600	July 2022
FY 2022	\$13,441,000	(\$174,000)	\$10,908,000	\$2,533,000	July 2022
FY 2023	\$11,616,000	(\$1,825,000)	\$11,018,000	\$598,000	March 2023
FY2024	\$11,616,000	-	\$11,405,400	\$210,600	March 2023

NEIGHBORHOOD IMPROVEMENTS

The People's Transportation Plan (PTP) provided \$167 million for Neighborhood Improvements. These include modifications of intersections; resurfacing of local and arterial roads; installation/repairs of guardrails; installation of school flashing signals and enhancement of greenways and bikeways; replacement/repair of sidewalks; repair/installation of drainage and landscape beautification (including community image enhancements); roadway signage, roadway lighting, pavement markings, and traffic calming related to the development, construction, operation or maintenance of roads and bridges in the County or to the expansion, operation or maintenance of bus and fixed guideway systems; Neighborhood Improvements also include transit system and service improvements, including the purchase of buses and other capital costs and associated operation and maintenance costs related to such transit services and Americans with Disabilities Act (ADA) accessibility to bus stops throughout the County.

In 2004, the Board of County Commissioner's (BCC) and the Citizens' Independent Transportation Trust (CITT), adopted Public Works Department's (now a part of the Department of Transportation and Public Works) Two Year Plan (BCC Resolution R-87-04, and its modifications under 507-04). The Two-Year Plan was developed to address the various non-site-specific categories provided for in the PTP ordinance and established a method for allocating the \$167 million listed in the ordinance. The allocation was approximately \$21.7 million for Board Requested Neighborhood Improvement projects listed in Exhibit 1 and \$145.4 million for other countywide improvements for the duration of the program including the funding allocations to each Commission District. To date, over 1,000 projects have been initiated including ADA sidewalk improvements, traffic signals, street lighting, intersection and traffic calming improvements, guardrail installation, roadway resurfacing and school flashing signals. The plan was also modified under Resolution R-1391-04, removing the school flashing signals from the Commission District allocations and listing them as a specific line item with a dedicated funding amount.

The Neighborhood Improvement Projects include Site Specific Neighborhood Improvement Sites, Non-Site-Specific Neighborhood Improvements, Countywide Neighborhood Improvements and School Flashing Signals Program.

Neighborhood Improvements (Commission Districts)

Department	Public Works	PTP Category	Original PTP
Project Category	Neighborhood Improvements	Project Phase	Construction
Project Begin Date	11/1/2003	Phase Begin Date	11/1/2003
Project Implementation Date	10/1/2003	Phase End Date	09/30/2026
Project Completion Percentage	90%	Phase Completion Percentage	90%
Amount by Funding Source(s)	PTP- \$98,074,000	Contract No.	7360,7040
Amount Spent as of 9/30/2024	\$86,650,000	Commission District	Countywide
Capital Budget Project #	2000000535	Site #	3002896, 3002897, 3002898, 3002901, 3002902, 3002903, 3002904, 3002905, 3002906, 3002907, 3002908, 3002909, 3002910

Project Description:

This program provides each Commission District with funds for Neighborhood Improvements in the categories listed in Exhibit 1 and according to the Two-Year Plan’s allocation formula based on population, reported needs and County-maintained road lane miles. Projects being implemented include modifications of intersections, resurfacing of local and arterial roads, installation/repairs of guardrails, installation of school flashing signals, enhancement of greenways and bikeways, replacement/repair of sidewalks, repair/installation of drainage, landscape beautification roadway signage, roadway lighting, pavement markings, traffic calming, and ADA accessibility to bus stops throughout the County.

Project Status:

The department continues to coordinate the Neighborhood Improvement Projects with County Commissioners’ Offices. To accelerate many neighborhood projects, the department continues to take advantage of various contracting mechanisms, such as the miscellaneous contracting processes available under contracts 7360 and 7040. This project is eligible for Surtax use to the extent included in the bond/contract prior to October 1, 2022. Thereafter, only O&M projects are eligible.



Fiscal Impact:

The original PTP Exhibit 1 baseline cost estimate is \$91,425,000 with a completion date of September 2013.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019 & Prior	\$91,425,000	-	\$73,849,000	\$17,576,000	October 2023
FY 2020	\$91,425,000	-	\$75,283,500	\$16,141,500	October 2023
FY 2021	\$91,425,000	-	\$76,080,200	\$15,344,800	September 2023
FY 2022	\$91,425,000	-	\$84,200,000	\$7,225,000	September 2023
FY 2023	\$91,425,000	-	\$86,347,000	\$5,068,000	September 2025
FY 2024	\$91,425,000	-	\$86,650,000	\$4,775,000	September 2026

Resurfacing, Sidewalks and Drainage on Arterial Roads

Department	Public Works	PTP Category	Amendment
Project Category	Neighborhood Improvements	Project Phase	Implementation
Project Begin Date	11/1/2003	Phase Begin Date	11/1/2003
Project Implementation Date	On-going	Phase End Date	9/30/2025
Project Completion Percentage	50%	Phase Completion Percentage	On-going
Amount by Funding Source(s)	PTP- \$1,405,000	Contract No.	NA
Amount Spent as of 9/30/2024	\$1,266,000	Commission District	Countywide
Capital Budget Project #	2000000538	Site #	75884

Project Description:

The project is to improve arterial roads including resurfacing, sidewalks, and drainage.

Project Status:

This is a Countywide on-going program. No new resurfacing, drainage, or sidewalk projects have been approved or implemented during this reporting period. Project is closed.

Fiscal Impact:

The baseline PTP project cost estimate was \$1,262,000 when initially reported in the 2011-2016 Five-Year Implementation Plan.



Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
Prior	\$1,262,000	-	\$0	\$1,262,000	September 2022
FY 2018	\$1,405,000	\$143,000	\$896,000	\$509,000	September 2022
FY 2019	\$1,405,000	-	\$896,000	\$509,000	September 2022
FY 2020	\$1,405,000	-	\$1,265,700	\$139,300	September 2022
FY 2021	\$1,405,000	-	\$1,265,700	\$139,300	September 2022
FY 2022	\$1,405,000	-	\$1,265,700	\$139,300	September 2022
FY 2023	\$1,405,000	-	\$1,266,000	\$139,000	September 2025
FY 2024	\$1,405,000	-	\$1,266,000	\$139,000	September 2025

Pavement Markings	
Department	Public Works
Project Category	Neighborhood Improvements
Project Begin Date	10/7/2004
Project Implementation Date	On-going
Project Completion Percentage	70%
Amount by Funding Source(s)	PTP- \$7,076,000 Secondary Gas Tax- \$4,121,000 Total- \$11,197,000
Amount Spent as of 9/30/2024	\$5,171,564
Capital Budget Project #	2000000541
PTP Category	2003-2009 Amendment
Project Phase	Construction
Phase Begin Date	10/7/2004
Phase End Date	09/30/2025
Phase Completion Percentage	70%
Contract No.	7360, 7040
Commission District	Countywide
Site #	75641,3003659,3003660,3003661,3003662,3003663, 3003664, 3003665, 3003666, 3003667, 3003668, 3003669,3003670, 3003671

Project Description:

Construct and/or provide Countywide pavement markings improvements including stripes, pavement messages, stop bars, directional arrows, reflective pavement markers, and rumble strips. This includes work done under 13 Pavement Marking Commission Districts.

Project Status:

Construction is on-going. To accelerate many neighborhood projects, the department continued to take advantage of various contracting mechanisms, such as the Miscellaneous Contracting processes available under contracts 7360 and 7040. To the extent allowed by HB385.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$10,191,000	-	\$7,191,000	\$3,000,000	September 2020
FY 2020	\$11,122,400	\$931,400	\$7,622,500	\$3,499,900	September 2024
FY 2021	\$11,797,200	\$674,800	\$8,297,200	\$3,500,000	September 2024
FY 2022	\$11,800,000	\$2,800	\$8,800,000	\$3,000,000	September 2024
FY 2023	\$11,797,200	(\$2,800)	\$9,478,300	\$2,318,900	September 2024
FY 2024	\$7,076,000	(\$4,121,000)	\$3,351,035	\$3,724,965	September 2025

Note: The FY 2024 estimates have been corrected to reflect the actual PTP cost estimate and expenditures. The previously reported PTP cost estimates \$11,797,200 comprises of \$7,076,000 in PTP funds and \$4,121,000 in secondary gas tax funds.

Vision Zero Projects	
Department	Transit
Project Category	Major Highway and Roadway Improvements
Project Begin Date	10/1/2021
Project Implementation Date	9/30/2030
Project Completion Percentage	40%
Amount by Funding Source(s)	PTP – \$13,244,000 GGIF – \$500,000 Total – \$13,744,000
Amount Spent as of 9/30/2024	\$5,463,000
Capital Budget Project #	2000001296
PTP Category	Post-Unification
Project Phase	Planning, Design and Construction
Phase Begin Date	6/24/2022
Phase End Date	3/16/2026
Phase Completion Percentage	50%
Project/Contract No.	OSP251/20220032,20210015,20210253,20190236, CIP215B-DTPW19-DE(2)
Commission District(s)	Countywide
Site #	3002401

Project Description:

Miami-Dade County’s Vision Zero Program aims to eliminate all traffic fatalities and serious injuries by 2040, while increasing safe, reliable, sustainable, and equitable mobility for all. Vision Zero is an international transportation safety movement, pushing all stakeholders (roadway users, government departments, elected officials, engineers, etc.) toward the most effective ways to eliminate deadly crashes and move towards a culture of safety for everyone who uses our streets. The program was launched in 2021 with an announcement from Mayor Daniella Levine Cava and with the development of the 2021 Vision Zero Framework Plan which identified actions for a paradigm shift towards creating a safer system for all users. Each year, there are more than 300 fatalities on Miami-Dade County roads and hundreds more are severely injured. Especially at risk are pedestrians and cyclists. Between 2018 and 2022, pedestrian and bicycle fatal crashes represented approximately 6% of all crashes but 30% of all fatal crashes. This vision acknowledges that fatalities on our transportation network is unacceptable and focuses on safe mobility for every Miami-Dade County roadway.

DTPW identified 24 locations for safety improvements. These locations were subdivided into three project types including 16 high crash location projects, 2 SMART trail master plan projects, and 6 bicycle facilities safety improvement projects. The scope of these projects includes milling and resurfacing, concrete work, signing and pavement markings (S&PM), signalization, and utility to improve the safety of pedestrians, bicycles, vehicles, and transit users via new/repared infrastructure. More specifically, these projects include safety features at intersections, crosswalks, and bicycle paths, modification of traffic signals/signal timing, addition of green bicycle conflict markings, and repair sidewalks, curb ramps, and bicycle paths.

DTPW is also advancing the planning and 30% design of the top 100 locations identified in the 2021 Vision Zero

Framework Plan.

Project Status:

The original project list included 24 design and construction projects. DTPW also initiated a planning, public outreach, and 30% design project to advance the top 100 locations from the 2021 Vision Zero Framework Plan. Submittal of SS4A Grant was completed and awaiting grant award announcement from USDOT.

In 2022, DTPW began the planning, public engagement, and 30% design of the list of Top 100 Locations identified in the Framework Plan. Of these Top 100 Locations, 45 are situated on FDOT-maintained roads and 55 are on County-maintained roads. In December 2022, DTPW submitted a preliminary safety report of the 45 locations on FDOT right-of-way to encourage FDOT to advance the implementation of safety countermeasures at these locations. For the remaining 55 locations, planning has been completed and preliminary short-term, mid-term, and long-term improvements have been determined for all locations, as appropriate. DTPW is currently working on identifying and pursuing funding opportunities for these locations and advancing 30% design when appropriate. DTPW has secured future funds for the improvements:

- \$150,000 in National Safety Council (NSC) Road to Zero Grant for the development of a Vision Zero dashboard and supplemental public engagement activities.
- \$1,800,000 in Community Project Funding/Congressionally Directed Spending for the design construction of safety improvements on E 4 Ave. between E. 43rd Street and E. 28 St. This grant requires a 50% local match, and the project has a total estimated cost of \$3,600,000
- \$2,716,146 in High Safety Improvement Program (HSIP) funds for the design and construction of safety improvements on NW 20 St. and NW 1 Ave. and on SW 187 Ave. and SW 4 St. These projects are 100% funded by FDOT but a 16% contingency in local match is anticipated since cost-overruns cannot be covered by FDOT in the future. These projects have been programmed as individual projects separate from the Vision Zero Program #2000001296 – Project # 3002401
- \$16,208,400 in FY2023 Safe Streets and Roads for All (SS4A) Grant for the design and construction of safety improvements on 24 of the Top 100 Locations. The SS4A Grant also funds the implementation of 13 demonstration and supplemental planning projects that will enhance the 2023 Vision Zero Action Plan. This grant requires a 20% local match, and the improvements have a total estimated cost of \$20,260,500.00.

In 2024, the Vision Zero program completed 20 out of the 24 original safety projects. These projects included installing new traffic signals, traffic calming, bicycle facility safety improvements, installing rapid flashing beacons, leading pedestrian intervals, etc. The team was also awarded federal appropriations for the E 4th Ave Safety Improvements in Hialeah from Congressman Diaz-Ballard and FDOT Highway Safety Improvement Program (HSIP) for midblock crossings at NW 7th Street and SW 104th Street. Lastly, the team worked on the conceptual engineering design for 16 safety projects that are part of the Top 100 High Crash sites across the County. These are anticipated to begin in FY2026 and end in FY2029. The implementation of the 24 SS4A construction projects will be closely coordinated with FHWA and need to be constructed within 5 years of the grant agreement execution date. A risk mitigation plan will be developed for these projects to ensure potential cost overruns and schedule delays are mitigated or eliminated.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2020	\$13,244,000	-	\$0	\$13,244,000	September 2027
FY 2021	\$13,244,000	-	\$0	\$13,244,000	September 2027
FY 2022	\$13,793,000	\$549,000	\$49,000	\$13,744,000	September 2027
FY 2023	\$13,244,000	(\$549,000)	\$2,039,000	\$11,205,000	September 2029
FY 2024	\$13,244,000	-	\$5,463,000	\$7,781,000	September 2030

Track and Guideway Rehabilitation Subset (fka Guideway Painting/Refurbishment)

In 2003, a People's Transportation Plan (PTP) amendment (R-1154-03) was approved to include several projects essential to the safe, reliable timely delivery of the mandated service improvements. This project is among the Miscellaneous Capital Improvement Projects approved for inclusion in the PTP.

Several projects are now combined into a single grouping to rehabilitate existing track and guideway equipment and fixtures.

- Coverboard Replacement
- Seal Gland Rehabilitation
- Acoustical Barrier replacement - Completed
- Metrorail Piers Coating
- Rail Fastener Replacement - Completed
- Mainline Miter Joint Replacement - Completed
- Palmetto Yard Road Crossing and Mainline Replacement - Completed
- Guideway Painting/Refurbishment - Inactive

Two components (Metrorail Piers Coating and Replacement of Metal Acoustical Barrier Panels) of this subset were originally separate line items in the 2003 PTP Amendment. The remaining components were a part of the original Guideway Refurbishment item. Each component of this subset is described further below. All work is performed by in-house staff.

Coverboard Replacement	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	9/1/2009
Project Implementation Date	9/1/2028
Project Completion Percentage	55%
Amount by Funding Source(s)	PTP- \$15,613,000
Amount Spent as of 9/30/2024	\$7,999,000
Capital Budget Project #	6710900
PTP Category	2003-2009 Amendment
Project Phase	Construction
Phase Begin Date	9/1/2009
Phase End Date	9/1/2028
Phase Completion Percentage	55%
Contract No.	CIP022
Commission District	2,3,5,6,7,12,13
Site #	3000918

Project Description:

Coverboard replacement project includes procurement of 60.4 miles of coverboard, Brackets and 28,150 insulators to include the PYD, 500 hurricane anchors for Metrorail system. All removal and installation will be conducted by in-house staff.

Project Status:

Specification and bid package for material was completed in March 2017. Coverboard installation is underway with over 55% of the areas are completed. Track & Guideway will be able to complete the remaining areas as new staff come aboard. Initial completion date was September 2019. The project is now estimated to be completed by September 2028. The project is delayed due to shortage of resources in the market.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$15,613,000	-	\$5,818,000	\$9,795,000	September 2025
FY 2019	\$15,613,000	-	\$6,088,000	\$9,525,000	September 2025
FY 2020	\$15,613,000	-	\$6,247,200	\$9,365,800	September 2027
FY 2021	\$15,613,000	-	\$6,389,300	\$9,223,700	September 2027
FY 2022	\$15,613,000	-	\$6,479,000	\$9,134,000	September 2027
FY 2023	\$15,613,000	-	\$7,801,000	\$7,812,000	September 2027
FY 2024	\$15,613,000	-	\$7,999,000	\$7,614,000	September 2028

Seal Gland Rehabilitation			
Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	9/1/2009	Phase Begin Date	9/1/2009
Project Implementation Date	9/30/2027	Phase End Date	9/30/2027
Project Completion Percentage	87%	Phase Completion Percentage	87%
Amount by Funding Source(s)	PTP- \$3,505,000	Contract No.	CIP 022
Amount Spent as of 9/30/2024	\$2,944,000	Commission District	2,3,5,6,7,12,13
Capital Budget Project #	6710900	Site #	3000916

Project Description:

The primary objective of Seal Gland Rehabilitation Project is to ensure that rainwater does not intrude into the stations. This is accomplished by replacing the seal glands and clearing the drains. Once the stations are watertight, the guideway will receive the same attention.

Project Status:

Material bid package was completed in September 2007. Work began in 2008. Employees were hired and trained including five structural repair personnel. To date, all guideway transverse seal glands in the stations have been replaced. Seal gland installation for Metrorail stations and guideway drainage clearing is on-going and is estimated to be completed by September 2027. The initial project completion date was September 2016. This project is delayed due to shortage of resources in the market.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$3,505,000	-	\$2,719,000	\$786,000	September 2022
FY 2019	\$3,505,000	-	\$2,761,000	\$744,000	September 2022
FY 2020	\$3,505,000	-	\$2,761,000	\$744,000	September 2022
FY 2021	\$3,506,000	\$1,000	\$2,768,900	\$737,100	September 2023
FY 2022	\$3,506,000	-	\$2,769,000	\$737,000	September 2024
FY 2023	\$3,505,000	(\$1,000)	\$2,779,000	\$726,000	September 2025
FY 2024	\$3,505,000	-	\$2,944,000	\$561,000	September 2027

Metrorail Piers Coating			
Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	9/1/2009	Phase Begin Date	9/1/2009
Project Implementation Date	4/15/2025	Phase End Date	4/15/2025
Project Completion Percentage	90%	Phase Completion Percentage	90%
Amount by Funding Source(s)	PTP- \$4,500,000	Contract No.	CIP 022
Amount Spent as of 9/30/2024	\$4,557,930	Commission District	2,3,5,6,7,12,13
Capital Budget Project #	6710900	Site #	3000914

Project Description:

After more than 23 years of exposure to the elements, the Metrorail guideway piers need a protective coating. This will not only ensure longer life of the substructure but would also improve the appearance by covering the many construction joints, repairs, stains, mold, mildew, and graffiti.

Project Status:

Metrorail guideway piers protective coating application work is 90% complete. Track and Guideway activities will continue as part of the routine maintenance efforts. Project is estimated to be completed by April 2025. DTPW budget office is reviewing the excess expenditure over the budgeted amount of PTP Surtax.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$4,500,000	-	\$2,949,000	\$1,551,000	September 2019
FY 2019	\$4,500,000	-	\$3,173,000	\$1,327,000	September 2022
FY 2020	\$4,500,000	-	\$3,336,400	\$1,163,600	September 2022
FY 2021	\$4,500,000	-	\$3,539,400	\$960,600	September 2023
FY 2022	\$4,500,000	-	\$3,541,000	\$959,000	September 2024
FY 2023	\$4,500,000	-	\$3,624,000	\$876,000	September 2025
FY 2024	\$4,500,000	-	\$4,557,930	(\$57,930)	April 2025

Fare Collection System Replacement	
Department	Transit
Project Category	Bus Service Improvements
Project Begin Date	8/1/2000
Project Implementation Date	10/1/2009
Project Completion Percentage	100%
Amount by Funding Source(s)	PTP- \$68,113,000 FTA- \$903,200 Total- \$69,016,200
Amount Spent as of 9/30/2024	\$61,209,022
Capital Budget Project #	6730051
PTP Category	2003-2009 Amendment
Project Phase	In service
Phase Begin Date	10/1/2012
Phase End Date	5/1/2025
Phase Completion Percentage	100%
Contract No.	CIP058
Commission District	Countywide
Site #	68742

Project Description:

Procure state-of-the-art fare collection equipment that meets overall and property specific requirements for security, functionality, and fare media interoperability. The Automated Fare Collection System (AFCS) project procured electronic verifying fareboxes, electronic fare gates, an upgraded garage revenue collection system, and Automatic Passenger Counters (APC) for all buses and Metromover stations. The Metrorail system included modular fare gates incorporating exit control and smart card and credit card payment capability. Ticket Vending Machines (TVM) process cash, smart cards and credit/debit cards. The Metrorail station parking system was also upgraded to include cash, smart card and credit card payments. The Special Transportation Services (STS) section was fitted with a system including mobile data terminals interfacing with smart card readers to facilitate recipient validation, trip data recording, scheduling and dispatching of vehicles. Point of sales machines are distributed throughout Dade County to third party sales outlets to maximize the sale of Bus and Rail fare media. The AFCS was implemented in October 2009. However, additional options were considered to equip the new MIC Metrorail station with all AFCS equipment including fare gates and TVMs and several park-and-ride are now equipped with TVMs to service the patrons.

The AFCS meets DPTW’s needs for the present fare structure and fare media. The system also provides enough flexibility to permit the modification, addition, and deletion of fare media and fare structure elements by service type as well as system wide. The system is capable to add other agencies (Broward County Division of Mass Transit, Palm Beach County Surface Transportation Department, and South Florida Transportation Authority (Tri County Commuter Rail Authority) if they so choose to make this a total regional system. SFRTA is presently part of the AFCS.

Project Status:

The AFCS was implemented in October 2009. Last phase of the Project, the “In Service Phase” of the contract ended on May 31, 2023.

Currently the project has implemented “contactless payments” on rail and bus services providing innovation and the latest technology to pay for fares using contactless credit cards and cell phone applications like iPhone wallet, google pay etc., providing the capability of “fare capping” that allows passengers to know ahead of time that they will always have the benefits of the day pass, once the fare reaches an amount equal to the day pass at which point, they will be able to travel unlimited with no added charges. Also, the project has implemented back-office management from the azure cloud with increased protection and accessibility to all functions like reports, reconciliation, etc. The project also implemented a bar code application that provides another method of payment for our patrons to choose. All equipment was received in late 2024. Final payments are being processed.

Fiscal Impact: The baseline PTP cost estimate for this project was \$50,000,000 reflected in the 2003 approved Miscellaneous Capital Improvements Projects List.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018 & Prior	\$67,648,000	\$17,648,000	\$63,387,000	\$4,261,000	September 2022
FY 2019	\$68,113,000	\$465,000	\$65,284,000	\$2,829,000	May 2023
FY 2020	\$68,113,000	-	\$65,284,000	\$2,829,000	May 2023
FY 2021	\$68,113,000	-	\$65,285,000	\$2,828,000	May 2023
FY 2022	\$68,113,000	-	\$65,737,600	\$2,375,400	May 2023
FY 2023	\$68,113,000	-	\$65,754,956	\$2,358,041	May 2023
FY 2024	\$68,113,000	-	\$65,754,956	\$2,358,041	May 2023

*DTPW accounting team is working on addressing the PTP expenditure entry correction.

Metrorail Vehicle Replacement (fka Rail Midlife Rehabilitation)

Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Delivery and Warranty
Project Begin Date	11/8/2012	Phase Begin Date	12/13/2012
Project Implementation Date	11/8/2012	Phase End Date	10/02/2028
Project Completion Percentage	97%	Phase Completion Percentage	93%
Amount by Funding Source(s)	PTP- \$399,785,000 FTA- \$1,036,000 Total- \$400,821,000	Contract No.	CIP057/RFP654
Amount Spent as of 9/30/2024	\$367,779,000	Commission District	2,3,5,6,7,12,13
Capital Budget Project #	6733001	Site #	68750

Project Description:

This project is to procure 136 new heavy rail vehicles. The original project scope was to refurbish/rehab the existing fleet and was later changed via resolution to replace all vehicles. PTP amendment was approved by the Board on May 6, 2008, with the requisite funding (a not-to-exceed ceiling of \$401.5 million).

Project Status:

Sixty- eight (68) married pairs of Metrorail vehicles have been accepted and are in revenue service. Contract Data Requirements List (CDRL)



New Metrorail Vehicle in Service

submittals and other project documentation are in various stages of development and review. The reliability test program was completed for all sub-systems. Work on manuals and retrofits are currently on-going. The maintainability demonstration test and training were successfully completed. Over 97% of the contractually required spare parts have been delivered to DTPW. Rail vehicles are currently in warranty phase until January 2028, and milestone completion is expected by October 2028.

Fiscal Impact: The baseline PTP cost estimate for this project was \$188,830,000 as reflected in the 2003

approved Miscellaneous Capital Improvements Projects List with an original estimated project completion in 2020. The original estimate is \$210,955,000 lower than the current estimate. The cost increase in FY 2022 was due to the funding required for consulting services to close out service delivery and transition the scope of work under the agreement to DTPW. The current completion date includes the warranty phase.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$384,776,900	-	\$169,933,000	\$214,843,900	December 2021
FY 2019	\$384,777,000	-	\$258,182,000	\$126,595,000	December 2021
FY 2020	\$384,776,900	-	\$322,372,700	\$62,404,200	December 2021
FY 2021	\$384,776,900	-	\$329,540,000	\$55,236,900	December 2022
FY 2022	\$399,787,000	\$15,010,100	\$331,552,000	\$68,235,000	November 2027
FY 2023	\$399,785,000	(\$2,000)	\$349,694,000	\$50,091,000	November 2027
FY 2024	\$399,785,000	-	\$366,743,000	\$33,042,000	October 2028

Metrorail Central Control Overhaul/Modernization

Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Phase II: Procurement, Construction
Project Begin Date	11/15/2005	Phase Begin Date	9/15/2024
Project Implementation Date	2/10/2027	Phase End Date	2/9/2026
Project Completion Percentage	85%	Phase Completion Percentage	45%
Amount by Funding Source(s)	PTP- \$25,632,000 FDOT- \$2,671,000 Total- \$28,303,000	Contract No.	CIP019-CT1-TR09-725
Amount Spent as of 9/30/2024	\$24,089,000	Commission District	County-wide
Capital Budget Project #	674560	Site #	3001343

Project Description:

The Metrorail Central Control Overhaul/Upgrade Project replaced the original obsolete Central Control panels with Server based Application control of all commands to the Train Control Signaling Systems at all Interlockings and to the Traction Power and Public Address Systems in all Metrorail Stations. The new system displays all indications from the 25-mile Right-of-Way including the Orange Line extension and form the Traction Power systems at all stations. All commands and indications are logged to a database for later playback as needed. The project also included the construction of the new Metro Rail Control Center and an expansion of Bus Traffic Control Center. New consoles were added to the Rail and Bus Control Centers. The project scope included the addition of new HVAC capacity, Fire suppression, Lighting, a Conference room, new office space, an Electronic MIMIC board and CCTV display Matrix, a supervisor's station, an Uninterruptable Power Supply (UPS) system, a new SCADA network, Telephones and a Public Address System



Metrorail Control Center



Metrobus Traffic Control Center

at all stations. The Lehman Yard Tower was also provided with the capabilities of controlling the Metrorail System. A single user console was included in the completed work. The Contract was completed on August 21, 2018. An Option to renew the contract was exercised on April 2, 2019, in the form of an extended warranty coverage for a three-year term.

Second phase of the project includes several enhancements to the Nucleus software that is used to control the Metrorail system including train control and traction power, and system alarms from all Metrorail stations including the Orange line. Enhancements will include improved schedule reporting and automated database backups. The project will also provide improved schedule adherence reporting for Metrorail vehicle station arrivals at all Metrorail stations. The enhancements will provide improved safety, reliability, and resilience to the Metrorail central control facility.

Project Status:

The Metrorail control center and bus traffic control center expansion phase of the project was completed. Warranty coverage expired on April 2, 2022, and the contract has been closed. The second phase is in procurement process.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$25,632,000	-	\$21,418,500	\$4,213,500	April 2022
FY 2020	\$25,632,000	-	\$21,418,500	\$4,213,500	April 2022
FY 2021	\$25,632,000	-	\$21,418,500	\$4,213,500	April 2022
FY 2022	\$25,632,000	-	\$21,418,000	\$4,214,000	April 2022
FY 2023	\$25,632,000	-	\$21,418,000	\$4,214,000	July 2025
FY2024	\$25,632,000	-	\$21,418,000	\$4,214,000	February 2027

Metrorail Escalators Replacement and Elevators Refurbishment

Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	7/5/2017	Phase Begin Date	12/26/2024
Project Implementation Date	6/3/2030	Phase End Date	11/26/2029
Project Completion Percentage	50%	Phase Completion Percentage	1%
Amount by Funding Source(s)	PTP- \$68,166,000	Project/Contract No.	IRP144/RFP02030
Amount Spent as of 9/30/2024	\$353,000	Commission District	2,3,5,6,7
Capital Budget Project #	2000000104	Site #	3001035

Project Description:

A PTP amendment (R-1154-03) was approved to include several projects essential to the safe, reliable, and timely delivery of the mandated service improvements. This project was among the miscellaneous capital improvement projects approved for inclusion in the PTP.

The escalators and elevators in the 21 Metrorail stations are over 30 years old. The useful life is approximately 25 years. Major components have begun to fail, and it is no longer feasible or economical to continue maintenance of the units. This project also includes the refurbishment of the elevators at the bus garage facilities. The proposed project is being implemented in phases, based on prioritization and funding availability.

DTPW procured the services of a consultant to develop a design criteria package (DCP) to proceed with Phase 1 procurement and installation, to replace the existing escalators and refurbish the existing elevators at five (5) Metrorail stations (Dadeland South, Dadeland North, Government Center, Civic Center and Tri-Rail). The consultant completed the Design Criteria Package (DCP) and prepared and completed cost estimates and project schedule.

Project Status:

The Department of Transportation and Public Works (DTPW) procured the services of a consultant to develop a DCP to proceed with Phase 1 procurement and installation, to replace escalators and refurbish elevators at 5 Metrorail Stations (Government Center, Dadeland South, Dadeland North, Tri-Rail and Civic Center). The DCP was completed, and documents were submitted to the Internal Services Department (ISD) to proceed with the Request for Proposals to implement the project at the five stations. The elevators and escalators equipment for the Government Center station and the elevators equipment for the Tri-Rail station are being fabricated and mobilized on December 26, 2024. Project completion date has been extended due to delay in procurement process.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
Prior	\$18,000,000	-	\$0	\$18,000,000	September 2022 (Phase I)
FY 2018	\$68,166,000		\$0	\$68,166,000	September 2024
FY 2019	\$68,166,000	\$50,166,000	\$199,000	\$67,967,000	August 2025
FY 2020	\$68,166,400	-	\$221,400	\$67,945,000	August 2025
FY 2021	\$68,166,400	-	\$221,400	\$67,945,000	January 2027
FY 2022	\$68,165,000	(\$400)	\$221,000	\$67,944,000	December 2027
FY 2023	\$68,166,000	\$1,000	\$221,000	\$67,945,000	December 2027
FY 2024	\$68,166,000	-	\$353,000	\$67,813,000	June 2030

Metrorail and Metromover Stations Refurbishment

Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Rapid Transit Improvements	Project Phase	Design
Project Begin Date	1/12/2018	Phase Begin Date	7/31/2024
Project Implementation Date	10/26/2029	Phase End Date	10/26/2026
Project Completion Percentage	7%	Phase Completion Percentage	5%
Amount by Funding Source(s)	PTP- \$76,420,000	Project/Contract No.	CIP134/DB21-DTPW-09
Amount Spent as of 9/30/2024	\$1,236,000	Commission District	2,3,5,6,7,12,13
Capital Budget Project #	2000000104	Site #	3000139

Project Description:

The initial 21-mile Metrorail line opened in three segments. Service began on May 20, 1984, with the opening of the first 11-mile segment, featuring 10 stations from Dadeland South, in the Kendall area, to Historic Overtown/Lyric Theatre station, in the Overtown neighborhood of Miami. On December 17, 1984, the second segment opened, expanding service to the northwest with the opening of five new stations through Earlington Heights station. The third segment opened on May 19, 1985, providing service past Earlington Heights station, with an additional five stations opened through Okeechobee station in Hialeah. Palmetto station opened in 2003, and the Miami Intermodal Center (MIC) station opened in 2012.

The Metromover, also known as the people-mover, is 4.4 miles and has 21 stations located within Downtown Miami. It has 3 loops: The Inner, the Omni and Brickell loops. The Inner loop was the first to open and service began on April 17, 1986. The Omni and Brickell loops followed, and service began on May 26, 1994. The Metromover connects directly to the Metrorail at the Government Center.

