
# Transit Development Plan

## FY 2026-2035 Major Update

Miami-Dade County Department of Transportation & Public Works

*February 2026*

# TABLE OF CONTENTS

## CHAPTER 1 INTRODUCTION ..... 1-1

1.1 OVERVIEW OF NEW TDP RULE ..... 1-3
1.2 ORGANIZATION OF THE TDP DOCUMENT ..... 1-7
1.3 RELATED PLANS ..... 1-9

## CHAPTER 2 PUBLIC INVOLVEMENT PROCESS ..... 2-1

2.1 PUBLIC INVOLVEMENT PLAN ..... 2-2
2.2 ADVISORY REVIEW COMMITTEE ..... 2-3
2.3 TDP SURVEY ..... 2-6
2.4 SURVEY RESULTS SUMMARY ..... 2-15
2.5 COMMITTEE PRESENTATIONS AND COORDINATION ..... 2-25
2.6 PUBLIC ENGAGEMENT MEETINGS ..... 2-27
2.7 311 FEEDBACK ..... 2-31
2.8 CITT AMBASSADOR PROGRAM ..... 2-32
2.9 MIAMI-DADE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING ..... 2-33
2.10 MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION GOVERNING BOARD ..... 2-33
2.11 CONCLUSION ..... 2-33

## CHAPTER 3 METROPOLITAN TRANSPORTATION PLANNING PROCESS COORDINATION PROGRAM ..... 3-1

3.1 TPO COORDINATION ..... 3-2
3.2 REGIONAL AND INTER-COUNTY COORDINATION ..... 3-6
3.3 DTPW ORGANIZATIONAL OVERVIEW ..... 3-14
3.4 FACTORS AFFECTING TRANSIT ..... 3-16
3.5 CONCLUSION ..... 3-30

## CHAPTER 4 OPERATING ENVIRONMENT ..... 4-1

4.1 INTRODUCTION ..... 4-2
4.2 TRANSIT SERVICE OVERVIEW ..... 4-2
4.3 OPERATIONAL CHARACTERISTICS FY 2019-2020 TO FY 2023-2024 ..... 4-23
4.4 DEMOGRAPHIC AND SOCIOECONOMIC DATA REVIEW ..... 4-25
4.5 CONCLUSION ..... 4-51

## CHAPTER 5 RELATIONSHIP TO OTHER PLANS ..... 5-1

5.1 INTRODUCTION ..... 5-2
5.2 KEY TAKEAWAYS ..... 5-3
5.3 PLANS REVIEW MATRIX ..... 5-4
5.4 CONCLUSION ..... 5-33

## CHAPTER 6 LAND USE AND CORRIDOR PLAN ..... 6-1

6.1 INTRODUCTION ..... 6-2
6.2 TDP RULE REQUIREMENTS ..... 6-2
6.3 LAND USE AND URBAN DESIGN PATTERNS ..... 6-2
6.4 MIAMI-DADE COUNTY TRANSIT-ORIENTED DEVELOPMENT POLICY ..... 6-9
6.5 ECONOMIC DEVELOPMENT POLICY INITIATIVES ..... 6-13
6.6 NOTABLE MUNICIPAL LAND USE POLICIES ..... 6-17
6.7 MOBILITY HUBS ..... 6-19
6.8 PLANNED MIAMI-DADE TOD INITIATIVES ..... 6-21
6.9 PLANNED TOD DEVELOPMENT PROJECTS ..... 6-24
6.10 COMPLETED TOD PROJECTS ..... 6-26
6.11 CONCLUSION ..... 6-36
6.12 10-YEAR OPERATING AND CAPITAL PROGRAM IMPLICATIONS ..... 6-37

## CHAPTER 7 DEMAND ESTIMATION ..... 7-1

7.1 METHODOLOGY ..... 7-2
7.2 SCENARIOS ..... 7-3
7.3 POPULATION AND EMPLOYMENT ..... 7-4
7.4 RESULTS ..... 7-4
7.5 CONCLUSION ..... 7-16

## CHAPTER 8 TEN-YEAR OPERATING AND CAPITAL PROGRAM ..... 8-1

8.1 TEN-YEAR IMPLEMENTATION PLAN ..... 8-2
8.2 TRANSIT FINANCIAL PLAN ..... 8-40
8.3 FY 2026-2035 TEN-YEAR PROGRAM ..... 8-44
8.4 FUNDING AND FINANCING SOURCES ..... 8-50

# LIST OF TABLES

TABLE 1-1: TDP NEW RULE REQUIREMENT CHECKLIST ..... 1-4
TABLE 2-1: TDP PROJECT ADVISORY REVIEW COMMITTEE REPRESENTATIVE GROUPS ..... 2-3
TABLE 2-2: TDP SURVEY OUTREACH SCHEDULE ..... 2-13
TABLE 2-3: SHORT TERM SERVICE IMPROVEMENTS RANKED #1 BY USER FREQUENCY ..... 2-20
TABLE 2-4: COMMITTEE PRESENTATION SCHEDULE ..... 2-25
TABLE 2-5: TDP OUTREACH SCHEDULE OF SIX PUBLIC MEETINGS ..... 2-27
TABLE 2-6: PUBLIC INPUTS - DTPW PRIORITIES OVER THE NEXT TEN YEARS ..... 2-30
TABLE 3-1: DTPW AND TPO COORDINATION – TPO COMMITTEES AND BOARDS ..... 3-3
TABLE 3-2: MODE TO WORK IN MIAMI-DADE COUNTY, 2010 - 2023 ..... 3-19
TABLE 3-3: SELECTED AGENCY PEERS ..... 3-23
TABLE 3-4: FY 2022-2023 TOTAL SAFETY AND SECURITY EVENTS BY PEER AGENCY BY MODE ..... 3-23
TABLE 3-5: FY 2022-2023 TOTAL MILLION UNLINKED PASSENGER TRIPS BY PEER AGENCY BY MODE ..... 3-24
TABLE 3-6: FY 2022-2023 TOTAL SAFETY AND SECURITY EVENT PER MILLION UNLINKED PASSENGER TRIPS BY PEER AGENCY BY MODE ..... 3-24
TABLE 3-7: MIAMI-DADE TRANSIT UNLINKED PASSENGER TRIPS AND SAFETY AND SECURITY EVENTS BY YEAR ... 3-26
TABLE 4-1: DTPW EXISTING SERVICE CHARACTERISTICS ..... 4-4
TABLE 4-2: PARK-AND-RIDE PARKING SPACE COUNTS ..... 4-9
TABLE 4-3: DTPW FARE STRUCTURE ..... 4-15
TABLE 4-4: MUNICIPAL TRANSIT SERVICES ..... 4-19
TABLE 4-5: TOTAL BOARDINGS BY SERVICE TYPE - FY 2019-2020 TO FY 2023-2024 ..... 4-24
TABLE 4-6: SHARE OF BOARDINGS BY SERVICE TYPE - FY 2019-2020 TO FY 2023-2024 ..... 4-24
TABLE 4-7: ESTIMATED SOUTH FLORIDA POPULATION GROWTH 2010-2023 ..... 4-25
TABLE 4-8: MIAMI-DADE COUNTY RACIAL CHARACTERISTICS ..... 4-27
TABLE 4-9: MIAMI-DADE COUNTY ETHNICITY AND RACE DISTRIBUTION ..... 4-27
TABLE 4-10: MIAMI-DADE COUNTY MINORITY AND NON-WHITE POPULATION DISTRIBUTION ..... 4-28
TABLE 4-11: MIAMI-DADE COUNTY AGE CHARACTERISTICS, 2010 - 2023 ..... 4-31
TABLE 4-13: LIMITED ENGLISH PROFICIENCY POPULATION CHARACTERISTICS ..... 4-34
TABLE 4-12: MIAMI-DADE COUNTY GENDER CHARACTERISTICS, 2010 - 2023 ..... 4-34
TABLE 4-14: MIAMI-DADE COUNTY DISABILITY CHARACTERISTICS, 2015 - 2023 ..... 4-37

# List of Tables

TABLE 4-15: MIAMI-DADE COUNTY DISTRIBUTION OF WORKERS OVER AGE 16, BY INDUSTRY ..... 4-39

TABLE 4-16: MAJOR EMPLOYERS IN MIAMI-DADE COUNTY, 2024 ..... 4-39

TABLE 4-17: WORKERS WHO WORK IN MIAMI-DADE FLOWS IN, OUT, AND WITHIN MIAMI-DADE COUNTY, FL 2010, 2020 AND 2022 ..... 4-40

TABLE 4-18: WORKERS WHO LIVE IN MIAMI-DADE FLOWS IN, OUT, AND WITHIN MIAMI-DADE COUNTY, FL 2010, 2020 AND 2022 ..... 4-40

TABLE 4-19: MIAMI-DADE COUNTY INCOME CHARACTERISTICS, 2010 - 2023 ..... 4-43

TABLE 4-20: COMMUTE TIMES IN MIAMI-DADE COUNTY ..... 4-43

TABLE 4-21: MIAMI-DADE COUNTY ZERO VEHICLE HOUSEHOLDS CHARACTERISTICS, 2010 – 2023 ..... 4-46

TABLE 4-22: TRANSPORTATION DISADVANTAGED CHARACTERISTICS ..... 4-49

TABLE 5-1: GOALS AND OBJECTIVES ..... 5-4

TABLE 5-2: CONSISTENCY WITH THE TDP ..... 5-15

TABLE 5-3: RELATIONSHIP TO 10-YEAR OPERATING AND CAPITAL PROGRAM AND SAFETY & SECURITY INITIATIVES ..... 5-21

TABLE 6-1: SMART CORRIDOR 0.5-MILE BUFFER EXISTING LAND USE COMPOSITION ..... 6-4

TABLE 6-2: SMART CORRIDOR 0.5-MILE BUFFER FUTURE LAND USE COMPOSITION ..... 6-7

TABLE 7-1: 2025 SERPM9 CALIBRATION RESULTS ..... 7-3

TABLE 7-2: POPULATION AND EMPLOYMENT PROJECTIONS 2026-2035 ..... 7-4

TABLE 7-3: 2026 SYSTEMWIDE BOARDINGS - SERPM9 ..... 7-5

TABLE 7-4: 2035 SYSTEMWIDE BOARDINGS – SERPM9 ..... 7-5

TABLE 7-5: COUNTYWIDE TRANSIT METRICS, 2026-2035 ..... 7-6

TABLE 7-6: ANNUAL GROWTH RATES BY PLANNING AREA FOR KEY METRICS (2026–2035) ..... 7-8

TABLE 7-7: TRANSIT TRIPS BY CAR OWNERSHIP ..... 7-8

TABLE 7-8: TRANSIT TRIPS BY CAR AVAILABILITY ..... 7-9

TABLE 7-9: TRANSIT TRIPS BY CAR OWNERSHIP ACROSS PLANNING AREAS ..... 7-10

TABLE 7-10: TRANSIT TRIPS BY CAR AVAILABILITY ACROSS PLANNING AREAS ..... 7-11

TABLE 7-11: TRANSIT TRIPS BY HOUSEHOLD INCOME ..... 7-12

TABLE 7-12: TRANSIT TRIPS BY HOUSEHOLD INCOME ACROSS PLANNING AREAS ..... 7-13

TABLE 7-13: TRANSIT TRIPS BY AGE GROUPS ..... 7-14

TABLE 7-14: TRANSIT TRIPS BY AGE GROUPS ACROSS PLANNING AREAS ..... 7-15

TABLE 8-1: APPLIED TDP FINDINGS & ACTIONS ..... 8-4

TABLE 8-2: PRIORITY PROJECTS ..... 8-8

# List of Tables

TABLE 8-3: COMMITTED PROJECTS - FIRST 5-YEARS (FY 2026-2031) ..... 8-10

TABLE 8-4: PARTIALLY COMMITTED PROJECTS – SECOND 5 YEARS (FY 2032-2036) ..... 8-25

TABLE 8-5: BEYOND TEN YEARS ..... 8-27

TABLE 8-6: SERVICE PERFORMANCE KPIS ..... 8-35

TABLE 8-7: CAPITAL INVESTMENT KPIS ..... 8-36

TABLE 8-8: ASSET MANAGEMENT KPIS ..... 8-36

TABLE 8-9: SAFETY AND SECURITY KPIS ..... 8-37

TABLE 8-10: KEY PERFORMANCE INDICATOR SUMMARY ..... 8-38

TABLE 8-11: COA ANALYSIS COMPONENTS ..... 8-39

TABLE 8-12: DTPW PROJECTED TRANSIT FY 2025-2026 DIRECT OPERATING EXPENSES ..... 8-41

TABLE 8-13: DTPW PROJECTED FY 2025-2026 TRANSIT OPERATING REVENUES ..... 8-42

TABLE 8-14: DTPW OPERATING TRANSIT REVENUE GROWTH ASSUMPTIONS ..... 8-43

TABLE 8-15: DTPW OPERATING TRANSIT REVENUES FY 2026-2027 - FY 2035-2036 ..... 8-44

TABLE 8-16: DTPW OPERATING TRANSIT EXPENSES FY 2026-2027 - FY 2035-2036 ..... 8-45

TABLE 8-17: DTPW CAPITAL TRANSIT BUDGET FY 2025-2026 - FY 2034-35 (000S) ..... 8-46

TABLE 8-18: PROJECTED “CASH” REVENUE SOURCES FOR TRANSIT CAPITAL PROJECTS FY 2025-2026 - FY 2034-2035 (000S) ..... 8-48

TABLE 8-19: FEDERAL FUNDING SOURCES ..... 8-54

TABLE 8-20: CURRENT AND POTENTIAL STATE FUNDING SOURCES ..... 8-59

TABLE 8-21: CURRENT AND POTENTIAL LOCAL FUNDING SOURCES ..... 8-64

# LIST OF FIGURES

FIGURE 1-1: TDP DOCUMENT SCHEDULES AND YEAR SPAN ..... 1-3
FIGURE 1-2: MAJOR UPDATE TDP SCHEDULE ..... 1-6
FIGURE 1-3: RELATIONSHIP BETWEEN THE FLORIDA TRANSPORTATION PLAN, FIVE-YEAR WORK PROGRAM, AND STATE TRANSPORTATION IMPROVEMENT PLAN ..... 1-9
FIGURE 1-4: MIAMI-DADE TPO TRANSPORTATION IMPROVEMENT PLAN FY2025-2029 (COVER) ..... 1-10
FIGURE 1-5: FDOT FIVE-YEAR WORK PROGRAM (COVER) ..... 1-11
FIGURE 1-6: 2050 LONG RANGE TRANSPORTATION PLAN (COVER) ..... 1-11
FIGURE 1-7: CITIZENS' INDEPENDENT TRANSPORTATION TRUST FIVE-YEAR IMPLEMENTATION PLAN (COVER) ... 1-12
FIGURE 1-8: MIAMI-DADE COUNTY PROPOSED BUDGET AND MULTI-YEAR CAPITAL PLAN (COVER) ..... 1-12
FIGURE 2-1: ARC MEETING 1 ..... 2-4
FIGURE 2-2: DTPW WEBSITE POP-UP NOTIFICATION OF TDP SURVEY ..... 2-7
FIGURE 2-3: DTPW 2026-2035 TDP DOWNLOADABLE PAPER SURVEY ..... 2-8
FIGURE 2-4: TDP SURVEY PROMOTION ON SOCIAL MEDIA ..... 2-9
FIGURE 2-5: TDP SURVEY PROMOTION ON TRANSIT VEHICLES AND TRANSIT PLATFORMS ..... 2-10
FIGURE 2-6: FIU PANTHERS ON THE MOVE EVENT ..... 2-12
FIGURE 2-7: HOW OFTEN DO YOU USE MIAMI-DADE TRANSIT SERVICES? ..... 2-15
FIGURE 2-8: OVERALL SAFETY RESPONSES ..... 2-16
FIGURE 2-9: TRANSIT RIDER MODE VS SAFETY PERCEPTION (GROUPED BY FREQUENCY) ..... 2-17
FIGURE 2-10: PUBLIC TRANSPORTATION USAGE FREQUENCY ..... 2-18
FIGURE 2-11: IMPROVEMENTS TO ENCOURAGE TRANSIT USAGE ..... 2-19
FIGURE 2-12: HOW SATISFIED ARE YOU WITH TRANSPORTATION SERVICES? ..... 2-21
FIGURE 2-13: TEN-YEAR STRATEGIC PRIORITIES ..... 2-22
FIGURE 2-14: FIRST-RANKED CHOICE OF 10-YEAR TRANSIT IMPROVEMENTS VS USER SATISFACTION ..... 2-23
FIGURE 2-15: TDP PUBLIC MEETING INTERACTIVE BOARD 1 ..... 2-28
FIGURE 2-16: TDP PUBLIC MEETING INTERACTIVE BOARD 2 ..... 2-28
FIGURE 2-17: RATING ON STATION SAFETY/SECURITY ..... 2-29
FIGURE 2-18: FIRST/LAST MILE TRAVEL BEHAVIOR ..... 2-29
FIGURE 2-19: PUBLIC MEETINGS SNAPSHOTS ..... 2-30
FIGURE 2-20: FY2024–2025 – 311 CALLS DISTRIBUTION ..... 2-31

# List of Tables

FIGURE 2-21: FY 2024 – 2025 MOST FREQUENT COMPLAINTS FROM 311 CALLS ..... 2-31

FIGURE 2-22: CITT AMBASSADORS – OVERALL EXPERIENCE ..... 2-32

FIGURE 2-23: CITT AMBASSADORS – SAFETY ..... 2-32

FIGURE 3-1: DTPW ORGANIZATION CHART ..... 3-15

FIGURE 3-2: METROBUS, METRORAIL AND METROMOVER TOTAL MONTHLY RIDERSHIP AND AVERAGE FUEL PRICES BETWEEN OCTOBER 2019 AND AUGUST 2025 ..... 3-21

FIGURE 3-3: SAFETY AND SECURITY EVENT ANNUAL FREQUENCY EQUATION ..... 3-25

FIGURE 3-4: FY 2022-2023 TOTAL SAFETY AND SECURITY EVENT PER MILLION UNLINKED PASSENGER TRIPS BY PEER AGENCY BY MODE ..... 3-25

FIGURE 3-5: METROBUS (DIRECTLY OPERATED) SAFETY & SECURITY EVENTS VS SECURITY EVENTS PER MILLION UNLINKED PASSENGER TRIPS ..... 3-27

FIGURE 3-6: METRORAIL SAFETY & SECURITY EVENTS VS SECURITY EVENTS PER MILLION UNLINKED PASSENGER TRIPS ..... 3-28

FIGURE 3-7: METROMOVER SAFETY & SECURITY EVENTS VS SECURITY EVENTS PER MILLION UNLINKED PASSENGER TRIPS ..... 3-29

FIGURE 4-1: DTPW SERVICE AREA ..... 4-3

FIGURE 4-2: DTPW METROBUS SYSTEM ..... 4-6

FIGURE 4-3: MIAMI-DADE COUNTY METRORAIL SYSTEM ..... 4-7

FIGURE 4-4: METROMOVER SYSTEM ..... 4-8

FIGURE 4-5: DTPW OPERATED METROBUS AND METRORAIL PARK-AND-RIDE FACILITIES ..... 4-10

FIGURE 4-6: METROCONNECT VEHICLE ..... 4-12

FIGURE 4-7: METROCONNECT SERVICE AREA ..... 4-13

FIGURE 4-8: EXPRESS BUS ..... 4-14

FIGURE 4-9: MUNICIPAL CIRCULATOR ROUTE MAP ..... 4-20

FIGURE 4-10: MIRAMAR PARK & RIDE ..... 4-21

FIGURE 4-11: SOFLOGO APP ..... 4-22

FIGURE 4-12: YEARLY BOARDINGS FROM FY 2019-2020 TO FY 2023-2024 ..... 4-23

FIGURE 4-13: POPULATION DENSITY ..... 4-26

FIGURE 4-14: PERCENTAGE OF NON-WHITE POPULATIONS ..... 4-29

FIGURE 4-15: PERCENTAGE OF MINORITY POPULATIONS ..... 4-30

FIGURE 4-16: POPULATION DENSITY (UNDER 18 YEARS OF AGE) ..... 4-32

FIGURE 4-17: POPULATION DENSITY (OVER 65 YEARS OF AGE) ..... 4-33

# List of Tables

FIGURE 4-18: GENDER DISTRIBUTION ..... 4-35
FIGURE 4-19: PERCENTAGE LIMITED ENGLISH PROFICIENCY POPULATION ..... 4-36
FIGURE 4-20: DISABLED POPULATION DENSITY ..... 4-38
FIGURE 4-21: EMPLOYMENT DENSITY ..... 4-41
FIGURE 4-22: INFLOW AND OUTFLOW OF ALL JOBS IN MIAMI-DADE COUNTY IN 2022 ..... 4-42
FIGURE 4-23: TRANSPORTATION DISADVANTAGED LOW INCOME HOUSEHOLDS (MEDIAN INCOME 225% FEDERAL POVERTY GUIDELINES) ..... 4-44
FIGURE 4-24: PERCENTAGE OF COMMUTERS WITH COMMUTE TIMES GREATER THAN 60 MINUTES ..... 4-45
FIGURE 4-25: PERCENTAGE ZERO VEHICLE HOUSEHOLDS ..... 4-47
FIGURE 4-26: TRANSPORTATION DISADVANTAGED POPULATION ..... 4-50
FIGURE 6-1: MIAMI-DADE COUNTY EXISTING LAND USE ..... 6-5
FIGURE 6-2: MIAMI-DADE COUNTY FUTURE LAND USE ..... 6-8
FIGURE 6-3: SMART PLAN CORRIDORS ..... 6-11
FIGURE 6-4: LAND USE POLICY INITIATIVE LOCATIONS ..... 6-14
FIGURE 6-5: SMART PLAN CORRIDORS ..... 6-23
FIGURE 6-6: COMPLETED TOD PROJECTS ..... 6-26
FIGURE 7-1: PERCENTAGE CHANGE IN COUNTYWIDE TRANSIT METRICS (2026–2035) ..... 7-7
FIGURE 8-1: COMMITTED PROJECTS - FIRST 5-YEARS (FY 2026-2031) (PROJECTS 1-20) ..... 8-16
FIGURE 8-2: COMMITTED PROJECTS - FIRST 5-YEARS (FY 2026-2031) (PROJECTS 21-40) ..... 8-21
FIGURE 8-3: COMMITTED PROJECTS - FIRST 5-YEARS (FY 2026-2031) (PROJECTS 41-56) ..... 8-25
FIGURE 8-4: PARTIALLY COMMITTED PROJECTS – SECOND 5 YEARS (FY 2032-2036) ..... 8-27
FIGURE 8-5: BEYOND TEN YEARS (PROJECTS 1-20) ..... 8-30
FIGURE 8-6: BEYOND TEN YEARS (PROJECTS 21-40) ..... 8-32
FIGURE 8-7: BEYOND TEN YEARS (PROJECTS 41-49) ..... 8-34
FIGURE 8-8: FINANCING MODELS ..... 8-71

# LIST OF APPENDICES

## APPENDIX I ACRONYM LIST

Appendix A1: Acronym List

## APPENDIX J PUBLIC OUTREACH

Appendix B1: Public Involvement Plan
Appendix B2: FDOT Letter Accepting PIP
Appendix B3: Outreach Activities
Appendix B4: Paper Survey
Appendix B5: Survey Results

## APPENDIX K ADVISORY REVIEW COMMITTEE

Appendix C1: List of ARC Representative Groups
Appendix C2: ARC Meeting Presentations
Appendix C3: ARC Meeting Minutes

## APPENDIX L TRANSIT DEVELOPMENT PLAN SUBMISSION ITEMS

Appendix D1: Miami-Dade County Board of County Commissioners TDP Approval Agenda Item
Appendix D2: Miami-Dade County Transportation Planning Organization TDP Hearing Item
Appendix D3: Transit Development Plan Transmittal letter to FDOT
Appendix D4: FDOT Acceptance Letter

## APPENDIX M PROJECT PRIORITIZATION MODELING

Appendix E1: FDOT Approval of SERPM Regional Model
Appendix E2: Project Prioritization Tables

# Chapter 1

# Introduction

# 1. INTRODUCTION

The Miami-Dade County Department of Transportation and Public Works (DTPW) has developed this FY 2026-2035 Major Update of the Transit Development Plan (TDP) for the Florida Department of Transportation (FDOT) District 6. The timely submission of the TDP ensures that DTPW remains eligible for the State Transit Block Grant Program, ensuring sustained operations funding for the year to come.

The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of state funding for public transportation. The Block Grant Program requires public transit providers to develop and adopt a TDP. A TDP major update is required every five years and TDP annual updates are required in the interim years. TDP updates must be submitted to the FDOT by March 1st of each year. A TDP is the provider's planning, development, and operational guidance document, based on a ten-year planning horizon and covering the year for which funding is sought, and the nine subsequent years.

This TDP has been prepared in accordance with Florida Administrative Code (FAC) Rule 14-73.001. Transit Development Plans are required for grant program recipients pursuant to Section 341.052, Florida Statute.

This TDP presents committed, partially committed, and unfunded transit needs to create a framework for transit improvements that can be implemented within a 10-year planning horizon. These needs are developed based on the analysis covered in this document as well as the feedback obtained from the public outreach component of this update. DTPW's last Major Update was prepared in 2019 and was adopted by the Board of County Commissioners (BCC) pursuant to resolution R-1375-19 and approved by FDOT. The last Annual Progress Report (APR) was accepted and approved by FDOT District Six in March 2025. A TDP Annual Progress Report is a yearly progress report that documents the past year's accomplishments, addresses discrepancies, and makes minor revisions to the plan for the coming year. A TDP Major Update, is a comprehensive re-evaluation of the entire 10-year plan, including a fresh assessment of transit needs, a revised financial plan, and a full set of basic components and future priorities based on available funding.

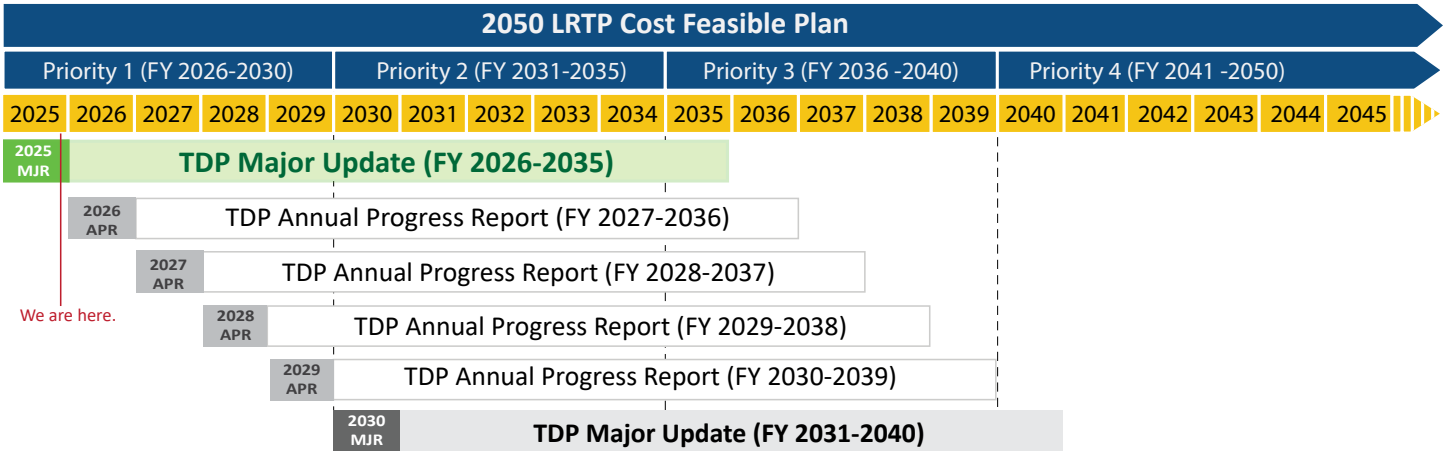
## 1.1 OVERVIEW OF NEW TDP RULE

On July 9, 2024, the Florida State Legislature enacted changes to FAC Rule 14-73.001. These revisions clarify TDP requirements and emphasize coordination with planning processes of Metropolitan Planning Organizations (MPO). Highlights of the revised rule include the following:

- A Streamlined TDP Process: Simplified procedures to make TDP preparation and submission more efficient.
- Increased Coordination with the Miami-Dade Transportation Planning Organization (TPO): Enhanced collaboration to ensure comprehensive regional transit planning.
- Focused Prioritized Projects: Emphasis on identifying and prioritizing key projects that align with strategic goals and funding opportunities
- New Submission Deadline for Five-Year TDPs and Annual Updates: March 1st (previously September 1st)

**Figure 1-1** shows the timeframe for the next TDP updates. The plan development timeframe is shown on the left of each bar in the darker portion of the bar. The timeframe covered in each TDP is shown to the right in the lighter portion of the bar. This TDP is shown in the green bar.

**Figure 1-1: TDP Document Schedules and Year Span**



### 1.1.1 CHECKLIST

Table 1-1 depicts the TDP requirements laid out in the revised rule and identifies which sections of this Major Update addresses each state requirement. This TDP Major Update complies with all state requirements.

**Table 1-1: TDP New Rule Requirement Checklist**

| DTPW 10Ahead TDP Major Update Major Components | | |
|---|---|---|
| **Public Involvement Process (PIP)** | | **Chapter 2** |
| ✅ | Approved Public Involvement Plan (PIP) for public involvement (TDP-specific PIP approved by FDOT, or Metropolitan Planning Organization (MPO)-adopted PIP approved by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) | Appendix B |
| ✅ | Opportunities for public involvement outlined in PIP | Appendix B |
| ✅ | Summaries of outreach process and activities included in TDP | Chapter 2 |
| ✅ | Solicitation of comments from local/regional workforce board | Chapter 2 and Appendix B |
| ✅ | Notifications on public meetings to FDOT, local/regional workforce board, local government comprehensive planning departments, and MPO | Appendix C |
| ✅ | Review opportunities for FDOT, local/regional workforce board, local government comprehensive planning departments, and MPO | Appendix C |
| **Relationship Review to Other Plans** | | **Chapter 5** |
| ✅ | Consistency review with UPWP, TIP, and Corridor Development Studies | Chapter 5 |
| ✅ | Local government comprehensive plans | Chapter 3 and Chapter 5 |
| ✅ | MPO long-range transportation plan | Chapter 3, Chapter 5, and Chapter 8 |
| ✅ | Regional transportation goals and objectives | Chapter 5 |
| ✅ | Discuss the relationship between the public transportation Ten-Year Operating and Capital Program and other local plans | Chapter 5 and Chapter 8 |
| **Metropolitan Transportation Planning Process Coordination Program** | | **Chapter 3** |
| ✅ | Coordination with TPO on LRTP data, outreach, and goals | Chapter 3 |
| ✅ | Other related TPO multi-modal planning and programming. | Chapter 3 |
| ✅ | Unified Planning Work Program (UPWP) | Chapter 3 and Chapter 5 |
| ✅ | Transportation Improvement Plan (TIP) | Chapter 3 and Chapter 5 |
| ✅ | Corridor Development Studies | Chapter 6 |

**Table 1-1 (Continued): TDP New Rule Requirement Checklist**

| DTPW 10Ahead TDP Major Update Major Components | | |
|---|---|---|
| **Demand Estimation** | | **Chapter 7** |
| ✅ | Annual projection of transit ridership using FDOT-approved software tool or other FDOT-approved method | Chapter 7 |
| **Land Use and Corridor Development Assessment** | | **Chapter 6** |
| ✅ | Assessment of land use and urban design patterns | Chapter 6 |
| ✅ | Identification, evaluation, and ranking of priority transit corridors | Chapter 6 |
| **Ten-Year Operating and Capital Program** | | **Chapter 8** |
| ✅ | 10-year Schedule of Projects with descriptions, maps, timelines, costs, and the types and levels of service and capital improvements | Chapter 8 |
| ✅ | 10-year Financial Plan with operating and capital costs for the Schedule of Projects | Chapter 8 |
| ✅ | Ranked List of Priority Projects based on the Schedule of Projects, with descriptions, types, locations, and funding availability | Chapter 8 |
| **Submission** | | |
| ✅ | Presented to the MPO Board | Appendix D |
| ✅ | Adopted by Governing Board | Appendix D |
| ✅ | Submitted to FDOT by March 1, 2026 | Appendix D |
| ✅ | Official acceptance by FDOT | Appendix D |

## 1.1.2 SCHEDULE

### *Major Update*

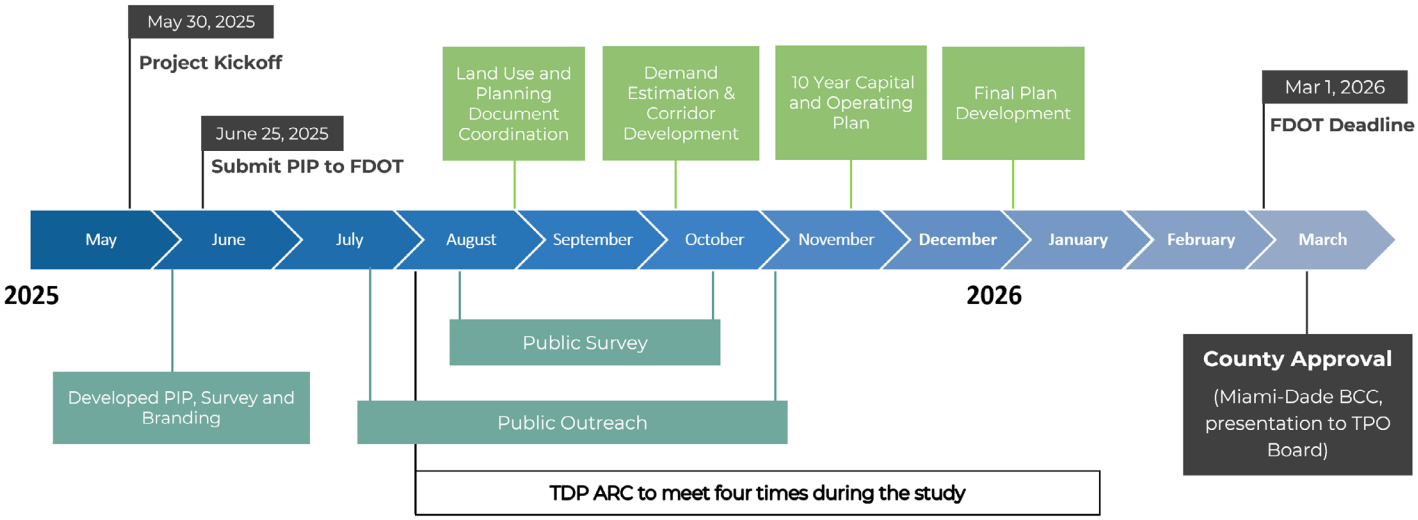
On June 19, 2024, FDOT granted DTPW a deadline variance for adoption of this TDP[1]. With the new TDP rule effective July 9, 2024, the submission deadline to FDOT District 6 moved from September 1 to March 1,2026.