The Metrorail and Metromover stations were constructed over 35 years ago and now need to be enhanced and refurbished to extend the life of the asset. This project consists of conducting a series of inspections/assessments of all 22 Metrorail stations and 21 Metromover stations and their surroundings, documenting deficiencies and possible opportunities for enhancement to improve safety, comfort and convenience of the traveling public and the DTPW employees. 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 Metrorail stations; roof and skylight replacement, various safety improvements, replacement of the lineal metal ceilings, removal of ADA barriers, lighting upgrade, upgrade of wayfinding signage within the stations/parking lots/parking garages, refinishing and modification of railings, replacement of louvers, doors, ceilings, re-roofing, landscape/hardscape improvements, drainage improvements, and floor refinishing/repairs, etc.

A DTPW Station Improvements Strategic Plan (SISP) Guide will be developed. The SISP Guide is to be used as a tool to advance DTPW’s mission of providing safe, reliable, clean, quality transit services for Transit users. The purpose of the SISP Guide is to create a framework that assesses and identifies near-term and long-term needs for implementation.

Project Status:

Phase 1 of the project has been completed and involved conducting field assessments and visual inspections of the Metrorail stations to identify short and long-term improvements. DTPW identified the Government Center Metrorail station as priority one.

DTPW divided the scope of work, for the Government Center Metrorail Station, into two separate contracts, with two (2) different consultants. Two (2) consultants were procured for the preparation of Design-Build Packages (DCP), for the refurbishment of the Government Center Metrorail station (i.e., DCP-1 and DCP-2).

The scope of work for DCP-1 includes roofing replacement, construction of new roofs over the circular stairs, new lightning protection system and the replacement/updating of the fire sprinkler system. The scope of work for DCP-2 includes general station renovation improvements such as replacement of the lineal metal ceilings, removal of ADA barriers, lighting upgrade, upgrade of wayfinding signage, refinishing and replacement of railings, replacement of louvers, doors, landscape/hardscape improvements, floor refinishing/repairs, painting, pressure cleaning, etc.

DCP-1 and DCP-2 design-build criteria packages have been completed. DTPW worked with the consultants to combine the DCP-1 and DCP-2 into one (1) design-build contract to avoid coordination issues in having two design-build contractors working within the same area. The project was advertised and during the procurement, DTPW identified additional scope of work integral to the overall improvements of the Government Center station. In July 2024, the MDC Board of County Commissioners approved rejecting all bids. DTPW will move forward with a final design to incorporate the additional scope of work and solicit contractors for the proposed project’s construction. DTPW shifted the project delivery method to coordinate, accommodate, and consolidate multiple project scopes including Metro Center proposed within the limits of the work of the Government Center Metrorail Station. DTPW will advance the design through a Design-Bid-Built project delivery method.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
Prior	\$35,000,000	-	\$0	\$35,000,000	September 2022
FY 2018	\$76,420,000	\$41,420,000	\$171,000	\$76,249,000	September 2024
FY 2019	\$76,420,000	-	\$190,000	\$76,230,000	March 2024
FY 2020	\$76,420,000	-	\$415,500	\$76,004,500	March 2024
FY 2021	\$76,420,000	-	\$653,800	\$75,766,200	June 2025
FY 2022	\$76,418,000	(\$2,000)	\$654,000	\$75,764,000	February 2026
FY 2023	\$76,420,000	\$2,000	\$825,000	\$ 75,595,000	September 2028
FY 2024	\$76,420,000	-	\$1,236,000	\$75,184,000	October 2029

Ordinance Amending Maintenance of Effort PTP Amendment (R-148-05)

Description:

An ordinance went before the Board of County Commissioners (BCC) to amend the PTP to restore general fund support to Miami-Dade Transit also referred to as the maintenance of effort (MOE), to the pre-Surtax level of \$123.171M and annually increase the MOE by 3.5%.

This increases the Countywide General Fund budget contribution to support Existing Services by 3.5%. At least 1.5% annual increase in Local Option Gas Tax revenues for existing services support through FY 2011. Approval of a Line of Credit (Loan for Existing Services) for up to \$150M in Surtax funds to support MDT Existing Services.

In July 2005, the PTP was amended to address issues related to the MOE for transit services that existed prior to the approval of the PTP (Existing Services).

Included in the amendment was the compliance with the terms of the Line of Credit Obligation Letter which outlined a loan approved by the Citizens' Independent Transportation Trust (CITT) for up to \$150M in Charter County Transit System Surtax (Surtax) funds to support DTPW services in existence as of November 5, 2002. The repayment schedule was for \$118.9M, excluding the \$23.9M, FY 2001-02 shortfall prior to the passage of the Surtax.

Post-Unification and Infrastructure Renewal Plan Projects

Description:

Exhibit 1 of the People's Transportation Plan (PTP) was amended via Resolution 222-09 to create CERF and to unify the funding structure and allow greater flexibility in the use of Surtax funds for the operation and maintenance of the unified transit system. In addition to providing operations and maintenance funding, several capital improvement and Infrastructure renewal projects are being implemented using PTP funds post-unification.

An Infrastructure Renewal Plan (IRP) was created to maintain DTPW's transit infrastructure by replacing or upgrading physical assets according to normal replacement cycles. IRP focuses on projects in the areas such as bus overhauls, rehabilitation of bus and rail facilities, and systems and equipment. A total of \$12.5 Million Surtax funding is provided annually for the IRP plan. Some other infrastructure renewal projects were funded separately by Surtax funds due to larger funding assistance required to complete the projects. In addition to this, DTPW implements several other Infrastructure renewal projects using non-PTP revenue sources such as FTA and FDOT funds. All the projects implemented post-unification are summarized further in this section of the Plan.

BCC adopted a Resolution 1009-23 in November 2023, amending Exhibit I of the People's Transportation Plan to reinstate the language limiting the use of Charter County Transportation System Surtax funds to eligible County Capital enhancements implemented after November 5, 2022, and the operation and maintenance thereof.

Capital Expansion Reserve Fund Project Listing

Description:

On March 2009, the Board of County Commissioners Resolution 222-09, amended Exhibit 1 of the People’s Transportation Plan (PTP) to create a Capital Expansion Reserve Fund (CERF). This account was established to reserve a portion of Surtax funds for future capital related project costs and other costs approved by the Citizens’ Independent Transportation Trust (CITT). Additionally, the PTP was amended to unify the funding structure and allow greater flexibility in the use of Surtax funds for the operation and maintenance of the unified transit system.

Capital Expansion Reserve Fund dedicates at least 10 percent of the County’s annual share of Surtax funds, excluding existing and future debt service, for capital expansion of the transit system. Later in December 2010, the Board of County Commissioners adopted Resolution R-1202-10 to clarify the intent of the CERF. The requirements of the revised Ordinance 02-116 included expansion of the transit system beyond the Miami Intermodal Center (MIC)-Earlington Heights (Orange Line Phase 1) project and required that the funds from the CERF to be used for debt service on the MIC-Earlington Heights project as well as other improvements, including, but not limited to, North and East-West Corridor expansion projects. Following is the list of projects approved to use CERF. However, once a project is approved for Surtax funding, DTPW has the discretion to apply CERF funds at any time thereafter. The following list includes projects that support implementation of the SMART Program shown in the map below.

<i>SMART Program South-Dade TransitWay Corridor (fka Rail Extension to Florida City)</i>
<i>Transit Oriented Development (TOD) Master Plan for South Corridor</i>
<i>South Dade Transit Operations Center (fka South Dade Area Bus Maintenance Facility)</i>
<i>Transit Oriented Development Master Plan for South Corridor</i>
<i>SMART Program Beach Corridor (fka Bay Link)</i>
<i>Transit Oriented Development Master Plan for Beach Corridor</i>
<i>SMART Program Beach Corridor Metromover Design District Extension</i>
<i>SMART Program East-West Corridor</i>
<i>Transit Oriented Development (TOD) Master Plan for East-West Corridor</i>
<i>Northeast Corridor – West Aventura Station</i>
<i>Tri-Rail Downtown to Miami Central Station</i>
<i>SMART Program Northeast Corridor Planning and PD&E</i>
<i>SMART Program North Corridor Planning and Implementation</i>
<i>Transit Oriented Development (TOD) Master Plan for North Corridor</i>
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SMART Program BERT Beach Express South (Route f3)

Mount Sinai Multimodal SMART Terminal

Downtown Intermodal Terminal

Golden Glades Multimodal Transportation Facility (GGMTF) Bicycle and Pedestrian Improvements - Sunshine Station

Golden Glades Multimodal Transportation Facility (GGMTF) Technology Components

Park-and-Ride South Miami-Dade TransitWay and SW 112 Avenue (Phase II)

Park-and-Ride South Miami-Dade TransitWay and SW 168 Street (Phase II)

Park-and-Ride South Miami-Dade TransitWay and SW 264 Street/Bauer Drive

Park-and-Ride South Miami-Dade TransitWay and Marlin Road

South Dade TransitWay Stations Shared Drop-off/Pick-up Areas

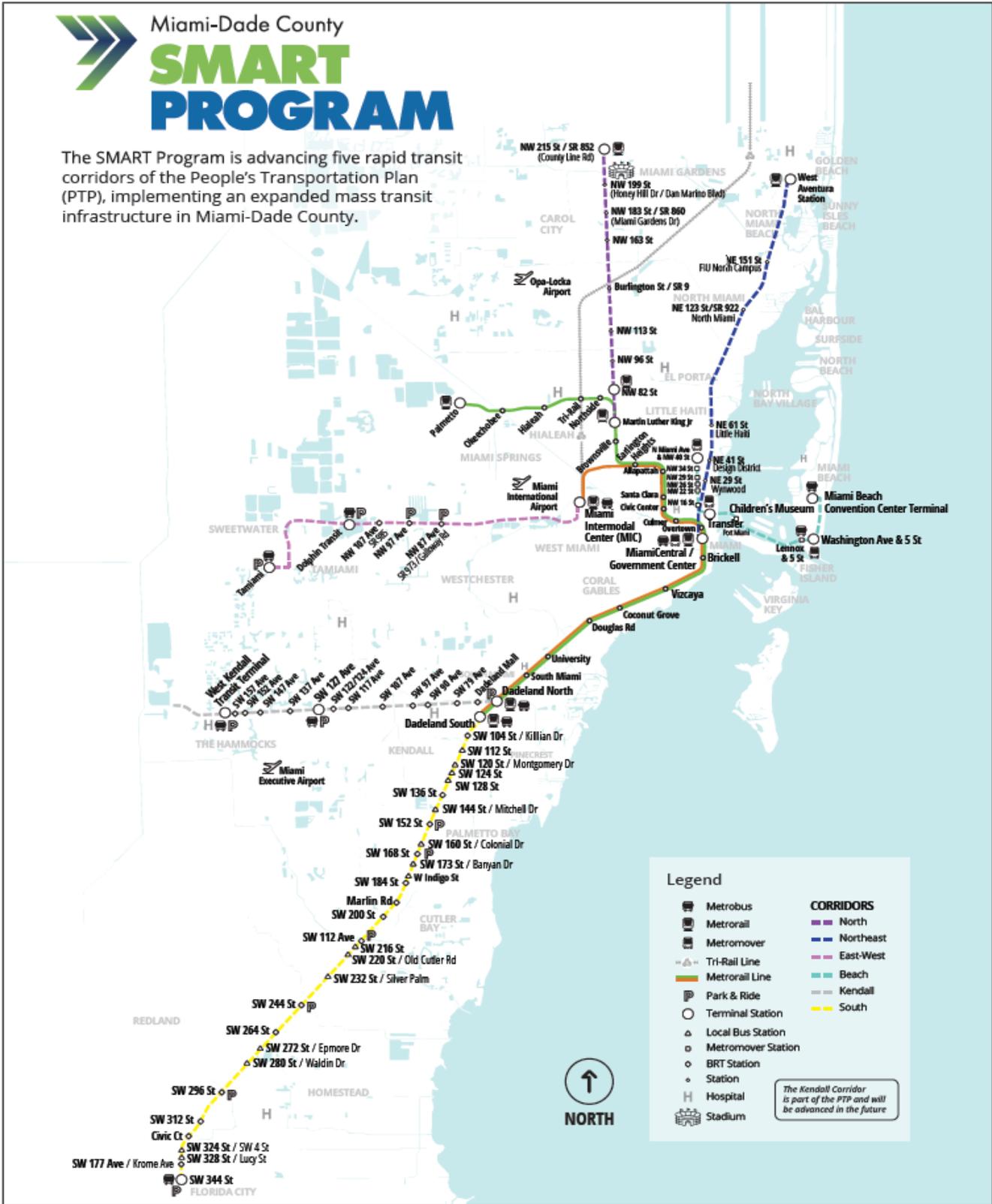
South Dade Trial Shared Use Path Enhancements

Dadeland South Intermodal Station

Strategic Miami Area Rapid Transit (SMART) Program Map

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.



SMART Program South Dade TransitWay Corridor (fka Rail Extension to Florida City)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	4/6/2017	Phase Begin Date	2/2/2021
Project Implementation Date	9/30/2025	Phase End Date	9/30/2025
Project Completion Percentage	95%	Phase Completion Percentage	95%
Amount by Funding Source(s)	PTP- \$114,060,000 FTA- \$214,766,000 Total- \$328,826,000	Project/Contract No.	CIP155/DB19-DTPW-01
Amount Spent as of 9/30/2024	\$237,395,000	Commission District	7,8,9
Capital Budget Project #	2000000973	Site #	3002043

Project Description:

The Strategic Miami Area Rapid Transit (SMART) Plan is a bold infrastructure investment program that will significantly improve transportation mobility and will provide a world-class system that will support economic growth and competitiveness in the global arena. South-Dade TransitWay is one of the six SMART Program corridors.

The South-Dade TransitWay PD&E analyzed approximately 20 miles from the Dadeland South Metrorail station along the existing TransitWay (fka Busway) to SW 344 Street park-and-ride/transit terminal facility. This corridor 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 rapid transit project facilitates the highest demand of passengers traveling 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. On August 30, 2018, the Miami-Dade TPO voted on the Locally Preferred Alternative (LPA) for the South Dade TransitWay Corridor and selected Bus Rapid Transit (BRT) as the most feasible mode of transportation for this corridor based on the recommendation of the PD&E study.



The project entered into the Project Development Phase of the Federal Transit Administration's Capital Investment Grant (CIG) Small Starts program on October 26, 2018. The South Corridor BRT will provide rail-like

travel time, iconic stations, near-level boarding through all doors, and pre-paid fares for speedy access. The BRT upgrades will also provide enhanced safety features and multi-layered service lines on the TransitWay.

DTPW procured 34 of the 39 maintenance fleet vehicles that will be used to support operations and maintenance of the South-Dade TransitWay BRT. PTP funding of \$5,417,560 was used for the purchase of these 34 fleet. The TransitWay runs parallel to US-1 and intersects with approximately 100 roads and impacts over 130 signalized intersections. These 39 vehicles will be assigned to support the continuous monitoring, operation, and maintenance of the BRT, traffic mobility, and impacted traffic signals through multiple work shifts. A \$6.6 million in PTP funding was programmed in the FY 2023-24 capital budget for the purchase of these 39 vehicles.

Project Status:

The Contract for the project was awarded to OHL North America, by the Board of County Commissioners (BCC) on September 3, 2020. Notice to proceed was issued in February 2021 and groundbreaking was held in June 2021. Construction is on-going which includes but is not limited to horizontal concrete work, drainage, foundations for BRT Stations and Pylons, erection of canopy structures, roofing systems and vestibules, gate assemblies, installation of controllers and mast arms, ITS Conduits and Fiber Optic Cable, installation and testing of IT equipment. It also includes milling and resurfacing the corridor, refurbishment of existing bus shelters, power at BRT stations and coordination and installation of AIPP. Thirteen (13) of the fourteen (14) BRT stations construction is substantially completed. Signal testing and integration, coordination with DTPW’s bus operations team is on-going to prepare for pre-revenue service. New buses are undergoing testing. Gate arm implementation is in progress. The project is delayed due to troubleshooting, integration and testing of the ITS system.

Fiscal Impact: The original PTP Exhibit I project (approved by voters) was estimated to cost \$946M as heavy rail and was anticipated to be implemented by 2025. The SMART Program South Dade TransitWay corridor BRT PD&E, design and construction fiscal impact is shown in the table below.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
Prior	\$7,000,000	-	-	\$7,000,000	September 2022
FY 2018	\$103,460,000	\$96,460,000	\$1,223,000	\$102,237,000	September 2022
FY 2019	\$103,460,000	-	\$5,556,410	\$97,903,590	September 2022
FY 2020	\$103,460,000	-	\$9,586,100	\$93,873,900	June 2023
FY 2021	\$103,460,000	-	\$9,586,100	\$93,873,900	March 2024
FY 2022	\$113,622,000	\$10,162,000	\$48,758,000	\$64,864,000	April 2024
FY 2023	\$114,122,000	\$500,000	\$70,906,000	\$43,216,000	March 2025
FY 2024	\$114,060,000*	(\$62,000)	\$83,674,560	\$30,385,440	September 2025

*Note the PTP cost estimate in the table includes \$6.6 million in PTP funding programmed for the purchase of the 39 maintenance vehicles for South-Dade TransitWay corridor. PTP expenditure also includes the maintenance fleet expense.

Transit Oriented Development (TOD) Master Plan for South Corridor

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/1/2021	Phase Begin Date	8/1/2022
Project Implementation Date	7/31/2025	Phase End Date	7/31/2025
Project Completion Percentage	80%	Phase Completion Percentage	60%
Amount by Funding Source(s)	PTP- \$260,000 FTA- \$1,040,000 Total- \$1,300,000	Project/Contract No.	OSP250/CIP215-DTPW19-DE(6)
Amount Spent as of 9/30/2024	\$737,400	Commission District(s)	7,8,9
Capital Budget Project #	672670	Site #	3002562

Project Description:

The South Corridor runs approximately 20 miles from the Dadeland South Metrorail Station to Florida City and has a general project alignment that runs north along the South-Dade TransitWay. This project will result in a Corridor Master Transit-Oriented Development (TOD) Plan for the South and inform the ongoing private and public development along the TransitWay. Work will focus more intensely on individual station areas.

Project Status:

DTPW was awarded an FTA Pilot Program for TOD planning grant to cover up to 80% of the comprehensive planning for this project. The study was issued NTP in June 2022. Two kick-off meetings were held with partners and stakeholders. Collection of prior plans and data along the corridor was completed. Development of typologies and station area selection is completed. Station area memorandum and draft report are being finalized. Draft report on the affordable housing assessment, water and wastewater analysis, bicycle and pedestrian analysis is completed.

Fiscal Impact:

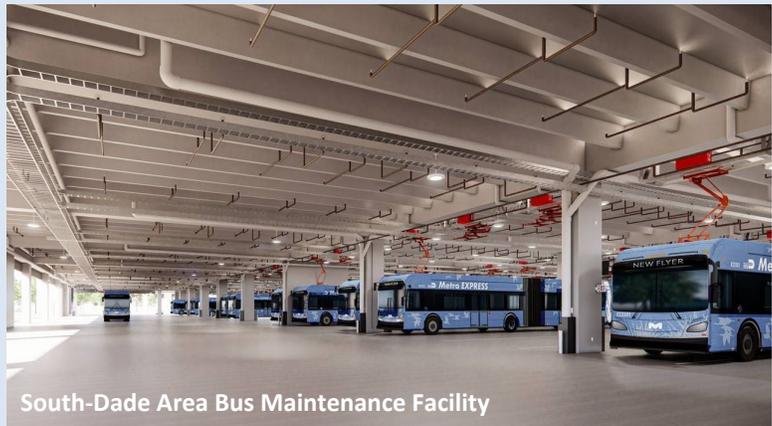
Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2020	\$260,000	-	\$0	\$260,000	September 2023
FY 2021	\$260,000	-	\$0	\$260,000	September 2023
FY 2022	\$260,000	-	\$0	\$260,000	September 2024
FY 2023	\$260,000	-	\$48,000	\$212,000	September 2024
FY 2024	\$260,000	-	\$147,380	\$112,620	July 2025

South Dade Transit Operations Center (fka South Dade Area Bus Maintenance Facility)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	5/1/2020	Phase Begin Date	6/11/2024
Project Implementation Date	10/01/2027	Phase End Date	10/30/2026
Project Completion Percentage	60%	Phase Completion Percentage	30%
Amount by Funding Source(s)	PTP- \$324,600,000	Project/Contract No.	CIP227/CIP142-TR15-PE-1
Amount Spent as of 9/30/2024	\$67,653,000	Commission District(s)	9
Capital Budget Project #	2000001321	Site #	3002564

Project Description:

This project entails a planning study, land acquisition, development of design criteria package, design, and construction, of a new South-Dade electric bus operation and maintenance facility to serve the Metrobus operational needs more effectively and efficiently in the South-Dade area. The facility will serve as the operating base for the beginning and end points of service for the bus fleet on the South-Dade TransitWay Corridor as well as other routes currently in the vicinity



South-Dade Area Bus Maintenance Facility

of this facility to reduce operating expenses and reduce dead head miles. The bus facility entails bus operations, maintenance, parts storage, wash and service areas and employee/visitor parking. The site includes parking for one hundred (100) 60-foot articulated battery electric buses (BEBs) with charging capability. The Facility sits on a 20-acre site located near the southwest corner of the intersection of SW 127 Avenue and Biscayne Drive. The project is being implemented via design-bid-build process.

DTPW is planning to procure 18 maintenance fleet vehicles that will be used to support the operations and maintenance of South-Dade transit operations center. These 18 vehicles will be assigned to support the on-going bus operations facility maintenance activities required to operate this facility. Approximately \$890,000 in PTP Surtax funding was programmed in the FY 2025-26 capital budget for the purchase of these vehicles.

Project Status:

Project advanced through the site selection process and completion of the Title VI process. Final design and construction documents have been completed. Project was advertised for construction in September 2023. Bid Opening took place in December 2023 and Board of County Commission (BCC) approval was obtained in April 2024. Concurrently, the Construction Engineering and Inspection (CEI) contract has been in progress simultaneously. Notice to Proceed (NTP), for both contracts, was issued. Project is in construction. Utility work, erection of structural steel at buildings 1 and 3, and rough mechanical, electrical and plumbing (MEP) work is on-going.

Fiscal Impact: CITT encourages DTPW to seek other funding including Federal/State/Municipal funds or private sector contributions. Surtax funds should be leveraged as a local match and should not exceed fifty (50%) of project costs for capital projects per the CITT’s guiding principles and priorities.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2020	\$56,214,000	-	\$0	\$56,214,000	September 2024
FY 2021	\$167,618,800	\$111,404,800	\$255,400	\$167,363,400	October 2027
FY 2022	\$268,500,000	\$100,881,200	\$1,459,000	\$267,041,000	July 2025
FY 2023	\$308,600,000	\$40,100,000	\$9,127,000	\$299,473,000	October 2027
FY 2024*	\$325,490,000	\$16,890,000	\$67,653,000	\$257,837,000	October 2027

*The FY 2024 Budget estimate includes \$890,000 in PTP funding budgeted for the purchase of 18 maintenance fleet vehicles.

Revision#1 - The initial cost was based on preliminary estimates. Project footprint has been reduced by half the size than what was initially assumed resulting in now having to build a structure at significant additional cost.

Revision#2 - The project scope definition, needs and goals have been established. The final site for the proposed facility is being evaluated. This budget revision is based on assuming the facility on a 20-acre site located near the southwest corner of the intersection of SW 127 Avenue and Biscayne Drive (Site 5). The increase in budget is due to more defined project programming allowing for the development of a more refined budget and schedule to deliver the project in a fast-track process to align with the electric bus procurement schedule.

Revision#3 - Project budget has been revised upon receipt of the 30% design submittal. The project budget has increased to \$243.2M. Note that the FY 2022-23 budget was developed from conceptual design and the FY 2023-24 budget is developed from the 30% design of the project.

Revision#4 – Budget revised based on the 90% design plans and an option to include electric bus charging equipment. This revision also added \$4.5M for construction management activity.

Revision #5 - Throughout the final design the project programming has been further defined allowing for the development of a more refined budget and schedule to deliver the project. Delays in schedule and increase in cost have been due to the site selection process, commitment of parcels owned by the County, additional time required in conducting the dry run permitting process, coordination with FPL, and receipt of bid price.

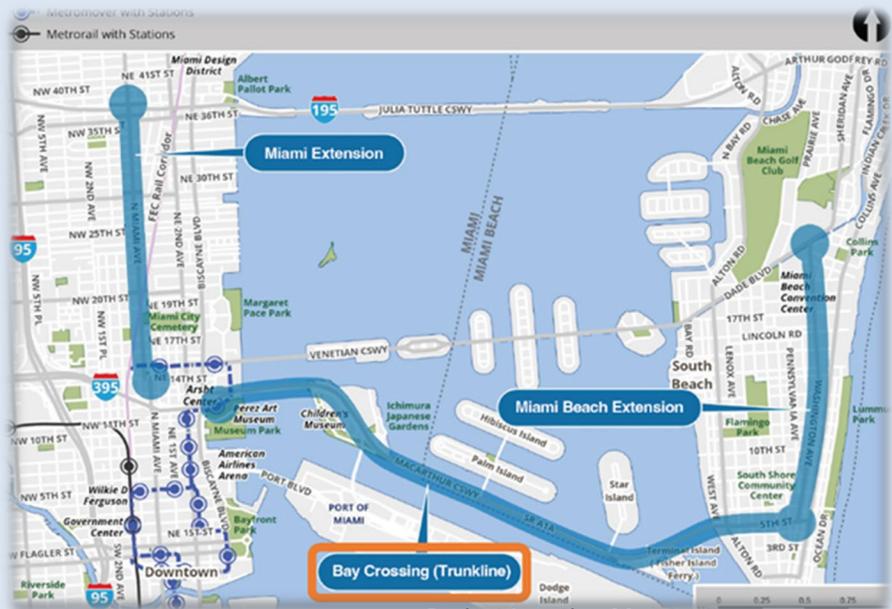
Revision #6 - Additional funds required to supplement the cost for builder's risk and the procurement, installation, and commissioning of pentagrams and plug in chargers.

SMART Program Beach Corridor (fka Bay Link)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	5/1/2017	Phase Begin Date	5/1/2017
Project Implementation Date	9/30/2036	Phase End Date	9/28/2029
Project Completion Percentage	0%	Phase Completion Percentage	95%
Amount by Funding Source(s)	PTP- \$758,206,000 FDOT- \$254,794,000 Total- \$1,013,000,000	Project/Contract No.	CIP153/CIP142-1-TPW16-PE1(1)
Amount Spent as of 9/30/2024	\$28,124,000	Commission District	3,5
Capital Budget Project #	6639470	Site #	71408

Project Description:

Beach Corridor is one of the six SMART Program Rapid Transit Corridors. The corridor is approximately 9.7 miles between the cities of Miami and Miami Beach, 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.



Project Location Map

Project Status:

DTPW initiated a PD&E study to evaluate premium transit solutions in this corridor in May 2017. DTPW presented the recommended alternative and TPO adopted a Locally Preferred Alternative (LPA) on January 30, 2020, based on the PD&E study results. The LPA for the Beach Corridor is described as the following:

- Section 1. For the Beach Corridor Trunkline (Baylink), which extends from the existing Downtown Metromover Omni Extension along MacArthur Causeway to 5th Street near Washington Avenue, the selected technology is elevated rubber tire vehicles.
- Section 2. For the Miami Design District Extension, the selected technology is an extension of the existing Metromover in the median of Miami Avenue to NW 41 Street in the Design District.
- Section 3. For the Miami Beach Convention Center Extension, the selected technology is dedicated lanes for bus/trolleys along Washington Avenue.

In April 2020, the United State Coast Guard (USGC), as the bridge permit agency, accepted the role of the NEPA lead agency for the Trunkline and approved an Environmental Assessment (EA) as the NEPA class of action for the Trunkline (Baylink). An independent utility justification memorandum for the Beach Corridor Trunkline was submitted to FTA region 4 in June 2020 and was approved in January 2021. The PD&E team completed the alternatives development and evaluation phase. The remaining PD&E tasks, including final NEPA documentation and permitting, are currently on hold pending completion of the Value Engineering (VE) study. The VE study is currently under negotiation. VE study effort was initiated as a result of FDOT comments on the initial request for extensive Vissim analysis of the Corridor

In September 2019, the County advertised a Request for Proposal (RFP) at the direction of the BCC for the Beach Corridor Trunkline. In March 2020, the County received a proposal from MBM Partners, LLC (MBM). Following evaluation of the proposal by the Competitive Selection Committee (CSC), the CSC recommended entering into negotiations with MBM to achieve an Interim Agreement. Subsequently, the Interim Agreement was presented to the BCC and approved by the BCC in October 2020 for a term of 18 months plus one 6-month extension for the Baylink portion. The P3 process was concluded in October 2022.

In 2023, FDOT requested DTPW to analyze the traffic impacts of the project within the Miami Beach area as well as the number of people that would potentially use the system and create a mode shift. DTPW staff developed a scope of work to assess the ridership and its results in mode shift, conduct Dynamic Traffic Assignment (DTA). FDOT has requested additional traffic counts and analysis consistent with a full PD&E study. DTPW began a Value Engineering scoping effort exploring options for corridor alignment and technology which will minimize traffic impacts along the corridor area of influence. Value engineering, traffic analysis and NEPA extended the planning phase schedule.

Fiscal Impact:

The cost estimate of the original PTP Exhibit I Baylink project (approved by voters) was estimated at \$510M and was anticipated to be implemented by 2025. The SMART Program Beach Corridor Trunkline (Baylink) fiscal impact is listed in the table below.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2016	\$3,750,000	-	-	\$3,750,000	September 2021
FY 2017/ FY 2018	\$4,666,000	\$916,000	\$939,000	\$3,727,000	September 2021
FY 2019	\$16,580,000	\$11,914,000	\$2,842,000	\$13,783,000	September 2022

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2020	\$16,579,500	-	\$5,761,500	\$10,818,000	December 2022
FY 2021	\$16,579,500	-	\$8,947,900	\$7,631,600	December 2022
FY 2022	\$763,000,000	\$746,420,500	\$21,000,000	\$742,000,000	December 2024
FY 2023	\$758,206,000	(\$4,794,000)	\$21,077,000	\$737,129,000	TBD
FY 2024	\$758,206,000	-	\$23,422,000	\$734,784,000	September 2036

SMART Program Beach Corridor Metromover Design District Extension

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/01/2029	Phase Begin Date	10/1/2029
Project Implementation Date	12/31/2036	Phase End Date	12/31/2036
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$11,000,000	Project/Contract No.	CIP275/TBD
Amount Spent as of 9/30/2024	\$0	Commission District(s)	3
Capital Budget Project #	672670	Site #	3005501

Project Description:

Beach Corridor is one of the six rapid transit corridors of the Strategic Miami Area Rapid Transit (SMART) Plan. The Beach Corridor Rapid Transit Project will provide rapid transit service connecting the cities of Miami and Miami Beach along a 10-mile corridor, crossing Biscayne Bay from Miami Beach Convention Center to Downtown Miami and north to the Miami Design District. The Locally Preferred Alternative (LPA) for the Beach Corridor transit connection between Downtown Miami and Design District is Metromover extension along Miami Avenue from the existing Metromover School Board station to 41st Street (approximately 1.7 miles). This extension has independent utility and will be advanced into design and construction as a separate project. The Project Development and Environment (PD&E) study for this segment is conducted as part of the Beach Corridor (Baylink) PD&E project.

Project Status:

15% design plans for design district extension are completed under the Beach Corridor PD&E project (CIP253/P672670; S77696). NEPA Class of Action is assumed to be documented Categorical Exclusion (CatEx) and draft CatEx document is complete. The project development phase is delayed until 2029 due to additional coordination needed for Beach Corridor trunkline segment.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2021	\$11,000,000	-	\$0	\$11,000,000	December 2029
FY 2022	\$11,000,000	-	\$0	\$11,000,000	December 2029
FY 2023	\$11,000,000	-	\$0	\$11,000,000	TBD
FY 2024	\$11,000,000	-	\$0	\$11,000,000	TBD

Transit Oriented Development (TOD) Master Plan for the Beach Corridor – Design District Extension

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Procurement, Panning
Project Begin Date	7/1/2024	Phase Begin Date	7/1/2024
Project Implementation Date	1/29/2027	Phase End Date	12/1/2025
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$225,000 FTA- \$900,000 Total- \$1,125,000	Contract No.	OSP258/WO-CIP215G-007.R0
Amount Spent as of 9/30/2024	\$0	Commission District(s)	3
Capital Budget Project #	672670	Site #	3002956

Project Description:

The SMART Program Beach Corridor runs approximately 1.7 miles from existing Metromover school board station to 41st Street connecting Downtown Miami and Design District along Miami Avenue. This project is a Transit Oriented Development (TOD) master plan for the beach corridor design district extension. DTPW will conduct a comprehensive master planning and station area design effort that will inform transit-oriented development planning efforts, inform designs of connections to stations, and improve access to the beach corridor design district extension rapid transit project. Work will focus on individual station areas to guide private development and ridership growth. The proposed TOD planning effort supports County goals in promoting equitable transportation, economic development, enhance transportation system connectivity and ridership.

Project Status:

DTPW received an FTA TOD Planning Pilot program grant for this study. The notice to proceed for the planning study is expected in Fall 2025. Schedule delay is due to delay in contract procurement/negotiations.

Fiscal Impact:

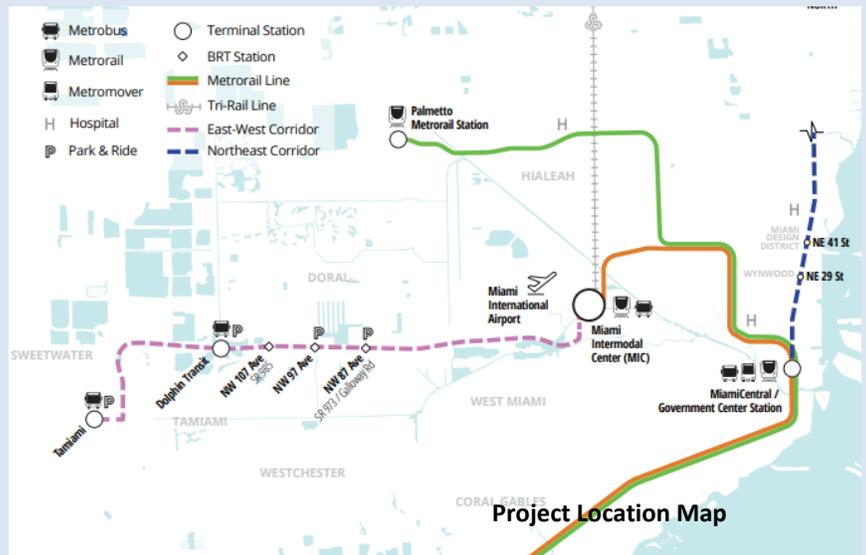
Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2020	\$225,000	-	\$0	\$225,000	September 2023
FY 2021	\$225,000	-	\$0	\$225,000	October 2024
FY 2022	\$225,000	-	\$0	\$225,000	October 2025
FY 2023	\$225,000	-	\$0	\$225,000	September 2026
FY 2024	\$225,000	-	\$0	\$225,000	January 2027

SMART Program East-West Corridor

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Design Procurement
Project Begin Date	4/1/2017	Phase Begin Date	7/15/2025
Project Implementation Date	TBD	Phase End Date	7/15/2026
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$73,848,000	Project/Contract No.	CIP154/CIP142-TR15-PE-1
Amount Spent as of 9/30/2024	\$12,309,000	Commission District	6,10,11,12
Capital Budget Project #	2000002795	Site #	3005781

Project Description:

East-West Corridor is one of the six SMART Program Rapid Transit Corridors. The East-West Corridor PD&E, which began in April 2017, will analyze approximately 14 miles between Miami International Airport and the Tamiami transit terminal to the west along the SR-836/Dolphin expressway to implement premium transit solutions in this corridor. This project will serve major activity centers including Florida International University (FIU), Miami International Airport (MIA), the Miami Intermodal Center (MIC), Dolphin Mall, and major employment areas like Downtown Miami, Doral and the Blue Lagoon area. It provides multimodal options that mitigate the severe traffic congestion along SR-836 which is the only east-west expressway in central Miami-Dade County. The project limit has been revised in Spring 2020 to extend the project to the Tamiami station at SW 8th St and SW 147th Ave. The original limit was from FIU to MIC.



Project Status:

The East-West Corridor PD&E study began in April 2017. A public kick-off meeting in June 2017 and four (4) corridor and public engagement workshops were conducted in 2018 and 2019. Through the technical analysis and public input process, four viable build alternatives, Bus Rapid Transit (BRT), Heavy Rail Transit (HRT), Commuter

Rail Transit (CRT) and a hybrid combination of BRT and CRT, were identified and developed for a screening evaluation. On October 22, 2020, the Miami-Dade TPO Governing Board unanimously selected the Bus Rapid Transit (BRT) Alternative as the Locally Preferred Alternative (LPA). The BRT LPA selected includes three routes to be implemented in two phases. Phase 1 will be implemented to provide rapid transit service to the west Dade area, where no transit service is available yet. The project team is coordinating with the FTA on the National Environmental Policy Act (NEPA) Class of Action and anticipating a documented Categorical Exclusion Class-of-Action. Phase 1 is being implemented to provide rapid transit service to the west Dade area. Phase 1 of the BRT project was admitted into FTA’s Small Starts Project Development in October 2021.

TPO urged DTPW to reconsider the Locally Preferred Alternative (LPA). Given feedback on more advanced design for the BRT LPA, and directions from the TPO Board mainly provided in the November 2023 and January 2024 Governing Board meetings, DTPW will be conducting a feasibility study. The feasibility study will consider the opportunities and disadvantages of a Bus Rapid Transit (BRT) solution for the corridor and re-evaluate the feasibility of commuter rail alternative for the East West (SMART) Corridor.

The completion date was extended to conduct the commuter rail feasibility study and LPA refinement. DTPW recently received a \$8.1M project development grant from the FTA which will be used for the feasibility study. DTPW is in the process of procuring Consultant to conduct feasibility study.

Fiscal Impact: The original PTP Exhibit I project (approved by voters) was estimated to cost \$2,789M as heavy rail and with anticipated implementation by 2025. The SMART Program East-West corridor BRT PD&E study fiscal impact is shown below.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$9,000,000	-	\$2,424,000	\$6,576,000	September 2020
FY 2019	\$12,000,000	\$3,000,000	\$3,994,000	\$8,006,000	December 2021
FY 2020	\$25,000,000	\$13,000,000	\$5,750,400	\$19,249,600	December 2021
FY 2021	\$25,000,000	-	\$7,476,600	\$17,523,400	December 2022
FY 2022	\$25,000,000	-	\$15,251,000	\$9,749,000	June 2028
FY 2023	\$73,848,000	\$48,848,000	\$ 12,264,000	\$ 61,584,000	TBD
FY 2024	\$73,848,000	-	\$12,309,000	\$61,539,000	TBD

Revision 1: The additional budget (\$3,000,000) is requested to continue the project through FTA Capital Investment Grant (CIG) program Project Development.

Revision 2: The additional budget (\$13,000,000) is to complete the FTA CIG Project Development Phase and prepare design criteria package for the procurement of Design-Build services.

Transit Oriented Development (TOD) Master Plan for East-West Corridor

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/1/2018	Phase Begin Date	10/1/2018
Project Implementation Date	9/30/2023	Phase End Date	9/30/2023
Project Completion Percentage	100%	Phase Completion Percentage	100%
Amount by Funding Source(s)	PTP- \$253,000 FTA- \$960,000 Total- \$1,213,000	Project/Contract No.	OSP215/CIP142-TR15-PE-1
Amount Spent as of 9/30/2024	\$1,200,300	Commission District	6,10,11,12
Capital Budget Project #	672670	Site #	3001347

Project Description:

The East-West Corridor is one of six premium transit corridors included in the SMART Program as endorsed by the Miami-Dade TPO Governing Board. DTPW will conduct a comprehensive planning effort that will inform transit and land use planning in the East-West Corridor, an 11-mile corridor linking the Miami Intermodal Center at Miami International Airport with Florida International University, Dolphin terminal, Tamiami terminal and the western communities of Miami-Dade County. Scope of services was revised for the additional site selected at 42 Avenue due to the RFP that was advanced and advertised for TOD at Dolphin station.

Project Status:

DTPW received FTA grant to conduct a transit-oriented development (TOD) study for the East-West Corridor under the TOD Planning Pilot program. This study received NTP in November 2018. The study conducted public design charettes in Spring/Summer 2020 following the



LPA selection for the rapid transit corridor. Four station locations were identified and presented to TPO and RER in August 2019. Working Group Meetings were held in fall 2019. The study was completed in spring 2023 with a TOD master plan for the corridor and the grant was closed in August 2024.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$240,000	-	\$0	\$240,000	September 2020
FY 2019	\$240,000	-	\$0	\$240,000	September 2021
FY 2020	\$240,000	-	\$85,300	\$154,700	September 2021
FY 2021	\$240,000	-	\$85,300	\$154,700	September 2022
FY 2022	\$253,000	\$13,000	\$238,000	\$15,000	September 2023
FY 2023	\$253,000	-	\$241,300	\$11,700	September 2023
FY 2024	\$253,000	-	\$241,700	\$11,300	September 2023

SMART Program Northeast Corridor Planning and PD&E

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Design
Project Begin Date	10/1/2019	Phase Begin Date	3/7/2022
Project Implementation Date	12/31/2032	Phase End Date	5/30/2026
Project Completion Percentage	30%	Phase Completion Percentage	20%
Amount by Funding Source(s)	PTP- \$200,000,000 FDOT- \$200,000,000 FTA- \$527,320,000 Total- \$927,320,000	Project/Contract No.	CIP228/CIP142-1-TPW16-PE1(1), and others
Amount Spent as of 9/30/2024	\$17,537,000	Commission District	2,3,4,5
Capital Budget Project #	672670, 2000002796	Site #	3002318, 3005782

Project Description:

The Northeast corridor is an approximately 13.5-mile regional connection that links Downtown Miami with communities to the north via the Florida East Coast (FEC) railway, generally along the Biscayne Blvd/U.S. 1 Corridor. It represents Miami-Dade County's segment of the larger 85-mile Coastal Link corridor. Its objective is to create a commuter rail route linking Miami Central Station in downtown Miami to the West Aventura Station, providing reliable and efficient transportation options for County residents, local businesses, and visitors. Initial planning phases identified commuter rail as the preferred mode for this SMART Program Rapid Transit Corridor. The TPO Board directed DTPW as an operating agency, to review and fully vet the project deliverables developed by FDOT and its consultants. In March 2021, the TPO Board officially adopted Passenger/Commuter Rail along the Florida East Coast Railway (FEC) tracks as Locally Preferred Alternative (LPA). The project involves constructing five new stations and utilizing the existing Miami Central and West Aventura stations to facilitate passenger commuter rail service along the corridor. The project is also building a new vehicle maintenance and storage facility at the existing FDOT's Hialeah Yard.

Project Status:

In June 2020, the BCC passed a resolution (R-558-20) directing the Mayor to negotiate agreements and funding commitments with Virgin Trains and the



public and private interested parties along the northeast corridor, for the implementation of commuter rail service along the corridor. In October 2020, the BCC passed a resolution (R-1088-20) establishing County policy identifying certain top station priority locations for the northeast corridor. In November 2020, the BCC passed a resolution (R-1154-20) directing the County Mayor to finalize negotiations with Brightline for the northeast corridor inclusive of an access agreement and agreements for O&M and capital; completing all due diligence and any necessary approval by the FTA; further directing the County Mayor to submit the agreements to the CITT for its review and recommendation.

Following direction of the BCC and adopted LPA for the Northeast Corridor, DTPW initiated discussions with Brightline regarding track and land access fee, infrastructure improvements required for the proposed commuter rail service, and estimated O&M costs for the proposed service.

In March 2021, DTPW submitted an INFRA grant application for the rail infrastructure of the proposed service, requesting \$125M of USDOT funding. In October 2021, the project was approved into the FTA Capital Investment Grants (CIG) New Starts program Project Development Phase. The project received a Documented CatEx as the NEPA class of action in November 2023 and it was identified in the President’s FY2025 budget.

In January 2024, the FTA held the Risk Workshop where staff provided details and took the FTA and the PMOC on a site visit of the corridor.

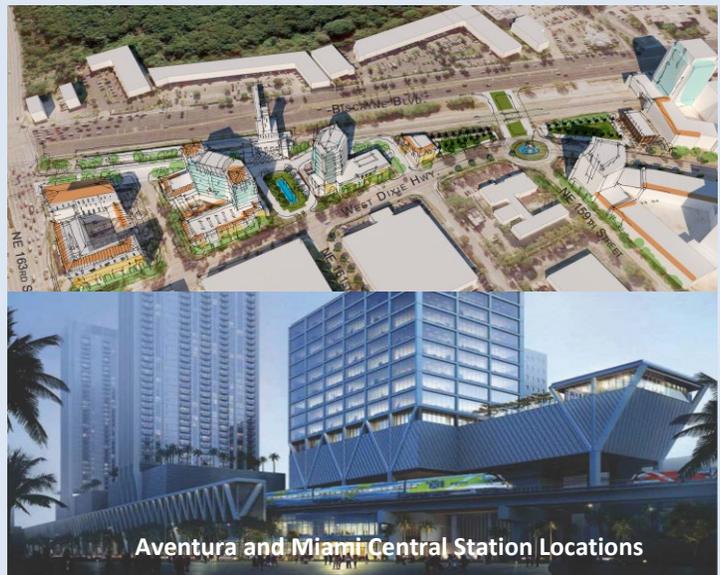
On October 23, 2024, the FTA approved DTPW to begin the engineering phase of the Northeast Corridor project, assigning it a “Medium-High” rating and authorizing pre-award activities. With a projected cost of \$927.3 million, the FTA committed \$389.5 million (42%), and FDOT pledged \$200 million (22%), later rescinded in the 2025 State budget. The remaining funding came from the People’s Transportation Plan (PTP), completing the local match. DTPW advanced engineering to fulfill CIG requirements, but as of July 2025, the project was excluded from both federal and state budgets. Efforts are ongoing to restore funding to previous levels.

DTPW is working with several partners (FDOT, FECR, SFRTA, Broward County and Brightline) on third-party railroad agreements. Aventura and Miami Central stations were completed and are now open for service.

Fiscal Impact:

The original PTP Exhibit I project (approved by the voters) was estimated to be \$795M for the northeast corridor.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$1,143,000	-	\$0	\$1,143,000	September 2021
FY 2019	\$1,143,000	-	\$0	\$1,143,000	September 2023
FY 2020	\$25,000,000	\$23,857,000	\$27,700	\$24,972,300	September 2024



Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY2021	\$25,000,000	-	\$381,800	\$24,618,200	September 2024
FY 2022	\$189,446,000	\$164,446,000	\$5,632,000	\$183,814,000	December 2027
FY 2023	\$200,000,000	\$10,554,000	\$17,537,000	\$182,463,000	December 2032
FY 2024	\$200,000,000	-	\$17,537,000	\$182,463,000	December 2032

Increase in capital budget allocation was to comply with FTA New Starts Program to obtain the 50% funding share and as a requirement of that application process, the FTA requires the local match to be funded first, prior to that of federal and state grants. Additionally, the FTA requires the applicant to demonstrate at least 30 percent of the funding is available to be comprised of a local match.

Project cost increases are due to increased prices for construction materials and rolling stock. Project costs will be reviewed and finalized once the final design of the project is completed, and the project enters Full Funding Grant Agreement (FFGA) with the FTA.

The project team has adjusted the overall schedule to mitigate project risks and expedite FTA approval. Main factors to the schedule change also include long delays in rail vehicle manufacturing and delivery. In light of pandemic-related disruptions, the manufacturing lead time for rolling stock nationwide has extended to 5-7 years. DTPW is looking at expediting this timeline by beginning the operator discussions and rolling stock procurement in 2024.

Northeast Corridor West Aventura Station	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	10/11/2019
Project Implementation Date	10/30/2026
Project Completion Percentage	96%
Amount by Funding Source(s)	PTP- \$76,700,000 City of Aventura- \$4,000,000 Total- \$80,700,000
Amount Spent as of 9/30/2024	\$72,085,000
Capital Budget Project #	2000001322
PTP Category	Post-Unification
Project Phase	Construction
Phase Begin Date	03/31/2020
Phase End Date	10/30/2026
Phase Completion Percentage	Station, Platform, and West bridge: 100% East bridge: 78%
Project/Contract No.	CIP224/BCC Resolution R-1115-19
Commission District	4
Site #	3002565

Project Description:

In 2015, CITT and BCC adopted Resolutions which allocated Surtax funds for improvements to the Miami Central station as a first step towards activating the Northeast Corridor. The County has negotiated a development agreement with Virgin Trains USA LLC for the new West Aventura Station. The County has an opportunity to benefit from Virgin’s billions of dollars of private investment by allocating a one-time capital contribution towards the construction of the new West Aventura station. By providing a convenient connection to Metrorail via Virgin trains between Aventura and Downtown Miami, ridership will be significantly increased on both systems and traffic reduced in this very congested area of the County.

The implementation of the SMART Program Northeast Corridor was initiated by acquiring land to construct a West Aventura station platform on the existing privately-owned rail line (Brightline now Virgin Trains USA LLC) that will service commuters between Aventura and Downtown Miami. County acquired appx 3 acres of privately-owned land in December 2019. Virgin to construct, operate and maintain a passenger rail station, park-and-ride (up to 290 spaces) to co-locate with kiss-and-ride and bus bay facilities, a center platform and necessary track and signalization improvements within its railroad right-of-way, and pedestrian bridge connecting the station and park-and-ride lot over West Dixie Highway to the railroad right-of-way and platform. Also, Virgin to develop an east station that will allow connectivity between Aventura Mall Metrobus terminal and the new rail station.

Project Status:

Right-of-way acquisition and design of station, west bridge and platform were completed. Construction of the station and west bridge is complete. The station is fully operational. Rail infrastructure work is 100% completed. The East bridge contractor has received peer review approval, and the East bridge components were fabricated

and received. Brightline is coordinating with FDOT, the County, and Turnberry for occupancy permit, County contract update for \$4M City of Aventura funding, and license agreement from Turnberry. East bridge installation is currently delayed due to pending permit and the required County contract update for City funding.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$76,700,000	-	\$0	\$76,700,000	October 2022
FY 2019	\$76,700,000	-	\$19,000,000	\$57,000,000	October 2022
FY 2020	\$76,700,000	-	\$20,854,000	\$55,846,000	March 2022
FY 2021	\$76,700,000	-	\$25,958,800	\$50,741,200	November 2022
FY 2022	\$72,700,000	(\$4,000,000)	\$60,671,000	\$12,029,000	December 2025
FY 2023	\$72,700,000	-	\$70,412,000	\$2,288,000	December 2025
FY 2024	\$76,700,000	\$4,000,000	\$72,085,000	\$4,615,000	October 2026

In FY 2022, the \$4M decrease in PTP funds is due to City contribution by same amount. Schedule reflects construction of East Bridge.

Miami Central Station (Tri-Rail Downtown Miami Link)

Department	PTP Category
SFRTA	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Construction
Project Begin Date	Phase Begin Date
-	-
Project Implementation Date	Phase End Date
TBD	Completed
Project Completion Percentage	Phase Completion Percentage
95%	95%
Amount by Funding Source(s)	Contract No.
PTP CERF- \$13,900,000 SEOPW CRA- \$ 17,528,000 OMNI CRA- \$ 3,750,000 City of Miami- \$ 8,097,000 Bayfront Trust- \$ 250,000 Miami DDA- \$ 1,267,000 SFRTA Station/Track Improvements- \$ 25,519,200 Total- \$70,311,200	OMB2000000249
Amount Spent as of 9/30/2024	Commission District
\$66,277,400	5
Capital Budget Project #	Site #
-	-

Project Description:

The South Florida Regional Transportation Authority (SFRTA) is operating the Tri-Rail network. The Tri-Rail system began in 1989 and currently operates 72 miles of commuter rail along the CSX corridor (now known as the Tri-Rail corridor) from West Palm Beach to Miami International Airport (MIA).

The Tri-Rail Downtown Miami Link is designed to bring commuter rail service from the existing Tri-Rail service on the CSX corridor to Miami Central station located in Downtown Miami. The current Tri-Rail service terminates in Miami-Dade County at MIA.

The Tri-Rail Downtown Miami Link takes advantage of two other major initiatives that have been underway. The first is the connection of a rail link between the Tri-Rail corridor and the Florida East Coast (FEC) corridor. This project has been funded by the Florida Department of Transportation, through a federal Transportation Investment Generating Economic Recovery (TIGER) Grant. This project was initially conceived as part of the freight rail plan provides for the east-west movement of trains from the Port of Miami to western Miami-Dade County.

Additionally, All Aboard Florida (AAF) is establishing an inter-city passenger rail service (rebranded as “Brightline”) from Miami to Orlando. This project includes a Miami Central Station which will be located immediately adjacent to the Miami-Dade Government Center and will consist of the rail station and a comprehensive transit-oriented development with extensive retail office and residential projects.

SFRTA and AAF, realizing this potential and synergy have developed a plan that would, as part of the construction of the Miami Central Station, construct the tracks, platforms and station space needed for Tri-Rail. Additionally, Tri-Rail has developed an operational plan that would, using the TIGER connector, bring existing Tri-Rail service to Downtown Miami with the opening of the Brightline.

The SFRTA component of Miami Central station is estimated to cost approximately \$69M. It is funded through a collaborative funding partnership including SFRTA, Miami-Dade County CITT, the City of Miami, the Miami Downtown Development Authority and two Community Redevelopment Agencies (CRA) where the project is located, the Southeast Overtown Park West (SEOPW) CRA and the Omni CRA.

The County/CITT contribution is \$13.9M from the Capital Expansion Reserve Fund. These funds will be used for the Tri-Rail portion of the Miami Central station.

Project Status:

Construction of the Tri-Rail platforms at Miami Central station and the pedestrian bridge, rail infrastructure, including tracks and signals, roadway grade crossing improvements, and Installation of a railing on the platform around the skylight are completed. The signal system will need to be cut over with the new software to support I-ETMS. Brightline completed installation of the I-ETMS Positive Train Control (PTC) system and SFRTA is working with the vendor to obtain new version of the I-ETMS software as implemented by Brightline and will work with rail partners to complete interoperability testing. The Brightline system received conditional approval of PTC from Federal Railroad Administration (FRA). SFRTA requested a test train run to inspect the station and track construction improvements at Miami Central Station completed by the Brightline in March 2021. SFRTA and Brightline’s joint field inspection, SFRTA’s LiDAR scan survey of the platform, and further reviews revealed several defects including platform clearance issue on the north end, material defects, vertical clearance issues, live load ratings, Operating Rules and Tier3 compliance resulting in the platform to be unsafe for passenger services. SFRTA is working with a consultant to develop level boarding solution, and to review potential modifications needed to its remaining stations, maintenance yard and maintenance equipment. Platform modifications were completed, Dispatchers hired, signage kiosks installed on platforms, tri-party agreement was executed. Access to the corridor, PTC/ATC testing and installation, Overhaul of locomotives painting of the station, coordination with FRA, training and qualification of crew, system safety plan, coordination with partners, and public outreach were completed and the service operation to Miami Central Station began in January 2024. The project is completed.

Fiscal Impact: Project started in 2015 and the original completion date was by 2017.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019 & Prior	\$13,900,000	-	\$13,200,000	700,000	October 2021
FY 2020	\$13,900,000	-	\$13,200,000	700,000	TBD
FY 2021	\$13,900,000	-	\$13,200,000	700,000	TBD
FY 2022	\$13,900,000	-	\$13,200,000	700,000	December 2023
FY2023	\$13,900,000	-	\$13,200,000	700,000	January 2024

Aventura Intermodal Terminal	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	04/15/2025
Project Implementation Date	6/4/2029
Project Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$375,000
Amount Spent as of 9/30/2024	\$0
Capital Budget Project #	672670
PTP Category	Post-unification
Project Phase	Planning
Phase Begin Date	04/15/2025
Phase End Date	4/17/2026
Phase Completion Percentage	0%
Project/Contract No.	CIP309/CIP215-DTPW19-DE (3)
Commission District(s)	4
Site #	3009705

Project Description:

This project is to redesign the existing Aventura mall Metrobus terminal to establish a direct connection to the SMART Program Northeast Corridor West Aventura station through the new pedestrian bridge over US-1. Expand the terminal capacity for bus service operations, enhance overall accessibility for passengers, and improve mobility within and around the station. Furthermore, the project encompasses upgrades to the terminal, with a specific emphasis on optimizing bus operator facilities to enhance the overall efficiency and seamlessness of the transit experience.

Project Status:

The notice to proceed is anticipated to be issued in May 2025.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	Actual PTP Expenditures	Estimated Remaining PTP Balance	Completion Date
FY 2023	\$375,000	-	\$0	\$375,000	June 2029
FY 2024	\$375,000	-	\$0	\$375,000	June 2029

SMART Program North Corridor Planning and Implementation

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	10/1/2019	Phase Begin Date	4/15/2024
Project Implementation Date	TBD	Phase End Date	TBD
Project Completion Percentage	TBD	Phase Completion Percentage	TBD
Amount by Funding Source(s)	PTP- \$509,361,000 FDOT- \$422,660,000 FTA- \$1,267,979,000 Total- \$2,200,000,000	Project/Contract No.	CIP152/CIP113-DE-TR15.6
Amount Spent as of 9/30/2024	\$8,921,000	Commission District	1,2,3,6
Capital Budget Project #	679320	Site #	3008021

Project Description:

SMART Program North Corridor is approximately 10 miles from Dr. Martin Luther King Jr. Metrorail Station north along NW 27 Avenue to NW 215 Street. This Rapid Transit Corridor connects the cities of Miami, Opa-locka, and Miami Gardens with major activity centers including College Campuses, Hard Rock Stadium and Calder Racecourse. FDOT conducted the PD&E study for the North Corridor. In October 2019 the TPO (Reso #55-19) selected elevated fixed guideway transit system as the LPA for North Corridor.

Project Status:

FDOT completed the Draft Environmental Assessment for the North Corridor in 2020. As directed by the BCC, in June 2020, DTPW developed a draft RFP for the North Corridor and advertised a P3 contract seeking proposals to design, permit, build, finance, operate and maintain full turn-key services for a rapid mass transit. DTPW had been pursuing a P3 procurement to deliver the project with the potential for multiple transit technologies to be proposed. In late 2022, the BCC directed that the procurement be cancelled, and that DTPW pursue an elevated Metrorail extension as the proposed technology and pursue a stipend agreement with the four P3 proposers to obtain their work products created in connection with the cancelled procurement. In May 2023 FDOT and DTPW initiated a value engineering process to further define the project and seek efficiencies.

The funding included here will allow DTPW to continue coordinating the NEPA process with FDOT, pay the P3 stipends, advance the project design and project development towards 45% and commence right-of-way mapping activities. The project is being led by FDOT. FDOT restarted the PD&E study in April 2024.

Note that the FDOT and FTA funds were programmed in the budget to show the State/Federal share required and yet to pursue grant applications to secure the State and Federal funds for the project.

Fiscal Impact: The original PTP Exhibit I project (approved by voters) was estimated to cost \$555M as heavy rail and with anticipated implementation by 2025. The SMART Program North corridor project fiscal impact is shown in the table below.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$2,286,000	-	\$0	\$2,286,000	September 2021
FY 2019	\$2,286,000	-	\$0	\$2,286,000	September 2023
FY 2020	\$11,154,000	\$8,868,000	\$339,400	\$10,814,600	September 2023
FY 2021	\$11,154,000	-	\$443,000	\$10,711,000	September 2023
FY 2022	\$475,000,000	\$463,846,000	\$521,300	\$474,478,700	September 2026
FY 2023	\$509,361,000	\$34,361,000	\$4,701,000	\$504,660,000	2036
FY 2024	\$509,361,000	-	\$8,921,000	\$500,440,000	TBD

Increase in PTP funds indicates the local match Capital budget to position the project to pursue discretionary grants such as Reconnecting Community, MEGA, RAISE and other discretionary opportunities. The Completion Date in the table has been updated to the Implementation date instead of phase completion.

Transit Oriented Development (TOD) Master Plan for the North Corridor

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	5/1/2024	Phase Begin Date	5/1/2024
Project Implementation Date	5/31/2027	Phase End Date	5/31/2027
Project Completion Percentage	0%	Phase Completion Percentage	5%
Amount by Funding Source(s)	PTP- \$315,000 FTA- \$405,000 Total- \$720,000	Project/Contract No.	OSP269/TBD
Amount Spent as of 9/30/2024	\$0	Commission District(s)	1,2,3
Capital Budget Project #	672670	Site #	3005367

Project Description:

North Corridor is one of the rapid transit corridors of the Strategic Miami Area Rapid Transit (SMART) Program. It is approximately 10 miles from Dr. Martin Luther King Jr. Metro Rail Station north along the NW 27 Avenue to the Broward County line at NW 215 Street. It is important to accompany the North Corridor rapid transit project with supporting transit-oriented land use and zoning policies, bike and pedestrian connectivity, and sufficient water and sewer infrastructure. The proposed TOD planning effort supports County goals in promoting equitable transportation, economic development, enhance connectivity of the transportation system, and improve resiliency. This project will result in a corridor Master Transit-Oriented Development Plan for Miami-Dade County, Opa-Locka and Miami Gardens and inform on-going private and public development along the Corridor.

Project Status:

DTPW was awarded an FTA Pilot Program for TOD Planning grant to cover up to 80% of the cost of the comprehensive planning project. 20% local match is being programmed with Surtax funds.

Fiscal Impact: Total project cost is higher than FTA Grant award and the original 20% local match (Surtax).

Increase in PTP Surtax share is to cover additional funds needed to complete the project. DTPW is in the process of accepting a \$500,000 Congressional Earmark for additional planning activities.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2021	\$101,300	-	\$0	\$101,300	June 2025
FY 2022	\$315,000	\$213,700	\$0	\$315,000	June 2025
FY 2023	\$315,000	-	\$0	\$315,000	May 2027
FY 2024	\$315,000	-	\$0	\$315,000	May 2027

Dr. Martin Luther King Jr. Metrorail Station Park-and-Ride

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Procurement, Planning
Project Begin Date	10/1/2023	Phase Begin Date	10/01/2023
Project Implementation Date	11/30/2026	Phase End Date	01/15/2025
Project Completion Percentage	30%	Phase Completion Percentage	95%
Amount by Funding Source(s)	PTP- \$2,628,000	Project/Contract No.	CIP291/CIP215-DTPW19-DE(1)
Amount Spent as of 9/30/2024	\$0	Commission District(s)	3
Capital Budget Project #	671610	Site #	3007563

Project Description:

A new surface park-and-ride will replace the existing Dr. Martin Luther King, Jr. Metrorail Station parking garage. The existing parking garage will be demolished due to structural deficiencies. In the future, the Department of Transportation and Public Works (DTPW), plans to develop this land as part of Transit Oriented Development (TOD). However, due to current needs, a surface parking lot will be designed and constructed to provide parking for transit patrons.

The approximate area to be improved as new surface parking is 103,626 sq. ft., the same footprint as the existing parking garage (to be demolished). The new park-and-ride accommodates approximately 166 parking spaces and will connect to the existing bus bays and the kiss-and-ride. This park-and-ride is located at 2600 NW 64 Street. The scope of this project includes data gathering/concept development, engineering analysis and site plan design, lighting, survey, utilities, drainage, geotechnical, environmental permitting, signing, and pavement marking, landscaping/hardscaping, electric vehicle charging stations, sustainability assessment, preparation of construction documents and construction cost estimates, support during procurement process, post design services, and construction of the facility. The budget estimate is preliminary and may need to be revised as the project moves through final design and into procurement.

Project Status:

The project is currently in procurement. Planning is anticipated to begin in January 2015.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2022	\$2,628,000	-	\$0	\$2,628,000	November 2026
FY 2023	\$2,628,000	-	\$0	\$2,628,000	November 2026
FY 2024	\$2,628,000	-	\$0	\$2,628,000	November 2026

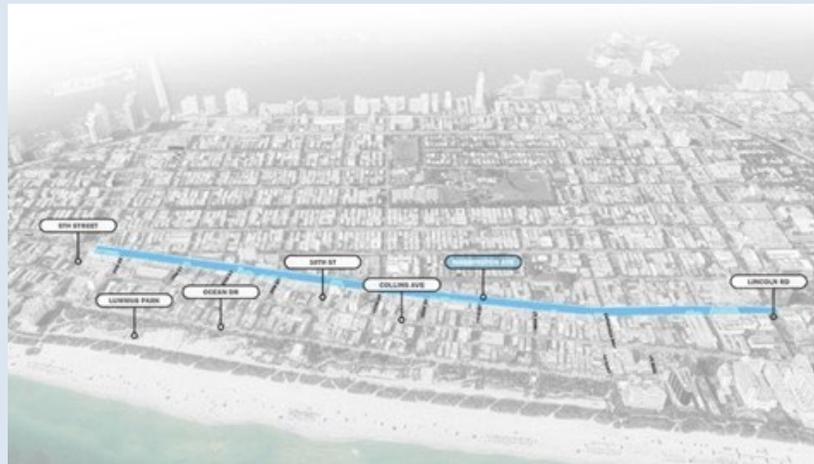
Miami Beach Convention Center Extension (SMART Program – Beach Corridor) fka SMART Plan BERT Beach Express South (Route f3)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning, PD&E
Project Begin Date	10/1/2019	Phase Begin Date	10/1/2019
Project Implementation Date	10/09/2029	Phase End Date	3/31/2025
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$9,519,000 FDOT CIGP- \$73,000 Total- \$9,592,000	Project/Contract No.	CIP164/CIP142-1-TPW16-PE1(1)
Amount Spent as of 9/30/2024	\$215,000	Commission District	3,5
Capital Budget Project #	2000001205	Site #	3002256

Project Description:

The SMART Program BERT Beach Express South project name and projects limits were revised to only include infrastructure along Washington Avenue. The revised project description is as follows:

The Miami Beach Convention Center Extension forms part of the comprehensive SMART Beach Corridor initiative. The project will provide dedicated transit lanes along Washington Avenue between 5th Street and the Miami Beach Convention Center. This dedicated transit lane corridor was a segment in the former Beach Express South project. The project length is approximately 1.5 miles and will include dedicated bus lanes along Washington Avenue between 5th Street and 17th Street, traffic signal modifications, and bus stops at 5th St. and Washington Ave., 10th St. and Washington Ave., and at the Miami Beach Convention Center.