### *Dates/Time Period Covered by this Document*

This TDP presents DTPW's ten-year implementation plan for Fiscal Years 2025-2026 to Fiscal Year 2034-2035.

**Figure 1-2** below presents the overall schedule for this TDP. DTPW commenced the TDP at the end of May 2025. Public outreach spanned the summer through the end of October, while additional components of the TDP were underway. The 10-Year Capital and Operating Plans were developed in November, before the plan's adoption by the Miami-Dade County BCC.

**Figure 1-2: Major Update TDP Schedule**




1 https://www.flrules.org/gateway/ruleno.asp?id=14-73.001

## 1.2 ORGANIZATION OF THE TDP DOCUMENT

This TDP is organized into eight chapters, described below, with supporting appendices.

***Chapter 1: Introduction***

This chapter provides a description of the TDP document and includes specific statutory requirements and a new rule requirement checklist.

***Chapter 2: Public Involvement and Outreach***

This chapter details the public engagement efforts undertaken to gather input for this TDP. The chapter also describes the TDP's Public Involvement Plan (PIP), summarizes presentations to various advisory committees, input received at the four Advisory Review Committee meetings, public input received at six pop-up outreach events and summarizes the results of the TDP survey.

***Chapter 3: Metropolitan Transportation Planning Process Coordination Program***

This chapter provides a description of coordination and collaboration efforts with partner agencies. Several examples of DTPW and TPO coordination efforts are documented throughout the TDP chapters. This chapter also provides an appraisal of factors within and outside of DTPW affecting provision of transit services which include organizational issues, technological innovations, effects of land use regulations, support or hindrance of transit service, socioeconomic trends, state and local transportation plans, and other governmental actions and policies.

***Chapter 4: Operating Environment***

This chapter evaluates DTPW's transit operating environment. A general baseline of existing conditions describes the transit services offered by DTPW, local municipalities, and regional transit partners. This chapter also includes an analysis of demographic and socio-economic characteristics affecting transit service.

***Chapter 5: Relationship to Other Plans***

This chapter reviews relevant plans and policies and identifies how these relate to and complement the TDP process.

***Chapter 6: Land Use and Corridor Development***

This chapter documents general land use and urban design patterns that may support or impede the efficient delivery of currently existing services or future transit priorities, reviews applicable and recently completed, ongoing, or planned land use initiatives, summarizes land use and urban design patterns that may impact transit

services, and identifies a list of transit corridors that may benefit from enhancing or adding new transit services and infrastructure.

### *Chapter 7: Demand Estimation*

This chapter estimates transit demand from the Southeast Florida Regional Planning Model (SERPM). The travel demand model provides forecasts for transit ridership in the current and the forecasted tenth year of the TDP, including analysis of car ownership and availability, household income, and age as it relates to transit demand in DTPW planning areas. The ridership projections developed for the TDP serve as the basis for understanding the anticipated rider response to the planned service-related projects.

### *Chapter 8: Ten Year Operating and Capital Program*

This chapter presents DTPW's ten-year financial and implementation plan for DTPW's planned projects. The supporting schedule of projects, the financial plan and details on the funding status of each project are also provided. This chapter also includes a separate table with projects planned beyond the ten-year horizon. The projects identified in the Implementation Plan represent the consensus recommendations developed from the analysis in the preceding chapters.

## 1.3 RELATED PLANS

The TDP identifies the county's long-term transit infrastructure needs, which inform and are informed by other Land Use and Transportation Plans in Miami-Dade County. These plans include the:

- State Transportation Improvement Plan (STIP);
- TPO's Five-Year Transportation Improvement Program (TIP);
- Florida Department of Transportation (FDOT) Five-Year Work Program;
- Miami-Dade Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP);
- Citizens' Independent Transportation Trust (CITT) Five-Year Implementation Plan; and
- Miami-Dade County's FY2026 Adopted Budged and Multi-Year Capital Plan.

These plans as well as many others are explored in greater detail in Chapter 5, which analyzes them for consistency with the TDP. The projects identified in these plans are also reflected in the TDP project prioritization list in Chapter 8.

**Figure 1-3: Relationship between the Florida Transportation Plan, Five-Year Work Program, and State Transportation Improvement Plan**

| FLORIDA Transportation Plan | FDOT FIVE-YEAR WORK PROGRAM | State Transportation Improvement Plan (STIP) |
|---|---|---|
| Florida's long range transportation plan that provides policy guidance for how we use our state and federal dollars that flow through the Work Program. Updated every five years with a 25-year horizon. Click here for more information about the Florida Transportation Plan (FTP). | Identifies how FDOT will use state and federal dollars over the next five years and confirms the Department's financial commitment. Updated every year with a five-year horizon. Click here for more information about FDOT's Five Year Work Program. | Federally mandated document that includes a list of projects with federal funding in the next four years. Projects listed in the STIP are drawn from the Work Program. Updated every year with a four-year horizon. Click here for more information about the STIP. |

### 1.3.1 STATE TRANSPORTATION IMPROVEMENT PLAN

The State Transportation Improvement Program (STIP) is a federally mandated document which includes a list of projects planned with federal participation in the next four fiscal years. The report is based upon the same projects that are listed in the first four years of FDOT's Adopted Five Year Work Program. The STIP is approved annually by Federal Highway Administration (FHWA) at the beginning of each federal fiscal year. **Figure 1-3** displays the relationship between the Florida Transportation Plan, Five-Year Work Program, and State Transportation Improvement Plan.

Projects shown in both the Work Program and STIP are all drawn from the same Work Program Administration (WPA) database. Work Program reports and STIP reports contain the same projects programmed in the WPA database, with different formatting. For a project to be listed in the approved STIP, it must first be included in the WPA database and programmed in the first four years of the Adopted Five-Year Work Program. The project must either be included in the Tentative Work Program during the annual Tentative Work Program development cycle, or it must be amended into the Work Program and STIP after it has been adopted on July 1st of each state fiscal year. The current STIP covers FY 26-30 (July 1st, 2026, through June 30th, 2030).

### 1.3.2 MIAMI-DADE TPO TRANSPORTATION IMPROVEMENT PLAN

The Transportation Improvement Program (TIP) contains the transportation improvement projects planned in the Miami-Dade County for the next five years. All projects receiving federal funds must be included in this plan. Other major projects which are part of the area's program of improvements, but do not receive federal funds, are included in the TIP as part of the planning process The current TIP covers FY 2025 through FY 2029 (October 1, 2025 - September 30, 2029) and was approved by the TPO Governing Board in May 2025. Categories of improvements include Highway, Transit, Aviation, Seaport, and Non-Motorized improvements. All projects and priorities listed in the adopted TIP are consistent with those in the adopted 2050 LRTP. **Figure 1-4** presents the report cover of Transportation Improvement Plan FY2025-2029.

**Figure 1-4: Miami-Dade TPO Transportation Improvement Plan FY2025-2029 (Cover)**

### 1.3.3 FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FIVE-YEAR WORK PROGRAM

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

In each cycle, a new fifth year is added, and the first year drops off as projects are completed. A new project only begins to move forward after it is funded and then placed in the Work Program's fifth year. Each phase of a project takes two years to complete. Therefore, some projects could take up to 10 years or more from initiation to completion and would cycle through the Work Program several times. The current Five-Year Work Program covers FY 2026 through FY 2030 (July 1st, 2026, through June 30th, 2030). **Figure 1-**5 presents the report cover of FDOT Five-Year Work Program.

**Figure 1-5: FDOT Five-Year Work Program (Cover)**


### 1.3.4 2050 LONG RANGE TRANSPORTATION PLAN

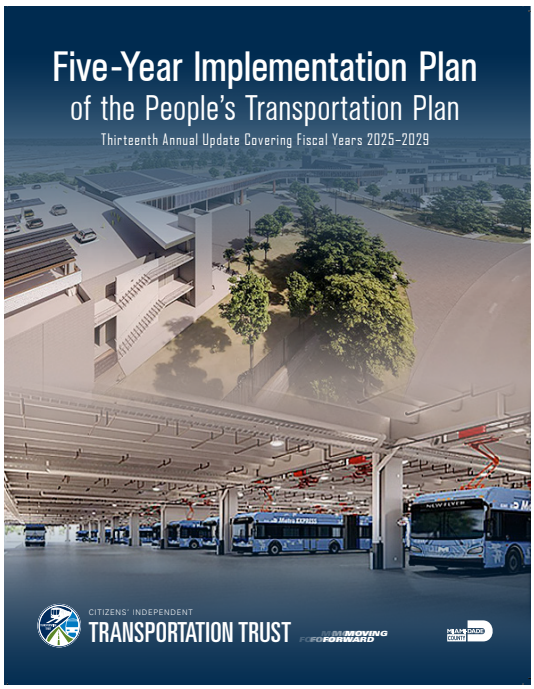
Regularly updating the Miami-Dade County Long Range Transportation Plan (LRTP) is a primary activity in Miami-Dade County's transportation planning process, with federal and state requirements for an update of the Transportation Plan every five years. Federal law requires that the LRTP address a minimum of a 20-year planning horizon from the date of the Transportation Planning Organization (TPO) adoption. The 2050 LRTP was approved by the TPO Governing Board on September 17, 2024, and includes four priorities with their own implementation years. Projects identified as Priority I are scheduled for implementation between 2025 and 2030; Priority II between 2030 and 2035; Priority III between 2036 and 2040; and Priority IV between 2040 and 2050. The Miami-Dade TPO is anticipated to begin preparing a new 2055 LRTP in 2026. **Figure 1-6** presents the report cover of 2050 Long Range Transportation Plan.

**Figure 1-6: 2050 Long Range Transportation Plan (Cover)**

### 1.3.5 CITIZENS' INDEPENDENT TRANSPORTATION TRUST (CITT) FIVE-YEAR IMPLEMENTATION PLAN

The CITT 5-Year Implementation Plan documents the current implementation status of surtax-funded People's Transportation Plan (PTP) projects as well as their progress versus the baseline provided in the previous year's initial plan. This includes references to projects from the County's 24-25 Proposed Capital Budget. Future annual updates to the PTP will continue to monitor the actual implementation of the projects, their adherence to budget and schedule, and any changes to the Plan including project additions, deletions or deferrals. The current Five-Year Implementation Plan covers FY 2025 through FY 2029. **Figure 1-**7 presents the report cover of Citizens' Independent Transportation Trust Five-Year Implementation Plan.

**Figure 1-7: Citizens' Independent Transportation Trust Five-Year Implementation Plan (Cover)**




### 1.3.6 MIAMI-DADE COUNTY ADOPTED BUDGET AND MULTI-YEAR CAPITAL PLAN

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

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

Each department's operating and capital budgets are evaluated on an annual basis as one cohesive plan. The County's budget and multi-year capital plan, spans five fiscal years, is adopted on an annual basis by the Board of County Commissioners and conveys the services to be delivered to the community as well as the resources required to provide those services. The current Adopted Budget and Multi-Year Capital Plan covers FY 26 through FY 30 (October 1st, 2025, through September 30th, 2030). **Figure 1-8** presents the report cover of Miami-Dade County Proposed Budget and Multi-Year Capital Plan.

**Figure 1-8: Miami-Dade County Proposed Budget and Multi-Year Capital Plan (Cover)**

# Chapter 2

# Public Involvement Process

# 2. PUBLIC INVOLVEMENT PROCESS

Public Involvement is a critical component of the Department of Transportation and Public Work's (DTPW) Transit Development Plan (TDP) process. DTPW has engaged in a multi-pronged effort to gather feedback from residents throughout Miami-Dade County furthering the implementation the Strategic Miami Area Rapid Transit (SMART) Program and the People's Transportation Plan (PTP). The Florida Department of Transportation (FDOT) approved Public Involvement Plan (PIP) outlines public input and consensus building activities used to gain input on the future direction of DTPW. These activities include information desks at public events, interactive presentations, survey distribution, and more.

This chapter describes the outreach activities in which DTPW participated to inform this TDP Major Update.

## 2.1 PUBLIC INVOLVEMENT PLAN

DTPW developed a PIP to guide outreach strategies employed during the TDP process. DTPW prepared and submitted the PIP to the local FDOT office for review and approval on June 25, 2025.

The PIP was revised to incorporate comments received from FDOT and was approved by FDOT on July 11, 2025. The PIP and the letter from FDOT approving the PIP are included in Appendix B.

The PIP describes the project team and stakeholders. It presents the project branding, specifies the number of public meetings and how they are advertised, and describes the online survey effort. The PIP also identifies 58 stakeholders to serve as Advisory Review Committee (ARC) representatives, consisting of a combination of internal DTPW departments, partner agencies, and community stakeholders.

### *Outreach Timeline*

Public outreach was conducted between August and October 2025. First, a public survey was distributed through a combination of social media posts and in-person efforts at community centers and transit hubs throughout the county. Additionally, six public outreach events were held during the week of October 20-26. Additional notable events included attending a municipal Comprehensive Operations Analysis (COA) meeting, Panthers on the Move (a transportation fair at Florida International University), and two farmers' markets.

Presentations at peer transportation agency committees were an important part of the outreach strategy. Between August and October 2025, the TDP team met with committees established by the Miami-Dade Transportation Planning Organization (TPO), the Citizens' Independent Transportation Trust (CITT), the Transportation Disadvantaged Local Coordinating Board (LCB), and the South Florida Regional Transportation Authority (SFRTA). Finally, the plan was presented for acceptance to the Miami-Dade County Board of County Commissioners on Day, Month, 2026, and as an informational item to the Miami-Dade TPO Governing Board on Day Month, 2026.

## 2.2 ADVISORY REVIEW COMMITTEE

An Advisory Review Committee (ARC) was assembled to guide the direction of the TDP. The ARC provided technical guidance, recommendations, input, and an overall countywide perspective of transportation-related planning issues throughout the development of the TDP. To ensure the update aligns with local objectives and needs, the ARC provided feedback throughout the TDP process, including input on the transit priorities, safety and security, and the implementation plan. Feedback was elicited from the group through open discussion and interactive live-polling exercises during the meetings.

A total of 58 ARC members from 49 stakeholder groups comprise the ARC, and in accordance with statutory requirements, include representatives from FDOT District 6, Career Source South Florida – Miami-Dade County's regional workforce board, and the Miami-Dade TPO. A list of ARC representative groups is listed in **Table 2-1**.

**Table 2-1: TDP Project Advisory Review Committee Representative Groups**

| | | | |
|---|---|---|---|
| 1 | Brightline Florida | 26 | Village of Virginia Gardens |
| 2 | Miami International Airport (MIA) | 27 | City of Sweetwater |
| 3 | Miami-Dade County Housing and Community Development | 28 | Town of Surfside |
| 4 | Miami-Dade County Public Schools | 29 | City of Sunny Isles Beach |
| 5 | Miami Transit Alliance | 30 | Village of Pinecrest |
| 6 | Center for Independent Living of South Florida | 31 | Village of Palmetto Bay |
| 7 | Alliance for Aging | 32 | City of Opa-locka |
| 8 | FDOT District 6 | 33 | City of North Miami Beach |
| 9 | Florida Turnpike Enterprise | 34 | City of North Miami |
| 10 | South Florida Commuter Services | 35 | City of Miami Springs |
| 11 | South Florida Regional Transportation Authority | 36 | Village of Miami Shores |
| 12 | CareerSource South Florida | 37 | City of Miami Gardens |
| 13 | Urban Health Partnerships | 38 | City of Miami Beach |
| 14 | Miami-Dade Chamber of Commerce | 39 | City of Miami |
| 15 | Miami-Dade Beacon Council | 40 | Town of Medley |
| 16 | City of Miami Downtown Development Authority | 41 | City of Homestead |
| 17 | Agency for Persons with Disabilities Southern Region Office | 42 | City of Hialeah Gardens |
| 18 | Miami-Dade County League of Cities | 43 | City of Hialeah |
| 19 | Miami-Dade Transportation Planning Organization Bicycle-Pedestrian Advisory Committee | 44 | City of Doral |
| 20 | Miami-Dade County Parks, Recreation and Open Spaces Department | 45 | Town of Cutler Bay |
| 21 | Miami-Dade County Department of Regulatory & Economic Resources - Planning & Zoning | 46 | City of Coral Gables |
| 22 | Greater Miami Expressway Agency | 47 | Town of Bay Harbor Islands |
| 23 | Miami-Dade Transportation Planning Organization | 48 | Village of Bal Harbour |
| 24 | Citizens' Independent Transportation Trust | 49 | City of Aventura |
| 25 | Miami-Dade County Department of Transportation and Public Works | | |

The ARC met four times. The meeting notes were summarized in the following sections.

- ARC Meeting 1: August 18, 2025
- ARC Meeting 2: September 17, 2025
- ARC Meeting 3: November 6, 2025
- ARC Meeting 4: Month X, 2026

### 2.2.1 ARC MEETING 1 (AUGUST 18, 2025)

The First ARC Meeting was held on August 18, 2025, with participation from various municipal and regional partners (see **Figure 2-1**). The meeting focused on introducing the TDP process, familiarizing ARC members with the TDP Major Update, its role as a state-mandated 10-year strategic plan which makes DTPW eligible to receive state block grants. The project scope, timeline, and TDP document structure, including its alignment with LRTP, TIP, and county capital plans, were reviewed. The ARC's role was defined as providing technical insight and helping identify outreach opportunities. A multilingual public survey was introduced, and outreach strategies were discussed, with emphasis on reaching commuters, seniors, students, and transit-dependent populations through community hubs and events.

The meeting also included an interactive polling session, which assessed service and infrastructure needs. Findings from this poll include ARC members identified transit hubs and shelters as top priorities, as well as safety concerns such as crime perception, inadequate pedestrian infrastructure, and shelter design limitations. First- and last-mile connectivity improvements were discussed, including bike infrastructure, circulator services, and rideshare options.

Attendees suggested outreach locations like libraries, senior centers, and high-ridership stations, and emphasized targeting groups such as students, low-income households, and people with disabilities.

Discussions in the meeting centered around whether safety and security are indeed problems on the DTPW transit system, or whether it is more a matter of perception. This topic was identified as an area for follow-up at the second ARC meeting.

**Figure 2-1: ARC meeting 1**

### 2.2.2 ARC MEETING 2 (SEPTEMBER 17, 2025)

The second ARC was held on September 17, 2025. The study team highlighted progress on plan chapters, the importance of aligning the TDP with state and regional requirements, and a preview of some early analyses, including an existing conditions mapping effort. Safety benchmarking and public involvement was discussed, and some early survey responses and stakeholder feedback identified a need for expanded service, improved station maintenance, ADA compliance, and enhancements to customer experience.

The study team also presented a security analysis in response to security and safety concerns that were expressed by the ARC and early survey responses. The findings from this analysis demonstrated that DTPW is outperforming most of its peers and is trending down in total numbers of safety and security events per one million passenger trips. This analysis indicates that most of the cited concerns are primarily a matter of personal perception.

Operational priorities identified through interactive polling included expanding rail service, increasing bus and train frequency, and improving connectivity. The ARC meeting also stressed the importance of municipal coordination for first- and last-mile solutions, leveraging programs like MetroConnect and Freebee, and integrating real-time information and trip planning technology.

### 2.2.3 ARC MEETING 3 (NOVEMBER 6, 2025)

The third ARC meeting, held on November 6, 2025, centered on progress updates for the TDP. A key suggestion from the committee was to expand outreach efforts in the county's southern areas, specifically targeting Dade-Monroe Express riders, to better evaluate rider experience and workforce connectivity to jobs in Monroe County. The meeting also highlighted the public feedback received through multiple outreach events, which focused on the need for more frequent service, improved safety, and enhanced bus stop amenities.

A portion of the discussion focused on the factors contributing to the observed increase in DTPW ridership. The Better Bus Network, which now provides 15-minute or better service in high-demand corridors, and recent investments in weekend service were identified as primary drivers of this growth. The committee recognized an opportunity to further improve system connectivity by strengthening the linkages between municipal circulator services and DTPW's high-frequency network. Additionally, ARC members encouraged DTPW to maintain transparency in communicating safety data, aiming to address both actual and perceived safety concerns among riders.

### 2.2.4 ARC MEETING 4 (PENDING)

Pending

## 2.3 TDP SURVEY

### 2.3.1 SURVEY METHODOLOGY

A survey was conducted from August to October 2025 to collect information on travel behavior, service needs, and demographics of current public transit riders and those who are non-riders. The survey was available in a digital format and also as a downloadable PDF on the DTPW TDP webpage. A copy of the PDF survey instrument is available in Appendix B.

The survey instrument was developed through in-depth discussion with project stakeholders and designed to gather public feedback on DTPW's services and future improvements. The survey was divided into five sections:

1. Usage Characteristics: This section included questions about the frequency of public transportation usage, reasons for using or not using transit, types of transit used, and factors affecting the ability to use public transportation.
2. Satisfaction: Questions in this section assessed the overall satisfaction with public transportation services.
3. Improvements: Respondents were asked to rank various potential improvements to the transit system, such as more frequent service, shorter wait times, better connectivity, lower fares, and expanded routes.
4. Safety: This section evaluated the perceived safety of the public transportation system, including stations and the overall system.
5. Demographics: This optional section asked for the respondent's gender, age group, race/ethnicity, household income, and the number of working motor vehicles in the household.

The electronic survey consisted of 21 total questions. A consolidated, 15 question version of the survey was available for download on the Miami-Dade TDP webpage at *https://www.miamidade.gov/global/transportation/mdt-ahead.page.* The survey was available in three languages: English, Spanish, and Haitian Creole.

### 2.3.2 SURVEY DISTRIBUTION

Surveys were distributed through various methods as described in detail in this section.

#### *Digital Outreach*

The TDP study team worked with DTPW to develop a comprehensive social media outreach campaign, utilizing the in-house resources of the agency's External Affairs staff to spread the word about the Transit Development Plan. The team developed a social media schedule with programmed messages to go out on a regular basis over the course of the TDP outreach campaign. Weekly posts were shared on DTPW's social media handles on LinkedIn, X, Instagram, and Facebook. Messages were developed in English, Spanish, and Haitian Creole, to maximize the messaging reach within the county.

#### *Timeline*

DTPW launched its TDP social media outreach campaign in July 2025, coinciding with the kickoff of public engagement efforts. The campaign's active period spanned from August through October of 2025, during which survey distribution and public engagement were prioritized. Throughout this period, weekly scheduled posts maintained a steady presence across all major platforms, while major pushes were strategically timed to coincide

with public meetings held between October 20th and 26th. Engagement efforts continued up until the conclusion of the survey period at the end of October to ensure that feedback collection remained robust even after the initial campaign surge.

### *Methodology*

The campaign leveraged a multi-platform approach, utilizing X, Instagram, Facebook, and LinkedIn as primary channels. Each platform was chosen for its unique audience and engagement style: X and Instagram for real-time updates and visual storytelling, Facebook for community interaction, and LinkedIn for professional and stakeholder engagement. The campaign was further amplified through pop-up notifications on the DTPW website, partner agency newsletters, and QR codes placed at transit stations and events, making it easy for the public to access the TDP survey and information in English, Spanish, and Creole.

The content strategy was designed to maximize public participation and awareness. Core messages focused on promoting the TDP survey, encouraging residents to share their perspectives, and highlighting upcoming public meetings and events.

## *DTPW Website*

To encourage participation, a pop-up notification was implemented on the DTPW website, prompting visitors to complete the TDP survey (See **Figure 2-2**). As shown in **Figure 2-3**, the electronic survey was made available on DTPW's website (*https://www.miamidade.gov/transit/mdt-10-ahead.asp*).

***Figure 2-2: DTPW Website Pop-Up Notification of TDP Survey***

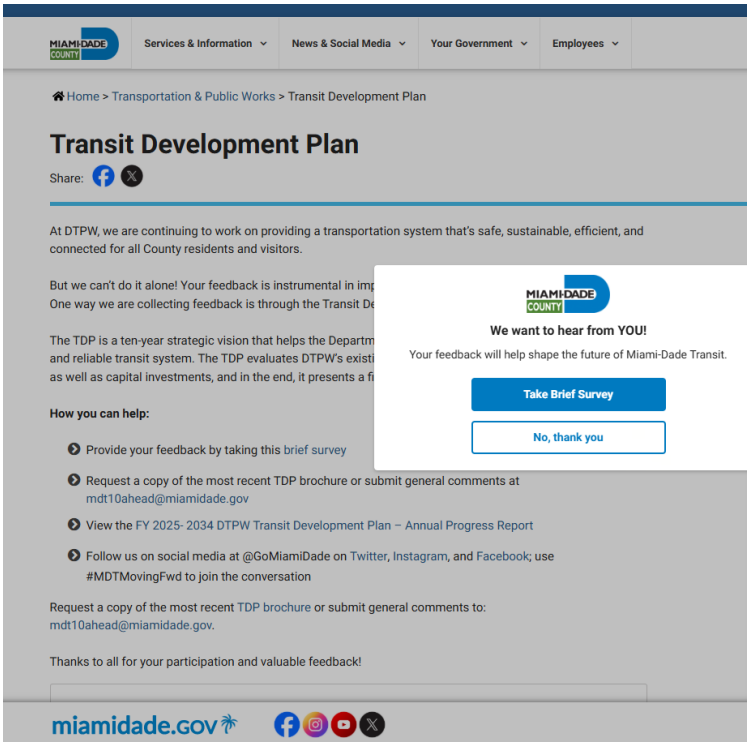
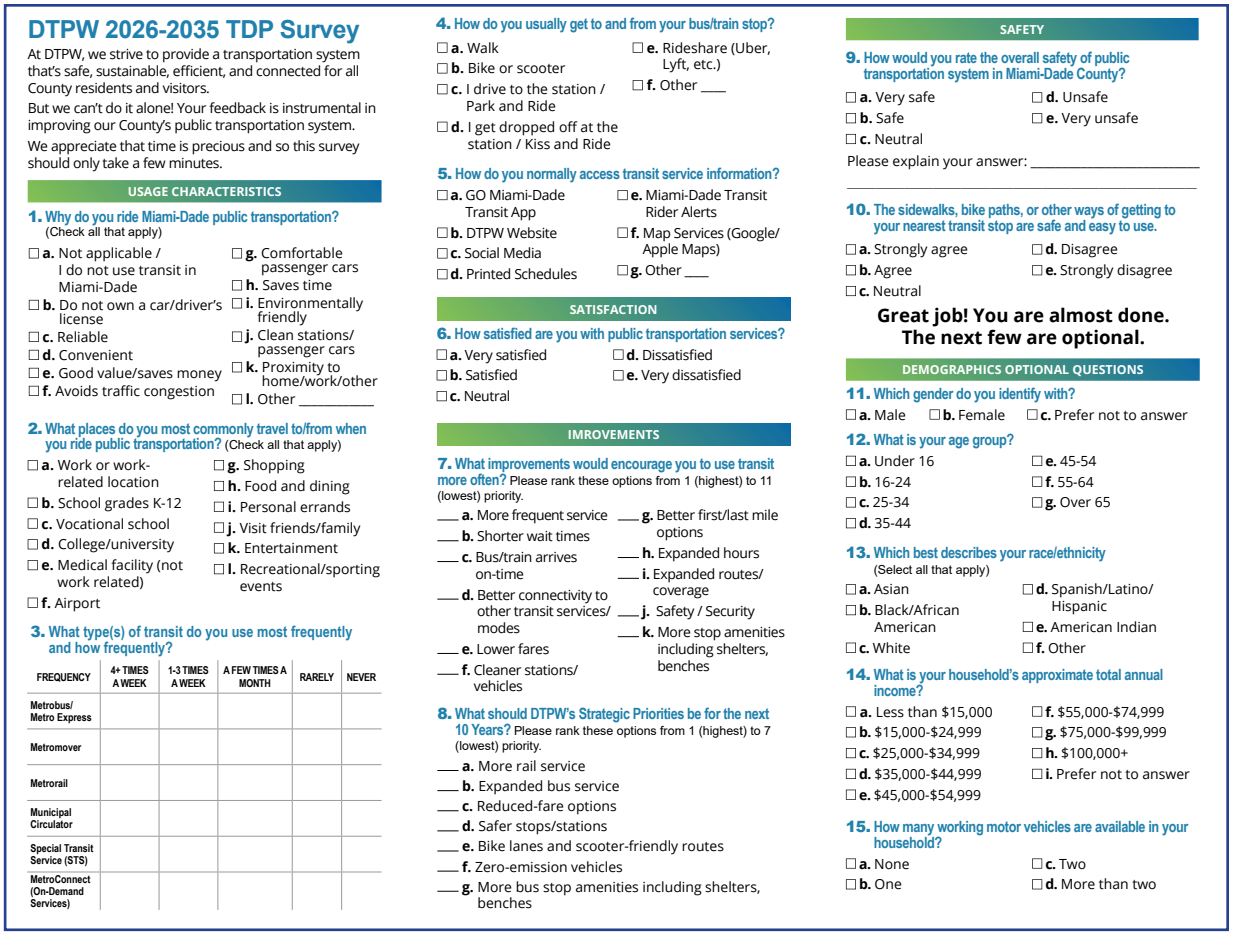


**Figure 2-3: DTPW 2026-2035 TDP downloadable paper survey**



## DTPW 2026-2035 TDP Survey

At DTPW, we strive to provide a transportation system that's safe, sustainable, efficient, and connected for all County residents and visitors.

But we can't do it alone! Your feedback is instrumental in improving our County's public transportation system.

We appreciate that time is precious and so this survey should only take a few minutes.

### USAGE CHARACTERISTICS

**1. Why do you ride Miami-Dade public transportation?** (Check all that apply)

- ☐ **a.** Not applicable / I do not use transit in Miami-Dade
- ☐ **b.** Do not own a car/driver's license
- ☐ **c.** Reliable
- ☐ **d.** Convenient
- ☐ **e.** Good value/saves money
- ☐ **f.** Avoids traffic congestion
- ☐ **g.** Comfortable passenger cars
- ☐ **h.** Saves time
- ☐ **i.** Environmentally friendly
- ☐ **j.** Clean stations/ passenger cars
- ☐ **k.** Proximity to home/work/other
- ☐ **l.** Other _____

**2. What places do you most commonly travel to/from when you ride public transportation?** (Check all that apply)

- ☐ **a.** Work or work-related location
- ☐ **b.** School grades K-12
- ☐ **c.** Vocational school
- ☐ **d.** College/university
- ☐ **e.** Medical facility (not work related)
- ☐ **f.** Airport
- ☐ **g.** Shopping
- ☐ **h.** Food and dining
- ☐ **i.** Personal errands
- ☐ **j.** Visit friends/family
- ☐ **k.** Entertainment
- ☐ **l.** Recreational/sporting events

**3. What type(s) of transit do you use most frequently and how frequently?**

| FREQUENCY | 4+ TIMES A WEEK | 1-3 TIMES A WEEK | A FEW TIMES A MONTH | RARELY | NEVER |
|---|---|---|---|---|---|
| Metrobus/ Metro Express | | | | | |
| Metromover | | | | | |
| Metrorail | | | | | |
| Municipal Circulator | | | | | |
| Special Transit Service (STS) | | | | | |
| MetroConnect (On-Demand Services) | | | | | |

**4. How do you usually get to and from your bus/train stop?**

- ☐ **a.** Walk
- ☐ **b.** Bike or scooter
- ☐ **c.** I drive to the station / Park and Ride
- ☐ **d.** I get dropped off at the station / Kiss and Ride
- ☐ **e.** Rideshare (Uber, Lyft, etc.)
- ☐ **f.** Other ____

**5. How do you normally access transit service information?**

- ☐ **a.** GO Miami-Dade Transit App
- ☐ **b.** DTPW Website
- ☐ **c.** Social Media
- ☐ **d.** Printed Schedules
- ☐ **e.** Miami-Dade Transit Rider Alerts
- ☐ **f.** Map Services (Google/ Apple Maps)
- ☐ **g.** Other ____

### SATISFACTION

**6. How satisfied are you with public transportation services?**

- ☐ **a.** Very satisfied
- ☐ **b.** Satisfied
- ☐ **c.** Neutral
- ☐ **d.** Dissatisfied
- ☐ **e.** Very dissatisfied

### IMROVEMENTS

**7. What improvements would encourage you to use transit more often?** Please rank these options from 1 (highest) to 11 (lowest) priority.

- ___ **a.** More frequent service
- ___ **b.** Shorter wait times
- ___ **c.** Bus/train arrives on-time
- ___ **d.** Better connectivity to other transit services/ modes
- ___ **e.** Lower fares
- ___ **f.** Cleaner stations/ vehicles
- ___ **g.** Better first/last mile options
- ___ **h.** Expanded hours
- ___ **i.** Expanded routes/ coverage
- ___ **j.** Safety / Security
- ___ **k.** More stop amenities including shelters, benches

**8. What should DTPW's Strategic Priorities be for the next 10 Years?** Please rank these options from 1 (highest) to 7 (lowest) priority.

- ___ **a.** More rail service
- ___ **b.** Expanded bus service
- ___ **c.** Reduced-fare options
- ___ **d.** Safer stops/stations
- ___ **e.** Bike lanes and scooter-friendly routes
- ___ **f.** Zero-emission vehicles
- ___ **g.** More bus stop amenities including shelters, benches

### SAFETY

**9. How would you rate the overall safety of public transportation system in Miami-Dade County?**

- ☐ **a.** Very safe
- ☐ **b.** Safe
- ☐ **c.** Neutral
- ☐ **d.** Unsafe
- ☐ **e.** Very unsafe

Please explain your answer: _____

**10. The sidewalks, bike paths, or other ways of getting to your nearest transit stop are safe and easy to use.**

- ☐ **a.** Strongly agree
- ☐ **b.** Agree
- ☐ **c.** Neutral
- ☐ **d.** Disagree
- ☐ **e.** Strongly disagree

**Great job! You are almost done. The next few are optional.**

### DEMOGRAPHICS OPTIONAL QUESTIONS

**11. Which gender do you identify with?**

☐ **a.** Male ☐ **b.** Female ☐ **c.** Prefer not to answer

**12. What is your age group?**

- ☐ **a.** Under 16
- ☐ **b.** 16-24
- ☐ **c.** 25-34
- ☐ **d.** 35-44
- ☐ **e.** 45-54
- ☐ **f.** 55-64
- ☐ **g.** Over 65

**13. Which best describes your race/ethnicity** (Select all that apply)

- ☐ **a.** Asian
- ☐ **b.** Black/African American
- ☐ **c.** White
- ☐ **d.** Spanish/Latino/ Hispanic
- ☐ **e.** American Indian
- ☐ **f.** Other

**14. What is your household's approximate total annual income?**

- ☐ **a.** Less than $15,000
- ☐ **b.** $15,000-$24,999
- ☐ **c.** $25,000-$34,999
- ☐ **d.** $35,000-$44,999
- ☐ **e.** $45,000-$54,999
- ☐ **f.** $55,000-$74,999
- ☐ **g.** $75,000-$99,999
- ☐ **h.** $100,000+
- ☐ **i.** Prefer not to answer

**15. How many working motor vehicles are available in your household?**

- ☐ **a.** None
- ☐ **b.** One
- ☐ **c.** Two
- ☐ **d.** More than two

## *Social Media*

The social media campaign delivered remarkable results, generating substantial engagement and measurable impact. The campaign utilized platforms such as X, Instagram, LinkedIn, and Facebook, with partnering agencies also cross-promoting content to expand reach. Overall, the campaign achieved a total reach of approximately 238,000, with about 486,000 total impressions. Total impressions include the number of times a post was displayed, while total reach is the unique number of people who saw the posts. Social media content engagement was strong, with more than 47,300 interactions, over 12,700 clicks, and upwards of 1,000 reactions. The posts generated around 150 comments and 110 shares.

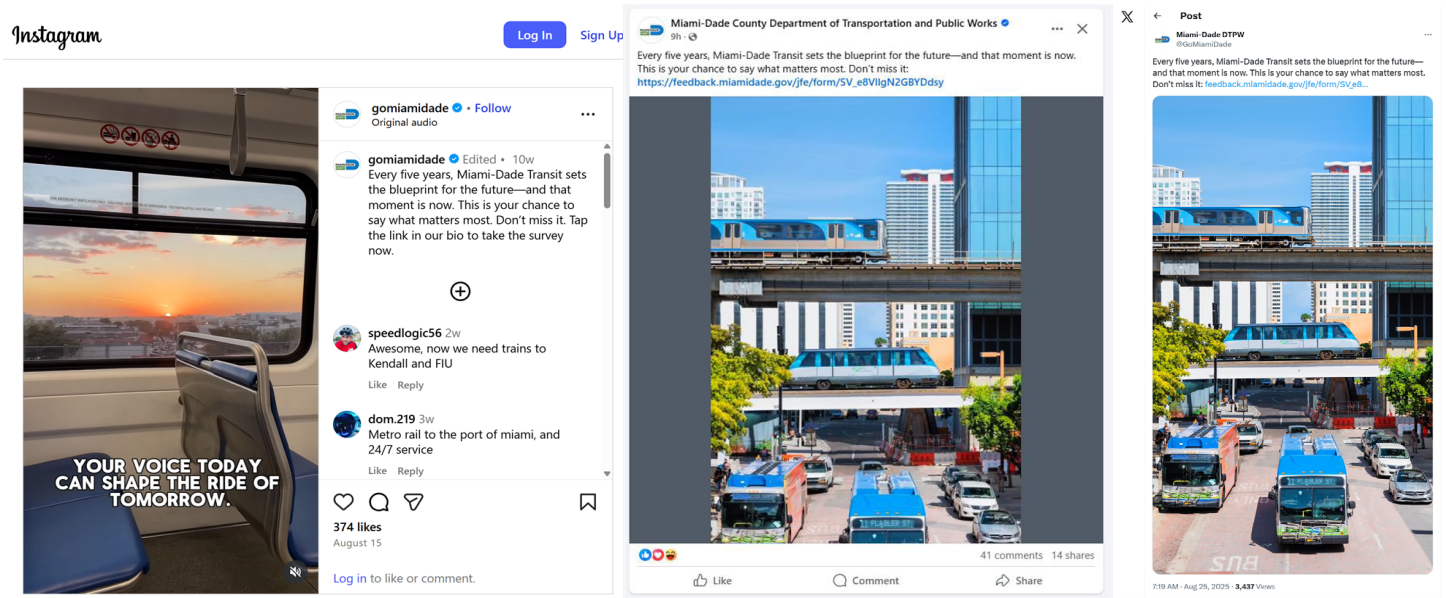
Each platform contributed unique strengths. Instagram delivered the highest reach and visibility, with one Reel reaching 188,000 views—91% of which came from accounts that do not follow the DTPW account. Facebook demonstrated the strongest engagement-to-click ratio, with the top post generating 274 link clicks and 425 interactions. On X, the first TDP tweet received more than 3,400 impressions and 74 link clicks.

DTPW invested funds to boost the campaign on social media from September 5 to October 30, 2025 and the results were notable. The campaign reached 119,324 people and generated 243,174 impressions. Engagements totaled 47,078, with 12,184 clicks, 986 reactions, 152 comments, and 109 shares.

### *Post Links*

The following are screenshots (see **Figure 2-4**) of some of the social media posts that DTPW shared to help drive TDP engagement. Links to the social media posts are available in Appendix B.

**Figure 2-4: TDP Survey Promotion on Social Media**




### *Key Social Media Strategy Insights:*

- The paid boost period drove over half of total campaign impressions and most clicks.
- Video content (especially Reels) significantly outperformed static posts, driving awareness among non-followers (60–90%).
- Audience skewed toward women ages 25-44, consistent with DTPW's high-engagement commuter segment.

Campaign messaging successfully broadened visibility for the five-year Transportation Development Plan survey, connecting both riders and non-riders to the survey information.

### *Key Social Media Findings:*

The social media comments collected for the TDP Survey Data Request reflect a highly engaged community with diverse perspectives on Miami-Dade's public transit system. There were over 400 comments received through Instagram, Facebook, X, and LinkedIn posts.

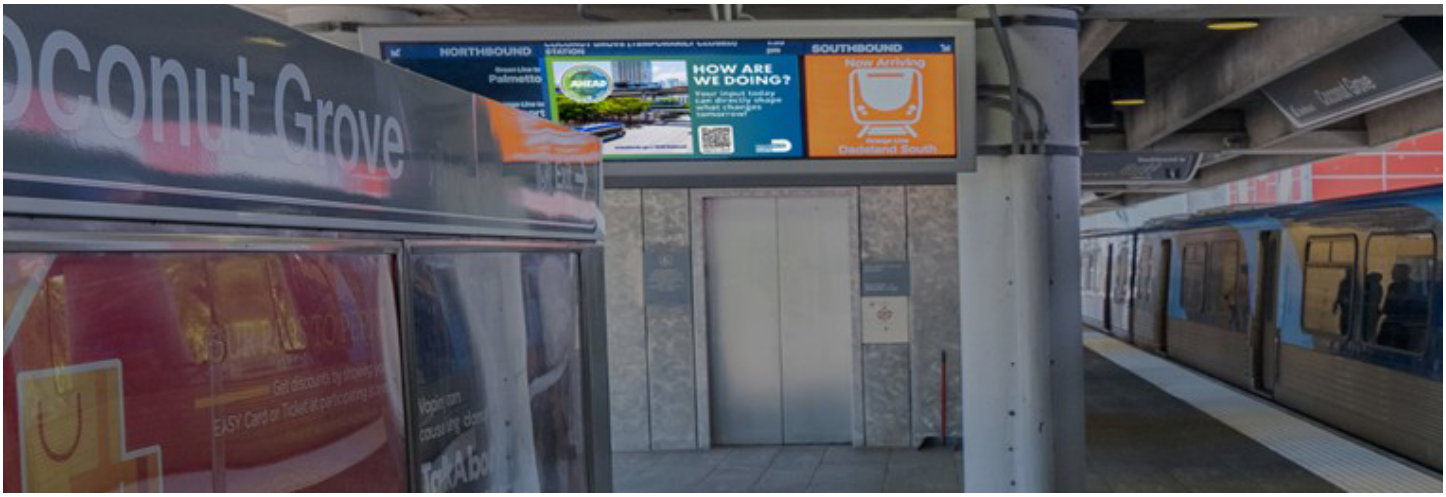
While many users voiced concerns about service reliability, maintenance, and accessibility, there was also a strong sense of hope and constructive feedback. Participants frequently expressed appreciation for existing transit options, such as the convenience of MetroConnect and improvements like shaded bus stops. They also offered thoughtful suggestions for expanding rail lines, modernizing infrastructure, and enhancing the rider experience. Comments primarily called for innovation, system expansion, and affordability, as well as positive recognition of efforts to gather public input and make incremental improvements.

### *TDP Survey Promotion on Transit Vehicles and at Transit Platforms*

To maximize public participation in the TDP survey, DTPW created branded digital signs promoting the survey with a QR code direct link to the survey. These digital signs were displayed throughout Miami-Dade Transit's system (see **Figure 2-5)**. The signs were strategically placed inside transit vehicles and on platforms, making it easy for riders to access the survey directly from their mobile phones. This approach provided a convenient, immediate way for the public to engage with the TDP process, increasing the likelihood of real-time feedback from public transit users, and broadening the reach of the campaign. The visibility of QR codes in high-traffic areas helped drive survey completions and ensured that feedback was collected from a diverse cross-section of public transit users and the community.

**Figure 2-5: TDP Survey Promotion on Transit Vehicles and Transit Platforms**





## Digital Newsletters

The County's digital newsletters were leveraged to help promote the survey. These newsletters helped amplify the TDP survey campaign's visibility and ranged from countywide employee updates to specialized transportation and library bulletins. Specific digital newsletters utilized:

- Miami-Dade County Weekly Newsletter **What's New for County Employees:** 09.02.2025. List reaches approximately 30,000 county employees.
- Miami-Dade DTPW Monthly **Mobility 305**: 08.29.2025. List reaches approximately 4,500 subscribers.
- Miami-Dade **TPO & Transportation Partners' Weekly E-Newsletter**: 09.08.2025. List reaches approximately 5,000 subscribers.
- Miami-Dade **Public Library newsletter**: 09.16.2025. List reaches approximately 500,000 subscribers.

## In-Person Outreach

The in-person outreach activities for survey distribution took place in August, September, and October of 2025. During this period, survey distribution occurred at over 30 transit locations across Miami-Dade County. These included major transit hubs, libraries, colleges, and community centers. Some locations were visited multiple times during different time slots such as morning and afternoon peak hours.

### Transit Hubs

The TDP outreach team visited multiple Metrorail stations, Metrobus terminals, and Park and Ride hubs, including those listed below:

- Dolphin Station Park & Ride
- Golden Glades Park & Ride
- Government Center
- Aventura Brightline Station
- Aventura Mall Bus Terminal
- Northwest 12th Av & Northwest 13th St
- Dadeland North Metrorail Station
- Brickell Station (East Side)
- Allapattah Metrorail
- Dadeland South Metrorail Station
- 163rd St Mall
- South Dade Government Center Transit Hub
- Miami Airport Station
- Lincoln Road

### Library Branches

The TDP team leveraged the county's public libraries by placing tabletop survey posters at more than 30 public libraries across the county. The TDP team also conducted in-person outreach at the following branches:

- Golden Glades Library
- North Dade Regional Library
- Tamiami Regional Library
- Miami Beach Regional Library
- Hialeah Gardens Library
- Northeast Dade-Aventura Branch Library
- Culmer/Overtown Branch Library
- Hialeah Library
- South Miami Branch Library
- West Flagler Branch Library
- Naranja Branch Library
- Coral Reef Branch Library
- Hispanic Branch Library
- Westchester Regional Library
- South Miami Library

### *Farmer's Market*

The TDP team visited popular farmers markets in Miami, specifically the Miami Lakes Farmer's Market and Vizcaya Museum and Gardens Farmers Market. On August 9th, 2025, the TDP team attended the Miami Lakes Farmer's Market outreach, by collaborating with the team from the Miami Lakes Transportation Master Plan Project Workshop, which included giveaway items such as biking helmets, to engage event goers and promote the TDP survey. The team also attended the Pinecrest Farmers' Market as part of the pop-up meeting efforts in October 2025. This is described in Section 2.5.

### *College / University Campus*

The TDP team strategically engaged college students by launching targeted outreach initiatives at the University of Miami, Miami Dade College, and Florida international university (FIU). On August 26th, 2025, the TDP team partnered with DTPW's Easy Card Team, which attended FIU Panthers On the Move, a transportation fair geared towards students, to actively encourage student feedback and distribute TDP survey materials. **Figure 2-6** is a photograph taken during the event.

**Figure 2-6: FIU Panthers On the Move event**

Table 2-2 provides a detailed look at the TDP survey outreach schedule.

**Table 2-2: TDP Survey Outreach Schedule**

| Date | Day | Morning Peak Hour (7-10 AM) | Afternoon Peak Hour (3-6 PM) |
|---|---|---|---|
| 8/9/2025 | Sat | Miami Lakes Farmers' Market | |
| 8/26/2025 | Tues | FIU Panthers On the Move Event | |
| 9/4/2025 | Thu | Dolphin Station Park & Ride | Dolphin Station Park & Ride |
| | | Government Center | Government Center |
| 9/5/2025 | Fri | 163rd St Mall | Aventura Brightline Station |
| | | Miami Dade College | Transit Rider - Metromover |
| 9/6/2025 | Sat | Northeast Dade-Aventura Branch Library | |
| | | Culmer/Overtown Branch Library | |
| 9/7/2025 | Sun | Vizcaya Museum and Gardens Farmers Market | |
| 9/8/2025 | Mon | Government Center | Aventura Mall Bus Terminal |
| | | | Golden Glades Park & Ride |
| 9/9/2025 | Tues | Golden Glades Park & Ride | Golden Glades Library |
| | | Government Center | Northwest 12th Av & Northwest 13th St |
| 9/10/2025 | Wed | Government Center | North Dade Regional Library |
| | | South Dade Government Center Transit Hub | Dadeland North Metrorail Station |
| 9/11/2025 | Thu | FIU | Tamiami Regional Library |
| | | Allapattah Metrorail | Miami Dade College |
| 9/12/2025 | Fri | Miami Airport Station | Aventura Mall Bus Terminal |
| | | Dadeland South Metrorail Station | Government Center |
| 9/13/2025 | Sat | Hialeah Library | |
| | | Lincoln Road | |
| 9/14/2025 | Sun | Golden Glades Park & Ride | |
| | | South Miami Branch Library | |
| 9/15/2025 | Mon | West Flagler Branch Library | Aventura Mall Bus Terminal |
| | | Naranja Branch Library | Dadeland North Metrorail Station |
| 9/16/2025 | Tues | Miami Airport Station | Aventura Mall Bus Terminal |
| | | Coral Reef Branch Library | Government Center |
| 9/17/2025 | Wed | Tamiami Regional Library | Tamiami Regional Library |
| | | Hispanic Branch Library | Miami Beach Regional Library |
| 9/18/2025 | Thu | Hialeah Gardens Library | Aventura Brightline Station |
| | | University of Miami | Government Center |
| 9/19/2025 | Fri | Westchester Regional Library | Golden Glades Park & Ride |
| | | Government Center | Brickell Station (East Side) |
| 9/20/2025 | Sat | North Dade Regional Library | |
| | | University of Miami | |
| 9/21/2025 | Sun | South Miami Library | |
| | | Allapattah Metrorail | |

**Table 2-2 (Continued): TDP Survey Outreach Schedule**

| Date | Day | Morning Peak Hour (7-10 AM) | Afternoon Peak Hour (3-6 PM) |
|---|---|---|---|
| 9/22/2025 | Mon | Hispanic Branch Library | Aventura Mall Bus Terminal |
| | | Government Center | Allapattah Metrorail |
| 9/23/2025 | Tues | Aventura Mall Bus Terminal | Golden Glades Park & Ride |
| | | Tamiami Regional Library | Miami Dade College |
| 9/24/2025 | Wed | Miami Airport Station | Hialeah Gardens Library |
| | | Brickell Station (East Side) | University of Miami |
| 9/25/2025 | Thu | Golden Glades Park & Ride | Aventura Mall Bus Terminal |
| | | Dadeland North Metrorail Station | FIU |
| 9/26/2025 | Fri | Miami Airport Station | Golden Glades Park & Ride |
| | | Government Center | Northwest 12th Av & Northwest 13th St |
| 9/29/2025 | Mon | Golden Glades Park & Ride | Aventura Mall Bus Terminal |
| | | Government Center | Brickell Station (East Side) |
| 9/30/2025 | Tues | Miami Airport Station | Hialeah Gardens Library |
| | | Dadeland North Metrorail Station | Northwest 12th Av & Northwest 13th St |
| 10/1/2025 | Wed | Aventura Mall Bus Terminal | Golden Glades Park & Ride |
| | | Miami Airport Station | Dadeland South Metrorail Station |
| 10/2/2025 | Thu | Golden Glades Park & Ride | Aventura Mall Bus Terminal |
| | | Miami Dade College | FIU |
| 10/3/2025 | Fri | Miami Airport Station | Hialeah Gardens Library |
| | | Government Center | Dadeland North Metrorail Station |

## 2.4 SURVEY RESULTS SUMMARY

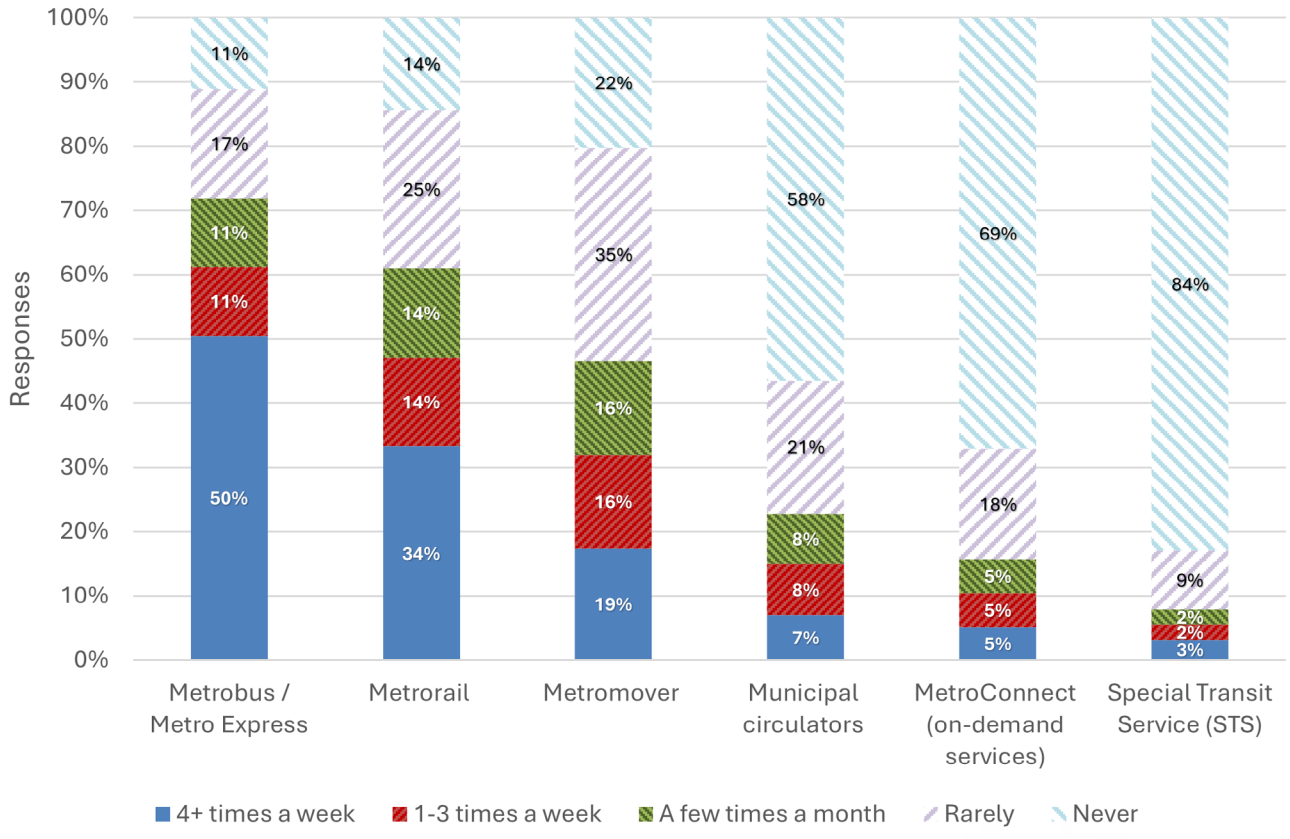
A total of 5,292 surveys were collected during the outreach period surpassing the highest total ever for a TDP survey by more than 1,000 surveys completed. A majority (70%) of survey respondents use transit regularly – several times a week or daily. Based on this, the survey responses provide insights into the needs and priorities of public transportation users in Miami-Dade County. A full overview of the survey responses is available in Appendix B.

Below, six selected survey responses and three cross tabulations are presented to gain insight into survey results.

***Q4: How often do you use public transportation in Miami-Dade County?***

Responses reveal that of the six public transportation modes available in Miami-Dade County, Metrobus and Metrorail are the two most popular modes. Responders say they used Metrobus (72%) and Metrorail (60%) more than once a month. These modes outpace usage of the Metromover system, which 43% of responders said they use at least once a month. Survey responders listed Special Transportation Services (STS) as their least frequently used service. **Figure 2-7** summarizes the responses to this question. A total of 3,906 responders answered this question.

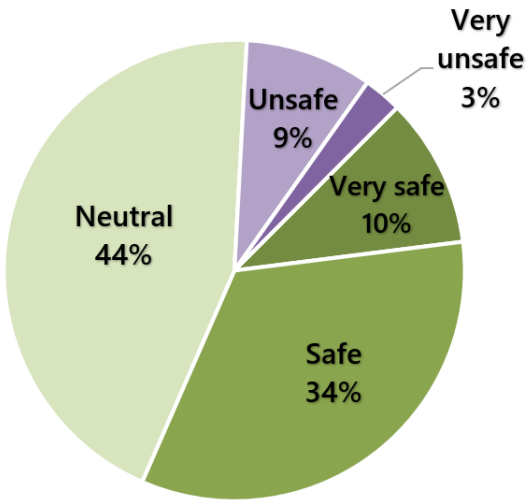
**Figure 2-7: How Often Do You Use Miami-Dade Transit Services?**



***Q12: How would you rate the overall safety of the public transportation system in Miami-Dade County?***

**Figure 2-8** shows that 88% of riders feel neutral (44%), generally safe (34%), and very safe (10%) when using Miami-Dade's public transportation system. Negative perceptions total 12%, with 9% rating the system as unsafe and 3% as very unsafe. This suggests that major safety concerns are not widespread, and that targeted improvements, and messaging may improve perception of system safety. A total of 4,056 responders answered this question.

**Figure 2-8: Overall Safety Responses**




***Q4 vs Q12 (Cross Tabulated Question): Transit Rider Mode vs Safety Perception (Grouped by Frequency)***

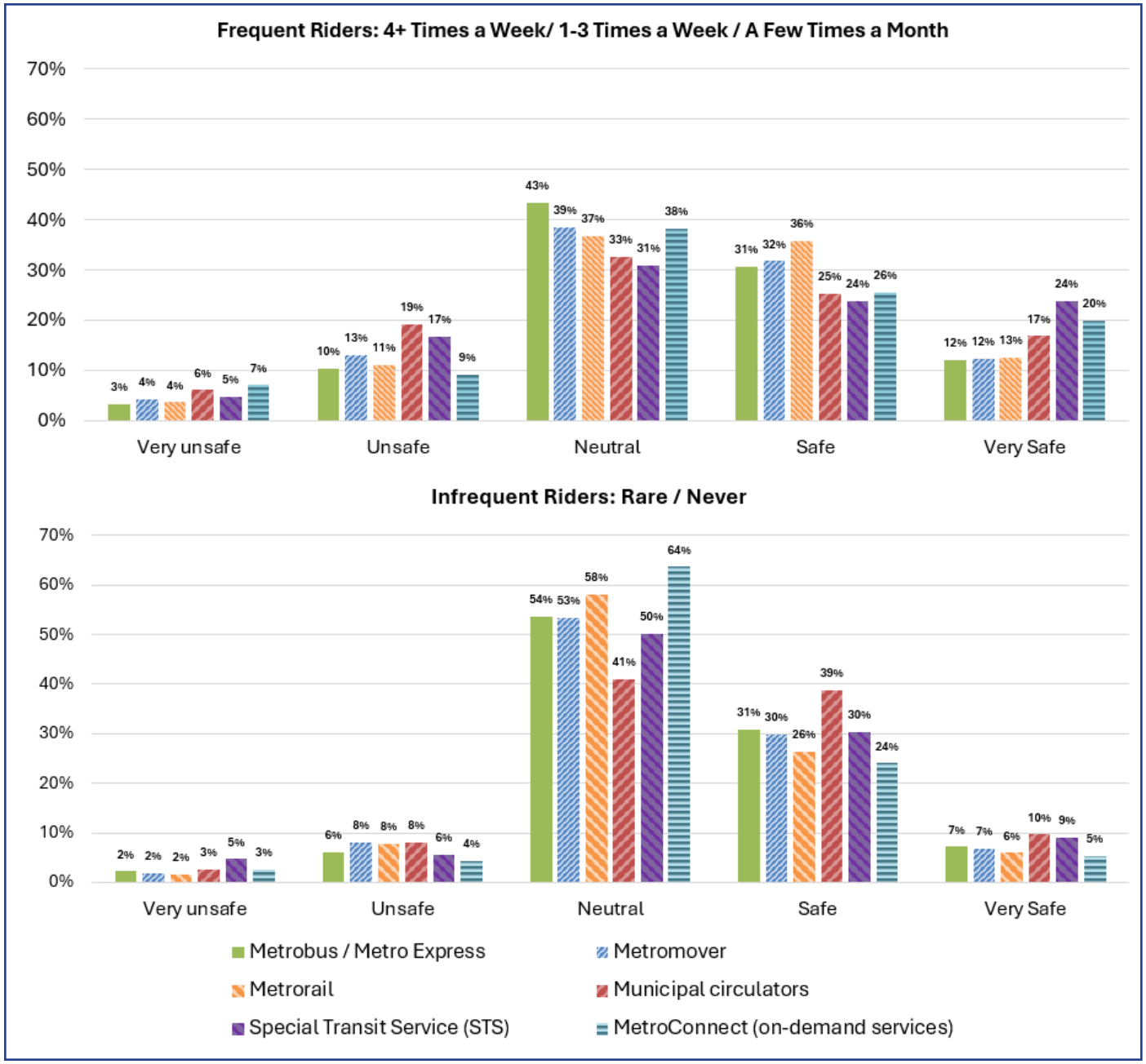
**Figure 2-9** illustrates how perceptions of safety differ between infrequent riders (rarely or never using public transportation) and frequent riders (using transit a few times a month or more frequently).

In general, frequent riders are more likely to have strong opinions—both positive and negative—about transit safety, while infrequent riders tend to be more neutral. This pattern suggests that direct experience leads to more nuanced and polarized perceptions of safety, and that improving actual and perceived safety could help convert infrequent riders into regular users.

The following bullets summarize insights by each public transportation mode available in Miami-Dade County:

- Metrobus / Metro Express: Frequent riders are more likely to rate their experience as "Safe" or "Very Safe," but also slightly more likely to rate it as "Unsafe."
- Metrorail: Frequent riders have a more positive perception, with a significant increase in: "Safe" and "Very Safe" ratings compared to infrequent users.
- Metromover: Frequent riders have polarized experience on this mode – they are more likely to rate Metromover as "Very Safe," but a notable share also reported the mode as "Unsafe" or "Very Unsafe."
- Municipal Circulators: Frequent riders are less neutral and more polarized, with higher "Very Safe" and "Unsafe" ratings. This mode received the highest share of "Unsafe" responses.
- STS: STS had the highest share of riders reporting feeling "Very Safe," but also had a significant share reporting feeling "Unsafe."
- MetroConnect (On-Demand): Frequent MetroConnect users report a high "Very Safe" rating.

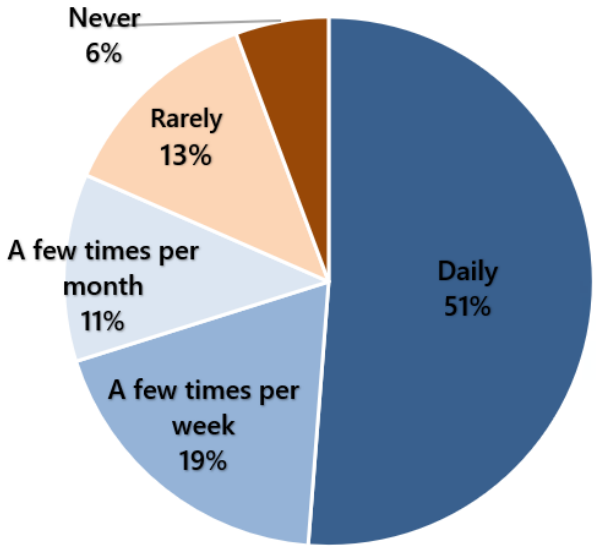
**Figure 2-9: Transit Rider Mode vs Safety Perception (grouped by frequency)**



***Q1: How often do you use public transportation in Miami-Dade County?***

Frequent riders dominated survey participation, with daily and weekly users together comprising 70% of all respondents. A total of 5,291 responders answered this question as illustrated in **Figure 2-10**.

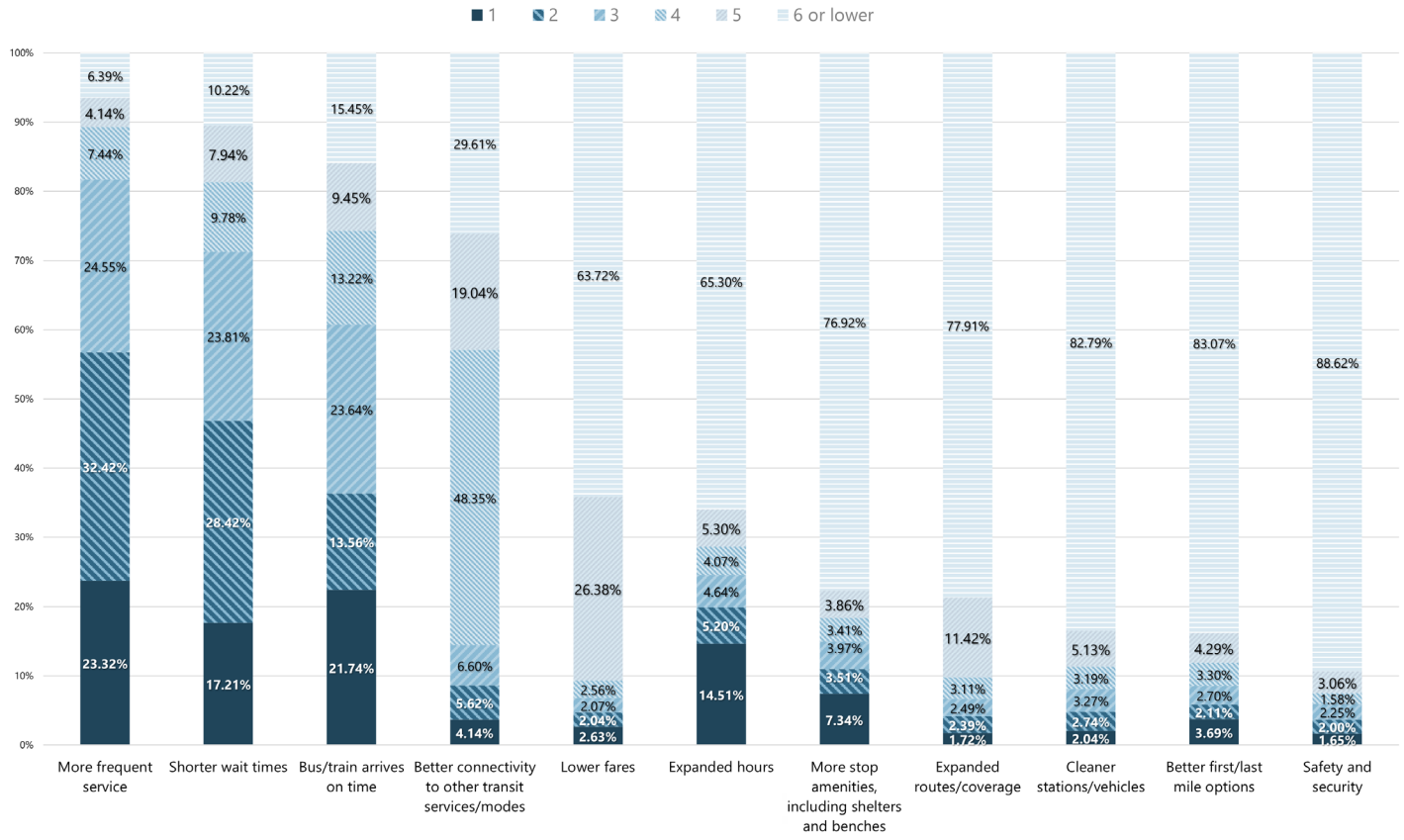
**Figure 2-10: Public Transportation Usage Frequency**



### *Q10: What improvements would encourage you to use transit more often?*

Respondents were also asked what improvements would encourage them to use transit more often. The strongest priorities for increasing transit ridership were "more frequent service," "shorter wait times," and "bus/train arrives on time." These three options received higher top-ranked scores than the other options. Mid-tier priorities included "better connectivity to other transit services," "lower fares," "expanded hours," and "more stop amenities, including shelters and benches." The lowest-ranked priorities were "expanded routes/coverage," "cleaner stations/vehicles," "better first/last-mile options," and "safety and security." These results suggest that reliability and shorter wait times were the primary factors shaping riders' willingness to use transit more often. A total of 2,847 respondents answered this question. Note that there were a total of eleven options for respondents to prioritize. In **Figure 2-11**, the full results are displayed, with the top five rankings identified, and rankings 6-11 combined.