Project Status:

This project received FDOT CIGP funding in 2019. Due to concerns with how traffic would divert onto Collins Avenue and other local roadways, a Dynamic Traffic Assignment (DTA) analysis begun in 2022 to evaluate the potential traffic impacts. The DTA study was completed in February 2023 and has been reviewed by FDOT. Due to concerns with a modified proposed roadway configuration as shown in the City of Miami Beach’s Art Deco Cultural

District Vision Plan, the DTA was updated to analyze any differences between the transit only lanes being in the outside lanes versus center lanes. Next steps will include the project transitioning into design, while simultaneously obtaining a NEPA Type 1 Categorical Exclusion. Since the City of Miami Beach (CMB) has the corridor in their ADCD Plan, The City will lead the design and construction efforts. DTPW will provide oversight to ensure the necessary and appropriate infrastructure for DTPW service and operations will be included in the project.

Note schedule revision is anticipated. The City of Miami Beach approved the visioning study for the Arc Deco Cultural District, in which dedicated transit lanes along Washington Avenue are included. Due to the City’s plans for the entire area, the design and construction of the transit lanes will be led by the City and the schedule of the Washington Avenue project will be subject to the City’s overall schedule.

This project has been canceled. City of Miami Beach will lead the design and construction upon the full Beach Corridor traffic analysis completion.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$9,422,000	-	\$0	\$9,422,000	September 2023
FY 2019	\$9,422,000	-	\$0	\$9,422,000	September 2023
FY 2020	\$9,422,000	-	\$0	\$9,422,000	September 2024
FY 2021	\$9,422,000	-	\$0	\$9,422,000	September 2025
FY 2022	\$9,422,000	-	\$2,000	\$9,420,000	September 2025
FY 2023	\$9,519,000	\$97,000	\$146,000	\$9,373,000	September 2025
FY 2024	\$9,519,000	-	\$142,000	\$9,377,000	Canceled

Golden Glades Multimodal Transportation Facility (GGMTF) Bicycle and Pedestrian Improvements - Sunshine Station

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Planning
Project Begin Date	Phase Begin Date
4/2/2021	4/2/2021
Project Implementation Date	Phase End Date
1/5/2034	3/14/2025
Project Completion Percentage	Phase Completion Percentage
15%	98%
Amount by Funding Source(s)	Project/Contract No.
PTP- \$12,444,000 FDOT- \$20,844,000 Total- \$33,288,000	CIP195/CIP142-1-TPW16-PE1(1)
Amount Spent as of 9/30/2024	Commission District
\$497,000	1,2
Capital Budget Project #	Site #
2000000984	3002114

Project Description:

Planning, design and construction of a kiss-and-ride/transit terminal facility within the Sunshine State Industrial Park (on the west side of the South Florida Rail Corridor (SFRC) just north of the Golden Glades Tri-Rail Station) to accommodate the pick-up and drop-off of transit passengers and to connect the kiss-and-ride to the existing Golden Glades Tri-Rail station and the Golden Glades Multimodal Transportation Facility (GGMTF) via a fully covered and illuminated pedestrian and bicycle overpass.

This proposed facility will increase the convenience and accessibility for the residents of Miami Gardens traveling to/from the Golden Glades Tri-Rail station and the GGMTF via various travel modes including walking, bicycling, local transit circulator, local bus and auto drop-off/pick-up. This eliminates the need to drive on the highway along a circuitous and highly congested route to access the GGMTF from the City of Miami Gardens. The Sunshine State industrial park kiss-and-ride/transit terminal will be served by the Miami Gardens trolley, servicing workers of the industrial park and providing a new, convenient transfer point between the GGMTF and the City of Miami Gardens.

Project Status:

The project began in April 2021. In Spring 2021, FDOT requested that DTPW evaluate the alternative of replacing the SR 9 pedestrian bridge along with construction of the bridge over the SFRC and the kiss-and-ride. Upon completion of the evaluation, DTPW decided to include the SR 9 bridge replacement into the PD&E study.

In June 2023, public involvement efforts were conducted. The Preliminary Engineering Report (PER) and PD&E are completed. Procurement of design consultant and preliminary right-of-way engineering work is on-going. Scope and fee for utility plan updates and landscaping plans is being reviewed.

The TRIP Grant application compilation is in progress. DTPW is also coordinating with SFRTA seeking local funding

contribution. Additional analysis and scope of SR 9 pedestrian bridge increased the cost and extended the timeline of the project.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$8,790,000	-	\$0	\$8,790,000	September 2023
FY 2019	\$8,790,000	-	\$0	\$8,790,000	September 2023
FY 2020	\$8,244,000	(\$546,000)	\$0	\$8,244,000	September 2023
FY 2021	\$8,244,000	-	\$0	\$8,244,000	September 2026
FY 2022	\$8,245,000	\$1,000	\$37,000	\$8,208,000	September 2026
FY 2023	\$8,244,000	(\$1,000)	\$228,000	\$8,016,000	November 2030
FY 2024	\$12,444,000	\$4,200,000	\$248,000	\$12,196,000	January 2034

Golden Glades Multimodal Transportation Facility (GGMTF) Technology Components

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	9/1/2018	Phase Begin Date	2/29/2024
Project Implementation Date	12/31/2025	Phase End Date	12/31/2025
Project Completion Percentage	90%	Phase Completion Percentage	80%
Amount by Funding Source(s)	PTP- \$8,980,000 FDOT- \$900,000 Total- \$9,880,000	Project/Contract No.	CIP194/ RPQ No. TP-0000006441; MCC 7360 Plan - CICC 7360-0/08
Amount Spent as of 9/30/2024	\$2,601,250	Commission District	2
Capital Budget Project #	2000000984	Site #	3002115

Project Description:

FDOT began construction to improve the existing Golden Glades Multimodal Transportation Facility (GGMTF) sometime in 2018. As a part of this effort, the GGMTF will include structured parking, an improved bus terminal and enhanced passenger amenities. Due to budgetary constraints for this project, the necessary technology components for the newly improved GGMTF are not included and must be funded through a separate effort. These technology components include, but are not limited to, the Wi-Fi systems, security access control systems, CCTV systems, real-time signage, ticket vending machines, emergency phones/call boxes, electric vehicle charging stations, advanced parking management system, and appropriate electrical and physical infrastructure components.



Golden Glades Multimodal Transportation Facility

These technology components will help to ensure a safe, reliable, and convenient transit experience for users. Considering FDOT's level of investment for the improvements to the existing facility, DTPW would like to provide passengers the best technologies to enhance the transit user's experience. Additionally, these technology

components will help to promote and maximize transit use while improving how transit service is provided to our passengers.

Project Status:

The project design was completed in April 2021. ITD took over a portion of the scope directly for approximately \$2.4M. Project procurement was completed, and construction began with notice to proceed in February 2024. The contractor continues to make progress with the installation of signs, card access systems, and the park assist system.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$8,868,000	-	\$0	\$8,868,000	September 2022
FY 2019	\$8,868,000	-	\$0	\$8,868,000	September 2022
FY 2020	\$8,868,000	-	\$0	\$8,868,000	September 2022
FY 2021	\$8,980,000	\$112,000	\$578,300	\$8,401,700	December 2023
FY 2022	\$8,980,000	-	\$578,300	\$8,401,700	December 2024
FY 2023	\$8,980,000	-	\$540,000	\$8,440,000	December 2025
FY 2024	\$8,980,000	-	\$1,701,250	\$7,278,750	December 2025

Downtown Intermodal Terminal	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	3/24/2022
Project Implementation Date	3/31/2029
Project Completion Percentage	30%
Amount by Funding Source(s)	PTP- \$35,000,000
Amount Spent as of 9/30/2024	\$108,000
Capital Budget Project #	672670
PTP Category	Post-Unification
Project Phase	Procurement
Phase Begin Date	3/17/2023
Phase End Date	12/31/2025
Phase Completion Percentage	60%
Project/Contract No.	CIP262/ CIP215-DTPW19-DE (6)
Commission District(s)	3,5
Site #	3003135

Project Description:

This new Downtown bus terminal will provide sufficient bus bays for all buses terminating in the Government Center area. It will also provide customer service, passenger waiting areas with seating, ticket vending machines (TVM), video displays, restrooms, security office, support areas (driver comfort areas), janitor/supply closet, supervisor booth, staff parking spaces, kiss-and-ride, bike parking, and micro - mobility amenities. This project may also include enhancing the bus stations on NW 1st street with premium amenities, taxi/jitney areas, landscaping, lighting, and unified directional signage.

The Downtown intermodal terminal will serve as a SMART terminal for SMART Program corridors such as East-West Corridor, Flagler Corridor, and a number of existing high ridership routes. This terminal is proposed to be integrated with a TOD development in the Government Center area, which will also provide an intermodal connectivity with the Metrorail and Metromover systems. The estimated budget for planning, design, and construction of an enhanced surface bus terminal in the vicinity of Government Center in Downtown Miami is \$35M. The cost will be refined as the design advances.

Project Status:

Project is currently in the procurement phase for a master developer and under the Cone of Silence. The contract award is expected to be in late 2025.

Fiscal Impact:

CITT encourages DTPW to seek other funding including Federal/State/Municipal funds or private sector contributions. Surtax funds should be leveraged as a local match and should not exceed fifty (50%) of project costs for capital projects per the CITT’s guiding principles and priorities.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2020	\$35,000,000	-	\$0	\$35,000,000	December 2026
FY 2021	\$35,000,000	-	\$0	\$35,000,000	December 2027
FY 2022	\$35,000,000	-	\$0	\$35,000,000	December 2027
FY 2023	\$35,000,000	-	\$56,000	\$34,944,000	March 2029
FY 2024	\$35,000,000	-	\$108,000	\$34,892,000	March 2029

Dadeland South Intermodal Station

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	6/6/2019	Phase Begin Date	10/10/2023
Project Implementation Date	2/15/2027	Phase End Date	7/10/2026
Project Completion Percentage	75%	Phase Completion Percentage	50%
Amount by Funding Source(s)	PTP- \$80,965,000 LOGT- \$198,000 FTA- \$92,000 Operating- \$56,000 Total- \$81,311,000	Project/Contract No.	CIP207/CIP207-DTPW21-DB
Amount Spent as of 9/30/2024	\$13,156,000	Commission District	7
Capital Budget Project #	2000001203	Site #	3002252

Project Description:

The South-Dade TransitWay runs approximately 20 miles from the Dadeland South Metrorail station along the existing TransitWay (formerly known as Busway) to the SW 344 Street park-and-ride/transit terminal facility. The Dadeland South Intermodal station is a major connecting point for bus routes on the South Miami-Dade TransitWay.

The proposed project will reduce transfer time between the TransitWay BRT service and the Metrorail service. It will improve the connection between Downtown Miami and the City of Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest. The proposed project will also renew and enhance the existing infrastructure at the Dadeland South Metrorail Station.

In 2022, the Project was re-scoped to keep costs within the project budget. The direct ramps to and from the elevated BRT platform were eliminated. The BRT



Dadeland South Intermodal Station Renderings

platform will now be located at-grade on the east side of the Station. The proposed work includes the reconfiguration of the existing east side of the station to accommodate the BRT service and includes the design and construction of canopies to provide better weather protection for individuals on the BRT platform. New canopies are also being proposed between the Station’s west side entrance and the Datran Center and parking garage, Metrorail platform and connecting elements between the Metrorail platform and the drop-off/pick-up area (filling an existing gap); the reconfiguration of the drop-off/pick-up area north of the Station for easier vehicular and pedestrian access. The project also proposes the design and construction of an at-grade bike path connecting the County’s Underline project and the South-Dade Trail (adjacent to the TransitWay); improvements throughout the Station to the existing amenities such as facility technologies, barrier and security systems, bicycle amenities, lighting, landscape and hardscape elements, climate control systems, wayfinding signage, and vertical circulation elements; and site improvements to adjacent roadways, signalized intersections and the surface park-and-ride lot north of the Station area.

Project Status:

Procurement documents were finalized in April 2021. The Project was advertised in November 2021 and the NTP was issued in October 2023. Construction of the project is in progress. Project schedule is revised to reflect the contract period.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$50,147,000	-	\$0	\$50,147,000	September 2023
FY 2019	\$50,147,000	-	\$0	\$50,147,000	September 2023
FY 2020	\$50,147,500	-	\$475,200	\$49,672,300	April 2024
FY 2021	\$50,147,500	-	\$1,506,600	\$48,640,900	June 2025
FY 2022	\$80,964,000	\$30,816,500	\$1,583,000	\$79,381,000	June 2025
FY 2023	\$80,965,000	\$1,000	\$1,729,000	\$79,236,000	October 2025
FY 2024	\$80,965,000	-	\$12,810,000	\$68,155,000	February 2027

Park-and-Ride at South Miami-Dade TransitWay and SW 168 Street (Phase II)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	10/26/2018	Phase Begin Date	2/1/2021
Project Implementation Date	10/30/2025	Phase End Date	10/30/2025
Project Completion Percentage	75%	Phase Completion Percentage	80%
Amount by Funding Source(s)	PTP- \$51,958,000 FTA- \$9,500,000 Total- \$61,458,000	Project/Contract No.	CIP091/ CIP142-1TPW16-PE(2), DB19-DTPW-01
Amount Spent as of 9/30/2024	\$52,277,000	Commission District	8,9
Capital Budget Project #	2000001092	Site #	3002157

Project Description:

The existing surface parking facility on the TransitWay at SW 168 Street is 100% utilized and not able to meet current needs. DTPW needs to expand the capacity at this park-and-ride facility by replacing the surface lot with a garage or identify a better location nearby to build a new park-and-ride garage to meet the travel needs of the South-Dade Community.

The proposed project will construct a park-and-ride garage with approximately 670 parking spaces on the TransitWay at SW 168 Street near the Village of Palmetto Bay. The proposed project will provide expanded capacity for TransitWay.



Park-and-Ride at TransitWay and SW 168 Street Rendering

Project Status:

The NTP was issued in February 2021 and construction started in October 2022. Construction is on-going and includes survey, utility relocation, clearing and grubbing. The temporary detour road is completed. Test piles, erection of precast elements, rough in electrical work, drainage installation, interior finishes, concrete, pavement, concrete block work and off-site improvements are on-going. Construction is 80% complete. An upgrade of fire

suppression system was required by AHJ (fire marshal) due to the electric vehicle charging station. Schedule is revised to accommodate upgrade of fire suppression system.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$4,500,000	-	\$0	\$4,500,000	September 2023
FY 2019	\$51,958,400	\$47,458,000	\$107,000	\$51,851,400	September 2023
FY 2020	\$51,958,400	-	\$386,300	\$51,572,100	September 2023
FY 2021	\$51,958,400	-	\$2,126,900	\$49,831,500	September 2023
FY 2022	\$51,277,000	(\$681,400)	\$7,674,000	\$43,603,000	March 2024
FY 2023	\$51,958,000	\$681,000	\$30,499,000	\$21,459,000	September 2024
FY 2024	\$51,958,000	-	\$43,452,000	\$8,506,000	October 2025

Park-and-Ride Facility at South Miami-Dade TransitWay and SW 184 Street/Quail Roost Drive

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	1/9/2017	Phase Begin Date	4/10/2023
Project Implementation Date	9/30/2025	Phase End Date	9/30/2025
Project Completion Percentage	90%	Phase Completion Percentage	80%
Amount by Funding Source(s)	PTP- \$1,734,000 FDOT- \$1,299,000 FTA- \$2,879,000 Transit Operating Revenues- \$73,000 Total- \$5,985,000	Project/Contract No.	CIP071/NA
Amount Spent as of 9/30/2024	\$4,473,000	Commission District	9
Capital Budget Project #	671610	Site #	3001027

Project Description:

The proposed Quail Roost Park-and-Ride facility is located at SW 184 Street and TransitWay. This project is a 90-year lease with Quail Roost Holdings, LLC for the development of a mixed-use residential and commercial development with an associated transit component adjacent to the South Miami-Dade Transit Way. The transit portion of the project includes 261 parking spaces for the exclusive use by transit patrons within a parking structure, a drop-off and pick-up facility with a passenger shelter and a covered walkway connecting the parking structure to the TransitWay Station.

The mixed-use portion will consist of 500 units of affordable housing and 31,900 square feet of commercial and retail space. In addition to the transit portion of the project, approximately 400 units of affordable housing and approximately 10,633 square feet of commercial/retail space will be constructed on the 3.17 acres of the property acquired with FTA funding. Project received FTA approval for lease agreement between County and the developer in April 2020 and approval by BCC in October 2020.

Project Status:

Construction at the project site began in April 2023. Project activities completed include shell work up to level 5, all post-tensioning cables and reinforcements are installed, and the slab on grade is completed. Pavement markings and signage installations are in progress. The Temporary Certificate of Occupancy (TCO) is expected in June 2025. Project schedule revised due to the final electrical panel delays impacted by hurricane Helene in October 2024.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2017	\$1,449,000	-	\$0	\$1,449,000	September 2023
FY 2018	\$1,835,000	\$386,000	\$0	\$1,835,000	September 2023
FY 2019	\$1,836,000	\$1,000	\$0	\$1,836,000	August 2024
FY 2020	\$1,446,700	(\$389,300)	\$0	\$1,446,700	August 2024
FY 2021	\$1,733,100	\$286,400	\$0	\$1,733,100	September 2024
FY 2022	\$1,734,000	-	\$148,000	\$1,586,000	September 2024
FY 2023	\$1,734,000	-	\$148,000	\$1,586,000	August 2024
FY 2024	\$1,734,000	-	\$988,000	\$746,000	September 2025

Park-and-Ride at South Miami-Dade TransitWay and Marlin Road

Department	Transit	PTP Category	Post-unification
Project Category	Rapid Transit Improvements	Project Phase	Procurement
Project Begin Date	10/1/2024	Phase Begin Date	10/1/2024
Project Implementation Date	12/28/2029	Phase End Date	12/31/2025
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$2,015,000 FDOT- \$3,284,000 Total- \$5,299,000	Project/Contract No.	CIP278/TBD
Amount Spent as of 9/30/2024	\$0	Commission District(s)	8,9
Capital Budget Project #	671610	Site #	3006902

Project Description:

The South Miami-Dade TransitWay Bus Rapid Transit project will construct 14 new Bus Rapid Transit (BRT) stations along the TransitWay, including one at Marlin Rd. Currently there is no Park-and-Ride facility at TransitWay and Marlin Road. This project is proposed to construct or lease a park-and-ride facility to increase access and capacity.

This project is for planning, design and construction of the park-and-ride. DTPW received FDOT TRIP grant in State FY 2025 for design and construction. The requested Surtax funding is to provide the 50% local match to the FDOT grant and additional funding for the planning activities which are not covered by the TRIP grant. The scope of the planning activities includes site selection and environmental clearance potentially involving right-of-way acquisition.

Project Status:

The project development process was completed in October 2024. Procurement for the feasibility analysis is in progress. Schedule is extended due to delay in project scope negotiations.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$2,015,000	-	\$0	\$2,015,000	December 2028
FY 2024	\$2,015,000	-	\$0	\$2,015,000	December 2029

Park-and-Ride at South Miami-Dade TransitWay and SW 112 Avenue (Phase II)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	5/17/2018	Phase Begin Date	11/14/2022
Project Implementation Date	11/10/2023	Phase End Date	11/10/2023
Project Completion Percentage	100%	Phase Completion Percentage	100%
Amount by Funding Source(s)	PTP- \$8,803,000 FDOT- \$5,256,000 Total- \$14,059,000	Contract No.	CIP042/ CIP142-1-TPW16-PE1(2), MCC7360, CICC 7360PLAN (RPQ # 420224)
Amount Spent as of 9/30/2024	\$7,725,000	Commission District	8,9
Capital Budget Project #	671610	Site #	3001029

Project Description:

The SW 112 Avenue park-and-ride facility is a 6.8-acre parking lot that is adjacent to an existing retail site (Target store). The northern portion of the parking lot is a large section of unpaved vacant land. There are 462 parking spaces currently designated for MDT passenger use and current parking utilization is about 45 percent. The station configuration at this location is a split station where the southbound station is on the northwest side of the TransitWay, and the northbound station is on the southwest side of the TransitWay. Therefore, station access is bifurcated such that passengers are required to cross either SW 208 Drive or SW 112 Avenue depending on which station is being accessed. The goal of this project is to improve the park-and-ride configuration and provide a new bus terminal as well as enhance passenger connectivity between the parking area and the TransitWay.

Phase I of this project included land acquisition tasks and general landscaping and lighting improvements and was completed in 2018.

Phase II of this project includes the construction of a bus terminal and other enhancements to improve passenger experience and overall bus operations. The ultimate build-out and design of this facility will be based on the ongoing SMART Program South Corridor project.

DTPW, as an intermediate step between Phase 1 and 2, proposes to rehabilitate the existing surface parking. The approximate area to be improved is 295,293 sq.ft.

Project Status:

Construction/rehabilitation of the park-and-ride started in November 2022 and is complete. The contractor is working on final closing documents. Final payment is pending. Phase 2 scope of work is being re-evaluated due high right-of-way cost involved.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$6,954,800	-	\$3,563,900	\$3,390,900	May 2022
FY 2019	\$6,954,800	-	\$3,515,000	\$3,439,800	May 2022
FY 2020	\$6,954,800	-	\$3,563,900	\$3,390,900	September 2022
FY 2021	\$8,802,600	\$1,847,800	\$3,583,200	\$5,219,400	September 2027
FY 2022	\$8,802,000	-	\$3,585,000	\$5,217,000	September 2027
FY 2023	\$8,803,000	\$1,000	\$4,576,000	\$4,227,000	September 2027
FY 2024	\$8,803,000	-	\$4,967,000	\$3,836,000	November 2023*

*Note: Scheduled completion date reflects the intermediate rehabilitation. Once phase 2 re-evaluation is finalized, the schedule will be updated accordingly.

Park-and-Ride at South Miami-Dade TransitWay and SW 264 Street/Bauer Drive

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning, Design and Construction
Project Begin Date	10/1/2024	Phase Begin Date	10/1/2024
Project Implementation Date	12/31/2028	Phase End Date	12/31/2025
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$1,143,000 FDOT- \$893,000 Total- \$2,036,000	Project/Contract No.	CIP276/TBD
Amount Spent as of 9/30/2024	\$0	Commission District(s)	8,9
Capital Budget Project #	671610	Site #	3005481

Project Description:

The South Dade TransitWay Bus Rapid Transit (BRT) project will construct fourteen (14) new BRT stations along the TransitWay, including one at SW 264 Street/Bauer Drive. Currently there is no Park-and-Ride facility at this location. This project is proposed to construct or lease a park-and-ride facility to increase access and capacity. DTPW received FDOT TRIP grant in the amount of \$893,000 in State Fiscal Year 2025 for design and construction. The requested PTP funding is to provide local match of \$893,000 and an additional \$250,000 for the planning activities which are not covered by the TRIP funding. The scope of the planning activities includes site selection and environmental clearance potentially involving right-of-way acquisition.

Project Status:

Planning phase commenced in October 2024. On-going scope negotiations.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2021	\$893,000	-	\$0	\$893,000	December 2028
FY 2022	\$893,000	-	\$0	\$893,000	December 2028
FY 2023	\$1,143,000	\$250,000	\$0	\$1,143,000	December 2028
FY 2024	\$1,143,000	-	\$0	\$1,143,000	December 2028

Park-and-Ride at South Miami-Dade TransitWay and SW 344 Street (Phase II)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Design
Project Begin Date	8/1/2018	Phase Begin Date	3/31/2023
Project Implementation Date	10/30/2030	Phase End Date	2/2/2027
Project Completion Percentage	25%	Phase Completion Percentage	70%
Amount by Funding Source(s)	PTP- \$7,986,000 LOGT- \$6,000 FDOT- \$4,771,000 FTA- \$2,517,000 Transit Operating Revenues - \$1,000 Total- \$15,281,000	Project/Contract No.	CIP014/ CIP215-DTPW-DE19(1)
Amount Spent as of 9/30/2024	\$7,531,000	Commission District	9
Capital Budget Project #	671610	Site #	75317

Project Description:

The park-and-ride facility is located between SW 344 Street (Palm Drive) and NW 2 Street and from NW 2 Avenue to NW 3 Avenue, adjacent to the TransitWay in Florida City. Phase I was completed in 2015 which entails construction of park-and-ride facility to incorporate bus bays, a roundabout for buses using the TransitWay, passenger shelters, large surface parking for patrons (approximately 260 spaces), a kiss-and-ride drop off area, and rest/break facility for bus operators.

Phase II involves the expansion of the existing end of the line transit terminal/park-and-ride to meet future demand for parking along the South-Dade TransitWay. This effort will include 77 additional parking spaces, provision of restroom facilities, covered bicycle parking, extended passenger canopies and electric vehicle (EV) charging stations. The expansion requires the purchase of two (2) Parcels, which have been completed.



Project Status:

The Right-of-way acquisition of the parcels and relocation of the residents was completed in 2022. The consultant

was procured and notice to proceed was issued for final design in March 2023. On-going work on construction documents. Additional funds were requested for the design and installation of the enroute chargers. DTPW has received a request for additional project elements from the District 9 commissioner’s office. The request is being evaluated, and a concept plan of the additional scope is being prepared.

Phase II of the project will be delivered in two stages to incorporate additional project elements aligned with DTPW’s goals of enhancing customer experience and transit facility usage.

Phase IIA1: Modifications to the park-and-ride terminal driveway to support the new South Corridor BRT service targeted for launch this year. This phase is funded by Mobility Impact Fees (MIF) and Construction began in July 2025.

Phase IIA2: Includes parking expansion with EV charging stations, upgrades to the driver’s lounge, new restroom facilities, covered bicycle parking, extended passenger canopies, and enroute electric bus chargers.

Phase IIB: Encompasses full replacement of the passenger platform canopy, addition of an air-conditioned waiting vestibule with a security office, and reconfiguration of terminal bus bays as needed.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$3,616,000	-	\$0	\$3,616,000	September 2023
FY 2019	\$4,026,000	\$410,000	\$2,139,000	\$1,887,000	December 2022
FY 2020	\$4,025,800	-	\$2,139,100	\$1,886,700	December 2022
FY 2021	\$4,025,800	-	\$2,139,100	\$1,886,700	December 2027
FY 2022	\$4,025,000	-	\$2,139,000	\$1,886,000	December 2027
FY 2023	\$7,986,000	\$3,961,000	\$2,178,000	\$5,808,000	October 2027
FY 2024	\$7,986,000	-	\$2,315,000	\$5,671,000	October 2030

South Dade TransitWay Stations Shared Drop-off/Pick-up Areas

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Planning
Project Begin Date	8/23/2023	Phase Begin Date	8/23/2023
Project Implementation Date	3/7/2029	Phase End Date	4/14/2025
Project Completion Percentage	15%	Phase Completion Percentage	90%
Amount by Funding Source(s)	PTP- \$4,463,000 FDOT- \$4,463,000 Total- \$8,926,000	Project/Contract No.	CIP280/CIP215-DTPW19-DE(3)
Amount Spent as of 9/30/2024	\$249,000	Commission District(s)	7,8,9
Capital Budget Project #	2000002615	Site #	3005423

Project Description:

This project entails the feasibility study, planning, cost estimate, design, and construction of shared drop-off/pick-up areas at bus rapid transit (BRT) stations and local route stations along the South Miami-Dade TransitWay corridor. DTPW received a FDOT grant for this project which requires 50% local match (FDOT issued an amendment to the contract).

Project Status:

Project planning is complete. Design phase commencement is pending grant approval from the BCC. Schedule and budget revision are anticipated in the future. Grant agreement is taking longer than expected impacting schedule.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2021	\$4,463,000	-	\$0	\$4,463,000	October 2027
FY 2022	\$630,000	(\$3,833,000)	\$0	\$630,000	October 2027
FY 2023	\$4,463,000	\$3,833,000	\$0	\$4,463,000	October 2027
FY 2024	\$4,463,000	-	\$125,000	\$4,338,000	March 2029

South-Dade Trail Shared-Use Path Enhancements	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	8/23/2023
Project Implementation Date	08/27/2030
Project Completion Percentage	20%
Amount by Funding Source(s)	PTP- \$7,133,000 FDOT- \$7,133,000 Total - \$14,266,000
Amount Spent as of 9/30/2024	\$2,164,000
Capital Budget Project #	2000002956
PTP Category	Post-Unification
Project Phase	Design
Phase Begin Date	8/23/2023
Phase End Date	8/31/2026
Phase Completion Percentage	50%
Project/Contract No.	CIP274/CIP215-DTPW19-DE(3)
Commission District(s)	7,8,9
Site #	3006422

Project Description:

The South Dade Trail Shared-Use Path enhancements project extends for approximately 20-miles, running along the South Miami-Dade TransitWay between SW 344 Street (W Palm Drive) in the Florida City and the Dadeland South Metrorail Station. The trail connects communities from South Miami to Homestead. At Dadeland South Metrorail Station Kiss and Ride facility, the trail will connect to the future Underline and will allow pedestrians and bicyclists to connect to the Miami River in Downtown Miami. The South Dade Trail will be enhanced to provide for a shared use path with sufficient width, intersection improvements to increase safety and promote first and last connections to the new BRT stations and renovated bus shelters and identify new connections to adjacent communities. The new enhancements will accommodate for lighting, intersection improvements, signage, site furniture and equipment, landscaping, drainage, and certain amenities.

On June 2, 2022, the State Fiscal Year 2023 Budget (House Bill 5001) was signed into law, and the County was appropriated funds for planning and design services to develop a design criteria plan for pedestrian and bicycle improvements along the South Dade Trail Multi-Use Mobility Corridor from Dadeland South Metrorail Station to SW 344 Street in Florida City. With this planning and design effort, DTPW intends to identify potential First and Last Mile (FLM) connections by advancing the National Environmental Policy Act (NEPA) analysis while evaluating and expanding the feasibility review of the TPO’s “South Dade TransitWay Intersection Areas Analysis”, which was completed on June 16, 2022. The TPO analysis focused on: Identifying connectivity and accessibility gaps on pedestrian crossings and bicycle facilities networks within one-half mile of the South Corridor TransitWay; Identifying viable bicycle and pedestrian facility projects for future implementation to provide pedestrian and bicyclist access to the transit services along the South Dade TransitWay.

The goal is to develop a project that provides additional ADA connectivity between the South Dade TransitWay bus stops and the surrounding communities given that many of the local streets along the TransitWay do not currently have sidewalks. The lack of access makes it such that pedestrians and nonmotorized vehicles are required to traverse longer distances to access corridors that do have direct ADA access to patronize the TransitWay. The proposed planning and design effort will study the entirety of the 20-mile corridor and propose a series of comprehensive enhancements to address existing deficiencies and maximize access to the TransitWay. It should be noted that the entirety of the proposed improvements will be undertaken within the 100-foot Right-of-Way of the existing South Dade TransitWay (which includes the South Dade Trail). The TransitWay is considered a “fixed guideway” as defined under the transit statutes within 49 USC Chapter 53, and therefore the proposed improvements are integral to Miami-Dade’s efforts to extend and enhance transit service. The project term under the grant ends September 30, 2026, with design to be completed by April 30, 2026.

The South Dade Trail project is intended to provide pedestrian and bicyclist access to the current and future bus transit services along the South Dade TransitWay. To the extent the project establishes such connectivity to transit services, that portion of the project is eligible to be funded with surtax funds pursuant to Section 212.055, Florida Statutes.