**Figure 2-11: Improvements to encourage transit usage**



### *Q1 vs Q10 (Cross Tabulated Question): Short Term Service Improvements Ranked #1 by User Frequency*

This cross-tabulated question analyzed short-term service improvements by transit usage frequency. The intention of this question was to determine whether different rider groups have different priorities. The results are displayed in **Table 2-3**. Across all rider frequency groups, operational improvements clearly dominated short-term service priorities. "More frequent service" was the universal need.

Among daily riders, the top needs were consistently focused on reliability and frequency: 26% selected "buses and trains to arrive on time," followed by 24% that selected "more frequent service," and 20% who selected "shorter wait times." These three items also led among riders who use transit a few times per week.

Among those who ride only a few times per month, "More frequent service" remained the top need at 24%, tied with "Expanded routes/coverage."

Less frequent riders prioritized issues related to access and barriers to using transit. For riders who rarely use transit, interest in "expanded routes and coverage" was 35%, compared to only 8% among daily riders.

For those who never ride transit, coverage remained the highest preference at 26%, followed by "safety and security" and "more frequent service" at 16%. The safety priority is double that of daily users.

Overall, frequent riders wanted faster, more reliable service, while infrequent riders indicated "expanded routes/coverage" and "safety and security" concerns were their highest priorities.

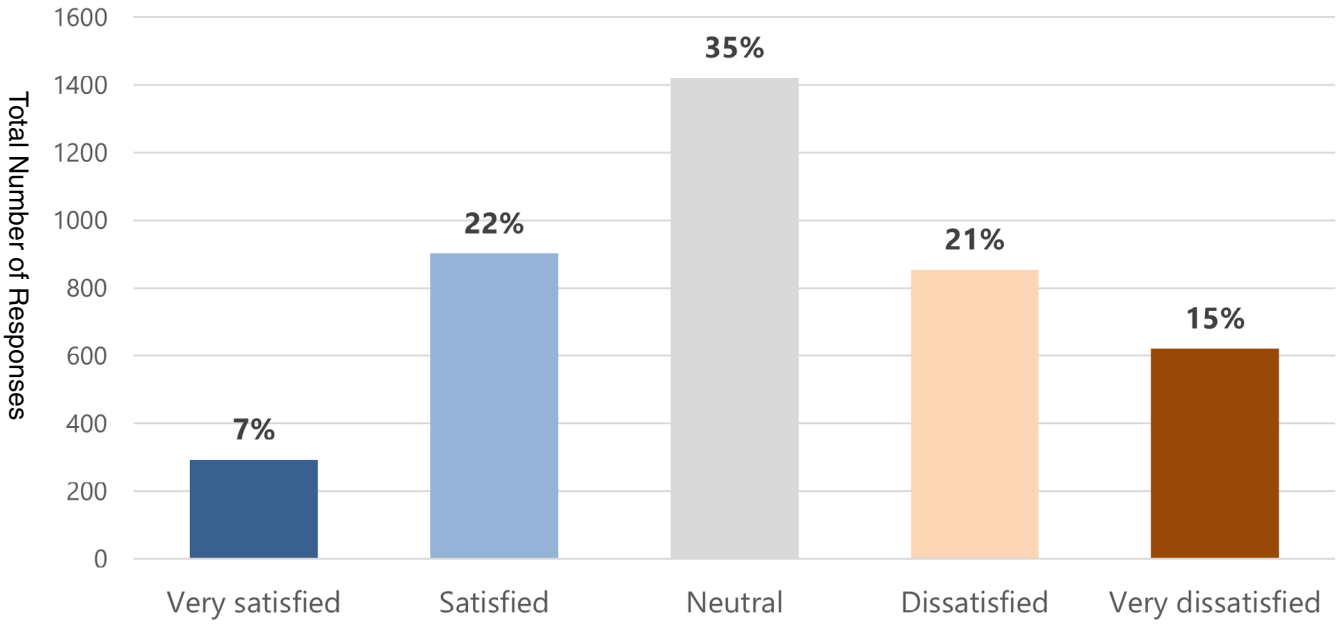
**Table 2-3: Short Term Service Improvements Ranked #1 by User Frequency**

| Short Term Service Improvements | Ranked #1 by User Frequency | | | | |
|---|---|---|---|---|---|
| | Daily | A few times per week | A few times per month | Rarely | Never |
| Bus/train arrives on time | 26% | 26% | 11% | 8% | 8% |
| More frequent service | 24% | 23% | 24% | 21% | 16% |
| Shorter wait times | 20% | 20% | 12% | 8% | 7% |
| Safety and security | 8% | 4% | 7% | 8% | 16% |
| Expanded routes/coverage | 8% | 15% | 24% | 35% | 26% |
| More stop amenities, including shelters and benches | 5% | 1% | 2% | 3% | 7% |
| Better connectivity to other transit services/modes | 2% | 3% | 8% | 10% | 7% |
| Lower fares | 2% | 3% | 5% | 2% | 1% |
| Cleaner stations/vehicles | 2% | 0% | 2% | 1% | 3% |
| Expanded hours | 2% | 3% | 3% | 2% | 2% |
| Better first/last mile options | 1% | 1% | 3% | 3% | 6% |
| **Total** | **100%** | **100%** | **100%** | **100%** | **100%** |

***Q9: How satisfied are you with public transportation services?***

This question asked respondents to rate their satisfaction with public transportation services. Most riders did not express strong opinions in either direction, with the largest share reporting they felt neutral (35%) about Miami-Dade public transportation services. Among those with stronger views, 29% were satisfied or very satisfied, while a slightly larger 36% were dissatisfied or very dissatisfied, indicating that negative sentiment modestly outweighed positive sentiment among riders with stronger views. A total of 4,087 respondents answered this question. **Figure 2-12** depicts the results of this question.

**Figure 2-12: How satisfied are you with transportation services?**

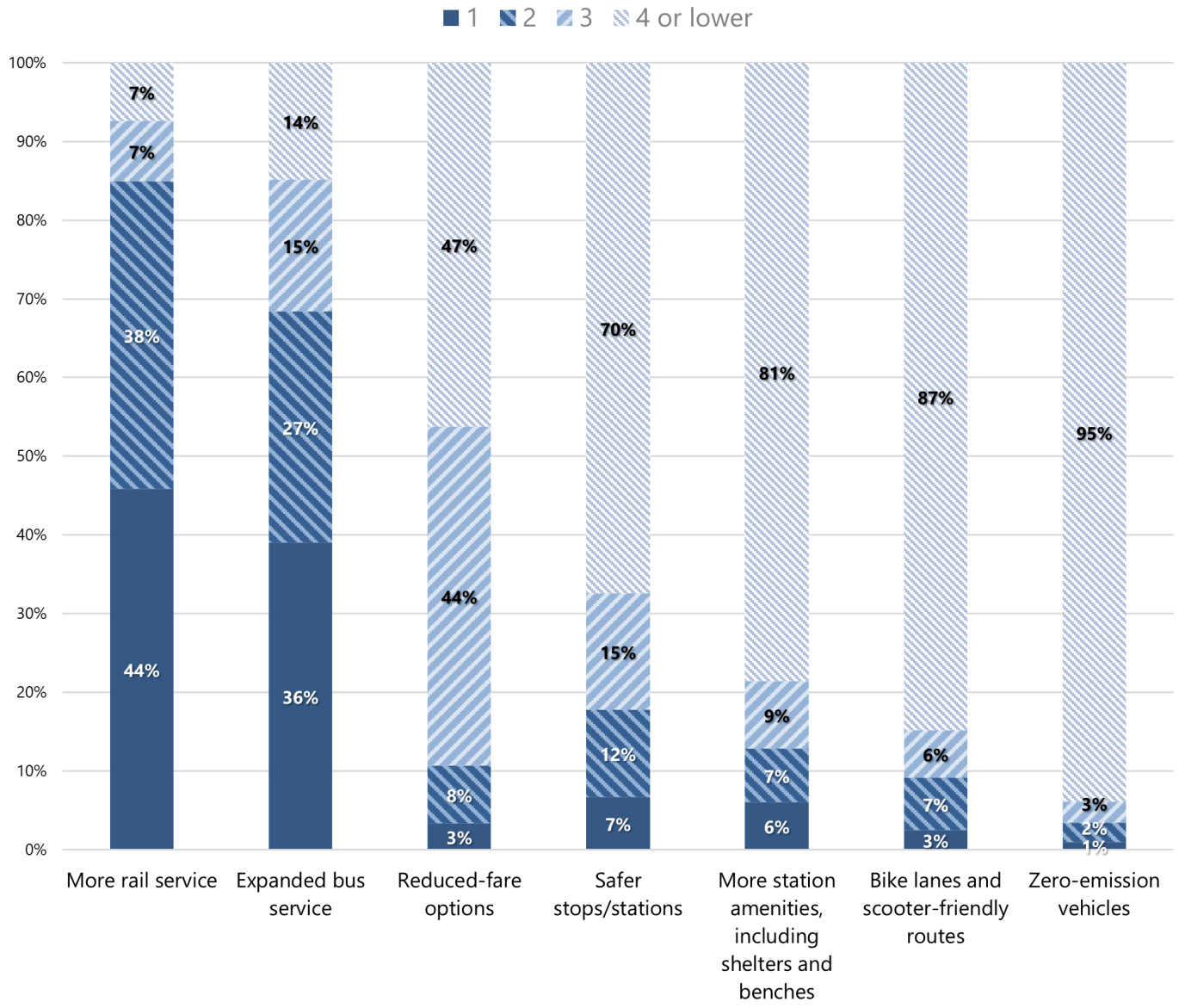


### *Q11: What should DTPW's strategic priorities be for the next 10 years?*

Respondents were asked to rank seven different potential strategic priorities for DTPW over the next 10 years. For the purposes of this analysis, the three most popular selections are provided, then options ranked 4th through 7th are compiled into one shown.

More than half of the respondents chose "more rail service" as their top priority. This was the most popular option overall, with 89% of respondents selecting it as their first, second, or third choice. The second most frequently selected option, was "expanded bus service," with 78% ranking this option in their top three. A total of 2,470 respondents answered this question. **Figure 2-13** displays detailed results for this question.

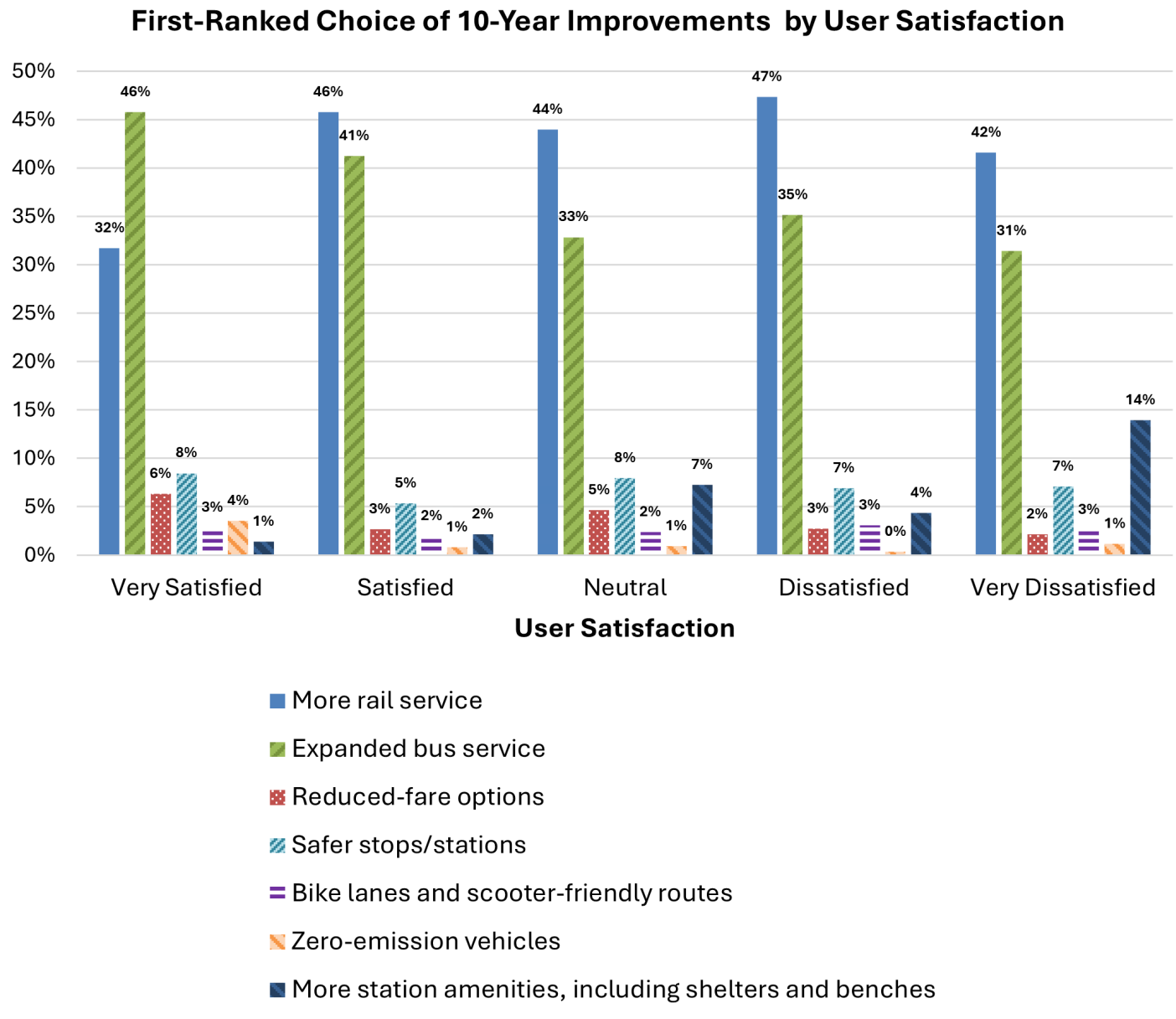
**Figure 2-13: Ten-Year Strategic Priorities**



### *Q9 vs Q11 (Cross Tabulated Question): Top 1 Choice of 10-Year Transit Improvements vs User Satisfaction*

This cross-tabulated question looked at the number one desired strategic improvement by transit system user satisfaction. There was a consistent pattern in this question. The top two options were "more rail service" and "expanded bus service." Combined, these two options were the top selection for more than 70% of respondents in each satisfaction group. In the "very dissatisfied group," 14% of respondents chose "more station amenities, including shelters and benches" as their top choice of improvement. **Figure 2-14** shows the full results for this cross analysis.

**Figure 2-14: First-Ranked Choice of 10-Year Transit Improvements vs User Satisfaction**



***Q16 (Open-Ended Question): Do you have any other feedback or suggestions to improve public transportation?***

In addition to more structured questions, the survey provided respondents with the opportunity to provide open-ended feedback. In total, 1,522 survey takers provided written comments to Question 16, an open-ended feedback question. The responses were reviewed to identify consistent themes. Overall, the comments called for Miami-Dade to have a frequent, reliable, and better-connected transit system.

Requests for improved service frequency, greater service coverage, and an expansion of the existing rail system emerged as the top themes.

Riders also requested more bus and train service during various times of day, including peak periods, weekends, and late nights. Other responses asked for shorter wait times and restored or expanded routes in underserved areas such as Kendall, Homestead, Miami Beach, FIU, Doral, and North Miami.

Rail expansion was the single most frequently mentioned theme (296 comments), with many of these comments asking for Metrorail and/or Metromover extensions to major neighborhoods and destinations, and service linking east to west.

Another consistent comment related to trip experience, with cleanliness (88 comments related to more maintenance of elevators, escalators, and fare gates at transit stations) as well as safety and security (86 comments) are frequent comments. Additional responses made requests for improved lighting, more security, and stronger enforcement of rules.

Several responses asked for more affordable fares, better payment technology, improved real-time information, and more reliable trip-planning tools, reflected in 51 comments on affordability and 147 comments on app and information systems. Accessibility and amenities (111 comments) were another major point, including calls for more shelters, benches, ADA improvements, and better station infrastructure.

Customer service and staffing concerns (61 comments) pointed to the need for more drivers and more consistent driver professionalism.

Additional themes include support for transit-oriented development (45 comments) and improved integration with local and regional modes such as trolleys, bikes, Tri-Rail, and Brightline.

Although fewer in number, some responses (14 comments) requested more transparency, better rider engagement, and closer attention from transit officials.

Overall, riders expressed a desire for a transit system that is more extensive, dependable, clean, safe, affordable, and easy to use.

## 2.5 COMMITTEE PRESENTATIONS AND COORDINATION

As part of the public involvement process, DTPW presented the TDP to five partner agencies. During each of the five meetings, the TDP team shared key information about that described the purpose of the TDP process and provided an update on the status of the project and solicited input on mobility needs and priorities. **Table 2-4** provides a summary of the committees that the TDP team engaged with.

In the sub-sections that follow, a high-level summary of the feedback obtained from each of the committee meetings is presented. This feedback will help inform the TDP implementation plan.

**Table 2-4: Committee Presentation Schedule**

| Event | Date (2025) |
|---|---|
| TPO – Transportation Planning Technical Advisory Committee (TPTAC) | September 10 |
| Transportation Disadvantaged Local Coordinating Board (LCB) | September 17 |
| SFRTA – Planning Technical Advisory Committee (PTAC) | October 8 |
| TPO – Citizens' Transportation Advisory Committee (CTAC) | October 16 |
| Citizens' Independent Transportation Trust (CITT) | October 22 |

### *TPO Transportation Planning Technical Advisory Committee (TPTAC)*

The study team asked TPTAC members to provide input on priorities and needs. Their responses are summarized below:

- Significant growth in downtown Miami, PortMiami, and Miami International Airport – will be drivers of increased demand.
- Consider a potential airport–seaport connection with additional stations to serve employment centers.
- Improve quality of first-last-mile connections through elements like shaded sidewalks to encourage transit ridership.
- Collaborate with DERM (Department of Environmental Resources Management) on joint initiatives.
- Plan to improve transit access at Miami-Dade County's new government services facility at the intersection of West Flagler Street and Southwest 92nd Avenue once county staff relocate to the building in 2-3 years.
- Improve the design at the Palmetto Metrorail station to reduce pedestrian/vehicular conflicts. Need new kiss-and-ride amenities.
- Need event-based transportation planning to reduce reliance on single-occupancy vehicles during major events in Miami-Dade (specifically Downtown or the beaches).
- Recommended expanding circulator/trolley service with more stops, including at the seaport.
- Improve connections to FIU, through express buses.

### *Transportation Disadvantaged Local Coordinating Board (LCB)*

The study team asked LCB members to provide input on priorities and needs and their responses are summarized below:

- LCB members emphasized the importance of coordination with Broward and Palm Beach Counties and stressed the need to preserve funding for Tri-Rail commuter rail services.
- They also identified cultural barriers to transit use in South Florida, recommending education campaigns and outreach to youth to foster a shift in attitudes toward public transit.
- Concerns were raised about the high costs of Brightline, long commute times, and an outdated reliance on buses. They called for innovation and broader transit options beyond simply expanding bus service.
- One representative suggested surveying high school students and conducting onboard surveys, emphasizing the need for education and cultural shift campaigns to normalize transit use.
- The extension of transit service hours to support special events was recommended.
- One member advocated for integrating healthcare access and food security considerations into transit planning.
- Bicycle and pedestrian safety concerns, particularly at the Golden Glades Interchange, were highlighted.
- Other representatives stressed the need to prepare transit infrastructure for 5G/6G connectivity, improve lighting, provide shelters, and enhance onboard security at bus stops.
- Additional comments from LCB members included the need for stronger coordination between county buses and municipal trolleys, developing multimodal hubs for bikes, scooters, and rideshare, and offering flexible service hours for late-night trips and entertainment.

### *SFRTA Planning Technical Advisory Committee (PTAC)*

The study team asked PTAC members for feedback which is summarized below:

- A PTAC representative asked if survey responses mentioned Tri-Rail connectivity.
- Another representative inquired about the timing of the DTPW TDP outreach schedule and offered to help promote the survey during SFRTA outreach efforts.

### *TPO Citizens' Transportation Advisory Committee (CTAC)*

CTAC members were asked for their feedback at the conclusion of the presentation which is summarized below:

- CTAC members raised questions about the timing of survey closure, outreach to underrepresented communities, and response rates compared to previous TDP cycles.
- The team confirmed that ongoing feedback would be integrated into future reports and that current engagement levels surpass those of prior updates.

### *Citizens' Independent Transportation Trust (CITT)*

After the completion of the TDP presentation, the following comments were shared by the CITT members:

- A CITT trust member asked whether recommendations on land use and corridor development would lead to actual policy changes or amendments to existing land use plans.
- A member of the trust highlighted a disconnect between public perception and actual safety in transit, commending DTPW's benchmarking efforts and asking about survey respondent demographics.
- A CITT member recommended expanding outreach in South Miami-Dade and strengthening coordination with Monroe County, emphasizing the importance of analyzing the Dade-Monroe Express route for workers commuting between Florida City and the Keys.

## 2.6 PUBLIC ENGAGEMENT MEETINGS

DTPW organized six public meetings at designated locations across Miami-Dade County, ensuring alignment with the planning areas outlined in DTPW's Comprehensive Transportation Master Plan (CTMP). These meetings served as community gatherings, providing residents with opportunities to share comments, ask questions, and help identify unmet regional transportation needs. Of the six meetings, four were held at major public transportation stations, while the remaining two took place as community gatherings. See **Table 2-5** for a detailed schedule and list of locations.

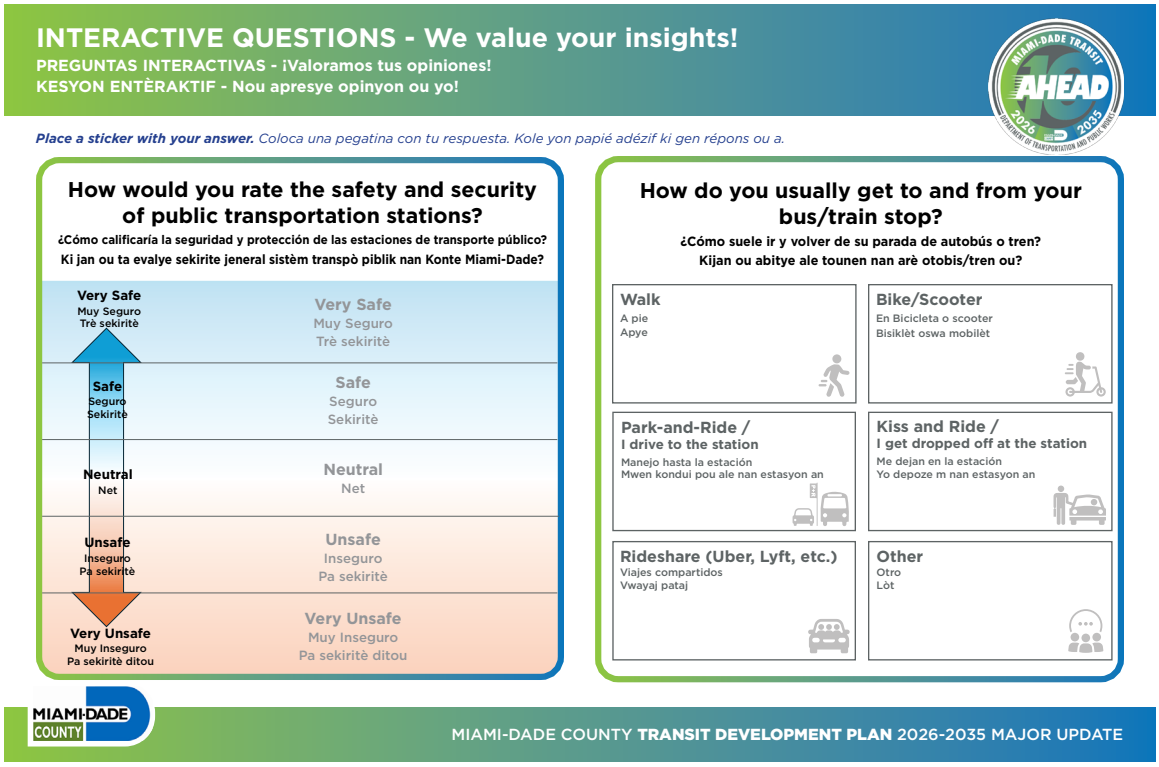
**Table 2-5: TDP Outreach Schedule of Six Public Meetings**

| Date (2025) | Planning Area | Meeting / Event Location | Time |
|---|---|---|---|
| Monday, October 20 | Beach | Aventura Bus Terminal | 4:30pm-6:30pm |
| Tuesday, October 21 | Northwest | Hialeah Metrorail Station | 4:30pm-6:30pm |
| Wednesday, October 22 | North | Sherbondy Village Community Center (DTPW North Corridor TOD Meeting) | 6:30pm-8:30pm |
| Thursday, October 23 | CBD | Stephen P Clark Center (Government Center) | 4:30pm-6:30pm |
| Friday, October 24 | Central | Dadeland North Metrorail Station | 4:30pm-6:30pm |
| Sunday, October 26 | South | Pinecrest Farmers Market | 9:00am-12:00pm |

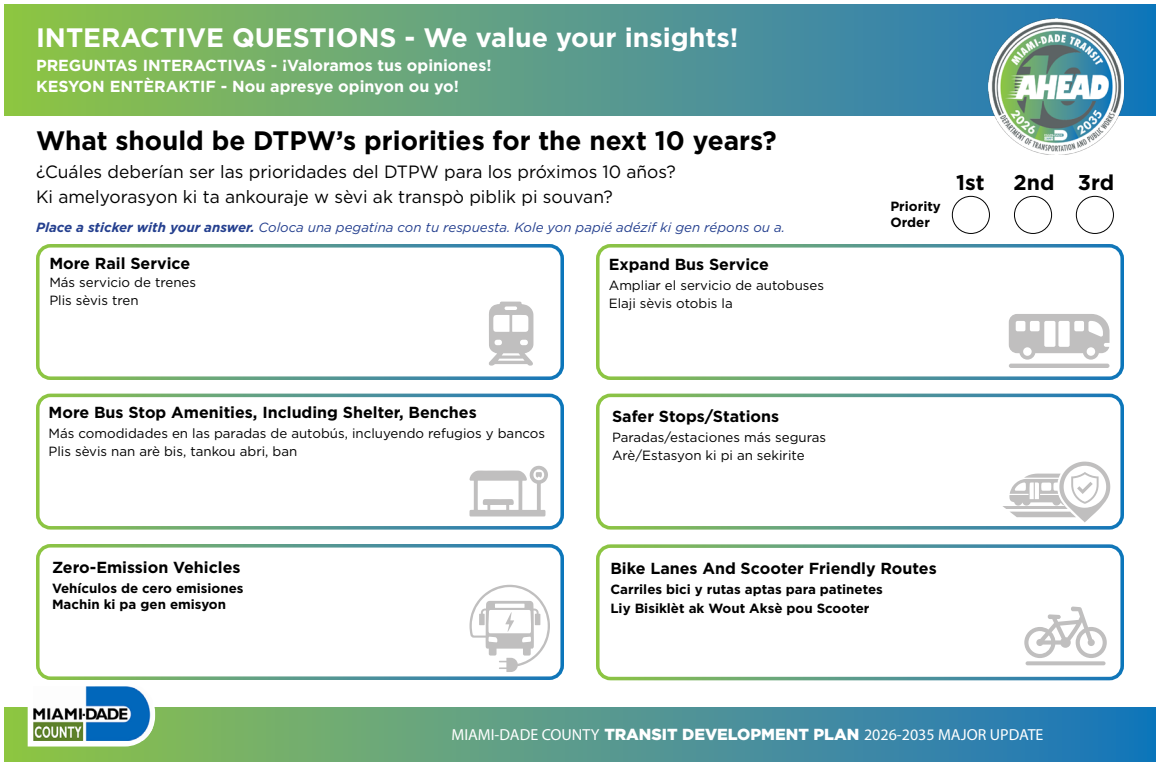
### 2.6.1 PUBLIC INPUTS FROM INTERACTIVE BOARDS

The study team prepared interactive boards to help gather feedback during the public engagement meetings. The boards contained questions focused on safety, accessibility, connectivity, and service priorities. **Figure 2-15** and **Figure 2-16** display the content of interactive boards.

## Figure 2-15: TDP Public Meeting Interactive Board 1




## Figure 2-16: TDP Public Meeting Interactive Board 2



At the conclusion of the six pop-up meetings, the responses were collated and summarized. The following figures provide an overview of the collected responses. From **Figure 2-17**, most respondents felt safe at public transportation stations. In total, 66 respondents rated the stations as "safe," while 24 considered them "very safe." A neutral response was received from 25 participants, whereas 16 indicated feeling "unsafe." Only 2 respondents rated the stations as "very unsafe".

**Figure 2-17: Rating on station safety/security**

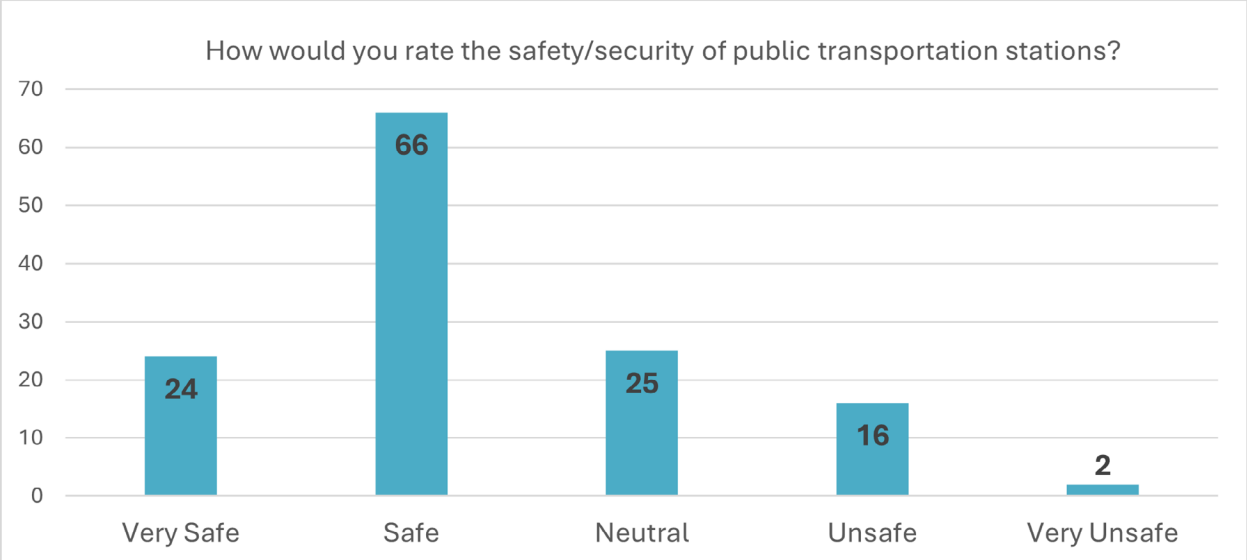
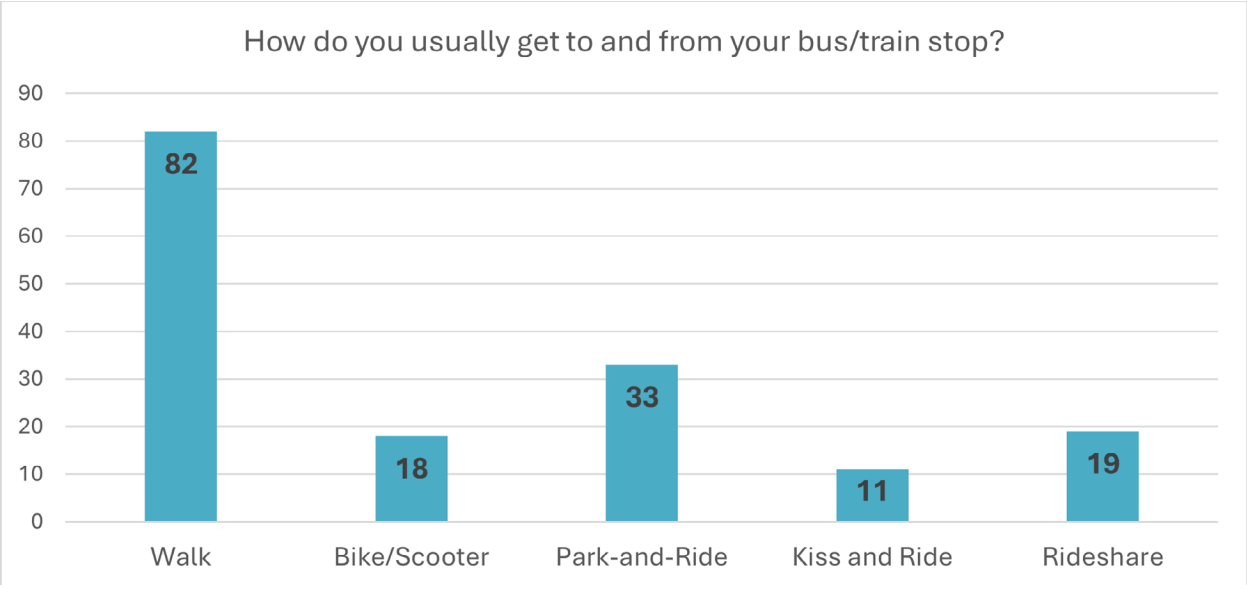



**Figure 2-18** shows when asked about their primary mode of access to bus or train stops, most riders reported walking (82 responses). Other notable modes included park-and-ride (33), rideshare (19), bike or scooter (18), and kiss-and-ride (11).