Project Status:

Planning activities are at 80% completion and 30% design plans completed in June 2024. The consultant is continuing to work on the design of the project. The scope is currently being revised due to elevated project costs. The department is awaiting the finalized scope details to inform the consultants and request an updated fee proposal. The design phase is estimated to be completed by August 2026 unless the revised scope requires extension. Tentative construction phase is added to the schedule.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2021	\$3,000,000	-	\$0	\$3,000,000	October 2027
FY 2022	\$6,786,000	\$3,786,000	\$0	\$6,786,000	October 2027
FY 2023	\$6,000,000	(\$786,000)	\$0	\$6,000,000	October 2027
FY 2024	\$7,133,000	\$1,133,000	\$1,384,000	\$5,749,000	August 2030

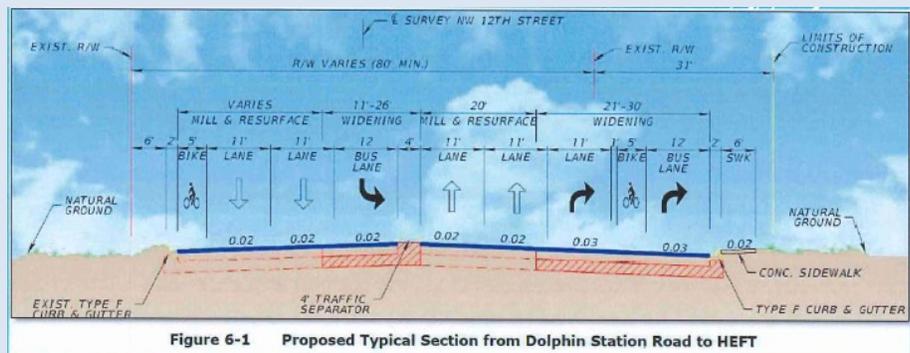
NW 12 Street Improvements (from NW 122 Avenue to NW 114 Avenue)

Department	Transit	PTP Category	Post-Unification
Project Category	Major Highway and Roadway Improvements	Project Phase	Design
Project Begin Date	10/1/2018	Phase Begin Date	4/21/2021
Project Implementation Date	5/21/2029	Phase End Date	2/19/2026
Project Completion Percentage	65%	Phase Completion Percentage	97%
Amount by Funding Source(s)	PTP- \$11,040,000	Project/Contract No.	CIP150/20180222
Amount Spent as of 9/30/2024	\$718,000	Commission District	12
Capital Budget Project #	671610	Site #	3001030

Project Description:

Miami-Dade DTPW has identified a need to provide a new park-and-ride /transit terminal facility to support the SR 836 Express Bus Service as well as other planned express bus routes and provide a terminus or stop for several local bus routes serving the Dolphin Mall and nearby cities of Sweetwater and Doral. Dolphin station park-and-ride was constructed in coordination with FDOT and MDX (now GMX). Roadway improvements along NW 12 Street are critical components that will facilitate access to the Dolphin Park-and-Ride/Transit Terminal Facility.

This project includes widening and resurfacing along NW 12 Street to add bus-only lanes from NW 122 Avenue to NW 114 Avenue. These new bus-only lanes will allow buses to bypass traffic congestion along this segment of NW 12 Street and will thereby reduce travel time for buses traveling between the Dolphin station park-and-ride and Dolphin Mall.



This roadway project is an integral component of the Dolphin station park-and-ride. The Dolphin station park-and-ride is part of the SMART Program East-West Corridor Rapid Transit Project which connects the largest employment areas of Miami-Dade County (Florida International University, City of Doral, Miami International Airport, Miami Health District, Downtown Miami and Brickell). The East-West Corridor Rapid Transit Project will also connect to the Miami Intermodal Center– the County’s major ground transportation hub.

Project Status:

100% design plans were completed. DTPW submitted the permit application to FDOT and received several comments from FDOT which resulted in additional scope and work. The new structural subcontractor is working on finalizing the 100% plans which includes the additional work added due to Turnpike permit requirements. Schedule revised due to additional scope of work.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$10,745,000	-	\$0	\$10,745,000	September 2023
FY 2019	\$10,745,000	-	\$208,000	\$10,537,000	November 2023
FY 2020	\$10,745,000	-	\$208,000	\$10,537,000	June 2024
FY 2021	\$10,745,000	-	\$208,000	\$10,537,000	July 2024
FY 2022	\$10,745,000	-	\$388,000	\$10,357,000	September 2026
FY 2023	\$11,040,000	\$295,000	\$556,000	\$10,484,000	December 2026
FY 2024	\$11,040,000	-	\$718,000	10,322,000	May 2029

Dolphin Station Park-and-Ride

Department	Transit	PTP Category	Post-Unification
Project Category	Bus Service Improvements	Project Phase	Project in Revenue Service
Project Begin Date	10/1/2015	Phase Begin Date	3/4/2020
Project Implementation Date	3/4/2020	Phase End Date	NA
Project Completion Percentage	100%	Phase Completion Percentage	NA
Amount by Funding Source(s)	PTP- \$13,608,000	Project/Contract No.	CIP128/NA
Amount Spent as of 9/30/2024	\$5,263,000	Commission District	12
Capital Budget Project #	671610	Site #	3001026

Project Description:

The Dolphin station park-and-ride/Transit Terminal supports the SR 836 Express Bus Service as well as other planned express bus routes and provides a terminus or stop for several local bus routes serving the Dolphin Mall and nearby cities of Sweetwater and Doral. The site is comprised of approximately 15 acres located within the Northwest quadrant of the Homestead Extension of the Florida’s Turnpike (HEFT) and NW 12th Street intersection in Miami-Dade County. The Facility include 820 parking spaces, 18 spaces for bicycles parking, 14 spaces for motorcycle parking, twelve (12) bus bays, six (6) layover bays, passenger seating, a bus driver comfort station, a transit hub with an air-conditioned space for passenger waiting area, lighting, and landscaping. The Facility was constructed by the Miami-Dade Expressway Authority and was turned over to the County to operate and maintain.



Dolphin Station Park-and-Ride

Project Status:

The Dolphin Station park-and-ride/Transit Terminal was opened for revenue service in March 2020. Close-out project documentation is on-going with MDX.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$13,428,800	-	\$5,239,600	\$8,189,200	March 2020
FY 2019	\$13,428,800	-	\$5,239,600	\$8,189,200	March 2020
FY 2020	\$13,428,800	-	\$5,239,600	\$8,189,200	March 2020
FY 2021	\$13,428,800	-	\$5,254,000	\$8,174,800	March 2020
FY 2022	\$13,428,800	-	\$5,254,000	\$8,174,800	March 2020
FY 2023	\$13,608,000	\$179,200	\$5,263,000	\$8,345,000	March 2020

SR 836 Express Bus Service - Tamiami Station

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	9/21/2011	Phase Begin Date	1/21/2024
Project Implementation Date	9/30/2025	Phase End Date	9/30/2025
Project Completion Percentage	100%	Phase Completion Percentage	100%
Amount by Funding Source(s)	PTP- \$8,224,000 FDOT- \$3,398,000 FTA- \$4,000,000 Total- \$15,622,000	Project/Contract No.	CIP097A/CIP097 - DTPW18 - CT1
Amount Spent as of 9/30/2024	\$13,863,000	Commission District	11
Capital Budget Project #	6730101	Site #	3001044

Project Description:

DTPW plans to provide incremental improvements along the East-West Corridor by implementing a combination of enhanced and express bus service along the SR 836 and SW 8 Street from three new west Miami-Dade County transit terminal facilities to the Miami Intermodal Center (MIC) at Miami International Airport (MIA) and Downtown Miami via three (3) express bus routes: Line A – Tamiami Station, Line B – Panther Station and Line C – Dolphin Station.

Line A will provide premium express bus service from the proposed Tamiami Station (park-and-ride/transit facility located at SW 8 Street and SW 147 Avenue) to Downtown Miami via SW 8 Street, SW 137 Avenue and SR 836. The proposed park-and-ride facility will accommodate over 450 parking spaces and 7 bus bays which would serve as the westernmost station for the new premium express bus service in the corridor as well as other local bus routes.



The final phase of the project will add parking space information system that will display available parking spaces on a monument sign at the station entrance and on the Transit GO app and Train Tracker web page.

Project Status:

Station construction was completed and opened for service in December 2022. After further evaluation, DTPW decided that the parking information system feature is not applicable for surface parking at this time and will proceed with project closing.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$7,777,800	-	\$139,000	\$7,638,800	September 2022
FY 2019	\$7,777,800	-	\$249,000	\$7,528,800	October 2021
FY 2020	\$8,224,000	\$446,200	\$2,061,500	\$6,126,500	October 2021
FY 2021	\$8,224,000	-	3,721,700	\$4,502,300	October 2023
FY 2022	\$8,224,000	-	6,554,000	\$1,670,000	October 2022
FY 2023	\$8,224,000	-	\$6,657,000	\$1,567,000	September 2025
FY 2024	\$8,224,000	-	\$6,678,000	\$1,546,000	September 2025

SR 836 Express Bus Service - Panther Station

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Design and ROW
Project Begin Date	9/21/2011	Phase Begin Date	2/30/2019
Project Implementation Date	11/7/2027	Phase End Date	4/29/2025
Project Completion Percentage	80%	Phase Completion Percentage	90%
Amount by Funding Source(s)	PTP- \$6,796,000 FTA- \$4,691,000 Total- \$11,487,000	Project/Contract No.	CIP097B/CIP097-CT1-TR14
Amount Spent as of 9/30/2024	\$841,000	Commission District	11
Capital Budget Project #	6730101	Site #	3002065

Project Description:

DTPW planned to provide incremental improvements along the East-West Corridor by implementing a combination of enhanced and express bus service along the SR 836 and SW 8 Street from three new west Miami-Dade County transit terminal facilities to the MIC at MIA and Downtown Miami via three (3) express bus routes: Line A – Tamiami Station, Line B – Panther Station and Line C – Dolphin Station.



Line B will provide premium express transit service from the proposed Panther Station Florida International University (FIU-MMC) to the MIC via SW 8 Street, SR 821/HEFT and SR 836. This route will operate all day with 20-minute headways.

FIU constructed a parking garage along SW 8 Street with ground floor space reserved for a future transit terminal.

The location of the new parking garage, between SW 112 Avenue and SW 109 Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The proposed Panther Station would provide eight (8) bus bays. Five (5) of the eight (8) bays are to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107 Avenue/SW 17 Street and provide capacity for future express bus routes such as the SR 836 Express Bus and the Flagler Street Bus Rapid Transit (BRT). The remaining three (3) bus bays will accommodate circulators/trolleys operated by FIU and adjacent municipalities.

Project Status:

The project has two components: Panther Station bus terminal and Panther Station roadway improvements.

Panther Station Roadway Improvements: 100% design completed in 2022. Currently, the consultant is preparing Concept of Operation (ConOps) report and Traffic report updates along SW 8 Street in response to FDOT’s permit comments and concerns regarding possible SW 8 street traffic condition deterioration. In addition, the ConOps report is also addressing DTPW Bus Operations and Scheduling concerns regarding the proposed bus U-turn movements at SW 109 Avenue and 112 Avenue. The outcome of the ConOps and Traffic Study updates and the new Building Code Edition will require revisions/updates to the final design/construction documents and additional coordination with FIU to revise and finalize the Panther Station License Agreement.

Panther Station Bus Terminal: The final design and dry-run permit for the bus terminal have been completed. The FIU Panther Station License agreement between the County and FIU is on-going and pending possible revisions as a result of the Roadway Improvements permit with FDOT. The Panther Station proposed location is being re-evaluated at the request of FIU’s new location proposal. The delay in project schedule is due to FDOT's permit comments/concerns, and negotiations with FIU board resulted in re-evaluation of new station location.

License agreement

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$3,423,000	-	\$72,000	\$3,351,000	September 2022
FY 2019	\$6,796,000	\$3,373,000	\$72,000	\$6,724,000	September 2022
FY 2020	\$6,796,000	-	\$71,800	\$6,723,700	November 2023
FY 2021	\$6,796,000	-	\$71,800	\$6,723,700	November 2026
FY 2022	\$6,796,000	-	\$72,000	\$6,724,000	November 2026
FY 2023	\$6,796,000	-	\$114,000	\$6,682,000	July 2027
FY 2024	\$6,796,000	-	\$181,000	\$6,615,000	November 2027

Additional Elevators at Dadeland North Metrorail Station

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	1/16/2015	Phase Begin Date	1/8/2021
Project Implementation Date	9/29/2028	Phase End Date	1/3/2025
Project Completion Percentage	50%	Phase Completion Percentage	95%
Amount by Funding Source(s)	PTP- \$14,716,000 FDOT- \$2,819,000 Total- \$17,535,000	Project/Contract No.	CIP063/D20-DTPW-01B
Amount Spent as of 9/30/2024	\$473,000	Commission District	7
Capital Budget Project #	2000000104	Site #	3001034

Project Description:

Dadeland North Metrorail station parking garage located at 8300 South Dixie Highway was built in 1983 and a subsequent 10-story parking garage was later completed in 1994. The parking garage is equipped with four elevators, located in the center of the building and are equidistant from the emergency exit stairs at both ends.

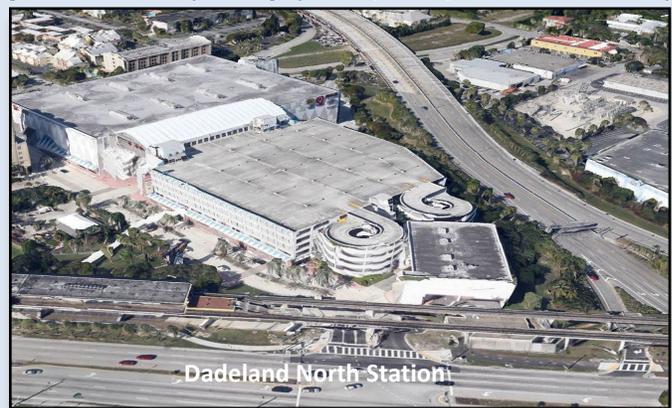
Since initial construction, Dadeland North Metrorail station’s use has increased dramatically. Of the 17 Metrorail stations that provide parking, Dadeland North has the largest number of parking spaces (1,963) and is consistently filled to maximum capacity during the weekdays.

This project will construct two additional elevators, at the north end of Dadeland North Metrorail parking garage, to alleviate the evening rush hour congestion, thereby shortening the waiting period for passengers returning to their vehicles.

Project Status:

The Design Criteria Package (DCP) has been completed. The project is currently in the procurement phase to award a design-build contract.

The contract award recommendation for design-build services was approved by the BCC in July 2024. The NTP for construction is anticipated to be issued in January 2025.



Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$5,633,000	-	\$107,000	\$5,526,000	September 2023
FY 2019	\$5,633,000	-	\$223,000	\$5,410,000	September 2024
FY 2020	\$5,632,100	-	\$227,200	\$5,404,900	September 2024
FY 2021	\$5,560,000	(\$72,100)	\$227,200	\$5,332,800	September 2025
FY 2022	\$6,308,000	\$748,000	\$229,000	\$6,079,000	September 2026
FY 2023	\$ 14,716,000	\$8,408,000	\$239,000	\$14,477,000	September 2028
FY 2024	\$ 14,716,000	-	\$242,000	\$14,474,000	September 2028

Schedule delay due to delay in procurement process. Increased project costs are due to inflation.

Fare Collection System Replacement (New)	
Department	Transit
Project Category	Bus and Rapid Transit Improvements
Project Begin Date	7/1/2024
Project Implementation Date	9/17/2032
Project Completion Percentage	10%
Amount by Funding Source(s)	FTA-\$10,000,000 PTP- \$68,682,000 Total-\$78,682,000
Amount Spent as of 9/30/2024	\$0
Capital Budget Project #	2000004398
PTP Category	Post-unification
Project Phase	Procurement/Contract Award
Phase Begin Date	1/29/2027
Phase End Date	7/31/2026
Phase Completion Percentage	20%
Project/Contract No.	EVN00001090/TBD
Commission District(s)	Countywide
Site #	3009709

Project Description:

Replacement of fare collection equipment and software for all the metrobus and train operations across the County transit system is necessary to obtain current technology. The County’s existing fare collection system has equipment dating back to 2009 and a backend software that was last updated in 2016. Concerns with availability of parts to maintain and operate the existing equipment, ongoing technology limitations and payment card industry compliance challenges necessitate the replacement of the fare collection system. Due to the mission critical nature of this system, procurement activities are being conducted on an accelerated timeline. DTPW has divided the fare collection system replacement implementation into two solicitations: 1) Systemwide fare collection equipment and 2) Systemwide fare collection software application, that will achieve the integrated fare collection system.

Project Status:

Contract award and Notice to Proceed for equipment to be installed in the South Corridor is expected in December 2024. Contract for replacement of Metrobus fareboxes and existing fare collection equipment at Metrorail Stations is approved by BCC. The new equipment will be integrated with the existing software system to allow transition of the existing EASY card fare media when the implementation of the new software is completed. Contract award for the fare collection application (i.e. the backend software) is in procurement phase.

Fiscal Impact: Note that project budget is reduced due to Grant cancellation.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$79,320,000	-	\$0	\$79,320,000	TBD
FY 2024	\$68,682,000	(\$10,638,000)	\$0	\$68,682,000	September 2032

Parking Garages Overhaul	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	5/17/2018
Project Implementation Date	8/30/2028
Project Completion Percentage	51%
Amount by Funding Source(s)	PTP- \$41,183,000
Amount Spent as of 9/30/2024	\$505,000
Capital Budget Project #	671560
PTP Category	Post-Unification
Project Phase	Procurement, Construction
Phase Begin Date	1/8/2021
Phase End Date	1/3/2025
Phase Completion Percentage	99%
Project/Contract No.	IRP145/DB20-DTPW-01
Commission District	2,3,6,7,13
Site #	3000793

Project Description:

The existing parking garages are thirty (30) plus years old and Dadeland North parking garage is twenty (20) plus years old. The structural integrity of the parking garages has deteriorated beyond repairs and requires a comprehensive renovation to address health and safety concerns from patrons parking in the garages. This project will reduce customer complaints, prolong the life of essential equipment, and enhance aesthetics of the garages.

This project provides contracted services for the parking garages overhaul at five (5) locations, which includes Dadeland South, Dadeland North, South Miami, Earlington Heights, and Okeechobee. The parking garages overhaul will include total repair and/or replacement based on the engineering specifications of the roll-up gates, access doors, expansion joints, structural assessment, structural elements, fire sprinkler systems, replace communication systems, Closed Circuit Television (CCTV), pressure cleaning, painting, restriping, numbering, lightning protection, drainage, stairwells, and vertical transportation, if applicable. In addition, the Installation of electric vehicle charging stations, lighting upgrade, installation of CCTV cameras, emergency call buttons, and supervisor booths is included in the scope of work. The first parking garage to move into implementation is the Dadeland North Metrorail station parking garage using a design-build delivery method.

Project Status:

The Design Criteria Package (DCP) has been completed, and the project is under procurement for a design-build contract. The NTP is expected in January 2025.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$16,000,000	-	\$0	\$16,000,000	September 2024

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$16,000,000	-	\$209,000	\$15,791,000	February 2024
FY 2020	\$16,000,000	-	\$340,800	\$15,659,200	February 2024
FY 2021	\$16,000,000	-	\$341,100	\$15,658,900	September 2025
FY 2022	\$15,999,000	(1,000)	\$387,500	\$15,611,500	September 2026
FY 2023	\$41,183,000	\$25,184,000	\$462,000	\$40,721,000	September 2028
FY 2024	\$41,183,000	-	\$505,000	\$40,678,000	September 2028

Schedule delay due to delay in procurement process. Increased project costs are due to inflation.

AC Unit Substations (Replace All Major Power Components)

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	10/25/2021	Phase Begin Date	12/31/2024
Project Implementation Date	1/29/2027	Phase End Date	1/29/2027
Project Completion Percentage	60%	Phase Completion Percentage	5%
Amount by Funding Source(s)	PTP- \$15,000,000	Contract No.	IRP151/RPQ NO. TP-0000008861
Amount Spent as of 9/30/2024	\$873,000	Commission District	Countywide
Capital Budget Project #	2000000185	Site #	3001051

Project Description:

The AC unit substations are responsible for providing operational power to the Metrorail rail cars traction power and propulsion systems and all vehicle operational power (for AC and communications systems). The substations also provide power to the Train Control and Communications rooms and power to the Metrorail stations. The substations have been in service for approximately 30 years. This project will replace the original AC switchgear at all Metrorail stations unit sub-stations. Included will be the high voltage transformers, breakers, and cubicles.

Project Status:

This project will begin at the conclusion of the upgrade to the DC switchgear in all Metrorail stations. A review of the existing AC switchgear compatible with the existing cubicles is in progress to assess compatibility with newer technology. The project has progressed into construction phase.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$15,000,000	-	\$0	\$15,000,000	September 2022
FY 2019	\$15,000,000	-	\$0	\$15,000,000	September 2023
FY 2020	\$15,000,000	-	\$0	\$15,000,000	September 2023
FY 2021	\$15,000,000	-	\$0	\$15,000,000	September 2023
FY 2022	\$15,002,000	\$2,000	\$0	\$15,000,000	June 2025
FY 2023	\$15,000,000	(\$2,000)	\$0	\$15,000,000	December 2025
FY 2024	\$15,000,000		\$873,000	\$14,127,000	January 2027

Metrorail Fiber Optic Repair and Capacity Augmentation

Department	Transit	PTP Category	Original PTP
Project Category	Rapid Transit Improvements	Project Phase	Procurement
Project Begin Date	2/1/2021	Phase Begin Date	6/14/2022
Project Implementation Date	9/28/2029	Phase End Date	3/31/2026
Project Completion Percentage	35%	Phase Completion Percentage	35%
Amount by Funding Source(s)	PTP- \$2,750,000 FTA- \$5,100,000 Total- \$7,850,000	Project/Contract No.	IRP228/TBD
Amount Spent as of 9/30/2024	\$0	Commission District	2,3,5,6,7,12,13
Capital Budget Project #	2000000434	Site #	3001036

Project Description:

The Metrorail Fiber Optic and Capacity Augmentation project will install new Fiber Optic Cable throughout the Metrorail system. The new fiber optic cable will enable improved reliability of the Metrorail and Metromover SCADA Systems by enabling the diversification of the core network switches at the Stephen P. Clark Center and at the Lehman Facility. Fiber capacity will be designed to provide individual connections from each Metrorail and Metromover station and the Mover Maintenance facility to both SPCC and Lehman to support diverse connections to the core switches. This new architecture will ensure a more robust network that will minimize network disruptions to Metrorail and Metromover SCADA networks. A total of 51 locations will be impacted by this project.

Project Status:

Project is going through procurement process. National supply chain availability shortages of Fiber Optic Cable and procurement delays have impacted the project schedule.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$500,000	-	\$0	\$500,000	September 2025
FY 2019	\$3,015,000	\$2,515,000	\$0	\$3,015,000	TBD
FY 2020	\$3,015,000	-	\$0	\$3,015,000	TBD
FY 2021	\$3,015,000	-	\$0	\$3,015,000	TBD

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2022	\$3,015,000	-	\$0	\$3,015,000	TBD
FY 2023	\$2,750,000	(\$265,000)	\$0	\$2,750,000	December 2027
FY 2024	\$2,750,000	-	\$0	\$2,750,000	September 2029

Metrorail Tri-Rail Station Traction Power Sub-Station

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Procurement, Planning
Project Begin Date	Phase Begin Date
12/1/2019	12/1/2019
Project Implementation Date	Phase End Date
3/29/2030	6/30/2025
Project Completion Percentage	Phase Completion Percentage
51%	70%
Amount by Funding Source(s)	Project/Contract No.
PTP- \$23,238,000	IRP268/TBD
Amount Spent as of 9/30/2024	Commission District
\$1,000	13
Capital Budget Project #	Site #
2000000104	3001382

Project Description:

The Tri-Rail Metrorail station does not have a dedicated traction power sub-station as does most of the other Metrorail stations. The lack of a dedicated power traction power sub-station causes reduced third-rail voltage which can, in some instances, cause reduced vehicle performance. The new traction power sub-station will provide the Tri-Rail station with dedicated propulsion power and will eliminate potential vehicle performance issues.

Project Status:

The parcel of land that was originally to be used in constructing the Traction Power Sub-station is owned by the South Florida Regional Transportation Authority (SFRTA). SFRTA will use the land for a TOD at the Tri-Rail station and has declined the transfer of the parcel to DTPW. So, the project was on hold. Now, the Right-of-Way team has identified the necessary parcels, and the project is currently in the procurement phase.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$12,000,000		\$0	\$12,000,000	TBD
FY 2020	\$18,237,800	\$6,237,800	\$1,400	\$18,236,400	TBD
FY 2021	\$12,000,000	(\$6,237,800)*	\$1,400	\$11,998,600	TBD
FY 2022	\$18,238,000	\$6,238,000	\$1,400	\$18,236,600	TBD
FY 2023	\$18,238,000	-	\$1,000	\$18,237,000	TBD
FY 2024	\$23,238,000	\$5,000,000**	\$1,000	\$23,237,000	March 2030

*The budget decrease in FY 2021 was due to an error in annual cashflow revisions. The project budget is revised to the original amount of \$18,238,000 during next budget cycle. **Budget increase for land acquisition and CEI services.

Metromover Comprehensive Wayside Overhaul

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	9/1/2020	Phase Begin Date	5/4/2021
Project Implementation Date	12/31/2027	Phase End Date	12/31/2027
Project Completion Percentage	60%	Phase Completion Percentage	60%
Amount by Funding Source(s)	PTP- \$93,900,000 FTA- \$77,995,000 Total- \$171,895,000	Project/Contract No.	IRP249/RFP1307 IRP249-DTPW18-CEI
Amount Spent as of 9/30/2024	\$80,498,000	Commission District	3,5
Capital Budget Project #	673910	Site #	3001385

Project Description:

Metromover is an automated people mover (APM) system that was designed and installed by Bombardier Transportation (formerly Westinghouse, soon to be renamed Alstom) and began passenger service in April 1986. The Metromover system is comprised of 21 stations, 4.4 miles of dual lane guideway, 25 guideway switches, 29 vehicles and a central control facility located at Government Center. Throughout Metromover’s 32-year history, the system has expanded, and vehicle fleet has been replaced, however, many major subsystems that makeup the system have not been replaced or refurbished and have now reached the end of its design life. These subsystems include the Automatic Train Control (ATC) System, Data Transmission System (DTS) with Supervisory Control and Data Acquisition (SCADA), several Power Distribution System (PDS) elements (e.g., low voltage breakers, protective relays, ground switches, etc.), guideway switch equipment and the central control equipment. To maintain good equipment reliability and an overall high Metromover system service availability, these major subsystems need to be replaced or refurbished. The comprehensive wayside overhaul will include the design, supply manufacture, installation, testing and commissioning of the APM system into a fully functional, safe, and reliable Metromover system. Project extends from 50 NE 15th Street to 50SE 14th Street.

Project Status:

The contract was awarded in May 2021. Insurance certificates and bonds were approved, and the project design was completed. Construction of the project commenced in July 2022 and is on-going. The infrastructure construction is 25% complete and the vehicles modification is completed by 18%.

Fiscal Impact: CITT encourages DTPW to seek other funding including Federal/State/Municipal funds or private sector contributions. Surtax funds should be leveraged as a local match and should not exceed fifty (50%) of project costs for capital projects per the CITT’s guiding principles and priorities.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
Prior	\$52,645,000	-	\$0	\$52,645,000	September 2022
FY 2018	\$90,964,000	\$38,319,000	\$720,000	\$90,244,000	September 2025
FY 2019	\$92,163,000	\$1,199,000	\$868,000	\$91,295,000	December 2025
FY 2020	\$127,766,500	\$35,603,500*	\$897,500	\$126,869,000	December 2025
FY 2021	\$127,766,500	-	\$1,690,800	\$126,075,700	July 2026
FY 2022	\$132,243,000	\$4,476,500	\$33,991,000	\$98,252,000	July 2026
FY 2023	\$132,243,000	-	\$61,330,000	\$70,913,000	July 2026
FY 2024	\$93,900,000	(\$38,343,000)**	\$73,013,000	\$20,887,000	December 2027

*Increase in PTP funding is because all Federal grants were not approved as forecasted and the difference was requested in local funds using PTP. **Increase in federal share led to lower PTP funding share.

Metromover Guideway Superstructure Structural Retrofit – New Switches and Crossovers

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Estimation and Planning
Project Begin Date	Phase Begin Date
03/26/2021	3/26/2021
Project Implementation Date	Phase End Date
12/31/2031	10/1/2026
Project Completion Percentage	Phase Completion Percentage
0%	10%
Amount by Funding Source(s)	Project/Contract No.
PTP- \$81,308,000	CIP265/TBD
Amount Spent as of 9/30/2024	Commission District(s)
\$0	3,5
Capital Budget Project #	Site #
673910	3003575

Project Description:

This project includes 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 to allow for Metromover express services between the Government Center station and the future herald plaza area station. The project includes all civil and structural work for the retrofit of the Metromover guideway superstructure and substructure to install three (3) new crossovers with switches near the Government Center, College North, and Freedom Tower station inclusive of one (1) bump track at Government Center approximately 350 feet long, including guideway demolition of existing superstructure, fabrication and installation of new superstructure segments including structural framing, guide rail, special details, new bearings, retrofitted superstructure supports where needed, new cable trays, new traction power cable rungs from adjacent traction power substations (main and redundant service), new fiber and communication runs from source to point of connections and other miscellaneous connections as needed.

Project Status:

This project is on hold pending decision on the Beach Corridor to commence the concept design. Schedule delay is due to dependency on Beach Corridor project.

Fiscal Impact: CITT encourages DTPW to seek other funding including Federal/State/Municipal funds or private sector contributions. Surtax funds should be leveraged as a local match and should not exceed fifty (50%) of project costs for capital projects per the CITT’s guiding principles and priorities.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2020	\$81,308,000	-	\$0	\$81,308,000	December 2026

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2021	\$81,308,000	-	\$0	\$81,308,000	December 2026
FY 2022	\$81,308,000	-		\$81,308,000	December 2026
FY 2023	\$81,308,000	-	\$0	\$81,308,000	December 2026
FY 2024	\$81,308,000	-	\$0	\$81,308,000	TBD

Disaster Recovery Control Center (at PYD)	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	11/29/2021
Project Implementation Date	12/27/2030
Project Completion Percentage	35%
Amount by Funding Source(s)	PTP- \$9,855,000
Amount Spent as of 9/30/2024	\$0
Capital Budget Project #	674560
PTP Category	Post-Unification
Project Phase	Procurement
Phase Begin Date	10/28/2024
Phase End Date	12/15/2025
Phase Completion Percentage	20%
Project/Contract No.	CIP170/TBD
Commission District	6
Site #	3001342

Project Description:

The scope of the project will include the addition of multiple workstations, operator consoles, a radio system, CCTV, telephones, communications systems, new lighting, electrical, HVAC, and office equipment and will encompass architectural modifications to the existing space that will be used for the recovery center. The existing SCADA and enterprise networks will be extended to the new workspace to provide network connectivity. The addition of the disaster recovery control center will ensure that under emergency conditions, or during maintenance intervals during which the main control center at SPCC may not be fully operational, the management and monitoring of the Metrorail system could continue from the Lehman Center facility without a loss of operational readiness or compromising the safety of the Metrorail system.

Project Status:

Technical specifications and master specifications documents are completed. On-going procurement. Negotiations and change in procurement method, grant processing extended the project completion date. This project had a dependency on the fiber optic capacity augmentation project.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$9,855,000	-	\$0	\$9,855,000	April 2024
FY 2020	\$9,855,000	-	\$0	\$9,855,000	April 2024
FY 2021	\$9,855,000	-	\$0	\$9,855,000	April 2024
FY 2022	\$9,855,000	-	\$0	\$9,855,000	April 2024
FY 2023	\$9,855,000	-	\$0	\$9,855,000	April 2024
FY 2024	\$9,855,000	-	\$0	\$9,855,000	December 2030

Railcar Underfloor Wheel Truing Machine

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	4/4/2019	Phase Begin Date	4/4/2024
Project Implementation Date	10/13/2025	Phase End Date	10/13/2025
Project Completion Percentage	80%	Phase Completion Percentage	70%
Amount by Funding Source(s)	PTP- \$20,169,000	Project/Contract No.	IRP245/EVN0000506
Amount Spent as of 9/30/2024	\$39,000	Commission District	12
Capital Budget Project #	674560	Site #	3001017

Project Description:

DTPW is planning to purchase a new underfloor railcar wheel truing machine, to support the new railcar fleet of up to 136 rail vehicles. This machine will replace the existing machine, which has been in service over 35 years and is at the end of its useful life. This project is to be turn-key, including complete removal of the old machine and controls and complete installation and configuration of the new machine and controls. The new machine will be a fully automatic Computer Numerically Controlled (CNC) lathe or milling machine capable of lifting, measuring, and machining the wheels on our new trains.

Project Status:

The NTP was issued on April 4, 2024. project is on-going. Reduction in cost estimate is anticipated as construction of the building was removed from the scope of this project.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
Prior	\$7,000,000	-	\$0	\$7,000,000	September 2018
FY 2018	\$20,268,800	\$13,268,800	\$39,300	\$20,229,500	September 2023
FY 2019	\$20,268,800	-	\$17,000	\$20,251,800	September 2023
FY 2020	\$20,268,800	-	\$39,300	\$20,229,500	October 2022
FY 2021	\$20,268,800	-	\$39,300	\$20,229,500	December 2023
FY 2022	\$20,269,000	-	\$39,300	\$20,230,000	December 2023
FY 2023	\$20,169,000	(\$100,000)	\$39,300	\$20,129,700	October 2025
FY 2024	\$20,169,000	-	\$39,300	\$20,129,700	October 2025

Acoustical Barrier Replacement			
Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	4/1/2019	Phase Begin Date	1/4/2021
Project Implementation Date	8/12/2025	Phase End Date	8/12/2025
Project Completion Percentage	97%	Phase Completion Percentage	97%
Amount by Funding Source(s)	PTP- \$99,370,000	Contract No.	CIP168-DTPW19-CT1; CIP168-DTPW20-CT2
Amount Spent as of 9/30/2024	\$81,231,400	Commission District	2,3,5,6,7,12,13
Capital Budget Project #	6710900	Site #	3001335

Project Description:

Remove all the acoustical barriers (concrete & metal) on DTPW’s Metrorail system and replace them with a lightweight composite acoustical barrier that will be installed by contractors and internal staff. As part of the agreement, the contractors will train DTPW’s staff on the component installation, so that staff will have knowledge of how to repair and install the new acoustical barriers.



The scope of phase 3 is to design, test, manufacture and install acoustical barriers with hardware. These acoustical barriers are to be installed onto the Metrorail guideway where acoustical barriers have been previously removed. Most, but not all, hardware for the acoustical barriers remains attached to the guideway structure. Some of the hardware may be recycled into proposed hardware for the connections of the new acoustical barriers. The remaining unused pieces shall be removed from the guideway and disposed. Supplemental scope was approved by BCC action in October 2023 to extend both contracts until August 2025 with an additional \$8.8M for each contract, including remaining solid concrete and metal barriers.

Project Status:

Removal of all type “B” acoustical barriers was completed. Two contracts have been procured, awarded, and NTP has been issued for Phase 3 construction. Work under both contracts is being carried out simultaneously,

including bracket removal, surveying, and installation of type “B” metal posts and new panels. One proposed barrier that was finished in color submitted to DTPW was approved. Panel installation under the original overall scope (contract CT1) is 99% complete and the supplemental scope (contract CT2) stands at 96% completion.

Fiscal Impact:

The projects for removal of acoustical barriers were procured as emergency contracts. In addition, original estimate was to fund purchase of equipment, materials (for only a portion of the guideway) and installation by internal forces. The new estimated total includes all work performed by contractors, removal of all type “b” acoustical barriers and replacement of all type “b” acoustical barriers (more than 90k linear feet) throughout the County.

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018	\$48,750,000	-	\$0	\$48,750,000	September 2024
FY 2019	\$82,697,000	\$33,947,000	\$5,542,000	\$77,155,000	September 2022
FY 2020	\$82,697,000	-	\$7,500,200	\$75,196,800	February 2023
FY 2021	\$82,697,000	-	\$15,934,300	\$66,762,700	July 2023
FY 2022	\$92,904,000	\$10,207,000	\$49,904,000	\$43,000,000	March 2024
FY 2023	\$99,370,000	\$6,466,000	\$68,003,000	\$31,367,000	August 2025
FY 2024	\$99,370,000	-	\$81,231,400	\$18,138,600	August 2025

Budget increase in FY 2022 was due to construction cost escalations and inclusion of remaining one third barriers replacement that was not in the original contract. FY 2023 cost increase - DTPW considered the economies at scale and the escalating cost of construction materials and negotiated a Supplemental Scope with the contractor to complete the program’s installation phase by furnishing and installing the new acoustical barrier system countywide.

Greenline Rail Component Replacement

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Construction
Project Begin Date	Phase Begin Date
10/1/2017	11/15/2023
Project Implementation Date	Phase End Date
9/28/2029	9/28/2029
Project Completion Percentage	Phase Completion Percentage
60%	26%
Amount by Funding Source(s)	Project/Contract No.
PTP- \$80,000,000	CIP148/NA
Amount Spent as of 9/30/2024	Commission District
\$36,607,000	2,3,5,6,7,8,9,12,13
Capital Budget Project #	Site #
6710900	3001384

Project Description:

This project will include contractor’s assistance to remove and replace 100 miles of running rail and 200,000 fasteners and shims to be installed on the Greenline portion of the Metrorail system.

Project Status:

Installation is complete for over 26% of the areas. Work is being performed through a contractor to install 50,000 fasteners while in-house staff also continue to install new rail. The project continues to experience schedule delays due to shortage of resources availability in the market.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
Prior	\$80,000,000	-	\$6,929,800	\$73,070,200	September 2024
FY 2018	\$80,000,000	-	\$1,020,000	\$78,980,000	September 2025
FY 2019	\$80,000,000	-	\$1,803,000	\$78,197,000	September 2027
FY 2020	\$80,000,000	-	\$6,929,800	\$73,070,200	June 2028
FY 2021	\$80,000,000	-	\$11,600,400	\$68,399,600	June 2028
FY 2022	\$80,000,000	-	\$18,313,000	\$61,687,000	June 2028
FY 2023	\$80,000,000	-	\$23,787,000	\$56,213,000	June 2028
FY 2024	\$80,000,000	-	\$36,607,000	\$43,393,000	September 2029

10-15 Year Track and Guideway Rail Service Equipment Replacement

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Equipment Purchase
Project Begin Date	Phase Begin Date
6/1/2018	6/1/2018
Project Implementation Date	Phase End Date
10/30/2026	10/30/2026
Project Completion Percentage	Phase Completion Percentage
83%	83%
Amount by Funding Source(s)	Project/Contract No.
PTP- \$8,268,000	IRP170
Amount Spent as of 9/30/2024	Commission District
\$3,532,000	2,3,5,6,7,12,13
Capital Budget Project #	Site #
6710900	3001018

Project Description:

Track equipment operators perform oil changes and minor maintenance. No overhauls can be performed. Rail bound equipment cannot be rented and has a 10–15-year life. Major equipment, Kershaw work train, Tamper, KGT Hi-rail, Welders, Rail Flat Cars, Prime Mover and light plants have already passed the useful life by over ten (10) years. This project involves the replacement of rail service heavy equipment such as work trains, Pettibone machinery, etc., as part of the 10 and 15-year replacement plan.

Project Status:

One (1) super prime mover with crane was purchased in 2019. Three (3) prime movers, three (3) work flats and two (2) Pettibone machines with attachments have been purchased. DTPW is in the process of purchasing one (1) backhoe machine. The proposal for purchase of a swing loader DTPW 59 22/23 is on hold with the procurement division. The schedule is adjusted to accommodate the procurement completion.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$8,268,000	-	\$2,678,600	\$5,589,400	September 2023
FY 2020	\$8,268,000	-	\$2,678,600	\$5,589,400	January 2023
FY 2021	\$8,268,000	-	\$2,678,600	\$5,589,400	June 2023
FY 2022	\$8,267,000	(\$1,000)	\$5,378,000	\$2,889,000	June 2024
FY 2023	\$8,268,000	\$1,000	\$6,231,000	\$2,037,000	June 2025
FY 2024	\$8,268,000	-	\$3,532,000*	\$4,736,000	October 2026

*Discrepancy in the expenditure was reported and DTPW's budget team is currently reviewing it.

Northeast Transit Hub Enhancements

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Bus Service Improvements	Equipment Purchase
Project Begin Date	Phase Begin Date
Prior to 2011	09/01/2024
Project Implementation Date	Phase End Date
8/30/2027	6/01/2026
Project Completion Percentage	Phase Completion Percentage
99%	50%
Amount by Funding Source(s)	Project/Contract No.
PTP- \$3,716,000 FDOT- \$1,638,000 Total- \$5,354,000	CIP101/TBD
Amount Spent as of 9/30/2024	Commission District
\$4,824,000	4
Capital Budget Project #	Site #
6730101	3001042

Project Description:

The Northeast Transit Hub Enhancements (NETHE) project proposed improvements for two existing metrobus transit hubs located at NE 167 Street and at Aventura mall to improve capacity, drainage, pavement, shelters, lighting, ADA, signage, and transit access at both sites which are major destinations with important bus connections and serve the northeast area. Construction of the original project was completed in 2016, and it enabled the connections with regional and other bus routes that serve the area. The original project did not install CCTV system. Now, this phase II of the project will add a CCTV system to the bus hub located in the Aventura mall.

Project Status:

Phase I construction was completed in 2016. Phase II to install a CCTV System to the Transit Hub is under procurement process.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2021	\$3,715,700	-	\$3,185,800	\$529,900	August 2022
FY 2022	\$3,715,700	-	\$3,185,800	\$529,900	August 2024
FY 2023	\$3,716,000	-	\$3,186,000	\$530,000	September 2025
FY 2024	\$3,716,000	-	\$3,186,000	\$530,000	August 2027

Infrastructure Renewal Plan Projects

Background

The transit system, both its current infrastructure and planned expansions, operates as a cohesive network that requires ongoing maintenance to remain in optimal condition. Recognizing this need, the Office of the Citizens' Independent Transportation Trust (OCITT) partnered with the Department of Transportation and Public Works (DTPW) in 2013 to establish the Infrastructure Renewal Plan (IRP). This initiative was designed to methodically replace and rehabilitate critical transit assets, including bus overhauls, rail and bus facilities, system software, and related equipment, all managed through standardized asset replacement cycles.

The IRP was initially funded at \$7.5 million in 2013, with its annual allocation rising to \$12.5 million in 2014, representing approximately 5.5% of Surtax collections at that time. However, despite significant growth in Surtax revenues and rising costs driven by inflation and material expenses, the IRP funding cap has remained unchanged to date. This stagnation has hindered the program's ability to meet the increasing maintenance demands of aging transit infrastructure.

Historical Surtax Revenues



IRP funding has been constant at \$12.5M/yr since 2014

Since 2014, Surtax revenues have grown by roughly 79% from \$228 million to \$408 million, yet the IRP allocation has not increased. Consequently, the IRP's share of total Surtax revenues has dropped from 5.5% in 2014 to just 3.16% in 2024. When adjusted for inflation, the purchasing power of the \$12.5 million allocation has diminished considerably. In 2024, that allocation is equivalent to only \$8.74 million in 2014 dollars, marking a 30% reduction.

To address this imbalance, OCITT is proposing a reassessment of the IRP funding cap to better align with current financial conditions and infrastructure needs. The proposal includes a reasonable increase in funding and a rollover provision that would allow unspent funds to carry over into future fiscal years, enhancing financial flexibility and long-term planning.

Funding Methodology Review

To support this effort, OCITT engaged IMG Rebel, a strategic financial consultant, to evaluate the current IRP allocation and explore alternative funding strategies. Rebel recommended two key methodologies:

- **Fixed Percentage of Surtax Revenues:** Allocating 5.5% of annual Surtax receipts to the IRP.
- **Inflation-Adjusted Allocation:** Increasing the IRP budget annually based on the Miami-area Consumer Price Index for Urban Consumers (CPI-U), averaging 3.7%.

A fixed percentage approach allows funding to grow with revenue but introduces variability tied to economic cycles. An inflation-indexed model preserves purchasing power and ensures predictable, transparent funding aligned with asset lifecycle needs. Without policy changes, the IRP's ability to support vital renewal projects will continue to decline, leading to deferred maintenance and reduced system performance.

Following collaborative discussions between OCITT and DTPW, a hybrid funding model was proposed. This approach updates the IRP base allocation to reflect 5.5% of the FY 2025 Surtax collections estimated at approximately \$19.8 million. This figure will be revised once the actual FY 2025 Surtax revenues become available, restoring the program's original proportional share from 2014. To keep pace with rising costs, an annual CPI-based adjustment of 3.7% is recommended, with a review every three years to ensure alignment with market trends.

The hybrid model also introduces a rollover mechanism for committed funds, allowing unused allocations to be carried forward across fiscal years. This feature enhances the program's financial agility and supports more effective long-term planning.

The hybrid methodology reestablishes the IRP's intended funding proportion and ensures the program remains responsive to Miami-Dade's evolving transit infrastructure needs, protecting the County's investment in a safe, reliable, and sustainable public transportation system.

Current Infrastructure Renewal Plan (IRP) projects

The table on the next page summarizes the FY 2026 Infrastructure Renewal Plan (IRP) projects budgeted at \$12.5 million. In addition, in the past several standalone IRP projects have been funded separately with Surtax revenues post unification. Recently, the BCC approved 11 standalone IRP projects totaling \$76.578 million, also to be funded through Surtax. A detailed summary of all Surtax-funded standalone IRP projects is provided later in this section of the Plan.

Beyond Surtax-funded initiatives, DTPW delivers a variety of other infrastructure renewal projects utilizing non-Surtax revenue sources, including FTA and FDOT funds.

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
Roadway Signs in the Vicinity of twenty-three (23) Metrorail Stations - CIP201	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.	\$4,170,000	2029
Rail Public Address System Replacement – IRP096	Replace the 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.	\$5,783,000	2027
Upgrade Chiller Units at Lehman Center – IRP171	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.	\$1,850,000	2026
Metrorail Bathrooms– IRP215	Repair and renovate public restrooms at the 30-year-old Metrorail stations.	\$1,865,000	2027
Railcar Cleaner Platform Replacement Project – IRP234	Replacement of the existing Cleaning Platform located at the William Lehman Center. The existing wooden platform is in need of constant repair.	\$6,950,000	2026
Purchase of 2 HY-Rail Crew cab Trucks – IRP236	Purchase support vehicles for the Track and Guideway maintenance division.	\$380,000	2027
Metromover Vehicles HVAC Compliance Overhaul & Mover Building A/C Replacement – IRP270	Mover vehicle air condition HVAC system and Mover Building A/C replacement to comply with EPA.	\$2,143,000	2026
Renovate Lehman Center 2nd Floor (Administration) – IRP306	New office partitions, desks, chairs upgrade phone system etc.	\$850,000	2027

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
Network Core Switches Recapitalization – IRP331	This project is to procure, configure and replace all current DTPW network core switches for SPCC 5 th floor Data Center, ESIS enclosures at rail stations, Traffic Management Center and Metromover stations.	\$2,318,000	2026
Wireless Lan Access Point Recapitalization – IRP332	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.	\$247,000	2026
Facilities Maintenance EAMS Work Order Implementation – OSP256	Miami-Dade Department of Transportation and Public Works Facilities Maintenance division is in need to utilize Infor EAMS software tool to implement Work Order Module which will be used to help maintenance personnel perform their daily functions more efficiently, such as repairs and preventive maintenance	\$185,000	2026
Train To Wayside Wireless Network at Palmetto Yard – OSP260	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.	\$226,000	2026
Dadeland South Tail Track Security Perimeter Fence - IRP344	Install security perimeter fence at the Dadeland South Tail Track	\$1,350,000	2028
DTPW Bus and Rail Operation & Maintenance Facilities Improvements - CIP287	Assess Bus, Metromover, Rail Operation & Maintenance Facilities due to deteriorating old buildings and includes conducting inspections, documenting deficiencies, expansions, enhancements due to staffing, developing cost estimates and prioritize improvements to fix existing deficiencies and accommodate future growth.	\$5,000,000	2027

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
MIC Building Roof Replacement – IRP361	Replace entire 13,000 square foot damaged roof and insulation at the MIC Building (3845 NW 25 Street) to protect the building structure, prevent water intrusion to facilities and equipment. The new roof system requires all materials, specifications and permitting to comply with the latest Florida Building Code.	\$550,000	2025
Transit Facilities Improvements for Recertification (project titled as ‘Building Recertification Program’ in previous plan) -IRP346A	Conduct site visits to several Transit Buildings by a registered Professional Engineer to perform electrical and structural inspections as well as perform repairs due to the Florida Statutes - 30 Year Recertification requirements.	\$7,822,000	2029
Replace Fire Suppression System at Civic Center Station - IRP362	Replace fire suppression system at civic center Metrorail station.	\$137,000	2025
AC Replacement (Coralway Metrobus Facility) - IRP373	Replace AC at Coral way Metrobus Facility	\$750,000	2027
Chiller Unit at Metrobus Central Administration Building - IRP374	Removal and replacement of (1) existing water cooled 1989 McQuay chiller with new 120-ton water cooled chiller, (2) new chilled water pumps, (2) new condenser water pumps, hydronic piping, valves, accessories, including all necessary electrical upgrades to support the replacement as shown on the contract documents including additional goods, services, and extended warranty as described herein, for Miami-Dade County (County) on behalf of the Department of Transportation and Public Works (DTPW). Central Bus Administration Office at 3300 NW 32 Avenue, Miami, Florida 33142.	\$900,000	2028

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
CAD/AVL Replacement Project - IRP376	Replace CAD/AVL system wide to provide a migration of both hardware and software to more current technology for easier and more cost-effective maintenance and support; accurate up-to-date passenger information; as well as on-board vehicle components (such as vehicle logic units, operator interfaces and passenger information displays). In addition, purchase software and equipment at Central Control facilities to monitor and interface with fleets, as well as any consultant fees required to complete the project.	\$503,000	2025
Bus Central (SWCAB) Auditorium Renovation - IRP377	Renovate the Sheila Winitzer Central Administration Building auditorium to include replacement of flooring, furniture, non-functional audio and video equipment that will be used for new bus operator training classes	\$325,000	2027
Inground Frame Pulling Machine for Bus Maintenance Facility - IRP378	Procure and install a fixed frame machine to straighten the frame of bus vehicles after accidents and to correct frame alignment	\$250,000	2027
Procurement of Mobile Columns and Platform Lifts for Bus Maintenance - IRP379	Procure mobile columns and platform lifts to support bus weights during bus maintenance for Central, Coral Way, and Northeast garages	\$2,500,000	2030
Bus Maintenance Garages Filling of Bay Pits and Floor Leveling - CIP315	Fill Bay Pits and floor leveling at bus maintenance garages located at Central, Coral Way, and Northeast to allow space to perform bus axle and suspension repairs	\$429,000	2027

IRP Project Name	Scope	Total IRP funding	Estimated Completion FY
Construction of Bus Maintenance Paint Booth Project - CIP316	Construct bus maintenance paint booth to prevent paint and toxins from escaping into the atmosphere in a shop environment	\$310,000	2027
DTPW Bus Operations Training Center – CIP317	Reconstruction of the second-floor office space within the Sheila Winitzer Central Administration Building (SWCAB) aims to create a modern Training Center dedicated to bus operator training.	\$1,375,000	2030
Replace and Upgrade Physical Assets (Parent Project) N/A	Replace and Upgrade Physical Assets (Parent Project) - Remaining Funds of the Total \$12.5M Per Year.	Remaining Funds of the Total \$12.5M per year.	2030

Completed or Cancelled Projects

IRP Project Name	Scope, Total IRP Funding, Completion Date
Emergency Exit at William Lehman Center – CIP126	Widening of current exit to facilitate in and out emergency vehicle traffic at Palmetto Yard. Total IRP funding is \$680,000.
Metrorail and Metromover UPS Rooms HVAC Installation – CIP171	Install new HVAC systems to provide cooling capacity for all UPS rooms on Metrorail and Metromover. Total IRP funding is \$1,682,000.
Hydraulic Mobil Column Bus Lifts (Additional) – IRP107	Provide 24 sets of four hydraulic column lifts with 70' required communication cables and 60' power cords for DTPW Bus Maintenance. Total IRP funding is \$1,118,000.
Purchase Rail Wheel Press Machine – IRP267	Purchase of a new Railcar Wheel Press Machine needed to support the (136) rail cars the department is procuring to replace the existing railcar fleet. Project completed in FY 20-21. Total IRP funding is \$980,600.
Replacement of Tactiles and Barriers at Metromover Stations – IRP255	Provide detectable warning safety edge tiles and between-car barrier (BCB) system in compliance with the DOT ADA regulations. Each station features two 80 LF Platform Structures and require tiles and BCB on both sides of the platform. The scope includes labor, materials, tools, appliances, equipment, and other means of construction for performing and completing the work. Total IRP funding is \$440,000.
Traffic Signal Prioritization Expansion to Congestion Mgmt. Plan / Real-Time Connected Vehicles – IRP265	Recapitalization of the Metrobus on-board equipment that provides passengers with free Internet access and connectivity for business traffic such as Fare Collection, CCTV, and CAD/AVL data. This project replaces field equipment that has been in continuous operation in Metrobus vehicles for the last 7 years and expands the deployment of the entire fleet. Total IRP funding is \$1,196,000.
Strategic Planning for Bus Maintenance Facilities CIP229	DTPW currently maintains its fleet of buses in three existing facilities – Northeast, Central and Coral Way. This strategic planning project will redesign the layouts of all three existing garages to improve the flow within the facilities, optimize the locations of garage-specific equipment in order to reduce non-revenue travel, and accommodate equipment needed for electric buses. The redesign will also seek to maximize vehicle storage capacity and employee parking. This project is needed since the existing maintenance facilities are out of capacity and require improvements to be able to modernize and expand the Metrobus network. The project will also improve efficiency both within the facilities and in the scheduling of vehicle maintenance. Project was completed in FY 2019-20. Total IRP funding is \$100,530.
Garage Fire Suppression – IRP012	Replace and upgrade the fire suppression system at four parking garages built with the original Metrorail system: Okeechobee, Dadeland North, Dadeland South and Earlington Heights. Project was completed in FY 2019-20. Total IRP funding is \$492,398.

IRP Project Name	Scope, Total IRP Funding, Completion Date
Metromover Traction Power Cable Replacement – IRP021	Replacement of the damaged traction power cables and wiring on the Metromover system. Project was completed in FY 2019-20. Total IRP funding is \$264,000.
Metromover Public Address System Replacement – IRP095	Replace existing Public Address System at all Metromover 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. Project was completed in FY 2019-20. Total IRP funding is \$2,222,697.
Traction Power Crane Truck – IRP214	Purchase crane truck for Traction Power to be used to perform work related to manhole covers, high voltage cable pull, and cable spool lifts. Project was completed in FY 2019-20. Total IRP funding is \$91,637.
Traction Power Three Reel Trailer – IRP221	Purchase high voltage trailer cable pull and is necessary for the replacement of the 30-year-old Traction Power cables. Project was completed in FY 2019-20. Total IRP funding is \$39,020.
Electric Forklift for Materials Management (5 ea.) and Rail Div. (2 ea.) – IRP271	Replacement of old forklifts to be used for the daily logistical operational functions (shipping, receiving, loading, unloading, delivering parts for Bus, Rail, Mover and Material Management. operations). Project was completed in FY 2019-20. Total IRP funding is \$210,593.
Bus Garage Roof -Central (Bus & Bus Facility) – IRP018	Re-roofing of an additional bus garage building at Central Bus Garage location. This project is completed.
Uninterruptible Power Supplies (UPS) – Mover and Rail -IRP104	Replace Mover Systems Uninterruptible Power Supplies (UPS) at all the equipment rooms on the OMNI, Brickell, Inner, and Outer Loop. There are 28 UPS locations including Government Center. Parts are not available beyond the 10-year point and replacement of the equipment is necessary. This project is completed.
Replacement of Metrorail Train Wash – IRP254	Purchase materials and equipment to complete the installation of a new five (5) brush wash module, rinse modules (2), chemicals dispensing and fully automated operating systems for the Metrorail Train Wash at the William Lehman Facility. This project is completed.
Dadeland North (DLN) Vehicle Containment Barriers – IRP081	Repair and replace vehicle containment barrier cables as specified and approved by Miami-Dade County Building and Neighborhood Compliance. This project is completed.
Mover Fiber Emergency Project – IRP007	Fiber Replacement Project Scope involves the following components: <ul style="list-style-type: none"> - Replacing and installing Fiber Optic Cable throughout the Metromover System. - Installing new Fiber Optic equipment at all stations and at Central Control.

IRP Project Name	Scope, Total IRP Funding, Completion Date
	<ul style="list-style-type: none"> - Replacing PLC equipment at all stations and at Central Control. - Installing Giga-Bit Ethernet at all stations. - Add Wireless networking capability to all stations. <p>The \$3.2 million cost is 100% federally funded.</p> <p>This project also includes Replacement & Installation of Metromover Closed Circuit Television. It expands the Video System by installing new digital cameras at all Metromover Station Platforms as well as providing local Network Video Recorders for independent 24/7 recording. The cameras will be networked into the Video System and new digital displays will be installed at the Mover Central Control. This project is being consolidated with the Fiber Project due to its dependency on the fiber installation. It is in progress and Implementation was expected to be complete by December 2012. The \$698K project is federally funded with American Reinvestment and Recovery Act (ARRA) funds.</p> <p>This project is completed.</p>
Traction Power Rectifier Transformer – IRP140	Replace 28-year-old rectifier transformers used in the Miami-Dade Transit Metrorail System. This project is completed.
Metrorail Railcar Floor Replacement – IRP225	Install Nora Flooring in 60 railcars. The railcars to be replaced have deteriorated sub-flooring, which is evidence as "soft floors". The process also includes removal and replacement of interior seating, panels, and sanctions. This project is completed.
Metromover Traction Power Cables Replacement – IRP237	Remove/replace the Eight Street Substation to Brickell Station T2 transformer 13,200 volts three phase cables. The 350 mcm three phase cables is routed in the cables tray underneath the guideway. Remove /replace the Third Street Substation 111 breaker load side 250 mcm three phase cable to OL6 power rail. Also, remove/replace the Switch 1 grounding switch three phase 3/0 cables and 3/0 jumper cables (Outer Loop). This project is completed.
40 Foot Hybrid Buses for Replacement (5309) – OSP163	Procure four (4) forty-foot hybrid diesel /electric transit buses for replacement of buses that are eligible for retirement. This project also has Federal Transit Administration (FTA) funds. This project is completed.
Bus Garage Plumbing – IRP014	Overhaul existing bathrooms at the Central Bus Facilities. This project also has Federal Transit Administration (FTA) funds. This project is completed.

IRP Project Name	Scope, Total IRP Funding, Completion Date
Hydraulic Mobile Bus Lifts – IRP116	Provide 48 individual hydraulic mobile lifts for the Miami-Dade Department of Transportation and Public Works (DTPW) Stertil-Koni model # ST-1072-SS or ALM Model # WE-18 (as modified to DTPW specifications) or approved equal. Each mobile lift set shall consist of four columns. Each set shall consist of four (4) primary columns and each primary column shall operate as a primary of secondary column interchangeable without any modifications. The system shall be equipped with a selector interchangeable without any modifications. The system shall be equipped with a selector switch to permit the selection of four columns when operating as a set of six (6) columns. Each mobile lift set shall be designed to permit combining columns in pairs to compose systems of up to six (6) columns. Definition of set: A standard set of lifts consists of four hydraulic mobile columns, all primary design operation, used to lift buses as specified in Section 3. DTPW sometimes uses six (6) columns sets to lift the 60-foot buses. At least 15,000 lb. capacity per column. All columns shall be operated synchronously from any control panel on any column. This project is completed.
Metromover Canopies and Escalator Replacement – CIP040	Construct canopies and repair existing escalators at Metromover Stations. This project is completed.
Metrorail Palmetto Station-Americans with Disabilities Act (ADA) Assessment - IRP174	Study at Rail Station and corrective work has been completed.
40-Year Recertification @ Central Building #1 – IRP024	Perform 40-year recertification inspection/repairs. This project is completed.
40-Year Recertification @ Central Buildings #4 and #5 – IRP064	Perform 40-year recertification inspection/repairs. This project is completed.
Procurement of Mobile Lifts – IRP216	Purchase six mobile lifts use for the removal and installation of transmissions, differentials and other Heavy Components on large trucks, buses and other heavy-duty vehicles. This project is completed.
Armored Trucks (4) – IRP197	Purchase four (4) Armored truck vehicles. This project is completed.
Parking Space Counters at 5 Metrorail Station Garages – IRP183	Replace light-emitting diode (LED) Available Parking Spaces signs for the upper and lower levels at the Dadeland North Parking Facility, Computer hardware, Software, and parking space occupied detectors for Americans with Disability Act designated parking spaces. Installation of parking space counters at Dadeland South, Earlington Heights, South Miami and Okeechobee. This project is completed.

IRP Project Name	Scope, Total IRP Funding, Completion Date
Multi-Channel Voice Recorder – IRP059	<p>Replace existing analog recorders within the Transit System with new digital voice recording systems. These recorders will replace the existing equipment which is now obsolete. The new system will integrate audio with the existing NICE system while implementing redundancy, include five digital voice recording units, network attached storage devices, personal computers, system software and miscellaneous hardware. The new system will streamline the method of retrieving recorded messages by enabling them to be accessed through the network.</p> <p>This project is completed.</p>
Wastewater Treatment System – IRP085	<p>Replace existing oil water separators at all four pressure cleaning operations with a more sophisticated and advance wastewater treatment system at all three Bus Maintenance Facilities.</p> <p>This project is completed.</p>
Metrorail Floor Replacement For 10 Cars and 20 Motor Control Box Overhaul – IRP285	<p>Removal and replacement of flooring to 10 railcars that have deteriorated and Motor Control Overhaul service maintenance of 20 motor boxes. Includes propulsion and brake controllers, contactors and cleaning.</p> <p>This project is completed.</p>
Inspection Vehicles for the MIC Extension – IRP211	<p>Purchase two (2) inspection vehicles for monitory vehicle inspections of the Mainline.</p> <p>This project is completed.</p>
Mover Video Project Closed Circuit Television (CCTV) – IRP009	<p>Install Avigilon Software as the CCTV application, and (2) Upgrade the CCTV monitors in CCF. The funding increase is covered by the Infrastructure Renewal Program (IRP).</p> <p>This project is completed.</p>
Hydraulic Mobil Bus Lifts – OSP202	<p>Purchase of approximately 55 individual hydraulic mobile column lifts for the bus maintenance.</p> <p>This project is completed.</p>
William Lehman Facility (WLF) - Vehicle Maintenance Bathroom – IRP224	<p>Contracted services for the renovation of the WLF (6601 NW 72nd Avenue, Miami, Florida 33166), Vehicle Maintenance Bathroom to ensure proper sanitation for employees working in the Vehicle Maintenance shop.</p> <p>This project is completed.</p>
Mainline Video System Upgrade – IRP199	<p>Installation of IP-HD cameras with analytics throughout the Mainline Track System & Rail Stations, mover stations first level and at all revenue islands and Treasury Office & vault. for security reasons.</p> <p>This project is cancelled.</p>
Rail Programmable Logic Controller Replacement – IRP242	<p>To replace all ethernet switches at all Metrorail & Metromover stations and at Metromover Maintenance building and at Lehman Center building.</p> <p>This project is cancelled.</p>
Metrorail HVAC Overhaul 40 Railcars – IRP296	<p>Metrorail of the air conditioning (HVAC) system overhaul of 40 rail vehicles in order to maintain system functionality, reliability and customer comfort.</p> <p>This project is cancelled.</p>

IRP Project Name	Scope, Total IRP Funding, Completion Date
BERT Route b Park & Ride at SW 288 Street (SMART BERT) - CIP231	The proposed project is required to perform analyses to construct a surface Park-and-Ride in the vicinity of the intersection of the Turnpike and SW 288 Street. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South Miami-Dade Express. The BERT study team has identified a proposed location for the facility. The requested Budget is to complete the planning/environmental analysis of the project, develop concept plans and complete preliminary cost estimates. Once these tasks are completed, the next steps will be land acquisition and advancing the design. The requested amount is based on previous conceptual plan development efforts.
BERT Route b Park & Ride at SW 152 Street & Turnpike - CIP232	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride with approximately 150 parking spaces, Kiss and Ride, Bicycle and Pedestrian facilities at the Turnpike and SW 152 Street. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South Miami-Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project. The requested amount is based on conceptual plans.
BERT Route b Park & Ride at SW 211 Street - CIP233	The proposed project is required to perform environmental analysis to construct a surface Park-and Ride in the vicinity of the intersection of the Turnpike and SW 211 Street. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route b South-Miami Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates. Once these tasks are completed, the next steps will be land acquisition and advancing the design. The requested amount is based on previous conceptual plan development efforts.
BERT Route b Park & Ride at Tamiami Executive Airport - CIP230	The proposed project is required to perform environmental analysis to construct a surface Park-and-Ride at the Tamiami Executive Airport. The proposed project will provide parking along the Strategic Miami Area Rapid Transit (SMART) Plan Bus Express Rapid Transit (BERT) Route d Southwest Miami-Dade Express. The requested Budget is to complete the Planning/Environmental analysis of the project, develop concept plans and complete preliminary cost estimates in coordination with the Tamiami Executive Airport and the Kendall Parkway Project Team. Once these tasks are complete, the next steps towards construction will be leasing agreements and advancing the design. The requested amount is based on previous conceptual plan development efforts. This project is cancelled.
Replacement of Diamond Frogs at Culmer Crossover – IRP233	Replacement of Diamond Frogs at the Culmer Metrorail Station.
Data Closets Uninterruptible Power	Replace Data Closets Uninterruptible Power Supply (UPS).

IRP Project Name	Scope, Total IRP Funding, Completion Date
Supply (UPS) Replacement – OSP209	
Metrorail Platform Cabling Replacement– IRP276	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. Project is completed. Cost of the project is \$ 833643.
40-Year Recertifications of DTPW Transit Facilities - IRP346	Conduct 40-Year Recertification of DTPW Transit Facilities including Metrorail and Metromover Stations to comply with Section 8-11(f) of the Code of Miami-Dade County. This project is canceled and is archived for FY24 Adopted Capital Budget. Operating revenue will be used.
Parking Lot Refurbishment at Northeast Bus Facility - IRP333A	Refurbish parking lot areas of the NE Bus Facility to include site lighting, milling, repair pavement marking. This project is cancelled in FY 2024. Incorporated with project CIP287/3006921.
Parking Lot Refurbishment at Coral Way Bus Facility - IRP333B	Refurbish parking lot areas of the Coral Way Bus Facility to include site lighting, milling, repair pavement marking. Cancelled project in FY 2024. Incorporated with project CIP287/3006921. This project is cancelled in FY 2024. Incorporated with project CIP287/3006921.
Parking Lot Refurbishment at Central Bus Facility - IRP333C	Refurbish parking lot areas of the Central Bus Facility to include site lighting, milling, and repair pavement marking. This project is cancelled in FY 2024. Incorporated with project CIP287/3006921.
Rail EAMS Work Order Module - OSP234	Infor EAMS software tool to implement Work Order module that will be integrated with the existing warehouse module. This project is completed in FY 2023.
Automated Fare Collection Cloud Migration – IRP263	Implement enhancement and regional expansions to the Automated Fare Collection System (AFCS) based on the existing Contract 8481-2/22-1. The contract includes an option to purchase additional equipment and service for expansions and modifications. This project is completed in FY 2023 and IRP funding \$3,000,000 has been expended.
Fueling Terminal Modernization – IRP260	Upgrade fueling terminal to IP Base. This project is cancelled. Initial cost estimate was \$250,000.
Lehman Curve N41 Realignment – IRP321	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. Alternative 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.