**Figure 2-18: First/Last Mile Travel Behavior**



According to Table 2-6, regarding DTPW priorities over the next ten years, “bus stop amenities” received the highest total votes (92), closely followed by “expanded bus service” (91), which also garnered the most first-place votes. Additional priorities included “more rail service” (83 votes), “safer stops and stations” (81), “bike and scooter routes” (58), and “zero-emission vehicles” (50).

**Table 2-6: Public Inputs - DTPW Priorities Over the Next Ten Years**

| Category | Ranking | | | |
|---|---|---|---|---|
| | 1st | 2nd | 3rd | Total |
| Bus Stop Amenities | 36 | 32 | 24 | 92 |
| Expand Bus Service | 46 | 28 | 17 | 91 |
| More Rail Service | 42 | 26 | 15 | 83 |
| Safer Stops/Stations | 34 | 29 | 18 | 81 |
| Bike/Scooter Routes | 22 | 20 | 16 | 58 |
| Zero-Emission Vehicles | 22 | 18 | 10 | 50 |

Across all outreach locations, participants emphasized expanding bus and rail service, improving safety, and enhancing station amenities. Many requested more professional, customer-oriented drivers and better integration between bus and rail schedules. Participants appreciated the free safety giveaways (reflectors and bicycle lights) and asked about free or discounted rides, underscoring interest in affordability.

The combined data from all six outreach events provides a comprehensive overview of community priorities and perceptions. Overall, participants demonstrated strong satisfaction with current safety levels, and felt that security and service coverage remain important. Bus Stop Amenities (19.3%) and Expand Bus Service (19.1%) emerged as the leading long-term priorities, followed closely by More Rail Service (17.4%). Walking (48.8%) remains the most common mode of accessing transit, underscoring the importance of safe and convenient pedestrian infrastructure. Overall, the outreach confirmed that Miami-Dade residents value reliability, comfort, and connectivity within the transit network. Figure 2-19 is a collage of photos from the pop-up meetings.

**Figure 2-19: Public Meetings Snapshots**

## 2.7 311 FEEDBACK

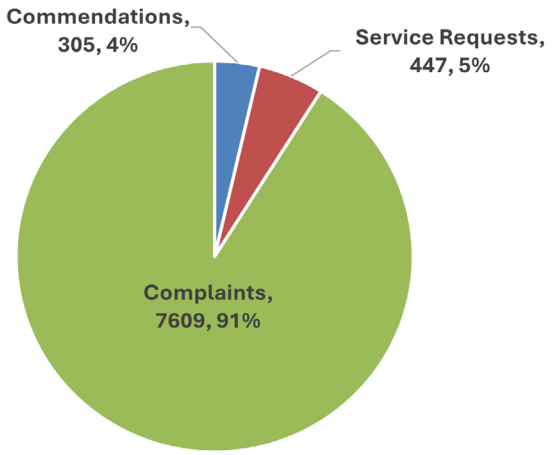
The county operated 311 Contact Center is the primary channel for accessing non-emergency government services and information in English, Spanish, and Haitian Creole. Residents can call 311 to obtain information about local government services, report issues, request services and ask questions.

This section provides an overview of the transit related feedback received through the County's 311 system between October 2024 and September 2025.

There were 8,361 transit-related customer feedback contacts to 311. Using the system's classifications of these contacts, 305 were for providing commendations (4%), 447 were for service requests (5%) and 7,609 were for complaints (91%).

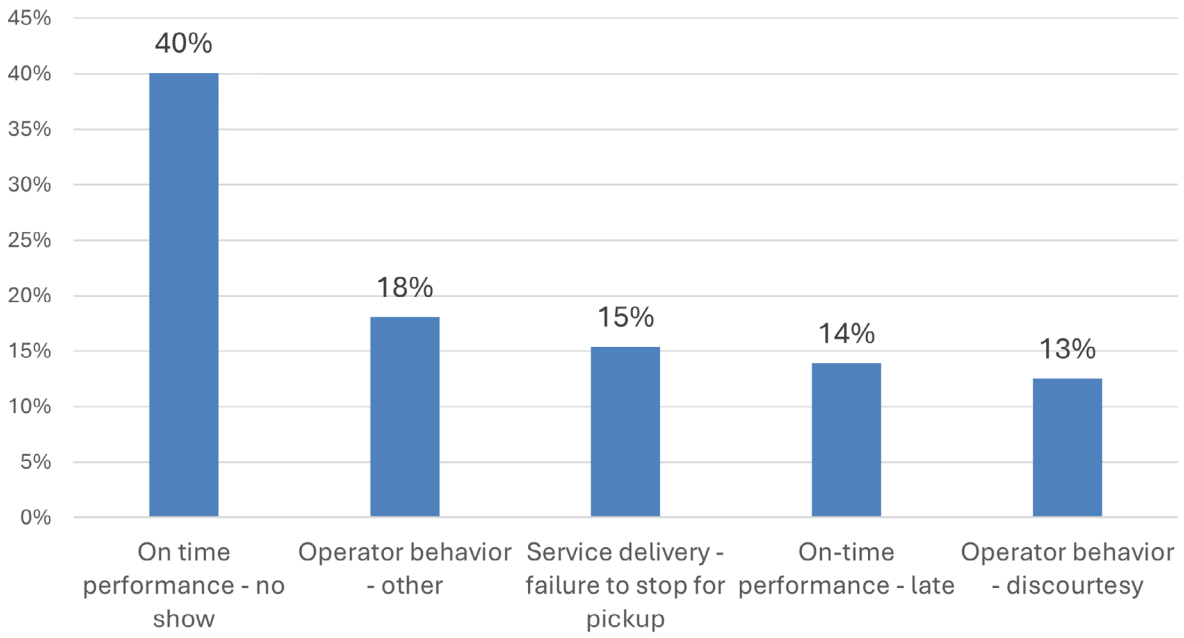
**Figure 2-20** and **Figure 2-21** provide an overview of the transit-related feedback received through the 311 system.

**Figure 2-20: FY2024–2025 – 311 Calls Distribution**




Among all 8,361 contacts, 88% came from Metrobus riders, 6% from contracted routes, 6% from Metrorail riders, and 1% from Metromover riders. Using 311 categorizations, the most frequent complaints were: On-time Performance-No Show (2,152 - 28%), Operator Behavior-Other (970 - 13%), Service Delivery-Failure to stop for pickup (827 - 11%), On-time Performance -Late (746 - 10%), Operator Behavior-Discourtesy (672 - 9%).

**Figure 2-21: FY 2024 – 2025 Most Frequent Complaints from 311 Calls**



## 2.8 CITT AMBASSADOR PROGRAM

CITT Ambassadors are transit riders who volunteer to regularly share their experiences and observations of using transit with CITT via an app in exchange for rewards. According to the CITT Ambassador Program Key Performance Indicators (KPIs) 2025 October report, for the period between October 2024 through September 2025 the majority of ambassadors have an excellent experience, and an average of 95% of ambassadors feel very safe or safe when taking public transit. See **Figure 2-22** and **Figure 2-23** for the FY2024-25 monthly breakdown.

**Figure 2-22: CITT Ambassadors – Overall Experience**

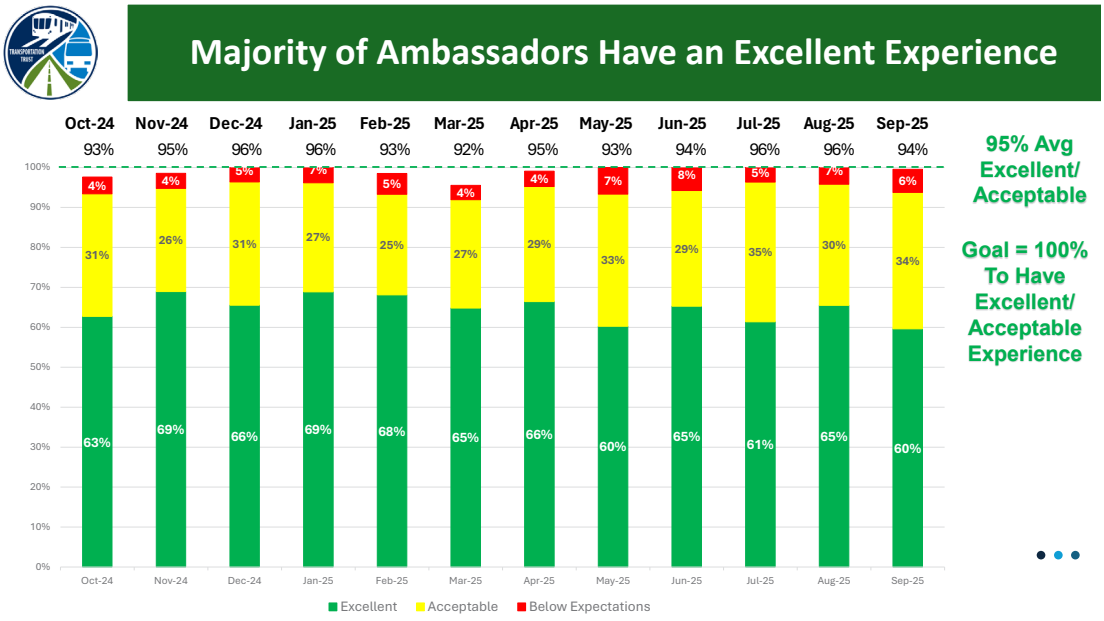
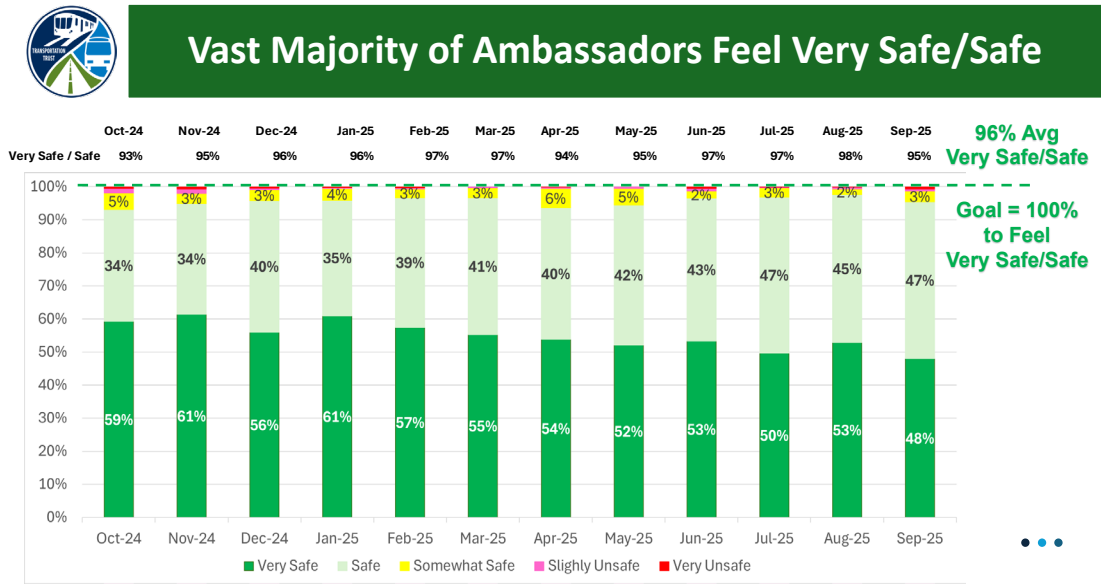



**Figure 2-23: CITT Ambassadors – Safety**



## 2.9 MIAMI-DADE COUNTY BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING

In addition to the various public outreach efforts described in this chapter, DTPW will submit the TDP Major Update for a public hearing at the Miami-Dade County Board of County Commissioners (BCC) meeting on MONTH DAY, 2026. Members of the public will have the opportunity to provide their feedback on the document at this meeting.

## 2.10 MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION GOVERNING BOARD

In addition to the various public outreach efforts described in this chapter, DTPW will submit the TDP Major Update for review at a Miami-Dade Transportation Planning Organization Governing Board meeting on MONTH DAY, 2026. Members of the public will have the opportunity to provide their feedback on the document at this meeting.

## 2.11 CONCLUSION

DTPW implemented a comprehensive public involvement program for this TDP. Through a multi-faceted outreach strategy—including digital campaigns, in-person events, committee presentations, and interactive public meetings, DTPW worked to ensure that a broad cross-section of residents, stakeholders, and transit users had meaningful opportunities to provide input on the future of transit in Miami-Dade County.

The outreach campaign spanned over 30 transit locations and leveraged both digital and traditional engagement methods. Social media efforts achieved significant reach and engagement, while surveys distributed online and at transit hubs, libraries, colleges, and community centers captured feedback from more than 5,000 participants. Advisory committees and stakeholder groups were actively involved throughout the process, providing technical guidance and countywide perspectives on transportation planning issues.

### *Comprehensive Findings*

Survey results and public feedback consistently highlighted several key priorities: expanding rail and bus service, improving station amenities, enhancing first/last mile connectivity, and increasing service frequency and reliability. Respondents also emphasized the importance of affordable fares, clean stations, and accessible infrastructure for all users.

Committee discussions echoed these themes, stressing the need for multimodal integration, equitable service delivery, and ongoing collaboration with regional partners.

Over 5,000 surveys were collected, providing robust data on rider demographics, travel behavior, service needs, and priorities.

Other findings include:

- 70% of respondents said that they used transit regularly.
- Metrobus and Metrorail were the most frequently used modes by survey respondents.
- Respondents reported STS and MetroConnect were the least frequently used modes.
- When using Miami-Dade's public transportation system, 88% of riders feel neutral (44%), generally safe (34%), and very safe (10%).
- In general, frequent riders are more likely to have strong opinions—both positive and negative—about transit safety, while infrequent riders tend to be more neutral. This pattern suggests that direct experience leads to more nuanced and polarized perceptions of safety.
- For long-term priorities, both frequent and infrequent transit users alike cited more rail service and expanded bus service in their survey responses. These priorities were consistent with the feedback received during committee meetings and the pop-up meetings.
- For short-term improvements, frequent transit users prioritized reliability and frequency; infrequent riders focused on coverage and safety.
- Open-ended feedback highlighted needs for frequent, reliable, better-connected transit, rail expansion, cleanliness, safety, affordability, and improved information systems.

Overall, the public involvement process found that the majority of Miami-Dade residents asked for a transit system that is reliable, safe, comfortable, and well-connected. The insights gathered through this robust outreach effort have been integrated into the goals and objectives of the TDP Major Update and will guide future planning and service improvements. DTPW remains committed to monitoring public feedback and adapting its strategies to meet the evolving needs of the community, ensuring that the transit system continues to support mobility, accessibility, and quality of life for all.

# Metropolitan Transportation Planning Process Coordination Program

Chapter 3

# 3. METROPOLITAN TRANSPORTATION PLANNING PROCESS COORDINATION PROGRAM

This chapter documents DTPW's Metropolitan Transportation Planning Process Coordination Program, which details close coordination with the Miami-Dade Transportation Organization (TPO) as well as other regional entities. This section is a new requirement for the TDP process.

This chapter is organized into five sections. The first section documents the collaboration between DTPW and the TPO, including participation in committees and studies, and involvement with developing the Long Range Transportation Plan (LRTP), Transportation Improvement Plan (TIP) and other core TPO products. The second section identifies other metropolitan coordination efforts, including those with state, local and federal entities. The third section provides an overview of DTPW's organizational structure. The fourth section assesses different factors that are affecting transit in Miami-Dade County. The final section provides concluding thoughts on the chapter.

## 3.1 TPO COORDINATION

The TPO is the central coordinator for transportation planning in Miami-Dade County. In this section, the coordination between the Miami-Dade TPO and DTPW is documented.

### 3.1.1 TPO COMMITTEES

DTPW is involved with myriad TPO efforts, including representation on several of the TPO's coordinating boards and committees, as summarized in **Table 3-1** including:

- The Transportation Planning Council (TPC): ensures technical adequacy of the TPO's planning program;
- Long-Range Transportation Plan (LRTP) Steering Committee: guides development and preparation of the LRTP;
- TIP Steering Committee: develops the five-year TIP; and
- Citizens' Transportation Advisory Committee (CTAC): engages community stakeholders on transportation priorities.

Through these committees, DTPW provides input on a variety of initiatives including performance-based planning, target-setting for transit asset management and safety, and the implementation of the SMART Plan corridors.

**Table 3-1: DTPW and TPO Coordination – TPO Committees and Boards**

| Activity | DTPW Role | Description |
|---|---|---|
| **Transportation Planning Council (TPC)** | DTPW has a representative on the Council | Responsible for the overall technical adequacy of the TPO planning program and provides recommendations to the Governing Board. |
| **LRTP Steering Committee** | DTPW has a representative on the Committee | Responsible for coordinating, compiling, and preparing the Long-Range Transportation Plan and updates. |
| **TIP Steering Committee** | DTPW has a representative on the Committee | Responsible for coordinating, compiling, and preparing the 5-year Transportation Improvement Program, (TIP). |
| **Citizens' Transportation Advisory Committee (CTAC)** | Represents transit-related interests in citizen engagement forums | Citizen-based committee appointed by the TPO governing board. |

### 3.1.2 LONG RANGE TRANSPORTATION PLAN

The 2050 LRTP Steering Committee was comprised of federal, state, regional, and local government agencies who facilitated the development of the long-range transportation plan. DTPW was a member of the committee and will continue serving every five years through a continuing, comprehensive, and cooperative multimodal planning process. This process was established to meet current needs while preparing for future challenges.

### 3.1.3 UNIFIED PLANNING WORK PROGRAM

Ongoing coordination helps integrate DTPW's projects and priorities into the Unified Planning Work Program (UPWP). Participation in the UPWP process through applications, project justification, and committee engagement ensures that transit planning needs are properly represented and incorporated into DTPW and the region's overall transportation planning framework.

Through this coordination, DTPW works to identify planned studies, determine potential study impacts or overlaps with the transit system, and establish opportunities for collaboration in study development.

### 3.1.4 TRANSPORTATION IMPROVEMENT PROGRAM

The TIP outlines transportation projects planned for implementation over the next five years. All projects receiving federal funding must be included in the TIP, and major locally funded projects are also incorporated to provide a comprehensive view of the region's transportation investment program.

The Miami-Dade TPO Governing Board uses the TIP as a key tool to adopt and monitor DTPW's performance targets, including those established in the Transportation Performance Measures (TPM), the Transit Asset Management (TAM) Plan, and the Public Transportation Agency Safety Plan (PTASP). This process ensures alignment between local project programming, federal performance requirements, and DTPW's long-term transit system goal

### 3.1.5 TRANSIT ASSET MANAGEMENT

In July of 2016, the Federal Transit Administration (FTA) published the *Transit Asset Management (TAM), National Transit Database* Final Rule. The TAM Final Rule requires DTPW to set State of Good Repair performance targets. These targets are coordinated with FDOT and the TPO to establish regional TAM performance targets.

### 3.1.6 TRANSPORTATION PERFORMANCE MANAGEMENT MEASURES

DTPW's TPMs are adopted as part of the TIP. These measures are required to be cooperatively developed between DTPW, FDOT, and the TPO. The measures provide consistency in the adoption of performance management requirements that are set forth by the United States Department of Transportation.

### 3.1.7 PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

FTA requires compliance with the final PTASP rule and related performance measures. The rule requires DTPW to develop and implement a PTASP based on a safety management systems approach. DTPW sets targets for the Transit Safety Performance Measures based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). Since 2022, the TPO has adopted the PTASP targets annually as part of the TIP. On January 22, 2025, the Miami-Dade Board of County Commissioners approved and authorized the execution of DTPW's calendar year 2024 PTASP[1]. Board approval on an annual basis is required by the FTA regulations.

The 2025 DTPW PTASP included the following changes since the prior update:

- Included a new Miami Dade County, DTPW & Office of Safety and Security Organizational Chart
- Updated PTASP Annual Update Process
- Updated Bus Fleet Types/Quantities & Completion Date for Northeast Division Compressed Natural Gas (CNG) Fueling Station & South Dade Bus Rapid Transit System
- Included Bipartisan Infrastructure Law in Policy Statement
- Replaced System Safety Review Board with DTPW Executive Committee in PTASP Committees
- Incorporated the FDOT Authority for Risk-Based Inspections

The PTASP applies to services delivered by the Metrorail, Metromover, and Metrobus Systems throughout the county. The PTASP documents the processes and activities related to Safety Management Systems (SMS) implementation to ensure an increased prevention of hazardous conditions prior to an injury or equipped damage occurring in compliance with regulatory standards such as The Occupational Safety and Health Administration (OSHA), FTA and FDOT.

The DTPW Director is the designated Accountable Executive who executes and delivers the PTASP on behalf of the Department.

1 *https://www.miamidade.gov/govaction/matter.asp?matter=242196&file=true&fileAnalysis=false&yearFolder=Y2024*

## 3.2 REGIONAL AND INTER-COUNTY COORDINATION

DTPW collaborates with transportation partners like FDOT District Six, Broward County Transit (BCT), Palm Tran, South Florida Regional Transportation Authority (SFRTA), and the Florida Turnpike Enterprise on regional mobility initiatives. An example of collaborative projects is the recently launched SoFloGo App, which is a partnership with DTPW, BCT, Palm Tran, and SFRTA. The app allows users to plan, pay, and validate their transit trips with all four agencies in one application.

DTPW also participates in regional coordination activities through committee membership in the Southeast Florida Transportation Council's (SEFTC's) Regional Transportation Technical Advisory Committee (RTTAC) and the SFRTA Planning Technical Advisory Committee (PTAC). RTTAC is a subcommittee of the SEFTC, which the TPO is a part of. SEFTC is a formal partnership of the Miami-Dade, Broward, and Palm Beach Metropolitan Planning Organizations (MPOs) to coordinate regional transportation planning for all travel modes. PTAC is SFRTA's coordinating committee, which brings together technical planning staff from partner transportation planning agencies to help inform decision making at SFRTA. DTPW partners with the FTA, particularly during corridor development efforts, as well as with local municipalities, citizen advocacy groups, and other transportation partners. In addition, DTPW actively partners with local, state, and federal agencies to ensure regulatory compliance and to support coordination on major infrastructure initiatives.

### 3.2.1 LOCAL AND MUNICIPAL COORDINATION

A total of 30 Miami-Dade County municipalities operate circulators, shuttles, trolleys, and/or on-demand transit services within their jurisdictional limits. These services provide short connections between activity centers or act as feeder routes to other transit services. Municipalities are required to execute interlocal agreements with the county to avoid duplication of service and ensure that transit operations continue to complement each other. In addition, DTPW is working with local municipalities to create and publish General Transit Feed Specification (GTFS) data, which can be used by software developers to create programs and apps that communicate important transportation information to the public in real time.

DTPW provides additional local and municipal technical support for route planning, funding eligibility, and integration into the regional trip planner. A more in-depth look at the municipal circulators and on-demand services can be found in Chapter 4 of this document.

### 3.2.2 SMART PROGRAM CORRIDOR DEVELOPMENT STUDIES

The SMART Program consists of six rapid transit corridors that are planned to expand and enhance Miami-Dade County's public transit infrastructure. The Program is the implementation of the County's strategic and far-reaching vision, which seeks to create a system of multiple transportation options that leverage existing infrastructure and integrate technology to seamlessly move people throughout the County. The SMART Program is comprehensive, proactive and is planned to be supportive of the County's future population and employment growth.

To advance the program, DTPW works with the TPO, FDOT, and other agencies to incorporate transit considerations into corridor planning and development. Feedback is provided to help align system growth, develop routes, and

expand service in alignment with overall planning goals.

This section details the activities underway to advance the SMART Program.

### *SMART Corridor Studies Led by DTPW*

#### *South Dade TransitWay*

The South Corridor operates along the existing South Dade TransitWay, extending from Dadeland South Metrorail Station to the SW 344 Street Park-and-Ride/Transit Terminal Facility. The corridor connects Florida City, Homestead, Cutler Bay, Palmetto Bay, and Pinecrest–the fastest growing areas in Miami-Dade County–the corridor provides a high-capacity link for passengers traveling between southern Miami-Dade and Downtown Miami. The project delivered improved travel times and safety, featuring enhanced station platforms and increasing accessibility for all riders.

The project followed a rigorous development timeline, beginning with a Planning, Development, and Environmental (PD&E) study in 2017. The TPO Governing Board selected Bus Rapid Transit (BRT) as the Locally Preferred Alternative (LPA) in 2018, and a Notice to Proceed was issued to the Design-Build firm in early 2021. This $300 million investment was made possible through a funding partnership of $100 million Miami-Dade County, $100 million FDOT, and $100 million from FTA Small Starts Grant program.

With revenue service having launched on October 27, 2025, the BRT now delivers a “rail-like” experience defined by competitive travel times and premium transit service. Passengers benefit from iconic stations, level boarding through all doors, and pre-paid fares for speedy, efficient access. The system provides enhanced safety features and dedicated lanes with multilayered service lines.

By actively serving the county’s southern municipalities, the South Corridor has successfully transformed the daily commute for thousands of residents, providing a premium transit alternative to the region's most high-demand travel corridor.

#### *Beach Corridor*

The Beach Corridor serves as a vital link within the SMART program, traversing Biscayne Bay to connect Downtown Miami and the Design District with the City of Miami Beach. Both the Downtown Miami/Overtown area and Miami Beach continue to experience rapid population growth, necessitating high-capacity solutions. To address this demand, the project focuses on providing a rapid transit connection between the mainland to South Beach.

Spanning 9.7 miles, the Beach Corridor is divided into three distinct sections: the mainline extension serving Miami and the Design District, the “Trunkline” crossing Biscayne Bay, and the Miami Beach extension.

In May 2017, DTPW initiated a PD&E Study to evaluate transit connecting Downtown Miami and the City of Miami Beach via I-395 and I-195 corridors. By January 2020, the TPO adopted the LPA, which recommended elevated automated rail transit (automated people mover) for the Miami/Design District and Trunkline segments, completed by dedicated bus or trolley lanes for the Miami Beach extension. The project received an Environmental

Assessment (EA) as the NEPA class of action for the Trunkline segment from the United States Coast Guard (USCG). In accordance with this federal process, DTPW published the Draft EA document for public review and comment in Summer 2022.

Ongoing efforts include preliminary ridership and traffic analyses for the mainland segment and a reassessment of stop locations for the Design District extension to optimize service. Additionally, DTPW is conducting value engineering for the bay-crossing "Trunkline" segment in coordination with FDOT and collaborating with the City of Miami Beach to refine the Miami Beach extension.

### *Northeast Corridor*

The Northeast Corridor represents the first 13.5-mile segment of the Coastal Link, an 85-mile commuter rail initiative connecting Miami-Dade, Broward, and Palm Beach counties. Leveraging the existing Florida East Coast Railway (FECR) rail corridor, the project integrates with Brightline and Tri-Rail to provide regional commuter rail service. The corridor utilizes Brightline's Miami Central and West Aventura stations while adding five new stops, providing direct connections to Wynwood, Design District, Little Haiti, North Miami, and the FIU Biscayne Bay Campus. The corridor will feature 30-minutes headways during weekday peak and 60-minute headways during off-peak and weekend periods. The project is also building a new vehicle maintenance and storage facility in FDOT's existing Hialeah Yard.

Following the selection of commuter service as the LPA in early 2021, the project entered the FTA's New Starts Project Development phase that October. By November 2023, the project received approval of the Categorical Exclusion (CE), successfully completing the planning and environmental requirements under the National Environmental Policy Act (NEPA).

In October 2024, the FTA awarded the project a 'Medium-High' rating and granted DTPW approval to enter the Engineering phase. This critical milestone allows DTPW to move forward with engineering design activities. Although these activities are currently advancing at the County's risk while awaiting standard federal budget appropriations, the rating reflects strong federal confidence in the corridor's viability.

The financial framework for the $927.3 million project relies on a multi-tiered strategy. The FTA has committed $389.5 million in federal funding through the New Starts program. Miami-Dade County's local contribution is secured through the People's Transportation Plan (PTP) and Federal Flex Funds, providing a stable financial foundation that remains independent of state commitments. Regarding state participation, FDOT originally committed $200 million to the Northeast Corridor; however, that funding has since been adjusted. The current FDOT 5-Year Work Program has allocated $8.25 million, with the remaining balance pending future programming by the State.

## ***SMART Corridor Studies led by FDOT***

### *North Corridor*

The North Corridor spans 10-miles along NW 27 Avenue, extending from NW 62 Street/Dr. Martin Luther King, Jr. Metrorail Station to NW 215 Avenue. The Project consists of implementing an elevated Heavy Rail Transit (Metrorail) extension, serving as a vital regional link for access to jobs, educational facilities, and major entertainment

venues. The envisioned corridor includes on-street transit stations located along a dedicated running way. These stations are designed to integrate with both public and private facilities, incorporating potential park-and-ride lots or transit terminals to maximize accessibility. In October 2019, the Miami-Dade TPO selected elevated heavy rail transit as the LPA, aligning the project with the existing Metrorail system.

In April 2020, the TPO Governing Board directed DTPW to explore alternative transit technologies, other than heavy rail, for the North Corridor. Consequently, FDOT placed its PD&E study on hold until the outcome DTPW's Request for Proposals (RFP) process. This direction changed on November 2022, when the Board of County Commissioners (BCC) terminated the RFP and accelerated the project as an elevated fixed guideway system. Following this directive, FDOT and DTPW conducted a Value Engineering (VE) Workshop in May 2023 to identify the most cost-effective methods of implementing the project. The findings were formalized in a final VE Report in October 2023, paving the way for the start of the PD&E Study in April 2024.

In May 2025, a joint workshop between FDOT and DTPW finalized critical elements to the LPA. These improvements addressed alignment, station locations, type of structures, light maintenance facility components and access, as well as roadway design considerations. With these critical decisions in place, the agencies are advancing the Heavy Rail Transit project by coordinating with the FTA on environmental analysis, and developing a funding strategy with local, state, and federal agencies.

### *East-West Corridor*

The East-West Corridor project spans approximately 14 miles from the Miami Intermodal Center (MIC) at Miami International Airport (MIA), west along the SR-836/ Dolphin Expressway, to Tamiami Terminal Station and Park-and-Ride facility (SW 8 Street and SW 147 Avenue). It provides multimodal solutions for the severe traffic congestion along SR 836, the only east- west expressway in central Miami-Dade County. The project is designed to connect western residential communities with the region's major activity centers and employment hubs. By providing high-capacity transit alternatives, the corridor connects residents to MIA, MIC, the Health District, and Downtown Miami, as well as major commercial areas in Sweetwater, Doral, and Brickell.

In April 2017, DTPW initiated a PD&E study to evaluate transportation solutions along the SR 836/ Dolphin Expressway corridor. The TPO Governing Board selected BRT as the LPA in October 2020. This plan featured transit-only lanes, including reversible lanes along SW 8 Street from the Tamiami Terminal to SW 137 Avenue and along SW 137 Avenue, and utilized the inside shoulders of SR 836 to provide direct access to the MIC and Downtown Miami. However, the project is currently undergoing a strategic reassessment. In April 2023, the TPO Governing Board urged DTPW to reconsider the corridor's LPA, followed by a formal request from the Miami-Dade Board of County Commissioners in December 2024 (Resolution No. R-1103-24) requesting to examine alternative modes, including passenger rail utilizing existing railroad infrastructure such as CSX's existing freight line. DTPW has developed the scope for the additional analysis needed to provide recommendations to the TPO Governing Board. This study will involve collecting current data to explore modifications to the BRT LPA, exploring the willingness of CSX to allow public use of its rail right-of-way and identification of any constraints or major construction efforts that might be required to achieve commuter rail within the corridor.

### *Kendall Corridor*

The Kendall Corridor consists of implementing a premium transit service along SR 94/Kendall Drive (SW 88

Street) corridor. The project scope includes evaluating a connection along SR 874 and SR 878 from Kendall Drive to the Dadeland North Metrorail Station. Additionally, the project explores potential northern extension along the Homestead Extension of the Florida Turnpike (HEFT) to the proposed Florida International University (FIU) Panther Station and/or to the proposed Dolphin Station (at SR 836).

In November 2019, the TPO identified Curbside Business Access and Transit (BAT) Lanes as the recommended alternative for the corridor. However, the TPO Governing Board approved a joint-agency recommendation by the FDOT and DTPW to place the Kendall PD&E study on hold in March 2022. Consequently, the Kendall Corridor PD&E study is currently on hold.

### 3.2.3 LOCAL AND REGIONAL AGENCIES

#### *Dolphin Park-and-Ride*

The Dolphin Park-and-Ride is the result of a strategic partnership between DTPW, Miami-Dade Expressway Authority (now the Greater Miami Expressway Authority), and FDOT. Located west of Dolphin Mall, this facility was specifically designed to support express bus service along the SR-836 (Dolphin Expressway). While the project was a joint effort in construction, the facility is now operated and maintained by MDX.

#### *Golden Glades Multimodal Transportation Facility (GGMTF)*

Since opening on January 24, 2022, the Golden Glades Multimodal Transportation Facility (GGMTF) has become a vital hub for North Miami-Dade. The facility streamlines connectivity between Metrobus, BCT, and Tri-Rail, offering commuters a safer and more efficient transfer experience.

Beyond its functional upgrades—such as the multi-story parking garage and state-of-the-art bus bays—the project revitalized the local Park & Ride area with improved aesthetics and visibility. Given its location adjacent to Miami Gardens, North Miami Beach, and North Miami, the project stands as a testament to successful coordination between FDOT and local municipalities.

#### *Regional Fare Interoperability Study*

In March 2017 DTPW along with BCT, Palm Beach Transit and the SFRTA began collaborating on an interoperable transit fare system. The goal was a system that would allow fare payment to all four agencies via mobile devices, on transit vehicles and/or at key transfer locations. Initiatives included infrastructure developments to allow the EASY Card and EASY Pay mobile app - as well as other alternative payment methods - to be used across all four agencies, allowing riders to load cash value onto their transit cards and ride anywhere in South Florida.

An additional outcome of this initiative is the SoFloGo mobile app to improve customer convenience, decrease boarding times, and boost on-time performance. The SoFloGo mobile app was launched in July 2025, enabling seamless travel and contactless mobile payments across Miami-Dade, Broward and Palm Beach Counties. SoFloGo allows users to plan trips across county lines, track buses and trains in real-time, receive service alerts and step-by-step directions, and pay fares from smartphones.

#### *BCT Coordination*

Since the November 2018 passage of a similar surtax in Broward, DTPW has coordinated with BCT on the PREMO Plan, the Broward South Commuter Rail, the Northeast Corridor, the North Corridor, and many other service planning related studies. This inter-county connections boosts ridership for both agencies and moves toward a more seamless rider experience.

#### *SFRTA/Tri-Rail Coordination*

DTPW currently coordinates with SFRTA to provide connections to the existing Tri-Rail service. An FDOT study recommended expanding Tri-Rail's service to downtown Miami.

Launched in January of 2024, the Downtown Miami Link is the first step in implementing the Tri-Rail Coastal Link. The Downtown Link connects the existing mainline Tri-Rail service at the Tri-Rail Metrorail Transfer station to MiamiCentral, a six-block transit-oriented development with a train station, two residential towers, offices and retail space. The station was built with two tracks to accommodate Tri-Rail trains and three tracks for Brightline trains. DTPW updated the Metrobus schedule to coordinate with new train schedules.

### *Miami Intermodal Center (MIC) Coordination*

Since February of 2015 the MIC has been a transit hub connected to Miami International Airport providing multimodal connections to Tri-Rail, Metrorail, and intercity bus service. Tri-Rail began operating commuter rail service two months later in April, and Greyhound began operations after another two months in June. Amtrak announced in December 2024 that they would not pursue location at the MIC due to cost considerations. Owned by Miami-Dade County, DTPW continues to support operations at this regionally significant facility.

### 3.2.4 STATE AND FEDERAL AGENCIES

DTPW primarily coordinates with FDOT and FTA for funding and project implementation. As previously discussed, coordination with FDOT occurs on express bus operations, the MIC, and implementation of the SMART Plan. DTPW also coordinates with FDOT on Public Transit Block Grants, the Transportation Disadvantaged Trust Fund, and a variety of other funding programs indicated in the Funding and Financing Sources chapter of this document.

Coordination with FTA is focused on federal funds, such as Section 5307 Formula Grants and Section 5309 Discretionary Grants. As the SMART Plan moves into implementation, DTPW will be required to coordinate more closely with FTA if Capital Improvement Grants are pursued as the transit operating agency is typically the lead sponsor for those applications. If FDOT is the sponsor, then DTPW will still be significantly involved as the financial rating is based upon DTPW's financial status as the operator.

### 3.2.5 PRIVATE ENTITIES

#### *Brightline*

Brightline began high-speed rail service in Miami-Dade County in May 2018. The Miami Central station at 600 NW 1st Avenue serves as a hub, with rail service now connecting Miami, Aventura, Fort Lauderdale, Boca Raton, West Palm Beach, and Orlando. Plans to expand to Tampa have been underway for the past several years. The regional connectivity provided by Brightline generates demand for multimodal connections like Metrobus, Metrorail, and Metromover. Brightline partners with companies such as Lyft and local shuttle providers to support first-mile and last-mile needs.

#### *Freebee*

Freebee is a private transportation provider in Miami-Dade County that collaborates with local communities to offer an all-electric, app-based service within specified zones. Passengers can conveniently request complimentary rides using their smartphones.

Service areas include South Beach, Mid Beach, Aventura, Brickell, Downtown, Coconut Grove, Coral Gables, Miami Lakes, Key Biscayne, Hialeah, Doral, South Miami, North Miami Beach, among others, as new zones are regularly introduced.

## 3.3 DTPW ORGANIZATIONAL OVERVIEW

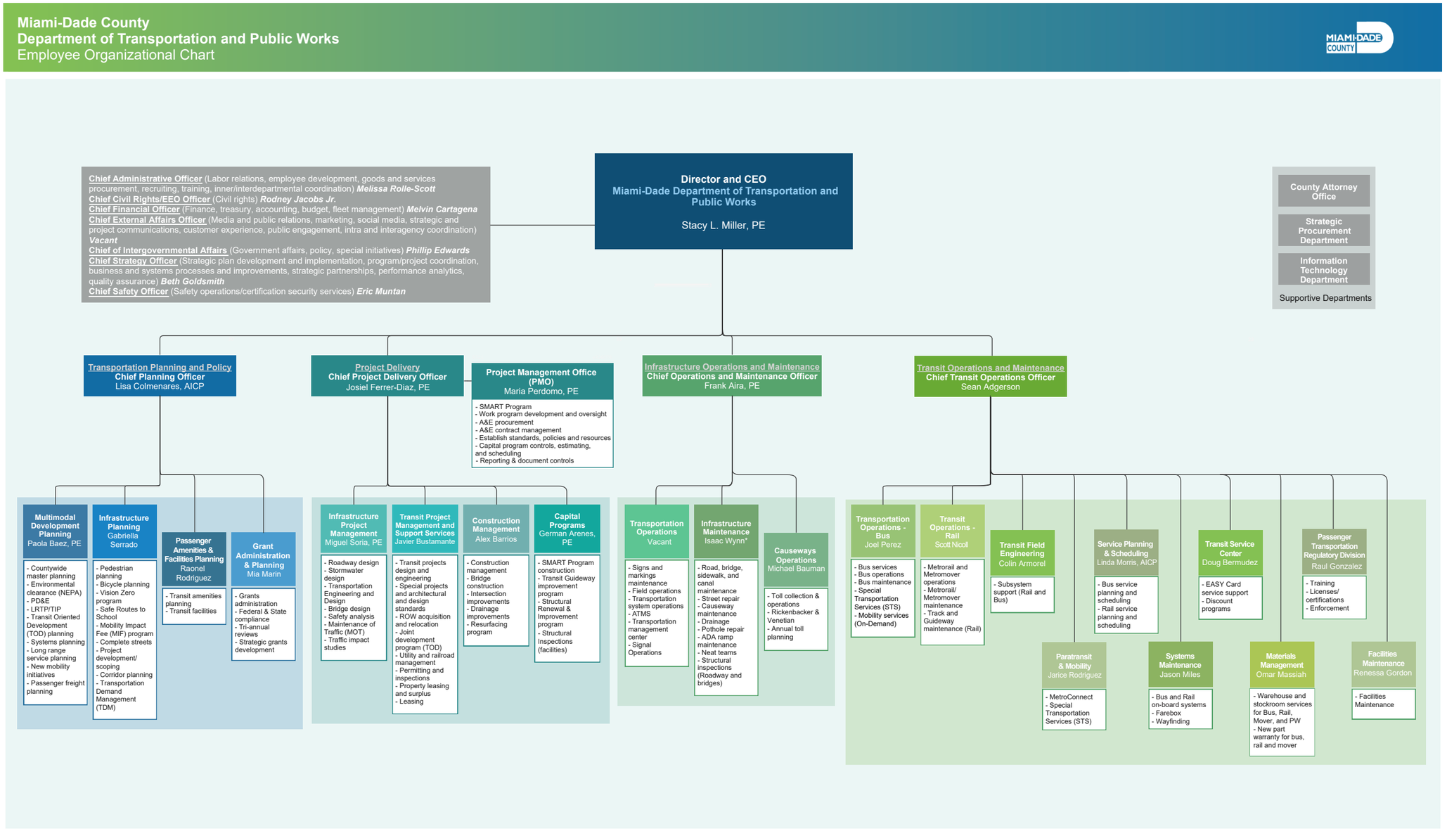
### 3.3.1 STRUCTURE AND OPERATIONS

DTPW operates as a part of the Miami-Dade County government. DTPW was created in February 2016 when Miami-Dade Transit merged with the Public Works Department. Its more than 4,323 staff oversee Metrobus, Metrorail, Metromover, Special Transportation Services (STS), municipal circulator coordination, and support capital and maintenance programs.

The department is led by a Chief Executive Officer with support of a Chief Planning Officer, Chief Project Delivery Officer, Chief Operations and Maintenance Officer and Chief Transit Operations Officer, as shown in Figure 2-3.

An updated organizational chart reflecting FY 2025–26 staffing and divisional responsibilities is included as **Figure 3-1**.

**Figure 3-1: DTPW Organization Chart**




*Source: https://www.miamidade.gov/resources/budget/proposed/fy2025-26/transportation-and-public-works.pdf*

### 3.3.2 COUNTYWIDE COORDINATION

DTPW works closely with the Office of Resilience, Office of Management and Budget, and the Citizens' Independent Transportation Trust (CITT) to align transit operations and surtax expenditures with countywide mobility, climate, and capital programs. This coordination ensures that the PTP surtax funds are expended in accordance with Ordinance 02-116 and that mobility investments are consistent with the County's Strategic Plan. The department's integration of transit, roadway, traffic, and micro-mobility services supports coordination between planning, design, and operations.

## 3.4 FACTORS AFFECTING TRANSIT

DTPW provides public transportation in an environment shaped by a variety of factors. This section examines trends and conditions influencing transit in the county, including technological changes, evolving mobility patterns, including a shift to remote work and rising transportation costs, and ongoing safety considerations. By understanding these factors, DTPW can anticipate challenges, adapt strategies, and ensure that the mobility services it provides remain responsive to the needs of Miami's growing population. The insights presented here are intended to inform future decision-making and support the development of resilient, equitable, and innovative transportation solutions for the region.

### 3.4.1 TECHNOLOGY, MOBILITY, AND INNOVATION

DTPW seeks to utilize new technologies and innovative practices to improve mobility, increase service quality and overcome challenges as they emerge. Over the next decade, technology will continue to shape operations through a variety of innovations including:

**Connected and Automated Vehicle (CAV) Integration:** DTPW, the TPO, and other regional partners are collaborating with private companies to help shape a strategic plan for CAV technologies in roadways, transit systems, freight facilities, and other transportation infrastructure in Miami-Dade County. The TPO developed a CAV strategic plan, which calls for the integration of these technologies into short, mid and long-term planning processes. At the state level, FDOT is working with a variety of transportation organizations to test and develop CAV technologies through its CAV program.

**Real Time Information Systems:** DTPW is continuously working to expand and improve access to transportation information through the deployment of dynamic message displays. DTPW releases publicly available General Transit Feed Service (GTFS) data, which is used by Google, Microsoft, Apple and several others in their trip planning and mapping systems. DTPW also partnered with Swiftly, a data provider, to make real-time transit information as accurate and readily available as possible for all major trip planning applications. The partnership with Swiftly seeks to resolve the challenge of aggregating real-time tracking information for the municipal circulators as well as the Metrobus, Metrorail, and Metromover services.

**Regional Fare and Account-Based Payment:** The SoFloGo mobile app was launched in July 2025, enabling seamless travel and contactless mobile payments across Miami-Dade, Broward and Palm Beach Counties.

**Mobility-as-a-Service (MaaS):** Partnerships with private operators for bike share, scooters, and on-demand

shuttles support multimodal trip planning and integration into DTPW's digital ecosystem. Existing partnerships include MetroConnect, which is a partnership between DTPW and Via. DTPW uses Via's technology to provide shared rides in designated zones. This service is further detailed in Chapter 4.

### *Integration of Intelligent Transportation Systems (ITS)*

DTPW has expanded its ITS to improve service reliability and performance management. The County's Transit Signal Priority (TSP) initiative, which is now active on the TransitWay, can reduce bus travel times by 10 to 15 percent. Real-time vehicle location and arrival data are fully integrated with third-party applications and internal dashboards for operational oversight. The implementation on the TransitWay will be monitored to assess the viability of expanding the technology to additional transit corridors in Miami-Dade County.

### *Digital Systems*

The department continues expanding data-driven asset management through a new enterprise system that integrates maintenance, scheduling, and capital tracking. Mobile-based fare payment via EASY Card 2.0 and EASY Pay App enhancements supports contactless transactions and provide compatibility with regional partners, including BCT and the SFRTA. DTPW also launched contactless payment, allowing riders to bypass EASY Cards and pay for fares directly with contactless-enabled debit and credit cards directly on buses and trains.

Miami-Dade County is also planning for the onset of artificial-intelligence technologies, anticipating advancements that can help improve systems and efficiencies within the County Government. The County's *2025 Artificial Intelligence Report*[2] focuses on three areas – Artificial Intelligence (AI) Innovation and Strategic Use Cases, Talent and Workforce Empowerment, and Technology, Governance, and Infrastructure. The report's Vision for 2026 and Beyond identifies transportation as one of the areas that is poised for AI implementation – noting the potential for identifying traffic patterns and developing optimal transportation routes, both of which can be leveraged to improve DTPW's services.

### *New Metrorail Cars*

By 2021, DTPW completed the update of its entire Metrorail fleet, having replaced the old rolling stock with 136 new cars. The Hitachi-manufactured vehicles were assembled at a custom-built plant in Medley, Florida. The new Metrorail vehicles feature upgrades such as an open layout with fewer barriers, built-in bicycle racks, new air conditioning systems, security cameras, and computerized announcements. The new trains have improved service reliability and the overall riding experience.

### *New Compressed Natural Gas (CNG) Buses*

DTPW completed the acquisition of new batch of 40-foot CNG vehicles in 2021. The DTPW fleet new consists of 560 CNG buses, which comprises nearly three-quarters of the entire DTPW bus fleet. These new buses greatly

2 https://www.miamidade.gov/technology/library/artificial-intelligence-report-2025.pdf

improve reliability while simultaneously reducing emissions. DTPW received the 2020 Government Green Fleet Award by 100 Best Fleets in recognition of its efforts.

### *Work from Home*

Current research and local data demonstrate how the rise of working from home (WFH) has reshaped commuting patterns and transit demand. Nationally, WFH emerged as a primary driver of reduced peak-hour trips and lower transit ridership since 2020.[3]

National research shows transit service levels rebounded to 91% of pre-pandemic operations by 2023, while ridership recovered to only 74%, indicating lasting behavioral shifts.[4] WFH has redistributed trip purposes throughout the day, reducing traditional commuter flows and prompting agencies to move toward all-day reliability rather than peak-focused operations. Academic research estimates that a 1% decline in on-site work corresponds to a 2.26% reduction in transit ridership[5], and "Friday effects" further amplify this trend, with commute trips dropping by up to 20% on telework-heavy days.[6] [7]

---

3 MIT summary of peer-reviewed research on remote work's varied effects on VMT vs. transit ridership (2024).

4 "Effects of the COVID-19 Pandemic on Transit Ridership and Accessibility," FTA Report 0268, 2024. https://www.transit.dot.gov

5 Zheng, Y., Wang, S., Liu, L. et al. Impacts of remote work on vehicle miles traveled and transit ridership in the USA. Nat Cities (2024). https://doi.org/10.1038/s44284-024-00057-1

6 Motte-Baumvol, B., et al. "Commuting and Teleworking in the Post-COVID City." Journal of Transport Geography, 2024. https://www.sciencedirect.com/science/article/pii/S1361920924002025?via%3Dihub

7 Speroni, R., et al. "Peaked Too Soon? How Telework Affects Peak Travel Demand." Transportation Research Part C, 2024. https://www.sciencedirect.com/science/article/pii/S2214367X24000504

Local data shown in **Table 3-2** reinforces these national patterns. The share of WFH surged from 2.1% in 2010 to 7.0% in 2023, an increase of 121,363 workers (+74.5%) since 2020 and over 111% growth from 2010 to 2020. In contrast, public transportation use declined sharply from 3.1% in 2010 to 1.8% in 2023, a 40.4% decrease overall, despite total employment growing by 17.1% during the same period. This trend strongly correlates with the rise in remote work, consistent with national findings. Walking remained relatively stable (+9.4%), and alternative modes such as biking and motorcycles grew by 37.1%.

**Table 3-2: Mode to Work in Miami-Dade County, 2010 - 2023**

| Year | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **Walked** | 24,194 (1.2%) | 25,033 (1.1%) | 26,699 (1.1%) | +839 (+3.5%) | +1,666 (+6.7%) | +2,505 (+9.4%) |
| **Car, truck, or van** | 956,248 (49.3%) | 1,101,431 (47.7%) | 1,054,785 (45.1%) | +145,183 (+15.2%) | -46,646 (-4.2%) | +98,537 (+9.3%) |
| **Public transportation (excluding taxicab)** | 60,698 (3.1%) | 54,818 (2.4%) | 43,247 (1.8%) | -5,880 (-9.7%) | -11,571 (-21.1%) | -17,451 (-40.4%) |
| **Taxicab, motorcycle, bicycle, or other means** | 23,502 (1.2%) | 33,107 (1.4%) | 37,372 (1.6%) | +9,605 (+40.9%) | +4,265 (+12.9%) | +13,870 (+37.1%) |
| **Worked from home** | 41,560 (2.1%) | 87,709 (3.8%) | 162,923 (7.0%) | +46,149 (+111.0%) | +75,214 (+85.8%) | +121,363 (+74.5%) |
| **Private for-profit wage and salary workers** | 832,772 (42.9%) | 1,008,530 (43.6%) | 1,013,508 (43.3%) | +175,758 (+21.1%) | +4,978 (+0.5%) | +180,736 (+17.8%) |
| **Workers 16 years and older** | **1,938,974** | **2,310,628** | **2,338,534** | **+371,654 (+19.2%)** | **+27,906 (+1.2%)** | **+399,560 (+17.1%)** |

*Sources: ACS B08128 2010, 2020 and 2023 five-year estimates*

### *Emerging Planning and Operations Strategies*

Across agencies and research syntheses (FTA, 2024; University of Florida News, 2025), several consistent planning trends have emerged:

- **Shift from peak-only to all-day networks:** Some systems are reallocating resources from commuter peaks to frequent, reliable, all-day service that captures non-commuter and weekend demand. This model prioritizes consistency and span of service over short-term peak boosts in frequency.
- **Redefined performance metrics:** Some agencies are evaluating success through accessibility, reliability, and equity outcomes, not solely ridership totals or farebox recovery.
- **Recalibrate revenue models:** Some agencies have experienced fewer monthly pass holders and employer commuters. Agencies are piloting fare capping, flexible employer credits, and exploring other local funding streams to offset fiscal shortfalls.
- **Integrate flexible service modes:** Microtransit and on-demand shuttles are being deployed to maintain coverage in lower-density areas to allow agencies to focus on fixed-route investments on high-frequency corridors.
- **Ensure Community Participation:** Agency planning efforts are protecting core routes that serve historically underserved populations and involve community partners early in redesign processes.

### *Long-Term Planning and Operations Strategies*

The combined research indicates that telework has flattened traditional demand peaks especially the trips between transit and central-business-district and introduced new travel models such as hybrid workers and “third place” commuters. As such, transit systems have started to implement, redesign and consider the need to:

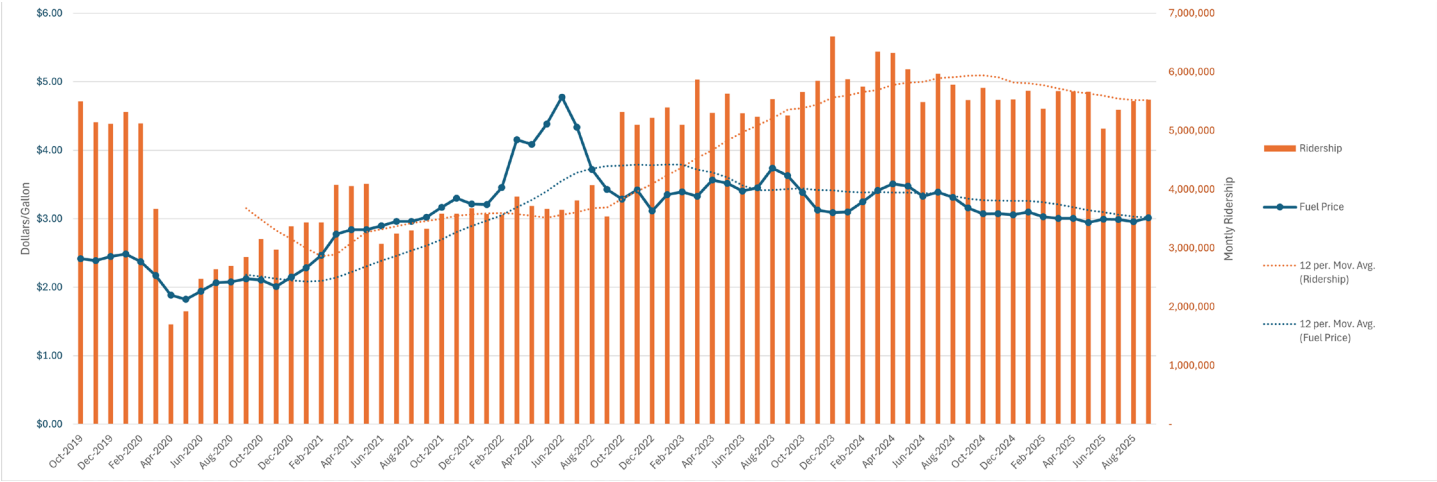
- Reevaluate round planning with a focus on access to opportunities rather than peak-period capacity;
- Modernize fare and funding structures to reflect more variable use patterns;
- Ensure that low-income and transit-reliant riders retain or gain service access; and
- Build flexibility into scheduling and service allocation to respond to continued behavioral change.

### 3.4.2 FUEL PRICES AND TRANSPORTATION COSTS – IMPACTS ON RIDERSHIP

**Figure 3-2**, compares DTPW total monthly ridership for the system's three primary modes – Metrorail, Metromover, and Metrobus – with Miami-Dade County average fuel prices[8] between October 2019 and October 2025. The dotted lines depict a twelve-month moving average for the two datasets presented. The chart shows ridership fluctuations – including the drop-off from the COVID-19 pandemic in early 2020, followed by a steady recovery in the years since.

Fuel prices have likewise shifted, dipping during the pandemic as fuel demand decreased. Prices spiked in early 2022, at the onset of the Russian-Ukrainian war. Fuel prices have remained relatively stable, slightly declining since 2023. The chart depicts the strongest correlation between fuel costs and Metrorail and Metromover ridership during FY 2022, a period marked by record high U.S. gasoline prices.

**Figure 3-2: Metrobus, Metrorail and Metromover Total Monthly Ridership and Average Fuel Prices between October 2019 and August 2025**




### *Implications for DTPW*

Fluctuating fuel prices have the potential to impact travel patterns and public transit usage, and modal shifts from passenger vehicles to transit can represent substantial financial savings for commuters. The American Public Transportation Association (APTA) found that transit usage can represent $13,000 in annuals savings when compared to driving[9]. While vehicle prices have increased 30% and gasoline prices have increased 25%, monthly transit fares have remained flat. Miami-Dade County has not raised transit fares since 2012.

---

*8 Fuel prices sourced from US Energy Information Administration at https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=emm_epmru_pte_ymia_dpg&f=m*
*Monthly ridership was sourced from DTPW Monthly Ridership Reports at https://www.miamidade.gov/global/transportation/ridership-technical-reports.page*

*9 APTA Policy Brief: Transit Savings Grow*
*As Auto Costs and Gas Prices Increase https://www.apta.com/wp-content/uploads/APTA-POLICY-BRIEF-Transit-Savings-09.27.2023.pdf*

### 3.4.3 SAFETY

#### *Safety and Security Events*

This section contains a review of safety and security events in the past five years on DTPW operated transit modes reported to the National Transit Database (NTD) by the DTPW and peer transit agencies. The purpose is to determine the relative safety of a rider on DTPW transit services versus that of riders of comparable agencies during the same period. The assessment continues with a trend analysis, which assesses multiple years of DTPW safety and security events to understand the context of the agency's current performance.

##### *Definitions*

This analysis relies on NTD S&S-40 Major Event Report form, which categorizes security events as suicides, homicides, assaults, terror events, and other security-related events.

- A "**safety event**" means an unexpected outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment."
- "**Security events**" on this form include suicides, homicides, assaults, terror events, and other security-related events. It is a broad term for any incident with the potential to cause harm to people, property, or the environment.

The following events are not included in NTD reporting:

- "*Security events occurring at bus stops or shelters that are not on transit-owned property that do not involve a transit vehicle or a person boarding/alighting from a transit vehicle."*

  In this case of events, occurring on Municipal circulators / Freebee are not factored into this dataset unless it occurred at a DTPW stop or facility.
- *"Events that occur off transit property where affected persons, vehicles, or objects come to rest on transit property after the event.*

  *For example, if a car hits a person on a city street and throws the person onto streetcar rail right-of-way, this would not be reportable to the NTD.*"
- *"Occupational safety events occurring in administrative buildings.*

  *For example, generally events that are reported to OSHA are not reported to the NTD. This also includes events that take place on contractor sites that do not involve active transit infrastructure."*
- "*Deaths that are confirmed to be a result of illness, drug overdose, or other natural causes, outside of a reportable event.*

  *For example, if a fatality involving a drug overdose occurs on a transit vehicle, it is not reportable to the NTD."*

### *Peer Selection*

This analysis used the Florida Transit Information System (FTIS) Urban integrated NTD peer comparison tool to identify peer agencies, which are selected based on their comparable services and agency size.

**Table 3-3: Selected Agency Peers**

| Acronym | City/County, State | Agency Name |
|---|---|---|
| **BCT** | Broward County, Florida | Broward County Transit |
| **LYNX** | Orlando, Florida | Central Florida Regional Transportation Authority |
| **CTA** | Chicago, Illinois | Chicago Transit Authority |
| **MTA** | Baltimore, Maryland | Maryland Transit Administration |
| **MARTA** | Atlanta, Georgia | Metropolitan Atlanta Rapid Transit Authority |
| **SEPTA** | Philadelphia, PA | Southeastern Pennsylvania Transportation Authority |
| **WMATA** | Washington DC | Washington Metropolitan Area Transit Authority |

### *Peer Comparison*

The tables below depict the total Safety and Security Events for DTPW and its peers in FY 2022-2023. **Table 3-4** depicts the total Safety and Security Events by Peer agency for Motorbus and Heavy Rail modes. The table also ranks them highest to lowest from the most to the least events. This ranking methodology is applied to all the tables in this section.

**Table 3-4: FY 2022-2023 Total Safety and Security Events by Peer Agency by Mode**

| Agency | Motorbus – Directly Operated | Rank | Heavy Rail | Rank |
|---|---|---|---|---|
| **BCT** | 44 | 7 | N/A | N/A |
| **LYNX** | 89 | 5 | N/A | N/A |
| **CTA** | 353 | 1 | 242 | 1 |
| **DTPW** | 34 | 8 | 19 | 5 |
| **MTA** | 68 | 6 | 18 | 6 |
| **MARTA** | 129 | 4 | 47 | 4 |
| **SEPTA** | 266 | 2 | 111 | 3 |
| **WMATA** | 246 | 3 | 130 | 2 |

*Source: NTD S&S-40 Major Event Report*

Of the eight evaluated bus peer agencies, DTPW had the lowest number of safety and security events with 19. BCT had the second lowest with 44 events. On the other end of the spectrum, CTA with 353 events and SEPTA with 266 were first and second.

DTPW was ranked second lowest in heavy rail events with 19 safety, trailing Baltimore's MTA by one event. CTA was the highest at 242 safety and security events, followed by WMATA with 130.

In order to compare the services on equal terms, the number of events must be normalized by the number of unlinked passenger trips. Unlinked passenger trips are therefore summarized in **Table 3-5**. In FY 2022-2023 DTPW's Metrobus had the fourth highest number of unliked passenger trips at 56.6 million total trips. CTA had the highest number of unlinked passenger trips at 161.7 million, and LYNX had the lowest at 17.3 million unlinked passenger trips.

**Table 3-5: FY 2022-2023 Total Million Unlinked Passenger Trips by Peer Agency by Mode**

| Agency | Motorbus – Directly Operated | Rank | Heavy Rail | Rank |
|---|---|---|---|---|
| BCT | 22,612,482 | 7 | N/A | N/A |
| LYNX | 17,315,717 | 8 | N/A | N/A |
| CTA | 161,699,361 | 1 | 117,447,140 | 2 |
| DTPW | 56,570,603 | 4 | 13,439,391 | 5 |
| MTA | 47,389,214 | 5 | 1,852,036 | 6 |
| MARTA | 32,122,711 | 6 | 31,542,517 | 4 |
| SEPTA | 102,545,774 | 3 | 54,370,204 | 3 |
| WMATA | 110,238,572 | 2 | 136,436,819 | 1 |

*Source: NTD S&S-40 Major Event Report*

Of the six evaluated heavy rail peers, DTPW had the second lowest number of unlinked passenger trips 13.4 million in 2022-2023. Baltimore's had the lowest rate at 1.9 million unlinked passenger trips. WMATA's service saw the highest number with 136.4 million unlinked passenger trips.

**Table 3-6: FY 2022-2023 Total Safety and Security Event per Million Unlinked Passenger Trips by Peer Agency by Mode**

| Agency | Motorbus – Directly Operated | Rank | Heavy Rail | Rank |
|---|---|---|---|---|
| BCT | 1.95 | 6 | N/A | N/A |
| LYNX | 5.14 | 1 | N/A | N/A |
| CTA | 2.18 | 5 | 2.06 | 2 |
| DTPW | 0.60 | 8 | 1.41 | 5 |
| MTA | 1.43 | 7 | 9.72 | 1 |
| MARTA | 4.02 | 2 | 1.49 | 4 |
| SEPTA | 2.59 | 3 | 2.04 | 3 |
| WMATA | 2.23 | 4 | 0.95 | 6 |

*Source: NTD S&S-40 Major Event Report*

A rate of safety and security events was calculated by dividing the total number of safety and security events by the total number of unlinked passenger trips, then multiplying by a million as depicted in the equation below (see **Figure 3-3**).

**Figure 3-3: Safety and Security Event Annual Frequency Equation**

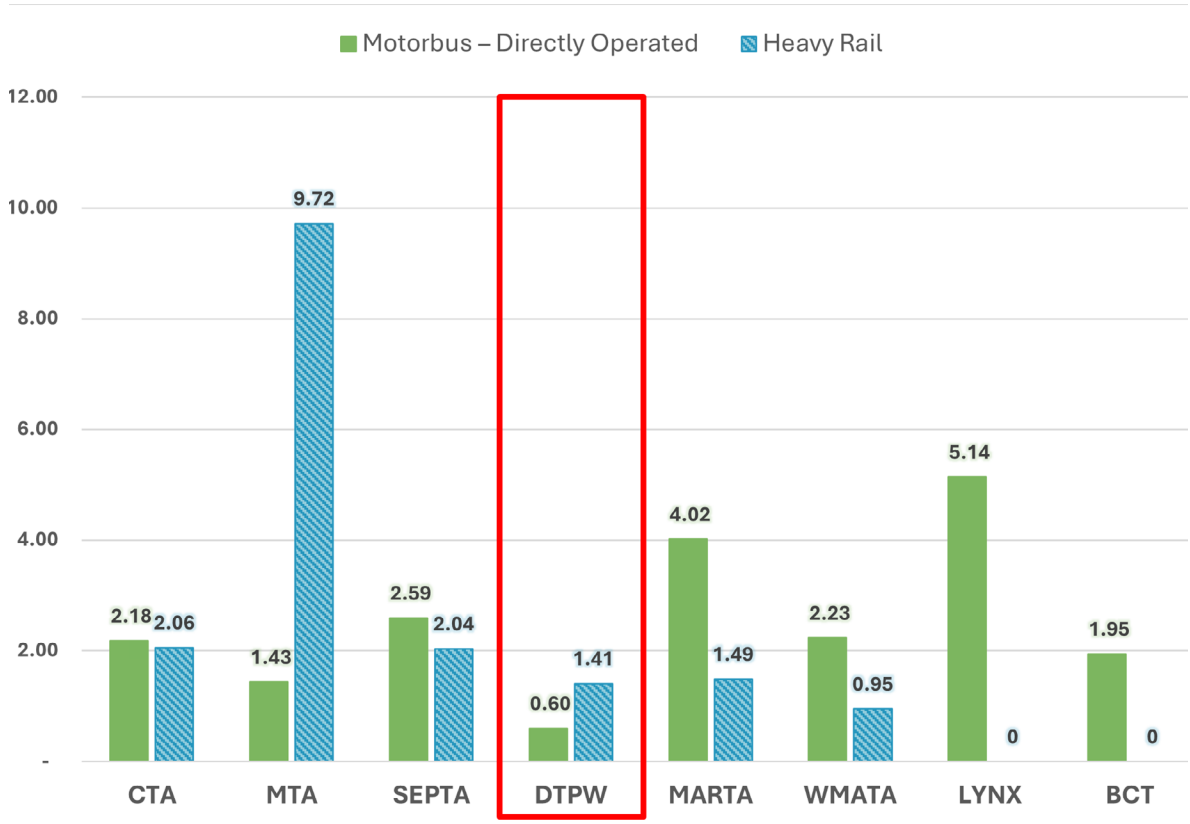
$$Total\ Safety\ \&\ Security\ Events\ per\ Million\ Unlinked\ Passenger\ Trips = \frac{\text{Total Safety and Security Events}}{\text{Total Unlinked Passenger Trips}}\ x\ 1{,}000{,}000$$

The FY 2022-2023 frequency of safety and security event by mode and agency is detailed in **Table 3-6** and depicted in **Figure 3-4**.