IRP Project Name	Scope, Total IRP Funding, Completion Date
	Project is completed in 2025. Total cost is \$1,649,000.
Bus Garage and Employee Parking Lot Light Fixtures Upgrade – IRP329	Install light fixtures at Coral Way, Northeast and Central bus garages, and employees parking lot. Project completed in FY 2025. Cost of the project is \$260,000
Transit Activu Server Recapitalization – IRP308	Implement software and hardware upgrade to the existing video wall at the Rail Traffic Control Center to support 4k cameras. Project completed in FY 2025. Cost of the project is \$360,000.
Transit Scada Station Control Unit Server Recapitalization – IRP309	The existing SCADA Station Control Unit (SCU Servers that are integrated with Metrorail/Metromover Central Control and Fire Alarm Systems) have reached their end of life. These servers support adhoc and automated Public Address announcements from Central Control. This project will systematically replace and upgrade the existing obsolete SCADA station control unit servers. Project is completed in FY 2025. Cost of the project is \$460,000.

Automated Fare Collection System (AFCS) Modernization (Cloud Migration)

Department	Transit	PTP Category	2003-2009 Amendment
Project Category	Bus Service and Rapid Transit Improvements	Project Phase	Technology/Implementation
Project Begin Date	8/1/2016	Phase Begin Date	3/24/2024
Project Implementation Date	9/30/2024	Phase End Date	6/30/2024
Project Completion Percentage	98%	Phase Completion Percentage	80%
Amount by Funding Source(s)	PTP - \$13,792,000	Project/Contract No.	IRP263/L8481-0/27
Amount Spent as of 9/30/2024	\$13,530,100	Commission District	Countywide
Capital Budget Project #	6730051	Site #	3001000

Project Description:

This project implements Automated Fare Collection System (AFCS) upgrade to cloud-based account and open bankcard payment system management. This open payment system will allow customers to not only pay with their smart transit cards, but they can also pay their fares with contactless bankcards and mobile wallets, such as Apple Pay and Samsung Pay. Additional funding requested for TVM EMV technology (\$1,369,860), garage computer upgrade (\$206,880), Pax units to replace CPOS units at Retail Outlets (\$55,000) and implementation costs in support of features (\$160,260).

Project Status:

The Automated Fare Collection System and back-office infrastructure was upgraded and migrated to a vendor hosted cloud environment. This migration facilitated payment with contactless bank cards and mobile wallets which was implemented in 2019. Ticket Vending Machine (TVM) EMV technology was implemented for improved security for credit card payments in 2021.

This project also includes an upgrade of the Receiver/Probing Upgrade Kits that facilitate the upload of cash collection data to the cloud-based back-office and new units for sales outlets to load fare products/cash value. New Receiving/Probing kits have been upgraded and were put in service in all bus garages in 2023. New Receiving/Probing kits have been upgraded and was put in service in all the bus garages in 2023. New units for sale outlets (PAX920) have been configured and tested. DTPW EASY Card Services and northeast divisions have deployed these units to 68 sales outlets. Project is completed in 2024.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2018 & Prior	\$15,000,000	-	\$13,043,000	\$1,957,000	April 2018
FY 2019	\$16,792,000	\$1,792,000	\$13,043,000	\$3,785,000	December 2020
FY 2020	\$13,792,000	(\$1,208,000)	\$13,530,100	\$261,900	September 2021
FY 2021	\$13,792,000	-	\$13,530,100	\$261,900	September 2023
FY 2022	\$13,792,000	-	\$13,530,100	\$261,900	December 2023
FY 2023	\$13,792,000	-	\$13,530,100	\$261,900	June 2024

Private Branch Exchange (PBX) Telephone System Upgrade to Voice Over Internet Protocol (VoIP) at all Transit Facilities

Department	Transit	PTP Category	Post-Unification
Project Category	Bus Service and Rapid Transit Improvements	Project Phase	Construction
Project Begin Date	9/2/2019	Phase Begin Date	2/1/2021
Project Implementation Date	9/30/2027	Phase End Date	9/30/2027
Project Completion Percentage	63%	Phase Completion Percentage	63%
Amount by Funding Source(s)	PTP- \$4,042,000	Contract No.	OSP208
Amount Spent as of 9/30/2024	\$1,811,000	Commission District	Countywide
Capital Budget Project #	2000000434	Site #	3001023

Project Description:

This project will replace the current outdated PBX telephone system utilized by Miami-Dade Transit (MDT) at all its facilities (Lehman Yard Metro-Rail, Coral Way Bus Garage, Central Bus Garage, Northeast Bus Garage, and Metro-Mover administration building). This new telephone infrastructure will convert from a digital PBX to a modernized VoIP telephone system leveraging the current enterprise network. This new telephone system will be very easy to manage, set up, upgrade, and maintain, at a much lower cost. The new system will allow MDT to eliminate the current per line charge from the telephone company AT&T.

Project Status:

This project is being implemented in two parts. 1) Network telecommunication equipment and VoIP phones and 2) Infrastructure cabling (fiber and copper). PBX telephone systems were replaced in Lehman Yard, Central Bus Facility, Coral Way Bus Garage and Northeast Bus Garage, including the upgrade of network switches and the deployment of new VoIP handsets to replace outdated units for all the staff. MIC Building wiring for all network devices is complete (computers, printers, Wi-Fi, card readers). At Lehman Yard, the fiber optic connectivity is complete. IT-Room Modernization, inside infrastructure re-wiring to CAT-6, outside infrastructure to fiber optic cable is complete. Northeast Bus Garage Administration and Maintenance building, inside infrastructure rewiring to CAT6 is complete. Schedule delay is due to the challenges with the materials (fibers and cables) procurement.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$4,040,000	-	\$1,337,800	\$2,704,200	September 2021
FY 2020	\$4,042,000	\$2,000	\$1,337,800	\$2,704,200	September 2022
FY 2021	\$4,042,000	-	\$1,473,200	\$2,568,800	September 2023

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2022	\$4,042,000	-	\$1,685,100	\$2,356,900	September 2024
FY 2023	\$4,042,000	-	\$1,708,000	\$2,334,000	September 2025
FY 2024	\$4,042,000	-	\$1,811,000	\$2,231,000	September 2027

Government Station – Fire Suppression System	
Department	Transit
PTP Category	Post-Unification
Project Category	Rapid Transit Improvements
Project Phase	Design
Project Begin Date	9/12/2019
Phase Begin Date	7/31/2024
Project Implementation Date	10/26/2029
Phase End Date	10/26/2026
Project Completion Percentage	37%
Phase Completion Percentage	2%
Amount by Funding Source(s)	PTP- \$3,917,000 Transit Operating Revenue- \$15,000 Total- \$3,932,000
Project/Contract No.	IRP247/DB21-DTPW-09
Amount Spent as of 9/30/2024	\$15,000
Commission District	5
Capital Budget Project #	2000000104
Site #	3001005

Project Description:

The Government Center Metrorail station located near the intersection of Northwest 1 Street and 1 Avenue, a part of the Stephen P. Clark Government Center building was opened to service in May 1984. This project entails the study and repair of the existing deteriorating Government Center station fire suppression system. The preliminary study has been completed. DTPW has procured a consultant to prepare a design criteria package to assist in preparing the design-build contract for the implementation of this work. This project will provide funding for construction and will be combined under one contract with the Government Center station refurbishments project for implementation.

Project Status:

Design criteria package was prepared and advertised for the proposed refurbishment. During the procurement phase, additional scope of work integral to the overall improvements was identified. In July 2024, the Board of County Commission approved rejecting all bids. DTPW shifted the project delivery method to coordinate, accommodate and consolidate multiple project scopes including Metro Center proposed within the limits of the Government Center Metrorail station. DTPW will advance the design through a Design-Bid-Build project delivery method. Schedule revised to reflect scope revision and procurement phase due to rejection of all bids received.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2019	\$3,932,000	-	\$0	\$3,932,000	September 2023
FY 2020	\$3,917,000	(\$15,000)	\$0	\$3,917,000	March 2023
FY 2021	\$3,917,000	-	\$0	\$3,917,000	June 2025

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2022	\$3,917,000	-	\$0	\$3,917,000	February 2026
FY 2023	\$3,917,000	-	\$0	\$3,917,000	September 2028
FY 2024	\$3,917,000	-	\$0	\$3,917,000	October 2029

Metromover Escalators Replacement and Elevators Refurbishment

Department	Transit	PTP Category	Post-unification
Project Category	Rapid Transit Improvements	Project Phase	Design
Project Begin Date	12/1/2025	Phase Begin Date	12/1/2025
Project Implementation Date	10/02/2030	Phase End Date	12/31/2026
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$12,321,000 Transit Operating Revenue- \$1,439,000 Total- \$13,760,000	Project/Contract No.	IRP292/TBD
Amount Spent as of 9/30/2024	\$1,439,000	Commission District(s)	3,5
Capital Budget Project #	673910	Site #	3001039

Project Description:

This project is to perform field inspections and assessment of all existing escalators and elevators located across the 21 Metromover stations. Based on the assessment findings, a project budget estimate and a plan to prioritize the proposed escalator replacement and elevator refurbishment will be developed. If the current budget allows, up to 30% design will be developed. Additional funding will be requested once scope of work is defined and the project budget estimate is developed.

Project Status:

Project not yet started.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	Actual PTP Expenditures	Estimated Remaining PTP Balance	Completion Date
FY 2023	\$13,760,000	-	\$0	\$13,760,000	September 2029
FY 2024	\$12,321,000	(\$1,439,000)	\$0	\$12,321,000	October 2030

Parking Space Counters at Additional Metrorail Stations

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Procurement
Project Begin Date	3/14/2024	Phase Begin Date	3/14/2024
Project Implementation Date	9/26/2025	Phase End Date	9/26/2025
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	FDOT- \$335,000 PTP- \$602,000 Total- \$937,000	Project/Contract No.	IRP323
Amount Spent as of 9/30/2024	\$0	Commission District(s)	8,9
Capital Budget Project #	2000000104	Site #	3002566

Project Description:

The Parking Space Count Systems will be added to the Santa Clara and Northside Metrorail Stations Parking Garages. The project will include the addition of two Parking Space Count Systems which will enable prospective users of the parking facilities at each of the two garages to be provided with information on the number of available parking spaces at each of the two garages. The number of available spaces will also be provided on the Transit App.

Project Status:

The parking system design and implementation is completed.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	Actual PTP Expenditures	Estimated Remaining PTP Balance	Completion Date
FY 2023	\$602,000	-	\$0	\$602,000	September 2025
FY 2024	\$602,000	-	\$0	\$602,000	September 2025

Fifth Street Transformer & 600vac Cable Replacement

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Procurement
Project Begin Date	12/21/2023	Phase Begin Date	7/19/2024
Project Implementation Date	11/28/2028	Phase End Date	9/10/2024
Project Completion Percentage	0%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$11,300,000	Project/Contract No.	IRP375
Amount Spent as of 9/30/2024	\$0	Commission District(s)	5
Capital Budget Project #	673910	Site #	3009781

Project Description:

The Metromover Fifth Street and College Bayside station electrical substation has two of the four station 600 VAC breaker feeder cables fail shorting to ground. The purpose of this project is to replace all four sets of 600 VAC cables on breakers 111, 113, 211, and 213, at each identified station. One set of three cables feeds each breaker. A total of eight (8) cables will be replaced from the load side of the breaker at Fifth Street & College Bayside Gap Stations, to the 3-phase termination point at the guideway power rail. The selected electrical contractor will remove the old cables, dispose of them and install/test the new cables. The contractor will also perform on-site hi-pot testing of the replaced cables, per industry applicable standard codes. The electrical contractor must obtain all required permits and pass inspections. In addition to all other warranties, the bidder will warrant its products and/or services against faulty labor and/or defective material for a minimum of one (1) year, with an optional warranty service. The transformer replacements will start at the Metromover Riverwalk electrical substation and continue to be replaced at remaining stations.

Project Status:

Project is in the procurement phase.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$11,300,000	-	\$0	\$11,300,000	November 2028
FY 2024	\$11,300,000	-	\$0	\$11,300,000	November 2028

Mainline Video Upgrade Phase 2	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	8/19/2019
Project Implementation Date	09/30/2026
Project Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$862,000 FTA- \$4,715,000 Total- \$5,577,000
Amount Spent as of 9/30/2024	\$0
Capital Budget Project #	2000000326
PTP Category	Post-Unification
Project Phase	Procurement and Installation
Phase Begin Date	03/19/2024
Phase End Date	9/30/2026
Phase Completion Percentage	0%
Project/Contract No.	CIP184/TBD
Commission District(s)	2,3,5,6,7,12,13
Site #	3001904

Project Description:

This project is for the replacement of CCTV network video recorders in all Metrorail stations to meet Florida State General Records Schedule GS1-SL #302 which requires 30 days of retention of recorded video. The new CCTV system will improve the availability and resilience of the Metrorail CCTV System and provide the latest features in video monitoring. The project includes new hardware and software that will ensure improved management of the entire Metrorail CCTV system including user access rights, which will improve access control to video information and improved system security. The project will provide network video recorders with the latest technology that will enable improved reliability and support user integration with the County's user management system. The new CCTV NVRs will also be designed to be more fault tolerant, which will result in greater availability of the equipment over time and therefore reduce operating costs. The project also includes additional cameras at Metrorail stations. Maintenance costs for the new equipment are revenue neutral.

Project Status:

Technical specifications have been completed, and the project is in the procurement phase.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$862,000	-	\$0	\$862,000	September 2026
FY 2024	\$862,000	-	\$0	\$862,000	September 2026

Third Rail Isolation Disconnect Switches Replacement

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Procurement
Project Begin Date	3/14/2022	Phase Begin Date	3/1/2024
Project Implementation Date	TBD	Phase End Date	TBD
Project Completion Percentage	45%	Phase Completion Percentage	20%
Amount by Funding Source(s)	PTP- \$6,000,000	Project/Contract No.	IRP338
Amount Spent as of 9/30/2024	\$0	Commission District(s)	6
Capital Budget Project #	2000003036	Site #	3006922

Project Description:

The forty-six (46) existing third rail isolation disconnect switches at the Palmetto Yard (PYD) and the six (6) third rail isolation disconnect switches located along the main line have exceeded their life expectancy and need to be replaced. The fiberglass enclosures are deteriorated to the point that the bus bar supports are failing at most locations. The operating mechanism and control boards for the operation and indications are no longer functional, and no replacement parts are available. There are no open/closed or power status indications to the yard tower traction power board or the central control mimic board because the switches were never wired into the yard tower or central control during the original installation. This project also includes the installation of six (6) new disconnect switches at the entrance and exit points of the storage tracks at the Palmetto Yard. The six new switches will provide complete redundancy of the third rail power system at the yard and allow us to safely isolate rail sections for maintenance activities without affecting safe train movement and storage in the yard.

Project Status:

Project was advertised and one bid was received. Bid exceeded the engineer’s estimate. Additional funding has been requested.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$6,000,000	-	\$0	\$6,000,000	TBD
FY 2024	\$6,000,000	-	\$0	\$6,000,000	TBD

Metromover Fire Panel Upgrade	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	10/01/2025
Project Implementation Date	TBD
Project Completion Percentage	35%
Amount by Funding Source(s)	PTP -\$3,307,000
Amount Spent as of 9/30/2024	\$0
Capital Budget Project #	673910
PTP Category	Post-Unification
Project Phase	Procurement
Phase Begin Date	10/01/2025
Phase End Date	TBD
Phase Completion Percentage	20%
Project/Contract No.	CIP172/TBD
Commission District(s)	3,5
Site #	3001387

Project Description:

This project includes the installation of new fire panels, sensors and control equipment in all Metromover stations and at the central control facility to monitor fire alarms from all Metromover stations. The new system will allow Metromover rail traffic controllers to monitor the status of all fire, smoke and heat detectors that will be installed as required at all Metromover stations. The new system will enhance the safety of Metromover patrons and will meet all applicable NFPA and NEC requirements. The Metromover fire alarm system also provides fire prevention to two Metrorail transfer stations (Brickell and Government Center). Twenty-four fire panels will be installed in addition to the sensors/detectors, pull stations and computers at the Metromover central control facility to monitor and respond to all alarms from Metromover stations.

Project Status:

The project schedule was impacted by the staff changes and delay in funding approval. Needed fire panel equipment is available for installation. Project is yet to begin.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$3,307,000	-	\$0	\$3,307,000	August 2025
FY 2024	\$3,307,000	-	\$0	\$3,307,000	TBD

Track Inspection Vehicle/Train	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	1/1/2020
Project Implementation Date	6/1/2026
Project Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$11,000,000
Amount Spent as of 9/30/2024	\$0
Capital Budget Project #	2000001308
PTP Category	Post-Unification
Project Phase	Procurement
Phase Begin Date	1/1/2020
Phase End Date	6/1/2026
Phase Completion Percentage	0%
Project/Contract No.	OSP245
Commission District(s)	2,3,5,6,7,12,13
Site #	3002479

Project Description:

The purchase of an inspection train will allow the Metrorail train tracks to be inspected more frequently and in a much safer way. This will improve the quality of track inspections, producing a more reliable transit system and will ensure all tracks are inspected per the APTA, FDOT and DTPW standards. The track inspection vehicle will be equipped and capable of measuring track gauge at 12-inch intervals. The inspection vehicle will also have a data system that can store track defects and issue a trend analysis report that will allow the Track and Guideway Division to effectively correct areas in a more efficient way. The Metrorail system has been in operation since 1984 and currently has 25 miles of track in each direction. The majority of the track infrastructure is near or has exceeded its life cycle and operating and safety issues must be addressed expeditiously to maintain service. DTPW Track and Guideway maintenance is actively working programs to bring the track system to a "State of Good Repair".

Project Status:

The department is working with Hitachi and Ensco Rail on the purchase of the new vehicle.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$11,000,000	-	\$0	\$11,000,000	June 2026
FY 2024	\$11,000,000	-	\$0	\$11,000,000	June 2026

Emergency Backup Generators (Metrobus Transportation Buildings)

Department	Transit	PTP Category	Post-Unification
Project Category	Bus Service Improvements	Project Phase	Procurement
Project Begin Date	10/01/2025	Phase Begin Date	10/01/2025
Project Implementation Date	TBD	Phase End Date	TBD
Project Completion Percentage	5%	Phase Completion Percentage	5%
Amount by Funding Source(s)	PTP- \$440,000 FTA- \$1,000,000 Total- \$1,440,000	Contract No.	IRP109/TBD
Amount Spent as of 9/30/2024	\$0	Commission District(s)	1,2,6
Capital Budget Project #	2000001211	Site #	3002263

Project Description:

This project involves the upgrade and installation of backup electrical supply generators and associated support equipment to include upgraded electrical designs, Automatic Transfer Switches (ATS) and fuel storage at all Metrobus transportation buildings (i.e., Coral Way, Northeast, and Central Bus Locations). This will provide adequate electrical power to operate the equipment at the transportation buildings required for the operation. Generators will range in size from 100kW to 300kW and will be configured to split the loads to mitigate the issues created by equipment failures.

Project Status:

Procurement of an Equitable Distribution Program (EDP) consultant is pending. A Professional Services Agreement (PSA) is required for the comprehensive upgrade and installation of backup electrical supply generators and associated support equipment to include upgraded electrical designs. Project yet to begin.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$440,000	-	\$0	\$440,000	TBD
FY 2024	\$440,000	-	\$0	\$440,000	TBD

New Track and Guideway Work Facility	
Department	Transit
Project Category	Rapid Transit Improvements
Project Begin Date	4/10/2020
Project Implementation Date	12/22/2027
Project Completion Percentage	1%
Amount by Funding Source(s)	PTP- \$17,696,000
Amount Spent as of 9/30/2024	\$74,000
Capital Budget Project #	2000001259
PTP Category	Post-Unification
Project Phase	Planning and Design
Phase Begin Date	1/9/2024
Phase End Date	4/18/2025
Phase Completion Percentage	15%
Contract No.	IRP298/ CIP215-DTPW19-DE (7)
Commission District(s)	6
Site #	3002335

Project Description:

The current Track and Guideway building has been in existence since 1983 when staff was minimal (i.e. approximately 30). In addition, the building has deteriorated with time. Track and Guideway staff has more than tripled and the building is no longer suitable for the present staff. Track and Guideway need a new office space building for frontline supervisors and staff.

This facility will have twenty-five (25) individual offices for a Superintendent, Chiefs, Supervisors, A03, a Trainer, and support staff. There will be an open office room with computer stations to accommodate twelve (12) guideway inspectors and two (2) payroll clerks. The design of the facility also includes locker rooms with restrooms and showers, a copy room, storage rooms, a training room for (15) people, and a lounge area with seating, kitchenette, and vending machines. The facility will be designed to be hurricane resistant per code and have emergency backup power from a generator. Additional roadways, parking, and landscape will be provided in the development of the facility.

Project Status:

Conceptual design was completed on June 26, 2023. The final design work order was issued in January 2024. Final design and preparation of construction documents are estimated to be completed by April 2025.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$17,696,000	-	\$25,000	\$17,671,000	December 2027
FY 2024	\$17,696,000	-	\$74,000	\$17,622,000	December 2027

Metrorail Traction Power Switchgear Replacement Phase 4

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Construction Procurement
Project Begin Date	6/5/2014	Phase Begin Date	10/01/2025
Project Implementation Date	12/15/2025	Phase End Date	TBD
Project Completion Percentage	70%	Phase Completion Percentage	0%
Amount by Funding Source(s)	PTP- \$8,000,000	Project/Contract No.	IRP339
Amount Spent as of 9/30/2024	\$0	Commission District	5,7
Capital Budget Project #	2000000104	Site #	3005381

Project Description:

DTPW is continuing the upgrade of the existing traction power substations. The project involves replacement of all the DC switchgear in the Traction substation and an upgrade to SCADA system at the next four (4) locations, Gap Tie 1 (GT1), Vizcaya (VIZ), Coconut Grove (CGV), and Douglas Road (DRD) Traction Power Substations. The project involves replacement of all the DC Switchgear in the Traction Substation and an upgrade to SCADA System at the stations. The project scope includes a SCADA System upgrade and the replacement of the 750 VDC/6000 Amp DC Switchgear which will include factory testing and acceptance of the new Switchgear, its' installation, testing, and commissioning. This is the fourth phase of the project. In the previous three (3) phases, the Switchgear was replaced at the Allapattah, Santa Clara, Culmer, Overtown, Brickell, Gap Tie 2, Okeechobee, Hialeah, Northside, Dr. Martin Luther King Jr. Plaza, Arlington Heights and Brownsville Metrorail stations and at the Gap-Tie 3 traction power room.

Project Status:

Revisions to technical specifications are completed. Project is delayed due to delay in PTP funding approval. Project schedule is being developed. Increase in cost due to inflation and high bid price (\$2M) and additional equipment purchase (\$2M) for emergency replacement of DC switchgear damaged due to lightning strike.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$4,000,000	-	\$0	\$4,000,000	December 2025
FY 2024	\$8,000,000	\$4,000,000	\$0	\$8,000,000	TBD

Metrorail and Metromover Electronic Real Time Signage

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Procurement
Project Begin Date	Phase Begin Date
10/01/2025	10/01/2025
Project Implementation Date	Phase End Date
TBD	TBD
Project Completion Percentage	Phase Completion Percentage
17%	30%
Amount by Funding Source(s)	Contract No.
PTP- \$891,000 FTA- \$2,940,000 Total- \$3,831,000	IRP172/TBD
Amount Spent as of 9/30/2024	Commission District(s)
\$0	2,3,5,6,7,12,13
Capital Budget Project #	Site #
2000000434	3001025

Project Description:

This project is to install electronic real time signage in Metromover and Metrorail stations to provide train arrival times and synchronized visual message with the station public address system to ensure ADA compliance. Electronic signs will provide visual arrival information in all Metrorail stations for Northbound and Southbound Green Line and Orange Line trains.

Project Status:

Procurement is yet to begin. Project start date is extended due to delay in PTP funding approval.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$891,000	-	\$0	\$891,000	TBD
FY 2024	\$891,000	-	\$0	\$891,000	TBD

Train Wayside Communication Equipment Installation at Rail

Department	PTP Category
Transit	Post-Unification
Project Category	Project Phase
Rapid Transit Improvements	Design and Installation
Project Begin Date	Phase Begin Date
12/19/2023	5/1/2024
Project Implementation Date	Phase End Date
12/30/2028	12/30/2028
Project Completion Percentage	Phase Completion Percentage
37%	14%
Amount by Funding Source(s)	Contract No.
PTP- \$8,762,000	IRP204
Amount Spent as of 9/30/2024	Commission District(s)
\$80,000	2,3,5,6,7,12,13
Capital Budget Project #	Site #
2000000434	3001037

Project Description:

A Train Wayside Communications (TWC) system is comprised of equipment that is installed on a rail vehicle and on the guideway at strategic points throughout the system, in the train control room where the signaling system manages all safe train movements and at rail interlockings to support automatic routing of trains. A TWC system also provides additional information to the central control facility including the identification numbers of the rail vehicles. With this project, train to wayside equipment will be installed in several train control and communications rooms including the Earlington Heights station to enable the automatic routing of Orange Line trains to Miami Airport station. Similarly, Green line trains will be routed to Brownsville station. A vehicle TWC system is also installed on all the Hitachi Metrorail cars and requires communications with room TWC system to provide the automatic routing capabilities. The TWC system will be integrated with Interlocking Control (the system that manages the routing of trains) to provide the functionality described above. Extensive testing will follow the equipment installation before the system is accepted for revenue service.

Project Status:

The project design is in progress.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$8,762,000	-	\$80,000	\$8,682,000	December 2028
FY 2024	\$8,762,000	-	\$80,000	\$8,682,000	December 2028

Green/Orange Lines and PYD Switch Machine and Cable Replacement

Department	Transit	PTP Category	Post-Unification
Project Category	Rapid Transit Improvements	Project Phase	Design
Project Begin Date	6/14/2022	Phase Begin Date	4/20/2024
Project Implementation Date	12/30/2025	Phase End Date	10/21/2024
Project Completion Percentage	0%	Phase Completion Percentage	15%
Amount by Funding Source(s)	PTP- \$12,320,000	Contract No.	IRP316/TBD
Amount Spent as of 9/30/2024	\$0	Commission District(s)	2,3,5,6,7,12,13
Capital Budget Project #	2000000104	Site #	3001424

Project Description:

This project will replace the existing switch machines and cabling throughout the Metrorail system. Most of the switch machines have been in existence since 1984 when Metrorail service from Dadeland South to Overtown began and have been in continual service since that time. All existing switch machines will be replaced with new switch machines and wiring. This will improve the reliability of all interlockings in the Metrorail system (locations that permit the routing of trains between tracks or between the green and orange lines at Earlington Heights station) and reduce delays due to faulty equipment as has occurred in the past. The addition of new switch machines in the Lehman yard facility will ensure that there are no delays to the Green/Orange lines in meeting daily revenue service. The improved reliability will result in meeting the FTA’s high priority goals of maintaining the Metrorail and signaling systems and switch machines in a State of Good Repair.

Project Status:

Project is in the design phase.

Fiscal Impact:

Fiscal Year	PTP Cost Estimate	Cost Increase (Decrease)	PTP Expenditure as of Fiscal Year	Estimated PTP Balance as of Fiscal Year	Completion Date
FY 2023	\$12,320,000	-	\$0	\$12,320,000	December 2025
FY 2024	\$12,320,000	-	\$0	\$12,320,000	December 2025

FY 2026-30 PTP Five-Year Implementation Plan - District 1 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	Golden Glades Multimodal Transportation Facility (GGMTF) Bicycle and Pedestrian Improvements - Sunshine Station	1,2	Rapid Transit Improvements	Post Unification	January 2034	\$33,288,000	\$12,444,000	99
2	Transit Oriented Development (TOD) Master Plan for the North Corridor	1,2,3	Rapid Transit Improvements	Post Unification	May 2027	\$720,000	\$315,000	94
3	Emergency Backup Generators (Metrobus Transportation Buildings)	1,2,6	Bus Service Improvements	Post Unification	TBD	\$1,440,000	\$440,000	177
4	Smart Program North Corridor Planning and Implementation	1,2,3,6	Rapid Transit Improvements	Post Unification	September 2036	\$2,200,000,000	\$509,361,000	92
5	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49
6	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
7	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
8	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
9	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
10	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
11	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	On-going	\$29,507,000	\$29,507,000	34
12	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
13	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45

FY 2026-30 PTP Five-Year Implementation Plan - District 1 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
14	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47
15	Pavement Markings	All	Neighborhood Improvements	2003-2009 Amendment	September 2024	\$23,931,000	\$11,797,200	48
16	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
17	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
18	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133
19	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
20	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	2003-2008 Amendment	June 2024	\$13,792,000	\$13,792,000	164
21	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
22	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
23	Power Train Replacement Project for CNG Bus F	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
24	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
25	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 2 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	Widen NW 37 Avenue from NW 79 Street to North River Drive - Widening from 2 to 5 Lanes	2	Board Requested Major Roadway & Neighborhood Improvements	Original PTP	May 2026	\$34,977,000	\$22,729,000	38
2	Golden Glades Multimodal Transportation Facility (GGMTF) Technology Components	1	Rapid Transit Improvements	Post Unification	December 2025	\$9,880,000	\$8,980,000	101
3	Golden Glades Multimodal Transportation Facility (GGMTF) Bicycle and Pedestrian Improvements - Sunshine Station	1,2	Rapid Transit Improvements	Post Unification	January 2034	\$33,288,000	\$12,444,000	99
4	Transit Oriented Development (TOD) Master Plan for the North Corridor	1,2,3	Rapid Transit Improvements	Post Unification	May 2027	\$720,000	\$315,000	94
5	Emergency Backup Generators (Metrobus Transportation Buildings)	1,2,6	Bus Service Improvements	Post Unification	TBD	\$1,440,000	\$440,000	177
6	Smart Program North Corridor Planning and Implementation	1,2,3,6	Rapid Transit Improvements	Post Unification	September 2036	\$2,200,000,000	\$509,361,000	92
7	Smart Program Northeast Corridor Planning and PD&E	2,3,4,5	Rapid Transit Improvements	Post Unification	December 2032	\$927,320,000	\$200,000,000	84
8	Metrorail Fiber Optic and Capacity Augmentation	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$7,850,000	\$2,750,000	134
9	Green/Orange Lines and PYD Switch Machine and Cable Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2025	\$12,320,000	\$12,320,000	182
10	Metrorail and Metromover Electronic Real Time Signage	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	TBD	\$3,831,000	\$891,000	180
11	Train Wayside Communication Equipment Installation at Rail	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2028	\$8,762,000	\$8,762,000	181
12	Track and Guideway Rehab Subset - Coverboard Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2028	\$15,613,000	\$15,613,000	53
13	Seal Gland Rehabilitation	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2027	\$3,505,000	\$3,505,000	54

FY 2026-30 PTP Five-Year Implementation Plan - District 2 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
14	Metrorail Piers Coating	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	April 2025	\$4,500,000	\$4,500,000	55
15	Metrorail Vehicle Replacement (fka Rail Midlife Rehabilitation)	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2028	\$400,821,000	\$399,785,000	58
16	Metrorail Escalators Replacement and Elevators Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	June 2030	\$68,166,000	\$68,166,000	62
17	Metrorail and Metromover Stations Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2029	\$76,420,000	\$76,420,000	64
18	Acoustical Barrier Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	August 2025	\$99,370,000	\$99,370,000	143
19	Green Line Rail Components Renewal	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$80,000,000	\$80,000,000	145
20	10-15 Yr. Track and Guideway Rail Service Equipment Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	October 2025	\$8,268,000	\$8,268,000	146
21	Track Inspection Vehicle/Train	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	June 2026	\$11,000,000	\$11,000,000	176
22	Mainline Video Upgrade Phase 2	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2026	\$5,577,000	\$862,000	173
23	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49
24	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
25	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
26	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29

FY 2026-30 PTP Five-Year Implementation Plan - District 2 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
27	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
28	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
29	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
30	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
31	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45
32	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47
33	Pavement Markings	All	Neighborhood Improvements	2003-2009 Amendment	September 2024	\$23,931,000	\$11,797,200	48
34	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
35	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
36	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133
37	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	N/A	\$12,500,000	\$12,500,000	148
38	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164
39	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166