When normalized per million passenger bus trips, DTPW had the lowest rate of the eight (8) evaluated agencies at 0.60 safety and security event per million unlinked passenger trips, followed by MTA, which had the second lowest rate at 1.43. LYNX had the highest rate at 5.14 safety and security events per million unlinked passenger trips.

Safety and security numbers normalized for heavy rail place DTPW as the second safest of the peers, with 1.41 safety and security event per million unlinked passenger trips, come behind WMATA, at 0.95 events per million unlinked passenger trips. Baltimore's MTA had the highest rate at 9.72 safety and security event per million unlinked passenger trips.

**Figure 3-4: FY 2022-2023 Total Safety and Security Event per Million Unlinked Passenger Trips by Peer Agency by Mode**




*Source: NTD S&S-40 Major Event Report*

Overall, the analysis shows that DTPW generally outperforms peer agencies on safety and security events, both in overall numbers as well as when normalized by million unlinked passenger trips for the reporting period of FY 2022-2023.

### *Trend Analysis*

For the purpose of this analysis, the most recent publicly available five (5) year historical NTD data was used for comparing the number of safety and security events reported by DTPW to NTD.

All three Miami transit modes, Metrobus, Metrorail, and Metromover, experienced a sharp decline in ridership during the pandemic in 2020, but have shown steady rebounds of 5% or more each year since, although none have yet returned to pre-pandemic levels. Alongside these ridership trends, safety and security incidents, particularly security-specific events, spiked during and immediately after the pandemic, with the most pronounced increases occurring in 2021 and 2022. While the number of incidents has begun to decline in 2023, they remain elevated compared to 2018–2019, especially for Metromover, which saw the most dramatic rise relative to its ridership (See **Table 3-7**).

**Table 3-7: Miami-Dade Transit Unlinked Passenger Trips and Safety and Security Events by Year**

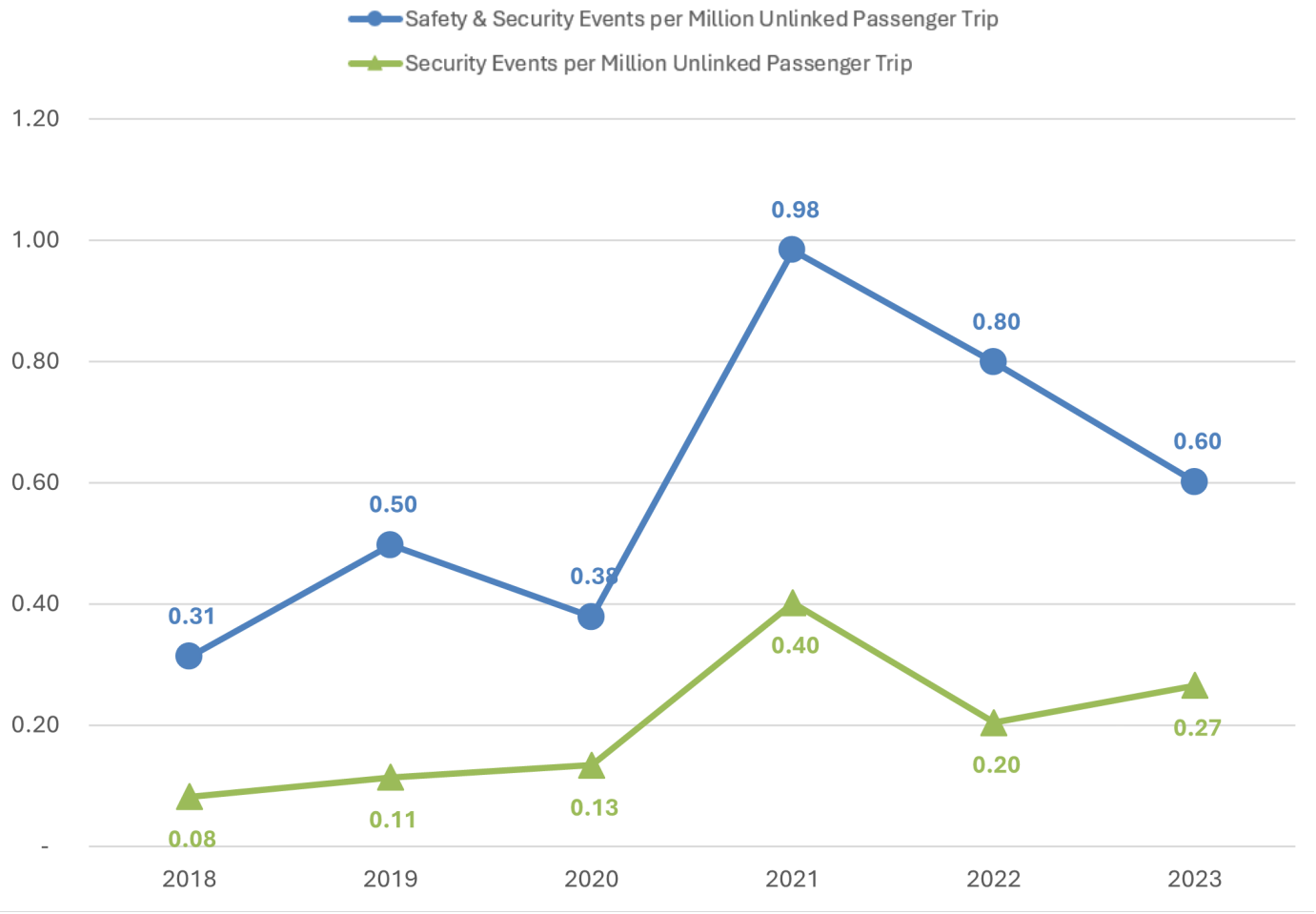
| Year | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|
| **Metrobus Ridership** | 73,580,185 | 70,424,179 | 44,921,828 | 49,848,726 | 53,868,556 | 56,570,603 |
| **Safety & Security Incidents** | 23 | 35 | 17 | 49 | 43 | 34 |
| **Security Incidents** | 6 | 8 | 6 | 20 | 11 | 15 |
| **Metrorail Ridership** | 19,282,473 | 18,073,085 | 9,553,728 | 9,708,188 | 12,062,507 | 13,439,391 |
| **Safety & Security Incidents** | 15 | 8 | 9 | 24 | 12 | 19 |
| **Security Incidents** | 10 | 7 | 4 | 22 | 8 | 17 |
| **Metromover Ridership** | 8,865,854 | 9,051,537 | 3,994,783 | 4,012,036 | 5,586,948 | 6,982,392 |
| **Safety & Security Incidents** | 6 | 1 | 5 | 21 | 44 | 28 |
| **Security Incidents** | 5 | 1 | 3 | 21 | 44 | 26 |

*Source: NTD S&S-40 Major Event Report*

*Metrobus*

Over the past five years, DTPW-operated Metrobus has experienced an increase in major safety and security events following the pandemic, with incident rates remaining higher than pre-pandemic levels. However, since a spike in 2021, there has been a clear downward trend, including a notable 25% decrease in safety and security events from 2022 to 2023 (see **Figure 3-5**).

**Figure 3-5: Metrobus (Directly Operated) Safety & Security Events vs Security Events per Million Unlinked Passenger Trips**

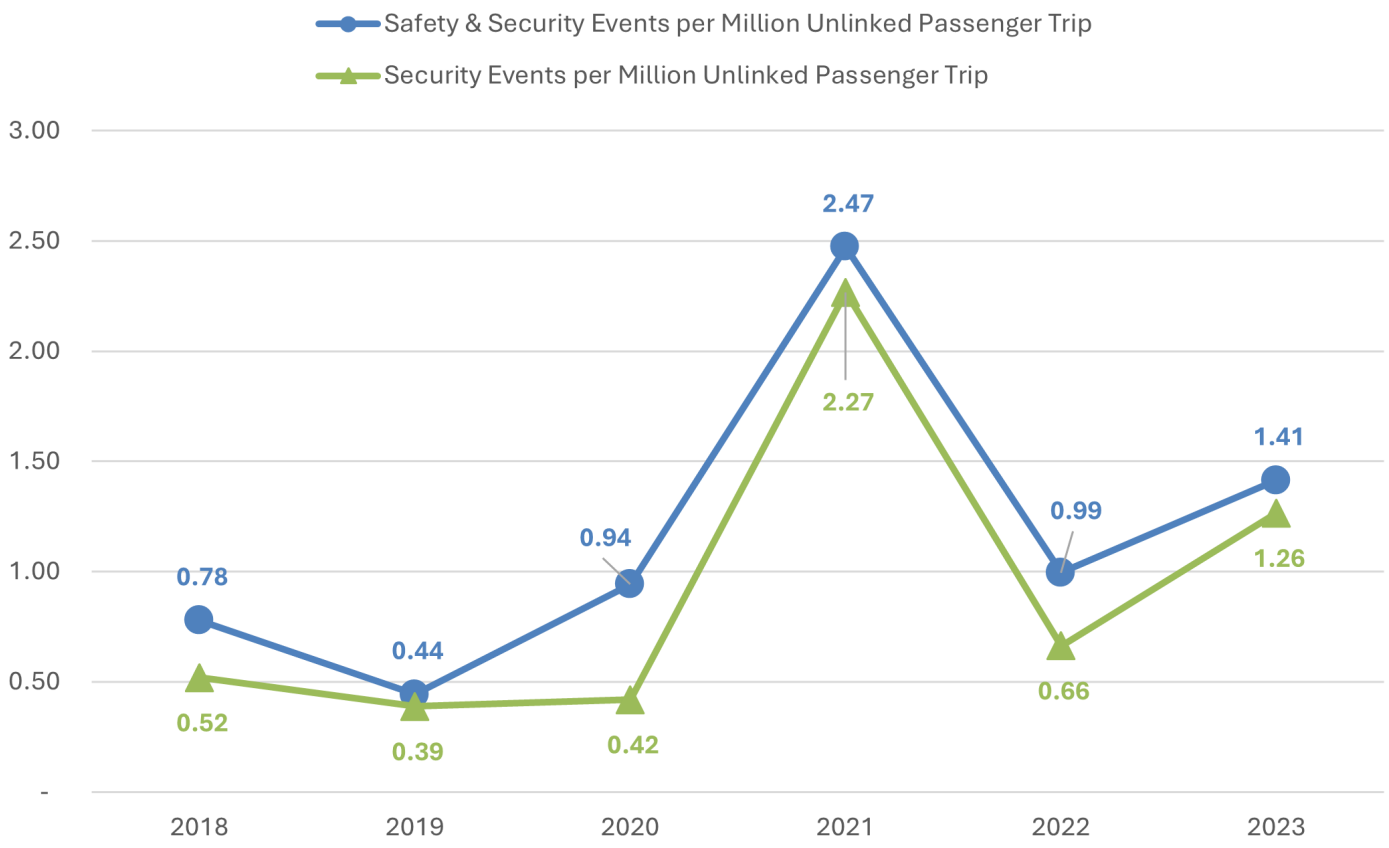



*Source: NTD S&S-40 Major Event Report*

### *Metrorail*

DTPW Metrorail in the past five years experienced an increased frequency of major events during and after the pandemic, which has been steadily decreasing even though they remain higher than the pre-pandemic values. Although rate of safety and security events and security events on Metrorail service are still higher than what they were five years ago, since the pandemic there has been a downward trend in both frequencies (see **Figure 3-6**).

**Figure 3-6: Metrorail Safety & Security Events vs Security Events per Million Unlinked Passenger Trips**




*Source: NTD S&S-40 Major Event Report*

*Metromover*

Over the past five years, DTPW Metromover experienced a significant increase in major safety and security events during and after the pandemic, with the highest number of incidents occurring in 2022, a more recent peak compared to Metrobus and Metrorail. While both overall and security-specific event rates remain much higher than pre-pandemic values, there has been a downward trend since the 2022 peak, with incident numbers beginning to decrease in FY 2022–2023 (see **Figure 3-7**).

Metromover has the smallest ridership among the three transit modes and has exhibited a higher rate of major safety and security events per million passengers in recent years. Notably, in 2019, Metromover reached its highest ridership from 2018 to 2023, yet it recorded the lowest rate of major safety events among all three transit modes.

**Figure 3-7: Metromover Safety & Security Events vs Security Events per Million Unlinked Passenger Trips**


*Source: NTD S&S-40 Major Event Report*

## 3.5 CONCLUSION

### 3.5.1 OVERALL THEMES

#### *Interagency Coordination*

- This chapter describes the close coordination that occurs between DTPW and the TPO, as well as other regional, state, and federal agencies. These efforts combined are representative of DTPW's metropolitan transportation planning process coordination program, in fulfillment of the revised Transit Development Plan rule.
- DTPW's active involvement in various TPO committees ensures the TPO's various transportation planning efforts are vetted by DTPW staff. This helps ensure they are technically adequate and align with DTPW transit planning efforts.
- The chapter details the integration of DTPW's projects and priorities into key TPO planning documents and processes, including the LRTP, UPWP, and TIP.

#### *Regional and Local Collaboration*

- In addition to the TPO coordination, DTPW also collaborates with neighboring counties, transit agencies, and municipalities to advance regional mobility initiatives, such as express bus services, fare interoperability (SoFloGo app), and corridor development studies.
- Local coordination includes interlocal agreements with municipalities to prevent service duplication, improve transit system accessibility, connectivity and efficiency and promote data sharing for transit planning.

#### *Performance-Based Planning and Safety*

- The chapter highlights the adoption and tracking of performance measures TPM, TAM, and the PTASP. These TPMS ensure consistency with the DTPW Performance Metrics.
- These measures are developed in cooperation with FDOT and TPO, ensuring compliance with federal and state requirements and supporting continuous improvement in safety and asset management.

#### *Corridor and Feasibility Studies*

- DTPW's role in corridor development is highlighted, including studies for the SMART Plan corridors (Beach, Northeast, South, North, and East-West).

#### *Factors Affecting Transit*

- Advances in mobility technology, such as connected and automated vehicles, predictive analytics, real-time information systems, and regional fare payment apps, are shaping DTPW's planning and operations. DTPW, through its collaborations with third parties and partnerships with the TPO and FDOT is helping to advance and develop technologies which will help shape transit in the coming years.
- The department is expanding intelligent transportation systems (ITS) and digital innovation initiatives to improve service reliability and customer experience, most notably with the launch of the South Corridor

on the TransitWay, which will serve as a testing ground for various innovations such as transit signal prioritization, and enhanced passenger amenities.

- The chapter discusses other factors that are shaping transit usage in Miami-Dade County, including fuel prices, and the shift in commuting characteristics – i.e. – the rise of working from home since the 2020 COVID-19 Pandemic. Combined, these factors require DTPW to recalibrate performance metrics, revenue models, and service design to adapt to changing travel behaviors and support long-term accessibility as it develops its ten-year implementation program of projects.

This page is intentionally left blank.

# Chapter 4

# Operating Environment

# 4. OPERATING ENVIRONMENT

## 4.1 INTRODUCTION

This chapter provides an overview of Miami-Dade County's Department of Transportation and Public Works (DTPW) transit operating environment which identifies the challenges and opportunities facing transit operations in Miami-Dade County. Included in this baseline analysis is a service area description and an overview of the DTPW, regional and national services provided in Miami-Dade County. The next section is a snapshot of operational characteristics which reviews trends in ridership and farebox recovery. Following after is a comprehensive review of demographic and socioeconomic data. The chapter concludes with a summary of findings.

### 4.1.1 SERVICE AREA DESCRIPTION

Miami-Dade County is comprised of 34 municipalities and large areas of unincorporated land. The county encompasses a total area of 1,979 square miles, of which 21%, or 422 square miles, falls within the Urban Development Boundary (UDB). Within the UDB, DTPW's service area covers 318 square miles or 75% of the urbanized area, as depicted in **Figure 4-1**. Miami-Dade County is home to two national parks. Biscayne National Park sits on the southeast end of the county in Biscayne Bay, and Everglades National Park is situated to the southwest outside of the UDB.

## 4.2 TRANSIT SERVICE OVERVIEW

This section provides an overview of transit service in Miami-Dade County. First, services provided by DTPW and facilities managed by DTPW are described. Then, services provided by private contractors are described, including Special Transportation Service (STS) and MetroConnect. DTPW fares are covered after that, followed by a summary of municipal, regional and national services within the county.

The next section provides a summary of operational characteristics of DTPW services, focusing on boardings and farebox recovery.

Finally, the demographic and socioeconomic analysis section provides context about the Miami-Dade County community. The chapter concludes with an overview of findings and themes.

### 4.2.1 SERVICES PROVIDED BY DTPW

DTPW operates the 12th largest public transit system in the United States based on unlinked passenger trips[1]. With a total service area of approximately 306 square miles which encompasses 34 municipalities and includes service into adjacent Broward and Monroe Counties, DTPW provides an variety of transit services to meet the mobility needs of its 2.7 million residents[2] and 28.2 million annual visitors[3].

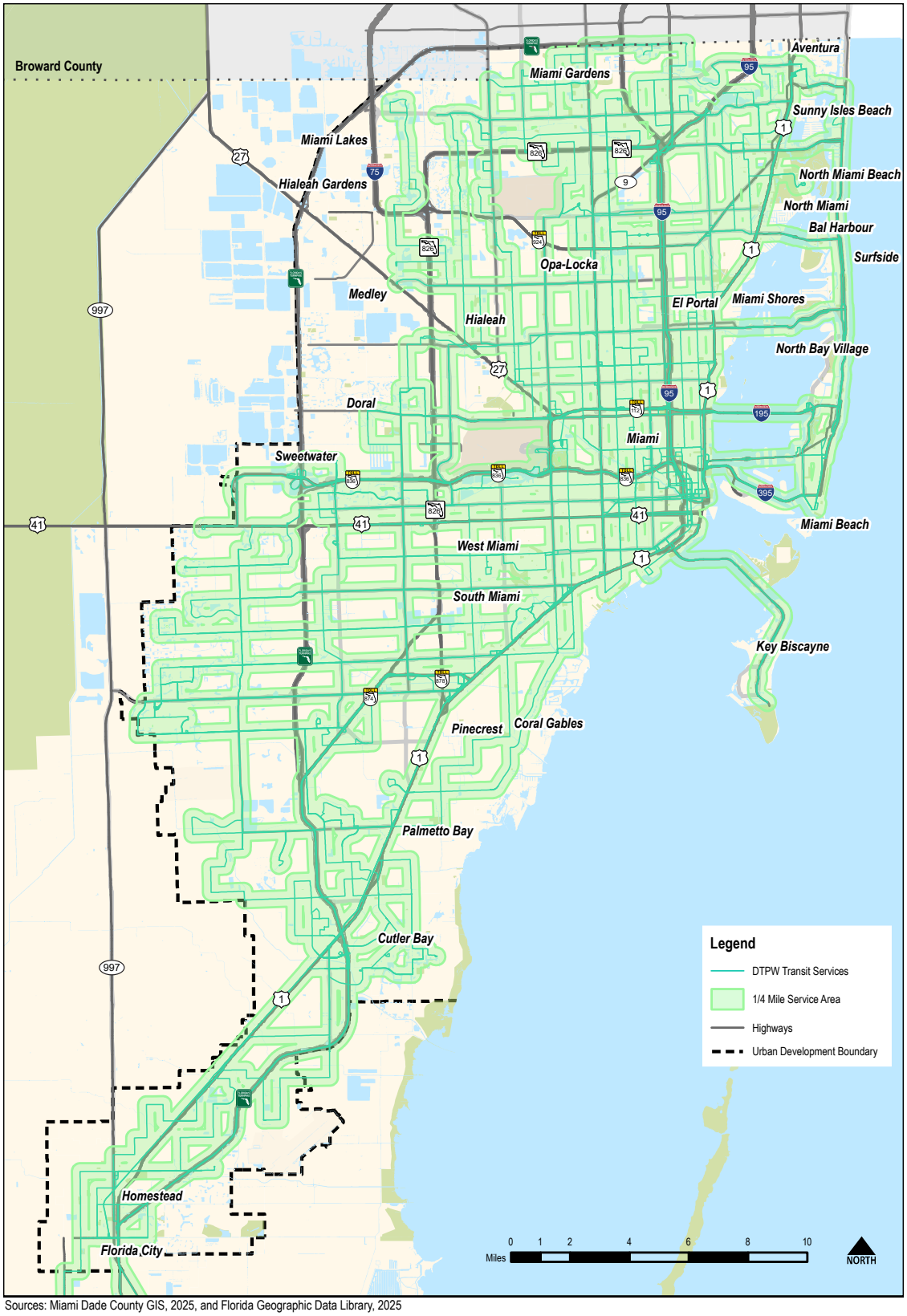
---

1 *APTA-2025-Public-Transportation-Fact-Book.pdf*

2 *ACS B01001 2023 five-year estimates*

3 *Greater Miami and the Beaches 2024 Visitor Industry Overview, p. 5*

## *Figure 4-1: DTPW Service Area*




Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

DTPW is one of the largest departments in Miami-Dade County government and is responsible for planning and providing public transit services to the entire county. The department consists of over 4,323[4] employees working in all aspects of transit operations and administration. DTPW is the largest transit agency in the state of Florida[5], and led by CEO Stacey Miller, PE.

DTPW's Vision is "*to be the world's best provider of transportation options*"[6].

## *Existing Service Characteristics*

DTPW operates an integrated multi-modal transit system. DTPW manages motorbus (Metrobus), heavy rail (Metrorail), and automated guideway (Metromover). DTPW also contracts MetroConnect, a first-last mile service, and Special Transportation Service (STS), a demand-response service. **Table 4-1** depicts information on DTPW services as reported to the National Transit Database (NTD).

Overall, DTPW vehicles traveled over 46 million miles providing more than 87 million unlinked passenger trips in 2024; 73% of those trips were made on Metrobus, 17% on Metrorail, 8% on Metromover, and the remainder on STS. Statistics pertaining to transit service in this chapter were obtained from FY 2023-2024 National Transit Database Data[7], which is the most recently available reporting period.

***Table 4-1: DTPW Existing Service Characteristics***

| System Characteristics | Metrobus | | | Metrorail | Metromover | STS |
|---|---|---|---|---|---|---|
| | DTPW Operated Routes | Contracted Express Routes (301 & 302) | Other Contracted Routes | | | |
| **Operating Hours** | 24 hours, 7 days/week | 5:00 a.m. -1:10 a.m., 7 days/week | 24 hours, 7 days/week | 5:00 a.m. - 1:10 a.m., 7 days/week | 5:00 a.m. - 12 a.m., 7 days/ week | 24 hours, 7 days/week |
| **Directional Routes Miles** | 1,212.02 | 200 | 270.9 | 49.84 | 8.5 | N/A |
| **Peak Vehicle Requirements**[i] | 567 | 9 | 56 | 76 | 21 | 363 |
| **Total Fleet Size**[ii] | 750 | 11 | 73 | 128 | 24 | 400 |
| **Annual Revenue Miles** | 22,516,799 | 1,268,990 | 1,693,461 | 7,456,012 | 716,196 | 13,260,653 |
| **Annual Boardings** | 62,327,289 | 401,124 | 1,754,170 | 14,515,543 | 7,316,693 | 1,550,157 |

*Source: DTPW National Transit Database Facts at a Glance Report, FY 2023-2024.*

*i Vehicles Operated in Annual Maximum Service (VOMS)*

*ii Vehicles Available for Annual Maximum Service*

4 *FY 2025-26 Proposed Budget and Multi-Year Capital Plan – Transportation and Public Works*

5 *Miami-Dade County – About Us*

6 *Miami-Dade County DTPW Strategic Plan, 2024*

7 *DTPW National Transit Database Facts at a Glance Report, FY 2023-2024*

## Metrobus

Metrobus is DTPW's fixed-route bus service, which operates seven days a week, 24 hours per day. DTPW operated Metrobus routes are served by a fleet of 589 buses, while contracted routes are served by 62 buses. DTPW's 74[8] regular bus routes serve communities across Miami-Dade County. Of these routes, 57 are operated by DTPW, and 17 are operated by contractors. In FY-2023-2024, Metrobus service saw 64.5 million boardings and traveled a total of 25.5 million revenue miles, when combining DTPW and contracted routes.

DTPW's fixed routes bus services are classified as local, limited stop, express, and bus rapid transit as depicted in **Figure 4-2**. These routes are described below.

### Local Service

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

### Circulator Services

Circulator or shuttle bus service operates short route connections between activity centers, or as a feeder to provide a connection with another transit service. For DTPW, these local community routes include a shuttle connecting to the Hialeah Market Tri-Rail station in Miami-Dade County.

### Limited-Stop Service

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

### Express Bus Service

Express routes connect outlying areas, with direct service to designated activity centers such as the Miami CBD. These routes usually operate along a freeway or major arterial road to increase operating speeds. Express Bus service is similar to limited-stop service which has fewer stops and operates at a higher speed than local bus service.

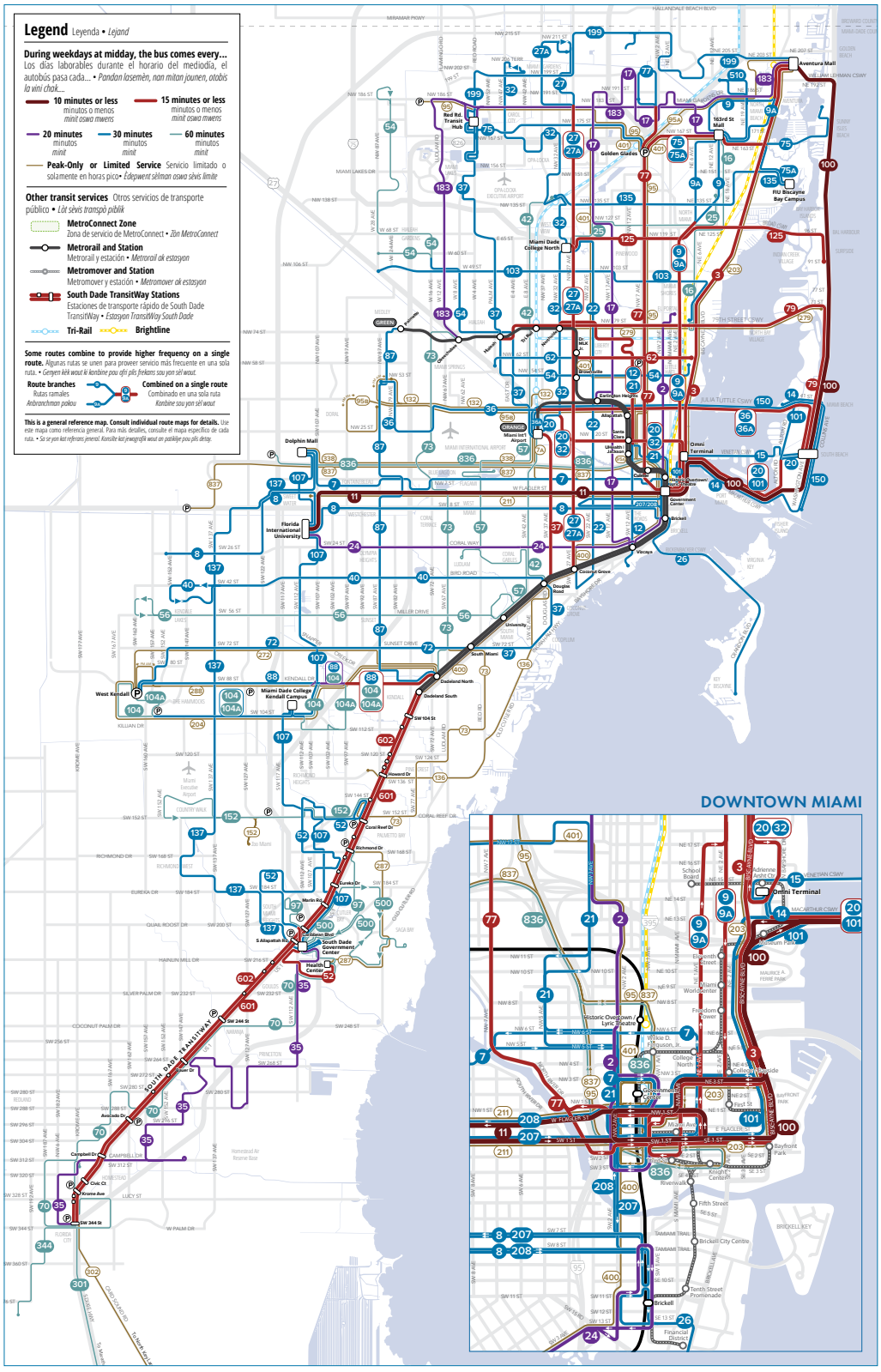
### Bus Rapid Transit

The South Dade TransitWay is a Bus Rapid Transit and dedicated transit-only corridor running parallel to US 1. It is the operating corridor for the Strategic Miami Area Rapid Transit (SMART Program) South Corridor. The corridor runs 20 miles, connecting communities from the Dadeland South Metrorail Station to the SW 344th Street Park-and-Ride/Transit Terminal in Florida City. When paired with Metrorail, it provides a seamless mobility connection between Downtown Miami and Florida City.

---

8 *FY 2025-26 Proposed Budget and Multi-Year Capital Plan – Transportation and Public Works*

***Figure 4-2: DTPW Metrobus System***




*Source: Miami-Dade County, https://www.miamidade.gov/transit/library/system-maps-web.pdf, December 2025*

Buses also operate within adjacent neighborhoods and enter the exclusive lanes at major intersections. The TransitWay has many travel-time saving features such as exclusive travel lanes, fewer stops, and preferential signal phasing at intersections.

## Metrorail

Metrorail provides heavy rail passenger service to 23 stations on an elevated 25-mile dual track heavy rail electrified line. Daily passenger service starts at approximately 5:00 a.m. from the terminal stations and runs until 12:00 a.m. The system operated 7.5 million revenue miles[9] and experienced 14.5 million Metrorail boardings in FY 2023-2024.

The system connects via transfer points to Tri-Rail commuter rail service, the Metromover system, the South Dade TransitWay and Brightline.

DTPW operates 76 cars and has a total fleet of 128 Metrorail cars available for annual maximum service. In 2021, DTPW completed a full upgrade of the fleet, replacing the original rolling stock with new vehicles.

***Figure 4-3: Miami-Dade County Metrorail System***

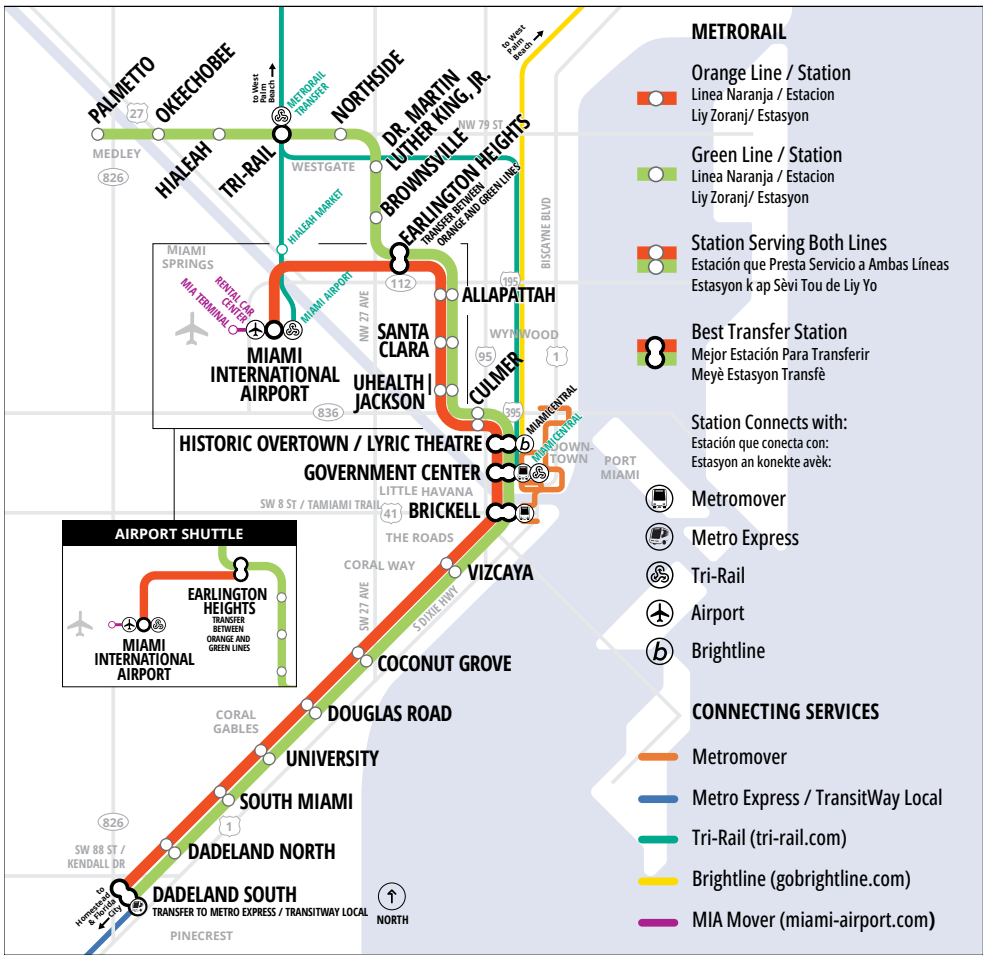



**Figure 4-3** illustrates the DTPW Metrorail system map as of September 2025. The Green Line runs from Palmetto Station to Dadeland South Station, and the Orange Line from the Miami Intermodal Center (MIC) at Miami International Airport (MIA) to Dadeland South Station.