FY 2026-30 PTP Five-Year Implementation Plan - District 2 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
40	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
41	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
42	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
43	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 3 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	NE 2 Avenue from NE 91 Street to NE 20 Street – Street and Traffic Operational Improvements	3	Board Requested Major Roadway & Neighborhood	Original PTP	September 2025	\$42,624,000	\$35,040,000	40
2	SMART Program Beach Corridor Metromover Design District Extension	3	Rapid Transit Improvements	Post Unification	December 2036	\$11,000,000	\$11,000,000	78
3	Dr.Martin Luther King Jr. Metrorail Station Park-and-Ride	3	Rapid Transit Improvements	Post Unification	November 2028	\$2,628,000	\$2,628,000	95
4	Metromover Escalators Replacement and Elevators Refurbishment	3,5	Rapid Transit Improvements	Amendment	October 2030	\$13,760,000	\$12,321,000	170
5	Downtown Intermodal Terminal	3,5	Rapid Transit Improvements	Post Unification	March 2029	\$35,000,000	\$35,000,000	103
6	Fare Free Metromover Service	3,5	Rapid Transit Improvements	Original PTP	On-going	NA	\$605,200 (FY 2024 Foregone Revenue)	27
7	Metromover Guideway Superstructure Retrofit – New Switches and Crossovers	3,5	Rapid Transit Improvements	Post Unification	December 2031	\$81,308,000	\$81,308,000	139
8	Metromover Comprehensive Wayside Overhaul	3,5	Rapid Transit Improvements	Post Unification	December 2027	\$171,895,000	\$93,900,000	137
9	SMART Program Beach Corridor (fka Bay Link)	3,5	Rapid Transit Improvements	Post Unification	TBD	\$1,013,000,000	\$758,206,000	75
10	Miami Beach Convention Center Extension	3,5	Rapid Transit Improvements	Post Unification	Canceled	\$9,592,000	\$9,519,000	97
11	Metromover Fire Panel Upgrade	3,5	Rapid Transit Improvements	Post Unification	August 2025	\$3,307,000	\$3,307,000	175
12	Parking Garages Overhaul	3,6,7	Rapid Transit Improvements	Post Unification	September 2028	\$41,183,000	\$41,183,000	131
13	Transit Oriented Development (TOD) Master Plan for the North Corridor	1,2,3	Rapid Transit Improvements	Post Unification	May 2027	\$720,000	\$315,000	94

FY 2026-30 PTP Five-Year Implementation Plan - District 3 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
14	Smart Program North Corridor Planning and Implementation	1,2,3,6	Rapid Transit Improvements	Post Unification	September 2036	\$2,200,000,000	\$509,361,000	92
15	Smart Program Northeast Corridor Planning and PD&E	2,3,4,5	Rapid Transit Improvements	Post Unification	December 2032	\$927,320,000	\$200,000,000	84
16	Metrorail Fiber Optic and Capacity Augmentation	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$7,850,000	\$2,750,000	134
17	Green/Orange Lines and PYD Switch Machine and Cable Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2025	\$12,320,000	\$12,320,000	182
18	Metrorail and Metromover Electronic Real Time Signage	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	TBD	\$3,831,000	\$891,000	180
19	Train Wayside Communication Equipment Installation at Rail	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2028	\$8,762,000	\$8,762,000	181
20	Track and Guideway Rehab Subset - Coverboard Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2028	\$15,613,000	\$15,613,000	53
21	Seal Gland Rehabilitation	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2027	\$3,505,000	\$3,505,000	54
22	Metrorail Piers Coating	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	April 2025	\$4,500,000	\$4,500,000	55
23	Metrorail Vehicle Replacement (fka Rail Midlife Rehabilitation)	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2028	\$400,821,000	\$399,785,000	58
24	Metrorail Escalators Replacement and Elevators Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	June 2030	\$68,166,000	\$68,166,000	62
25	Metrorail and Metromover Stations Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2029	\$76,420,000	\$76,420,000	64
26	Acoustical Barrier Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	August 2025	\$99,370,000	\$99,370,000	143

FY 2026-30 PTP Five-Year Implementation Plan - District 3 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
27	Green Line Rail Components Renewal	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$80,000,000	\$80,000,000	145
28	10-15 Yr. Track and Guideway Rail Service Equipment Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	October 2025	\$8,268,000	\$8,268,000	146
29	Track Inspection Vehicle/Train	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	June 2026	\$11,000,000	\$11,000,000	176
30	Mainline Video Upgrade Phase 2	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2026	\$5,577,000	\$862,000	173
31	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49
32	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
33	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
34	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
35	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
36	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
37	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
38	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
39	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45

FY 2026-30 PTP Five-Year Implementation Plan - District 3 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
40	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47
41	Pavement Markings	All	Neighborhood Improvements	Original PTP	September 2024	\$23,931,000	\$11,797,200	48
42	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
43	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
44	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133
45	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
46	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164
47	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
48	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
49	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
50	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
51	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 4 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	Aventura Intermodal Terminal	4	Rapid Transit Improvements	Post Unification	April 2026	\$375,000	\$375,000	91
2	Northeast Corridor - West Aventura Station	4	Rapid Transit Improvements	Post Unification	October 2026	\$80,700,000	\$76,700,000	87
3	Northeast Transit Hub Enhancements (replaced Northeast Passenger Activity Centers [NEPAC])	4	Bus Service Improvements	Post Unification	September 2025	\$5,354,000	\$3,716,000	147
4	Smart Program Northeast Corridor Planning and PD&E	2,3,4,5	Rapid Transit Improvements	Post Unification	December 2032	\$927,320,000	\$200,000,000	84
5	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49
6	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
7	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
8	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
9	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
10	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
11	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
12	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
13	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45

FY 2026-30 PTP Five-Year Implementation Plan - District 4 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
14	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47
15	Pavement Markings	All	Neighborhood Improvements	Original PTP	September 2024	\$23,931,000	\$11,797,200	48
16	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
17	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
18	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133
19	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
20	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164
21	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
22	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
23	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
24	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
25	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 5 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	Miami Central Station (Tri-Rail Downtown Miami Link)	5	Rapid Transit Improvements	Post Unification	January 2024	\$70,311,200	\$13,900,000	89
2	Government Station – Fire Suppression	5	Rapid Transit Improvements	Post Unification	October 2029	\$3,932,300	\$3,932,000	168
3	Fifth Street Transformer & 600vac Cable Replacement	5	Rapid Transit Improvements	Post Unification	November 2028	\$11,300,000	\$11,300,000	172
4	Metromover Escalators Replacement and Elevators Refurbishment	3,5	Rapid Transit Improvements	Amendment	October 2030	\$13,760,000	\$12,321,000	170
5	Smart Program Beach Corridor Metromover Design District Extension	3,5	Rapid Transit Improvements	Post Unification	December 2036	\$11,000,000	\$11,000,000	78
6	Downtown Intermodal Terminal	3,5	Rapid Transit Improvements	Post Unification	March 2029	\$35,000,000	\$35,000,000	103
7	Metromover Guideway Superstructure Retrofit – New Switches and Crossovers	3,5	Rapid Transit Improvements	Post Unification	December 2031	\$81,308,000	\$81,308,000	139
8	Fare Free Metromover Service	3,5	Rapid Transit Improvements	Original PTP	On-going	NA	\$605,200 (FY 2024 Foregone Revenue)	27
9	Metromover Comprehensive Wayside Overhaul	3,5	Rapid Transit Improvements	Post Unification	December 2027	\$171,895,000	\$93,900,000	137
10	SMART Program Beach Corridor (fka Bay Link)	3,5	Rapid Transit Improvements	Post Unification	TBD	\$1,013,000,000	\$758,206,000	75
11	Miami Beach Convention Center Extension	3,5	Rapid Transit Improvements	Post Unification	Canceled	\$9,592,000	\$9,519,000	97
12	Metromover Fire Panel Upgrade	3,5	Rapid Transit Improvements	Post Unification	August 2025	\$3,307,000	\$3,307,000	175
13	Metrorail Traction Power Switchgear Replacement Phase 4	5,7	Rapid Transit Improvements	Post Unification	December 2025	\$8,000,000	\$8,000,000	179

FY 2026-30 PTP Five-Year Implementation Plan - District 5 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
14	Smart Program Northeast Corridor Planning and PD&E	2,3,4,5	Rapid Transit Improvements	Post Unification	December 2032	\$927,320,000	\$200,000,000	84
15	Metrorail Fiber Optic and Capacity Augmentation	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$7,850,000	\$2,750,000	134
16	Green/Orange Lines and PYD Switch Machine and Cable Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2025	\$12,320,000	\$12,320,000	182
17	Metrorail and Metromover Electronic Real Time Signage	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	TBD	\$3,831,000	\$891,000	180
18	Train Wayside Communication Equipment Installation at Rail	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2028	\$8,762,000	\$8,762,000	181
19	Track and Guideway Rehab Subset - Coverboard Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2028	\$15,613,000	\$15,613,000	53
20	Seal Gland Rehabilitation	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2027	\$3,505,000	\$3,505,000	54
21	Metrorail Piers Coating	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	April 2025	\$4,500,000	\$4,500,000	55
22	Metrorail Escalators Replacement and Elevators Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	June 2030	\$68,166,000	\$68,166,000	62
23	Metrorail and Metromover Stations Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2029	\$76,420,000	\$76,420,000	64
24	Metrorail Vehicle Replacement (fka Rail Midlife Rehabilitation)	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2028	\$400,821,000	\$399,785,000	58
25	Acoustical Barrier Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2027	\$171,895,000	\$93,900,000	137
26	Green Line Rail Components Renewal	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$80,000,000	\$80,000,000	145

FY 2026-30 PTP Five-Year Implementation Plan - District 5 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
27	10-15 Yr. Track and Guideway Rail Service Equipment Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	October 2025	\$8,268,000	\$8,268,000	146
28	Track Inspection Vehicle/Train	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	June 2026	\$11,000,000	\$11,000,000	176
29	Mainline Video Upgrade Phase 2	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2026	\$5,577,000	\$862,000	173
30	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49
31	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
32	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
33	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
34	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
35	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
36	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
37	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
38	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45
39	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47

FY 2026-30 PTP Five-Year Implementation Plan - District 5 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
40	Pavement Markings	All	Neighborhood Improvements	Original PTP	September 2024	\$23,931,000	\$11,797,200	48
41	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
42	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
43	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133
44	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
45	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164
46	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
47	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
48	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
49	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
50	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 6 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	Third Rail Isolation Disconnect Switches Replacement	6	Rapid Transit Improvements	Post Unification	TBD	\$6,000,000	\$6,000,000	174
2	New Track and Guideway Work Facility	6	Rapid Transit Improvements	Post Unification	December 2027	\$17,696,000	\$17,696,000	178
3	Disaster Recovery Control Center (at PYD)	12	Rapid Transit Improvements	Post Unification	December 2030	\$9,855,000	\$9,855,000	141
4	Emergency Backup Generators (Metrobus Transportation Buildings)	1,2,6	Bus Service Improvements	Post Unification	TBD	\$1,440,000	\$440,000	177
5	Smart Program North Corridor Planning and Implementation	1,2,3,6	Rapid Transit Improvements	Post Unification	September 2036	\$2,200,000,000	\$509,361,000	92
6	Smart Program East-West Corridor	6,10,11,12	Rapid Transit Improvements	Post Unification	TBD	\$73,848,000	\$73,848,000	80
7	Transit Oriented Development (TOD) Master Plan for East-West Corridor	6,10,11,12	Rapid Transit Improvements	Post Unification	September 2023	\$1,213,000	\$253,000	82
8	Metrorail Fiber Optic and Capacity Augmentation	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$7,850,000	\$2,750,000	134
9	Green/Orange Lines and PYD Switch Machine and Cable Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2025	\$12,320,000	\$12,320,000	182
10	Metrorail and Metromover Electronic Real Time Signage	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	TBD	\$3,831,000	\$891,000	180
11	Train Wayside Communication Equipment Installation at Rail	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2028	\$8,762,000	\$8,762,000	181
12	Track and Guideway Rehab Subset - Coverboard Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2028	\$15,613,000	\$15,613,000	53
13	Seal Gland Rehabilitation	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2027	\$3,505,000	\$3,505,000	54

FY 2026-30 PTP Five-Year Implementation Plan - District 6 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
14	Metrorail Piers Coating	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	April 2025	\$4,500,000	\$4,500,000	55
15	Metrorail Vehicle Replacement (fka Rail Midlife Rehabilitation)	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2028	\$400,821,000	\$399,785,000	58
16	Metrorail Escalators Replacement and Elevators Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	June 2030	\$68,166,000	\$68,166,000	62
17	Metrorail and Metromover Stations Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2029	\$76,420,000	\$76,420,000	64
18	Green Line Rail Components Renewal	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$80,000,000	\$80,000,000	145
19	10-15 Yr. Track and Guideway Rail Service Equipment Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	October 2025	\$8,268,000	\$8,268,000	146
20	Acoustical Barrier Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	August 2025	\$99,370,000	\$99,370,000	143
21	Track Inspection Vehicle/Train	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	June 2026	\$11,000,000	\$11,000,000	176
22	Mainline Video Upgrade Phase 2	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2026	\$5,577,000	\$862,000	173
23	Parking Garages Overhaul	3,6,7	Rapid Transit Improvements	Post Unification	September 2028	\$41,183,000	\$41,183,000	131
24	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49
25	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
26	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28

FY 2026-30 PTP Five-Year Implementation Plan - District 6 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
27	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
28	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
29	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
30	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
31	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
32	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45
33	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47
34	Pavement Markings	All	Neighborhood Improvements	Original PTP	September 2024	\$23,931,000	\$11,797,200	48
35	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
36	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
37	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133
38	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
39	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164

FY 2026-30 PTP Five-Year Implementation Plan - District 6 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
40	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
41	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
42	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
43	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
44	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 7 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	Dadeland South Intermodal Station	7	Rapid Transit Improvements	Post Unification	February 2027	\$81,311,000	\$80,965,000	105
2	Additional Elevators at Dadeland North Metrorail Station	7	Rapid Transit Improvements	Post Unification	September 2028	\$17,535,000	\$14,716,000	128
3	South Dade Trail Shared-Use Path Enhancements	7,8,9	Rapid Transit Improvements	Post Unification	August 2030	\$14,266,000	\$7,133,000	118
4	South Dade Transitway Stations Shared Drop-off/Pick-up Areas	7,8,9	Rapid Transit Improvements	Post Unification	March 2029	\$8,926,000	\$4,463,000	117
5	Transit Oriented Development (TOD) Master Plan for South Corridor	7,8,9	Rapid Transit Improvements	Post Unification	July 2025	\$1,300,000	\$260,000	72
6	SMART Program - South Dade TransitWay Corridor (fka Extension to Florida City)	7,8,9	Rapid Transit Improvements	Post Unification	June 2025	\$322,226,000	\$107,460,000	70
7	TransitWay Lighting	7,8,9	Rapid Transit Improvements	Post Unification	September 2031	\$20,000,000	\$200,000,000	20
8	Metrorail Fiber Optic and Capacity Augmentation	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$7,850,000	\$2,750,000	134
9	Green/Orange Lines and PYD Switch Machine and Cable Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2025	\$12,320,000	\$12,320,000	182
10	Metrorail and Metromover Electronic Real Time Signage	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	TBD	\$3,831,000	\$891,000	180
11	Train Wayside Communication Equipment Installation at Rail	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2028	\$8,762,000	\$8,762,000	181
12	Track and Guideway Rehab Subset - Coverboard Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2028	\$15,613,000	\$15,613,000	53
13	Seal Gland Rehabilitation	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2027	\$3,505,000	\$3,505,000	54

FY 2026-30 PTP Five-Year Implementation Plan - District 7 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
14	Metrorail Piers Coating	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	April 2025	\$4,500,000	\$4,500,000	55
15	Metrorail Vehicle Replacement (fka Rail Midlife Rehabilitation)	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2028	\$400,821,000	\$399,785,000	58
16	Metrorail Escalators Replacement and Elevators Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	June 2030	\$68,166,000	\$68,166,000	62
17	Metrorail and Metromover Stations Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2029	\$76,420,000	\$76,420,000	64
18	Acoustical Barrier Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	August 2025	\$99,370,000	\$99,370,000	143
19	Green Line Rail Components Renewal	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$80,000,000	\$80,000,000	145
20	10-15 Yr. Track and Guideway Rail Service Equipment Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	October 2025	\$8,268,000	\$8,268,000	146
21	Track Inspection Vehicle/Train	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	June 2026	\$11,000,000	\$11,000,000	176
22	Mainline Video Upgrade Phase 2	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2026	\$5,577,000	\$862,000	173
23	Parking Garages Overhaul	3,6,7	Rapid Transit Improvements	Post Unification	September 2028	\$41,183,000	\$41,183,000	131
24	Metrorail Traction Power Switchgear Replacement Phase 4	5,7	Rapid Transit Improvements	Post Unification	December 2025	\$8,000,000	\$8,000,000	179
25	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49

FY 2026-30 PTP Five-Year Implementation Plan - District 7 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
26	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
27	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
28	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
29	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
30	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
31	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
32	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
33	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45
34	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47
35	Pavement Markings	All	Neighborhood Improvements	Original PTP	September 2024	\$23,931,000	\$11,797,200	48
36	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
37	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
38	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133

FY 2026-30 PTP Five-Year Implementation Plan - District 7 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
39	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
40	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164
41	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
42	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
43	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
44	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
45	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 8 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	Parking Space Counters at Additional Metrorail Stations	8,9	Rapid Transit Improvements	Post Unification	September 2025	\$937,000	\$602,000	171
2	Park-and-Ride South Miami-Dade TransitWay and SW 264 Street/Bauer Drive	8,9	Rapid Transit Improvements	Post Unification	December 2028	\$2,036,000	\$1,143,000	114
3	Park-and-Ride at South Miami-Dade TransitWay and SW 112th Avenue (Phase II)	8,9	Rapid Transit Improvements	Post Unification	September 2023	\$14,059,000	\$8,803,000	112
4	Park-and-Ride South Dade TransitWay and SW 168 Street (Phase II)	8,9	Rapid Transit Improvements	Post Unification	October 2025	\$61,458,000	\$51,958,000	107
5	Park-and-Ride at South Maimi-Dade TransitWay and Marlin Road	8,9	Rapid Transit Improvements	Post Unification	December 2029	\$5,299,000	\$2,015,000	111
6	South Dade Trail Shared-Use Path Enhancements	7,8,9	Rapid Transit Improvements	Post Unification	August 2030	\$14,266,000	\$7,133,000	118
7	South Dade Transitway Stations Shared Drop-off/Pick-up Areas	7,8,9	Rapid Transit Improvements	Post Unification	March 2029	\$8,926,000	\$4,463,000	117
8	SMART Program - South Dade TransitWay Corridor (fka Extension to Florida City)	7,8,9	Rapid Transit Improvements	Post Unification	June 2025	\$322,226,000	\$107,460,000	70
9	Transit Oriented Development (TOD) Master Plan for South Corridor	7,8,9	Rapid Transit Improvements	Post Unification	July 2025	\$1,300,000	\$260,000	72
10	TransitWay Lighting	7,8,9	Rapid Transit Improvements	Post Unification	September 2031	\$20,000,000	\$200,000,000	20
11	Track Inspection Vehicle/Train	2,3,5,6,7,8,9,12,13	Rapid Transit Improvements	Post Unification	June 2026	\$11,000,000	\$11,000,000	176
12	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49

FY 2026-30 PTP Five-Year Implementation Plan - District 8 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
13	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
14	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
15	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
16	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
17	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
18	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
19	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
20	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45
21	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47
22	Pavement Markings	All	Neighborhood Improvements	Original PTP	September 2024	\$23,931,000	\$11,797,200	48
23	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
24	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
25	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133

FY 2026-30 PTP Five-Year Implementation Plan - District 8 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
26	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
27	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164
28	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
29	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
30	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
31	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
32	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 9 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	SW 216 Street (Florida's Turnpike to SW 127 Avenue) - Curbs and Gutters, Traffic Operational Improvements	9	Board Requested Major Roadway & Neighborhood Improvements	Original PTP	March 2023	\$12,217,000	\$11,616,000	42
2	Park-and-Ride Facility at TransitWay and SW 344 Street (Phase II)	9	Rapid Transit Improvements	Post Unification	October 2030	\$15,281,000	\$7,986,000	115
3	Park-and-Ride Facility at TransitWay and SW 184 Street/Quail Roost Drive	9	Rapid Transit Improvements	Post Unification	September 2025	\$5,985,000	\$1,734,000	109
4	South Dade Transit Operations Center (fka South Dade Area Bus Maintenance Facility)	9	Rapid Transit Improvements	Post Unification	October 2027	\$324,600,000	\$324,600,000	73
5	Parking Space Counters at Additional Metrorail Stations	8,9	Rapid Transit Improvements	Post Unification	September 2025	\$937,000	\$602,000	171
6	Park-and-Ride at South Maimi-Dade TransitWay and Marlin Road	8,9	Rapid Transit Improvements	Amendment	December 2029	\$5,299,000	\$2,015,000	111
7	Park-and-Ride at South Miami-Dade TransitWay and SW 112 Avenue (Phase II)	8,9	Rapid Transit Improvements	Post Unification	September 2023	\$14,059,000	\$8,803,000	112
8	Park-and-Ride South Miami-Dade TransitWay and SW 264 Street/Bauer Drive	8,9	Rapid Transit Improvements	Post Unification	December 2028	\$2,036,000	\$1,143,000	114
9	Park-and-Ride South Dade TransitWay and SW 168 Street (Phase II)	8,9	Rapid Transit Improvements	Post Unification	October 2025	\$61,458,000	\$51,958,000	107
10	South Dade Trail Shared-Use Path Enhancements	7,8,9	Rapid Transit Improvements	Post Unification	August 2030	\$14,266,000	\$7,133,000	118
11	South Dade Transitway Stations Shared Drop-off/Pick-up Areas	7,8,9	Rapid Transit Improvements	Post Unification	March 2029	\$8,926,000	\$4,463,000	117
12	SMART Program - South Dade TransitWay Corridor (fka Extension to Florida City)	7,8,9	Rapid Transit Improvements	Post Unification	June 2025	\$322,226,000	\$107,460,000	70

FY 2026-30 PTP Five-Year Implementation Plan - District 9 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
13	Transit Oriented Development (TOD) Master Plan for South Corridor	7,8,9	Rapid Transit Improvements	Post Unification	July 2025	\$1,300,000	\$260,000	72
14	TransitWay Lighting	7,8,9	Rapid Transit Improvements	Post Unification	September 2031	\$20,000,000	\$200,000,000	20
15	Track Inspection Vehicle/Train	2,3,5,6,7,8,9,12,13	Rapid Transit Improvements	Post Unification	June 2026	\$11,000,000	\$11,000,000	176
16	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49
17	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
18	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
19	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
20	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
21	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
22	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
23	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
24	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45
25	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47

FY 2026-30 PTP Five-Year Implementation Plan - District 9 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
26	Pavement Markings	All	Neighborhood Improvements	Original PTP	September 2024	\$23,931,000	\$11,797,200	48
27	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
28	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
29	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133
30	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
31	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164
32	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
33	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
34	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
35	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
36	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 10 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	Smart Program East-West Corridor	6,10,11,12	Rapid Transit Improvements	Post Unification	TBD	\$73,848,000	\$73,848,000	80
2	Transit Oriented Development (TOD) Master Plan for East-West Corridor	6,10,11,12	Rapid Transit Improvements	Post Unification	September 2023	\$1,213,000	\$253,000	82
3	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49
4	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
5	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
6	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
7	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
8	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
9	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
10	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
11	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45
12	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47
13	Pavement Markings	All	Neighborhood Improvements	Original PTP	September 2024	\$23,931,000	\$11,797,200	48

FY 2026-30 PTP Five-Year Implementation Plan - District 10 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
14	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
15	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
16	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133
17	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
18	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164
19	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
20	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
21	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
22	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
23	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 11 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	SR 836 Express Bus Service - Tamiami Station	11	Rapid Transit Improvements	Post Unification	March 2027	\$15,622,000	\$8,224,000	124
2	SR 836 Express Bus Service - Panther Station	11	Rapid Transit Improvements	Post Unification	November 2027	\$11,487,000	\$6,796,000	126
3	Smart Program East-West Corridor	6,10,11,12	Rapid Transit Improvements	Post Unification	TBD	\$73,848,000	\$73,848,000	80
4	Transit Oriented Development (TOD) Master Plan for East-West Corridor	6,10,11,12	Rapid Transit Improvements	Post Unification	September 2023	\$1,213,000	\$253,000	82
5	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49
6	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
7	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
8	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
9	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
10	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
11	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
12	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
13	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45

FY 2026-30 PTP Five-Year Implementation Plan - District 11 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
14	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47
15	Pavement Markings	All	Neighborhood Improvements	Original PTP	September 2024	\$23,931,000	\$11,797,200	48
16	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
17	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
18	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133
19	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
20	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164
21	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
22	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
23	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
24	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
25	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 12 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	NW 12 th Street Improvements (from NW 122 Street to NW 114 Avenue)	12	Rapid Transit Improvements	Post Unification	May 2029	\$11,040,000	\$11,040,000	120
2	Railcar Underfloor Wheel Truing Machine	12	Rapid Transit Improvements	Post Unification	October 2025	\$20,169,000	\$20,169,000	142
3	Dolphin Station Park & Ride	12	Bus and Rapid Transit Service Improvements	Post Unification	March 2020	\$13,608,000	\$13,608,000	122
4	Smart Program East-West Corridor	6,10,11,12	Rapid Transit Improvements	Post Unification	TBD	\$73,848,000	\$73,848,000	80
5	Transit Oriented Development (TOD) Master Plan for East-West Corridor	6,10,11,12	Rapid Transit Improvements	Post Unification	September 2023	\$1,213,000	\$253,000	82
6	Metrorail Fiber Optic and Capacity Augmentation	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$7,850,000	\$2,750,000	134
7	Green/Orange Lines and PYD Switch Machine and Cable Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2025	\$12,320,000	\$12,320,000	182
8	Metrorail and Metromover Electronic Real Time Signage	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	TBD	\$3,831,000	\$891,000	180
9	Train Wayside Communication Equipment Installation at Rail	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2028	\$8,762,000	\$8,762,000	181
10	Track and Guideway Rehab Subset - Coverboard Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2028	\$15,613,000	\$15,613,000	53
11	Seal Gland Rehabilitation	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2027	\$3,505,000	\$3,505,000	54
12	Metrorail Piers Coating	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	April 2025	\$4,500,000	\$4,500,000	55
13	Metrorail Vehicle Replacement (fka Rail Midlife Rehabilitation)	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2028	\$400,821,000	\$399,785,000	58

FY 2026-30 PTP Five-Year Implementation Plan - District 12 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
14	Metrorail Escalators Replacement and Elevators Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	June 2030	\$68,166,000	\$68,166,000	62
15	Metrorail and Metromover Stations Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2029	\$76,420,000	\$76,420,000	64
16	Acoustical Barrier Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	August 2025	\$99,370,000	\$99,370,000	143
17	Green Line Rail Components Renewal	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$80,000,000	\$80,000,000	145
18	10-15 Yr. Track and Guideway Rail Service Equipment Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	October 2025	\$8,268,000	\$8,268,000	146
19	Track Inspection Vehicle/Train	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	June 2026	\$11,000,000	\$11,000,000	176
20	Mainline Video Upgrade Phase 2	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2026	\$5,577,000	\$862,000	173
21	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49
22	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
23	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
24	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
25	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
26	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31

FY 2026-30 PTP Five-Year Implementation Plan - District 12 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
27	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
28	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
29	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45
30	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47
31	Pavement Markings	All	Neighborhood Improvements	Original PTP	September 2024	\$23,931,000	\$11,797,200	48
32	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
33	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
34	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133
35	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
36	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164
37	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
38	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
39	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21

FY 2026-30 PTP Five-Year Implementation Plan - District 12 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 □ Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
40	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
41	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23

FY 2026-30 PTP Five-Year Implementation Plan - District 13 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
1	Metrorail Tri-Rail Station Traction Power Sub-Station	13	Rapid Transit Improvements	Post Unification	March 2030	\$23,238,000	\$23,238,000	136
2	Parking Garages Overhaul	2,3,7,13	Rapid Transit Improvements	Post Unification	September 2028	\$41,183,000	\$41,183,000	131
3	Metrorail Fiber Optic and Capacity Augmentation	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$7,850,000	\$2,750,000	134
4	Green/Orange Lines and PYD Switch Machine and Cable Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2025	\$12,320,000	\$12,320,000	182
5	Metrorail and Metromover Electronic Real Time Signage	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	TBD	\$3,831,000	\$891,000	180
6	Train Wayside Communication Equipment Installation at Rail	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	December 2028	\$8,762,000	\$8,762,000	181
7	Track and Guideway Rehab Subset - Coverboard Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2028	\$15,613,000	\$15,613,000	53
8	Seal Gland Rehabilitation	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	September 2027	\$3,505,000	\$3,505,000	54
9	Metrorail Piers Coating	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	April 2025	\$4,500,000	\$4,500,000	55
10	Metrorail Vehicle Replacement (fka Rail Midlife Rehabilitation)	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2028	\$400,821,000	\$399,785,000	58
11	Metrorail Escalators Replacement and Elevators Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	June 2030	\$68,166,000	\$68,166,000	62
12	Metrorail and Metromover Stations Refurbishment	2,3,5,6,7,12,13	Rapid Transit Improvements	2003-2009 Amendment	October 2029	\$76,420,000	\$76,420,000	64
13	Acoustical Barrier Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	August 2025	\$99,370,000	\$99,370,000	143

FY 2026-30 PTP Five-Year Implementation Plan - District 13 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
14	Green Line Rail Components Renewal	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2029	\$80,000,000	\$80,000,000	145
15	10-15 Yr. Track and Guideway Rail Service Equipment Replacement	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	October 2025	\$8,268,000	\$8,268,000	146
16	Track Inspection Vehicle/Train	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	June 2026	\$11,000,000	\$11,000,000	176
17	Mainline Video Upgrade Phase 2	2,3,5,6,7,12,13	Rapid Transit Improvements	Post Unification	September 2026	\$5,577,000	\$862,000	173
18	Vision Zero Projects	All	Neighborhood Improvements	Post Unification	September 2030	\$13,744,000	\$13,244,000	49
19	Expansion of Golden Passport for everyone over 65 Years regardless of Income	All	Bus and Rapid Transit Service Improvements	Original PTP	On-going	NA	\$8,948,700 (FY 2024 Foregone Revenue)	25
20	Increase Bus Fleet from 700 to 1,335	All	Bus Service Improvements	Original PTP	On-going	NA	NA	28
21	Increase Current Service Miles from 27 million to 44 million	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
22	Increase Operating Hours from 1.9 million hours to 3.3 million hours	All	Bus Service Improvements	Original PTP	On-going	NA	NA	29
23	Replace Buses on a Systematic Basis to Reduce Operating Cost and Increase Reliability	All	Bus Service Improvements	Original PTP	On-going	\$645,587,100	\$533,401,600	31
24	Expand the Bus Passenger Shelter Program throughout Miami-Dade County	All	Bus Service Improvements	Original PTP	June 2035	\$29,507,000	\$29,507,000	34
25	Supplement Funding to Upgrade the County's Traffic Signalization System (ATMS)	All	Major Highway and Road Improvements	Original PTP	May 2029	\$431,574,000	\$53,420,000	36
26	Neighborhood Improvements (Commission Districts)	All	Neighborhood Improvements	Original PTP	September 2025	\$98,074,000	\$91,425,000	45

FY 2026-30 PTP Five-Year Implementation Plan - District 13 Projects

No.	Project Name	Commission District(s)	Project Category	PTP Category	Project Completion Date as of 12/31/2024	Project Cost as of 9/30/2024		FY 2026-30 Five-Year Plan Page #
						All Funding Types	PTP Funding Only	
27	Resurfacing, Sidewalks and Drainage on Arterial Roads	All	Neighborhood Improvements	Original PTP	September 2025	\$1,405,000	\$1,405,000	47
28	Pavement Markings	All	Neighborhood Improvements	Original PTP	September 2024	\$23,931,000	\$11,797,200	48
29	Fare Collection System Replacement	All	Bus and Rapid Transit Service Improvements	2003-2009 Amendment	May 2023	\$69,016,200	\$68,113,000	56
30	Metrorail Central Control Overhaul/Modernization	All	Rapid Transit Improvements	2003-2009 Amendment	February 2027	\$28,303,000	\$25,632,000	60
31	AC Unit Substations	All	Rapid Transit Improvements	Post Unification	January 2027	\$15,000,000	\$15,000,000	133
32	Infrastructure Renewal Plan	All	Bus and Rapid Transit Service Improvements	Post Unification	NA	\$12,500,000	\$12,500,000	148
33	Automated Fare Collection Modernization	All	Bus and Rapid Transit Service Improvements	Post Unification	June 2024	\$13,792,000	\$13,792,000	164
34	Private Branch Exchange Telephone System Upgrade to VOIP	All	Bus and Rapid Transit Service Improvements	Post Unification	September 2027	\$4,042,000	\$4,042,000	166
35	Fare Collection System Replacement (new)	All	Bus and Rapid Transit Service Improvements	Amendment	September 2032	\$78,682,000	\$68,682,000	130
36	Power Train Replacement Project for CNG Bus Fleet	All	Bus Service Improvements	Post Unification	September 2030	\$34,000,000	\$14,000,000	21
37	Metrobus High Capacity	All	Bus Service Improvements	Post Unification	October 2026	\$1,500,000	\$1,500,000	22
38	Bus Stop Sign Program	All	Bus Service Improvements	Original PTP	December 2032	\$5,000,000	\$5,000,000	23