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

9 DTPW National Transit Database Facts at a Glance Report, FY 2023-2024

between Dadeland South and Earlington Heights Stations until 8 p.m., then every 30 minutes until closing.

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

### *Metromover*

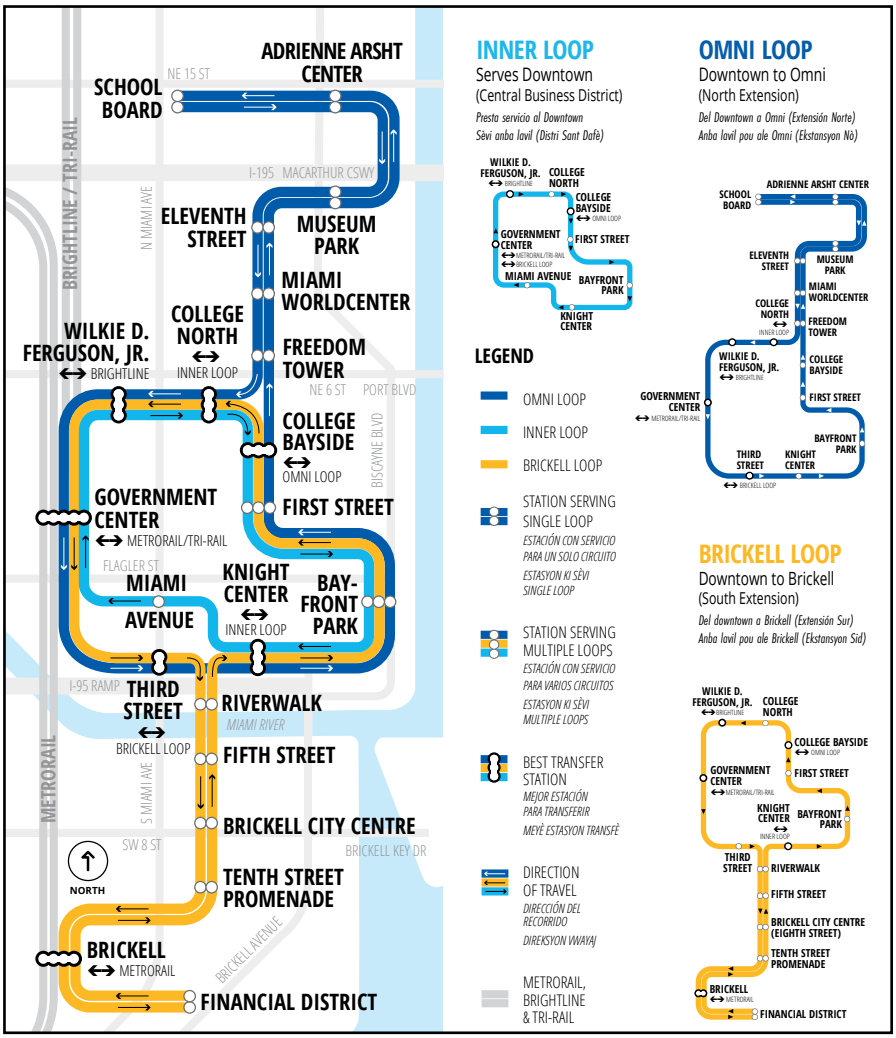
The Metromover is an elevated system serving 21 stations along 4.4 miles of tracks. Daily passenger service starts at 5:30 a.m. and runs until 10:00 p.m. seven days a week. In FY 2023-2024 the system operated 716 thousand revenue miles[10] and experienced 7.3 million boardings.

It operates along three loops through downtown neighborhoods:

- Inner Loop serves Downtown Miami and the Central Business District.
- The Omni Loop serves the northern part of down, including the Adrienne Arsht Center and Perez Arts Museum to the north.
- The Brickell Loop connects Downtown to Brickell south of the Miami River.

DTPW maintains a fleet of 21 Metromover vehicles and operates with a maximum of two (2) cars per train. Metromover operates free of charge. **Figure 4-4** illustrates the DTPW Metromover system map as of September 2025.

***Figure 4-4: Metromover System***




10 [DTPW National Transit Database Facts at a Glance Report, FY 2023-2024]

### 4.2.2 FACILITIES MANAGED BY DTPW

#### *Park-and-Ride Facilities*

DTPW currently has over 13,265 available parking spaces at 35 park-and-ride facilities which serve a combination of Metrorail Stations and Metrobus routes. Eighteen of those locations are located at Metrorail stations. Approximately 5.1K parking spaces are available at bus-only parking facilities, and approximately 8.1K parking spaces are available at Metrorail parking facilities. The locations of these available spaces are shown in **Table 4-2** and depicted in **Figure 4-5**.

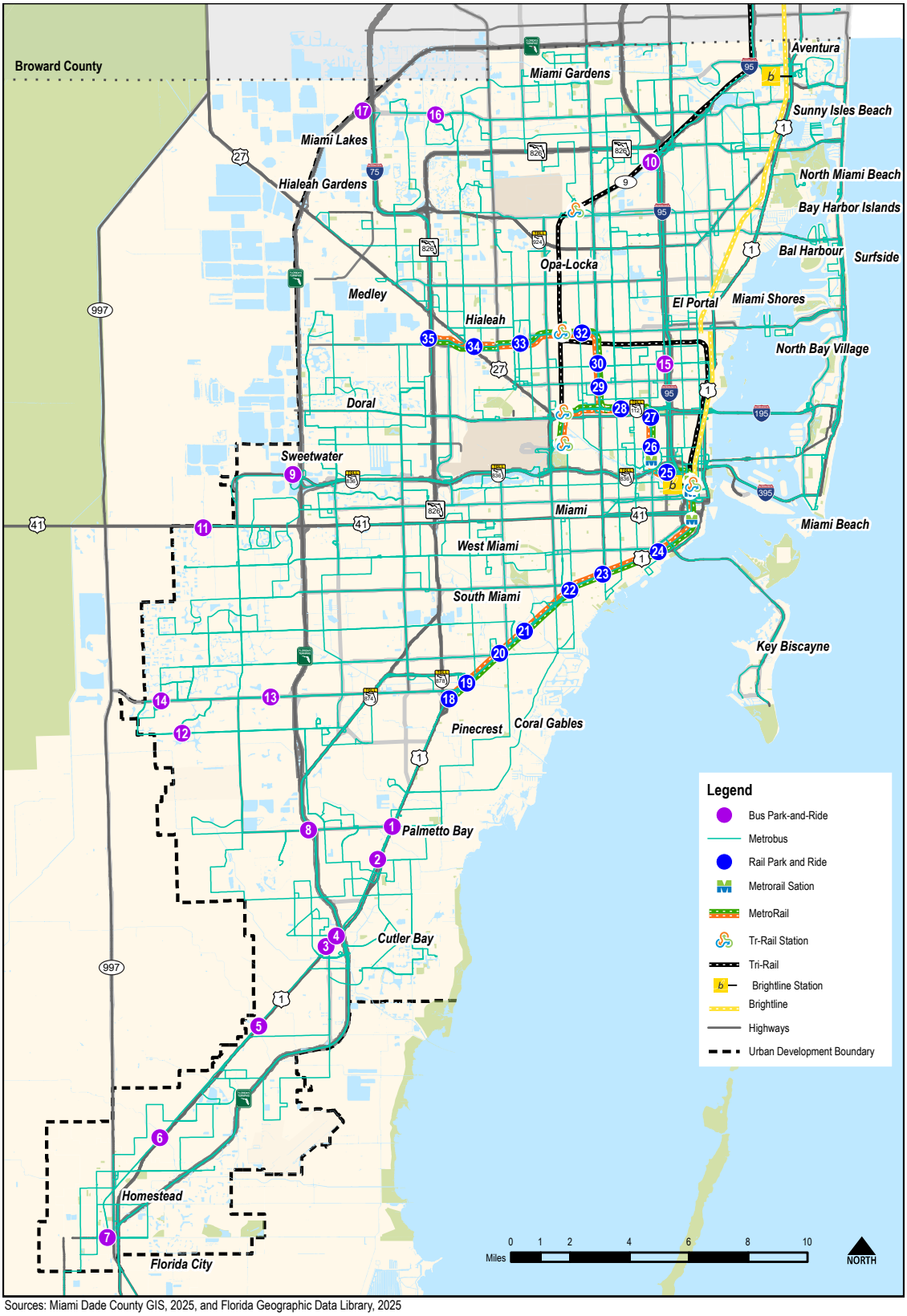
Parking usage is highest on the southern portion of the Metrorail line and to the north at the Metrobus Golden Glades park-and-ride facility. Other park-and-ride facilities throughout Miami-Dade County are operated by partner transportation agencies, such as FDOT. These are not included in this list.

***Table 4-2: Park-and-Ride Parking Space Counts***

| ID | Metrobus Park-and-Ride Lots | Available Parking Spaces | ID | Metrorail Park-and-Ride Lots | Available Parking Spaces |
|---|---|---|---|---|---|
| **1** | TransitWay/SW 152nd St | 200 | **18** | Dadeland South | 1,138 |
| **2** | TransitWay/SW 168th St | 149 | **19** | Dadeland North | 1,760 |
| **3** | TransitWay/SW 112th Ave (Target) | 450 | **20** | South Miami | 837 |
| **4** | TransitWay/SW 200th St | 100 | **21** | University | 375 |
| **5** | TransitWay/SW 244th St | 95 | **22** | Douglas Road | 190 |
| **6** | TransitWay/SW 296th St | 139 | **23** | Coconut Grove | 100 |
| **7** | TransitWay/SW 344th St | 248 | **24** | Vizcaya | 90 |
| **8** | Coral Reef Drive 117/Turnpike | 95 | **25** | Culmer | 40 |
| **9** | Dolphin Station | 348 | **26** | Santa Clara | 61 |
| **10** | Golden Glades | 2,150 | **27** | Allapattah | 74 |
| **11** | Tamiami Station | 442 | **28** | Earlington Heights | 361 |
| **12** | Hammocks Town Center (SW 152nd Ave/SW 104th St) | 50 | **29** | Brownsville | 100 |
| **13** | Kendall Dr/SW 127th Ave | 161 | **30** | Dr. Martin Luther King Jr. (MDT) | 62 |
| **14** | West Kendall Transit Terminal (Kendall Dr/SW 162nd Ave) | 40 | **31** | Dr. Martin Luther King Jr. (Garage) | 631 |
| **15** | NW 7th Ave Transit Village (NE 7th Ave/NW 62nd St) | 25 | **32** | Northside | 126 |
| **16** | Miami Gardens Dr/NW 73rd Ave | 136 | **33** | Hialeah | 238 |
| **17** | I-75/Miami Gardens Dr | 298 | **34** | Okeechobee | 1,256 |
| | | | **35** | Palmetto | 700 |
| | **Total** | **5,126** | | **Total** | **8,139** |

*Source: August 2025, Technical Ridership Report*

*Figure 4-5: DTPW Operated Metrobus and Metrorail Park-and-Ride Facilities*




Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

### *Maintenance and Storage Facilities*

DTPW currently operates three maintenance bus garages to serve a fleet of 799 buses, which includes spare vehicles. The DTPW garages are located in various areas throughout the County to provide efficient maintenance and storage services at the following locations:

- Central Facility: 3311 NW 31st Street, Miami, Florida 33142
- Coral Way Facility: 2775 SW 74th Avenue, Miami, Florida 33155
- Northeast Facility: 360 NE 185th Street, Miami, Florida 33179

In addition to the three existing facilities, DTPW is finishing construction on the South Dade Transit Operations Center. The new facility will charge, store, service, maintain and operate the zero-emissions bus fleet that will service the new Metro Express Bus Rapid Transit connection from Florida City to the Dadeland South Metrorail Station. This project will be completed in 2026.

The Metrorail fleet is maintained and stored at William E. Lehman Center: 6601 NW 72nd Avenue, Miami, Florida 33166. The Metromover is supported by the maintenance facility located at 100 SW 1st Avenue in Downtown Miami.

### *Pedestrian Overpasses*

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

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

## 4.2.3 SERVICES PROVIDED BY PRIVATE CONTRACTORS

### *Special Transportation Service (STS)*

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

Service is provided by sedans, vans and lift-equipped vehicles, seven days a week, 24 hours per day. Presently, there are 363 vehicles available for paratransit service transportation. Currently, these vehicles are privately contracted through Transportation America (TA).

As of September 2025, STS has more than 42,000 registered certified clients and provided approximately 1.6 million boardings[11] in FY 2023-2024.

### *MetroConnect*

Launched in October 2020, the MetroConnect (formerly Go Connect) program is a ride sharing app-based service that provides first/last mile connections within specific zones. **Figure 4-6** shows the MetroConnect Vehicle.

MetroConnect fare is $3.75 each way and a $1.50 discount when connecting to or from a transit hub. MetroConnect does not accept EASYCards as a form of payment. This includes the Golden Passport, Veterans Passport, discounted fare cards, and the STS EASY Card. MetroConnect had more than 277,000 boardings in FY 2024-2025. There are 11 service zones listed below as depicted in **Figure 4-6.**

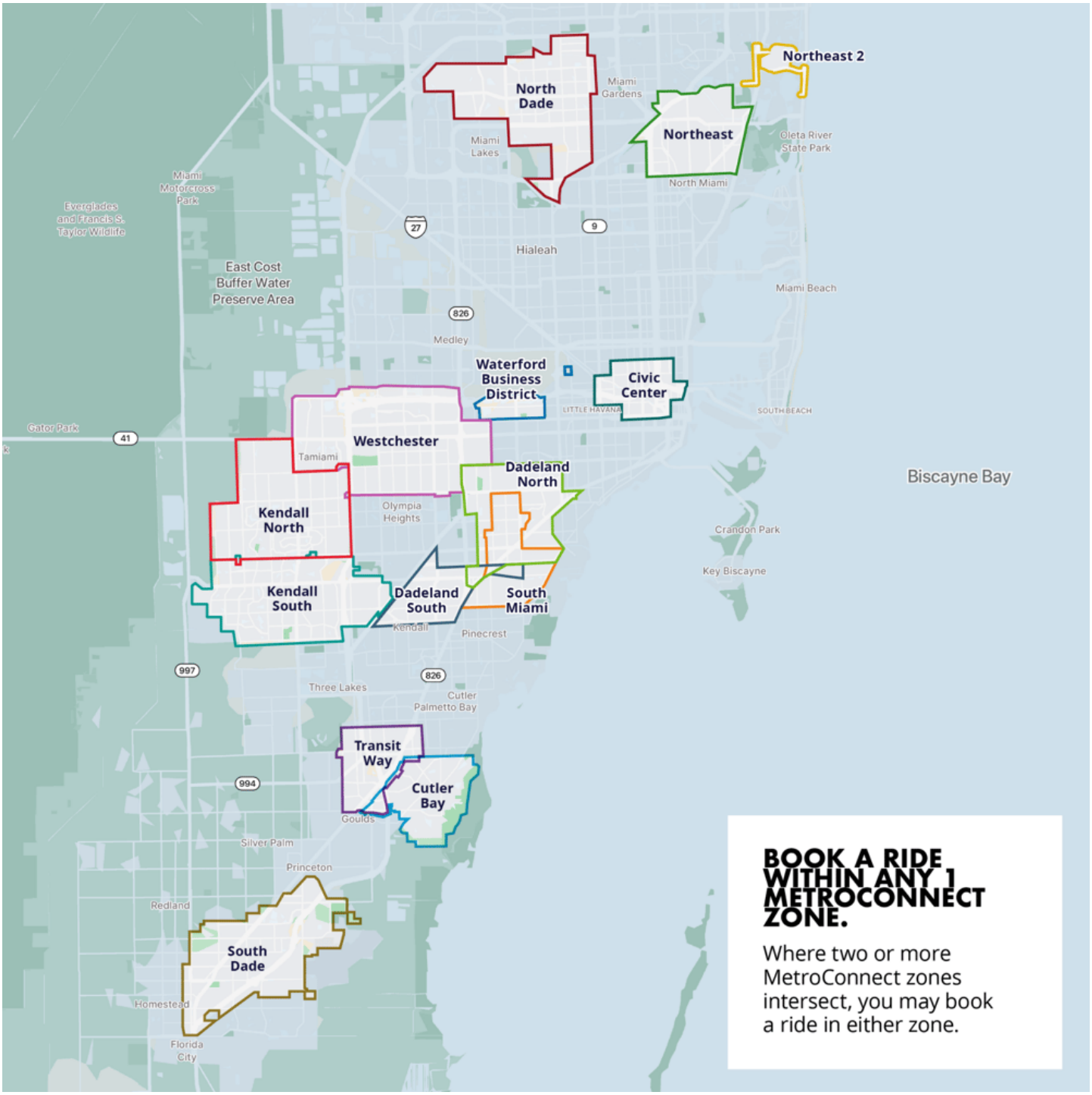
- North Dade
- Northeast Dade
- Civic Center
- Westchester
- Kendall North
- Kendall South
- South Dade
- TransitWay
- Cutler Bay**
- South Miami**

** Paid for by the municipality.

***Figure 4-6: MetroConnect Vehicle***


11 *DTPW National Transit Database Facts at a Glance Report, FY 2023-2024*

***Figure 4-7: MetroConnect Service Area***




Source: https://www.miamidade.gov/transit/library/metroconnect-zones-map.pdf

### *Fixed-Route Services*

DTPW contracts out 17 fixed route bus services. Two of these routes provide express service to the Florida Keys. **Figure 4-8** shows the express bus operating in the Florida Keys and are described fully in Section 4.2.6 Regional Transit Connections.

Fifteen of the contracted routes provide a combination of local and circulator services, including Routes 15 and 97.

***Figure 4-8: Express bus***


### *Other Contracted Services*

The private sector also provides several transit support services, such as:

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

## 4.2.4 DTPW FARES

DTPW's automated passenger fare collection system for Metrorail and Metrobus is known as the EASY Card. Metromover is a free system. Cash fare payments are still accepted on Metrobus, however, Metrobus passengers are encouraged to purchase the DTPW EASY Card to take advantage of discounted transfer fees. Metrorail passengers are now required to purchase and load the contactless DTPW EASY Card. These cards are purchased at a fee of $2.00 and loaded with appropriate fare amounts for passage. Additionally, transit customers can use the GO Connect App or Contactless payment.

Discount and free-fare programs are available. These include the Corporate Discount Program, which offers up to 15% discounts on monthly passes, the Golden and Patriot Passports, which offer free transit passes to senior citizens (regardless of income), and honorably discharged, low-income veterans. The Transit Mobility program offers free transit passes to low-income individuals who can demonstrate incomes of less than $35,212.50 per year[12]. DTPW also offers discount programs for school-age children, and regional passes that include discounted transfers from the Tri-Rail System.

**Table 4-3** presents the current fare structure for regular and discounted fares.

12 *Miami-Dade – Mobility Easy Card (Accessed, October 2025)*

***Table 4-3: DTPW Fare Structure***

| Fare Type | Regular Fare | Discount Fare |
|---|---|---|
| Metrobus[i] | $2.25 | $1.10 |
| Inter-County Express Bus | $2.65 | $1.30 |
| Intra County Express Bus Reg Fare | $2.25 | $1.30 |
| Circulator / Trolley / Shuttle Bus | 25¢ | 10¢ |
| Metrorail | $2.25 | $1.10 |
| Metrorail daily parking fee | $4.50 | Not Applicable |
| Metrorail monthly parking permit[ii] | $11.25 | Not Applicable |
| Metromover | Free | Free |
| Special Transportation Service (STS) | $3.50 | Not applicable |
| Bus-to-Bus Transfer[iii] | Free | Free |
| Bus-to-Express Bus Transfer[iv] | 50¢ + 45¢ upgrade = 95¢ | 25¢ + 20¢ upgrade = 45¢ |
| Bus-to-Rail Transfer | Free | Free |
| Rail-to-Bus Transfer | Free | Free |
| Tri-Rail-to-Metrorail Transfer | $2.00 | $1.00 |
| Shuttle Bus-to-Bus or Rail Transfer | $2.00 | $1.00 |
| Shuttle Bus-to-Express Bus Transfer | $2.40 | $1.20 |
| Metrorail-to-Express Bus Transfer | 95¢ | 45¢ |
| BCT-to-Metrobus Bus (Transfer) | 60¢ | 30¢ |
| Regional Monthly Pass (Unlimited Metrorail, Metrobus and Tri-Rail Rides)[v] | $155 | $77.50 |
| 1-Month Pass + Monthly Metrorail Parking Permit | $123.75 | $67.50 |
| 1-Month Pass | $112.50 | $56.25 |
| 1-Month Pass - Group Discount 4-99 passes (Corporate Discount) | $101.25 | Not applicable |
| 1-Month Pass - Group Discount 100 or more passes (Corporate Discount) | $95.65 | Not applicable |
| College/Adult Education Center Monthly Pass | $56.25 | Not applicable |
| Golden Passport or Patriot Passport | Free | Free |
| 7-Day Pass | $29.25 | $14.60 |
| 1-Day Pass | $5.65 | $2.80 |
| EASY Card (cost of media) | $2.00 | Not applicable |
| EASY Ticket (cost of media) | Free | Not applicable |
| Transit Mobility (Transportation Disadvantaged) | Free | Free |
| Commuter Reduced | Not Applicable | Half-fare |

*Source: Department of Transportation and Public Works, October 2025*

*i* *Miami-Dade – Transit Pass, (Accessed, October 2025)*

*ii* *Only available with the purchase of a monthly pass.*

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

*iv* *Miami-Dade – Metrobus and Metrorail Transfers Fees, (Accessed, October 2025)*

*v* *Miami-Dade – Get a Regional Monthly Pass, (Accessed, October 2025)*

## EASY Card Sales Outlets

EASY Card Sales Outlets are conveniently located throughout Miami-Dade County for transit customers to obtain or load cash value and/or passes onto the EASY Card or EASY Ticket. The DTPW EASY Card Services Division is responsible for training new vendors and managing all EASY Card Sales Outlets. Currently there are 62 sales outlets enrolled in Miami-Dade County.

## DTPW's Discount and Special Assistance Programs

### Corporate Discount Program

DTPW's Corporate Discount Program allows participants to save on commuting costs through group discounts and pre-tax savings by purchasing a monthly Corporate EASY Card through an employee pre-tax deduction under IRS Code 132(f). It allows employees to pay for their public transit rides using pre-tax dollars up to $101.25[13] per month or $1,215 per year in 2025.

Monthly Corporate EASY Cards provide a 10% discount for corporate groups of 4-99 participants, and a 15% discount for groups of 100+ participants and include unlimited rides on Metrobus and Metrorail. Participants wishing to use parking at Metrorail Stations can save additional money by purchasing a $11.25 monthly Metrorail parking permit with pre-tax dollars. In 2025, the Program generated approximately $6 million in revenue. Currently, 212 companies are enrolled.

### College / Vocation School Discount Program

Full-time college, university, vocational/technical, and adult education school students can purchase a one-month pass on specially encoded Orange EASY card for $56.25[14], half the cost of a full price monthly pass. Sixty-one[15] education institutions currently participate in the program, generating approximately $2.8 million in annual sales. Students who take Metrorail may also purchase a monthly Metrorail parking permit for $11.25, with the purchase of the College Mobile Pass.

### K-12 Discount Program

Miami-Dade County students in grades K-12 can purchase a Metrobus and Metrorail fare at 50% off the regular fare. First time eligible students may obtain a specially encoded EASY Card at no cost by applying online, visiting the Transit Service Center Kiosk located on the second floor of the Stephen P. Clark Center, or Pass Sales Office located at 701 NW 1 Court, Suite 121. This program is open to any student attending public or private schools in Miami-Dade County. Currently, there are 3,327 K-12 enrolled riders.

### Transit Mobility Program

Section 427, Florida Statues and Rule 41-2 FAC, establishes and mandates the creation of the Commission

---

13 Miami-Dade – Corporate Discount Program, (Accessed, October 2025)

14 Miami-Dade – College Discount Program (Accessed, October 2025)

15 Miami-Dade – Schools Participating in the College Discount Program (Accessed, October 2025)

for the Transportation Disadvantaged in the State of Florida. A Community Transportation Coordinator (CTC) in each county is appointed by the Commission for the Transportation Disadvantaged and is responsible for the coordination and provision of cost-efficient transportation services and the elimination of duplication through a coordinated system. In Miami-Dade County, the County government is the local coordinator. DTPW is charged with the responsibility of creating programs, applying for the grants, and coordinating transportation services for the disadvantaged. Programs such as the Section 5310, Golden Passport, Patriot Passport, and Lifeline Services are also included in the Coordinated Transportation System.

### *Transportation Disadvantaged (TD) Program*

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

### *Senior and Veteran Discount Program*

The Golden Passport EASY Card[17] provides free transportation to adults 65 years and older or Social Security beneficiaries of any age who are permanent Miami-Dade County residents. Seniors (65 years old and over) who do not reside in Miami-Dade County[18]can ride on Metrobus and Metrorail at a discount fare with the Discount-Fare EASY Card. A Patriot Passport[19] provides free transportation to honorably discharged service-connected disabled veterans who are permanent residents of Miami-Dade whose annual income is $36,614 or less.

Currently, there are 338,727 certified Golden Passport/Patriot Passport customer accounts; this includes 245,977 Golden Passport customers over 65 years of age, 81,682 Golden Passport customers under 65 years of age, and 11,068 Patriot Passport customers.

### *Section 5310 Program*

DTPW actively participates in the Federal Transit Administration (FTA) Section 5310 program by participating in the grant review, evaluation, and award process. The 5310 program provides funding to DTPW to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. DTPW, in its role as the Community Transportation Coordinator, is responsible for the program coordination with local non-profit agencies serving elderly and disabled residents in Miami-Dade County.

---

16 Miami-Dade – Transportation Disadvantaged (TD) Program, (Accessed, October 2025)

17 Miami-Dade – Golden Passport, (Accessed, October 2025)

18 Miami-Dade – EASY Card for non-county residents who are 65 years or older, (Accessed, October 2025)

19 Miami-Dade – Patriot Passport (Accessed, October 2025)

20 https://www.miamidade.gov/citt/library/reports/2024-2025-q3.pdf

### *Guaranteed Ride Home (GRH) Program*

This South Florida Commuter Services (SFCS) sponsored program provides commuters with registered carpools or vanpools, cyclists, and pedestrians with free taxi or rideshare trips. To be eligible, commuters[21] must carpool, vanpool, ride transit, bicycle, or walk to work/school at least three days a week. Additionally, users must live in Monroe, Miami-Dade, Broward, Palm Beach, Martin, St Lucie, or Indian River County.

Eligible transit riders can get up to six free Uber/Lyft or taxi rides a year by registering with the Guaranteed Ride Home (GRH) Program, available 7 days a week, 24 hours a day. Valid only during a personal emergency or if one is required to work unscheduled overtime.

## 4.2.5 MUNICIPAL CIRCULATORS

DTPW continues to coordinate with local municipalities to provide efficient, complimentary services and avoid duplication of transit services and to improve transit accessibility. Currently, there are 34 municipalities in Miami-Dade County eligible to receive surtax funding and 33 municipalities participate in the program (the Village of Indian Creek does not participate). Of these 33 municipalities participating in the program, 31 have local transit fixed routes and/or on-demand services that supplement DTPW bus routes. The municipalities with local transit services are listed below in **Table 4-4** and depicted in **Figure 4-9**.

Cities are continually making service changes, adding, and enhancing routes. A recent example of this is the Coral Gables Southern Route pilot program, which launched in October 2025. This route runs east-west on Ponce de Leon Boulevard from Douglas Station to SW 57th Ave.

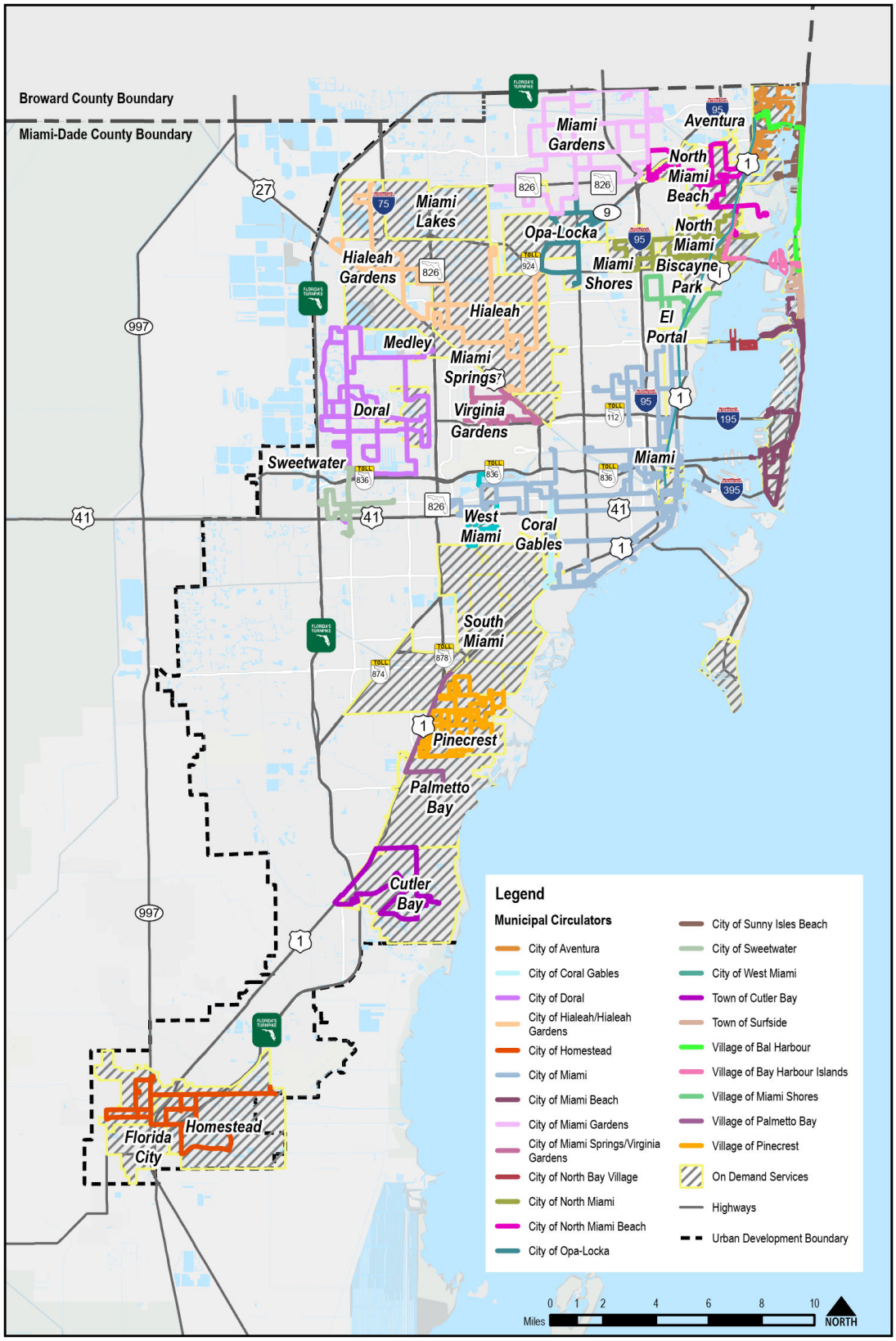
21 *What's The Guaranteed Ride Home (GRH) Program? (Accessed, October 2025)*

*Table 4-4: Municipal Transit Services*

| Municipality | Fixed Route | On-Demand | Circulator Service |
|---|---|---|---|
| Aventura | ✅ | ✅ | ✅ |
| Bal Harbour | | ✅ | ✅ |
| Bay Harbor Islands | | ✅ | ✅ |
| Biscayne Park | | ✅ | ✅ |
| Coral Gables | ✅ | ✅ | ✅ |
| Cutler Bay | ✅ | ✅ | ✅ |
| Doral | ✅ | ✅ | ✅ |
| El Portal | | | |
| Florida City | | ✅ | ✅ |
| Golden Beach | | | |
| Hialeah | ✅ | ✅ | ✅ |
| Hialeah Gardens | ✅ | | ✅ |
| Homestead | ✅ | ✅ | ✅ |
| Key Biscayne | | ✅ | ✅ |
| Medley | | ✅ | ✅ |
| Miami | ✅ | ✅ | ✅ |
| Miami Beach | ✅ | ✅ | ✅ |
| Miami Gardens | ✅ | | ✅ |
| Miami Lakes | | ✅ | ✅ |
| Miami Shores | ✅ | | ✅ |
| Miami Springs | ✅ | | ✅ |
| North Bay Village | | ✅ | ✅ |
| North Miami | ✅ | ✅ | ✅ |
| North Miami Beach | ✅ | ✅ | ✅ |
| Opa-locka | ✅ | ✅ | ✅ |
| Palmetto Bay | ✅ | ✅ | ✅ |
| Pinecrest | ✅ | ✅ | ✅ |
| South Miami | | ✅ | ✅ |
| Sunny Isles Beach | ✅ | | ✅ |
| Surfside | | ✅ | ✅ |
| Sweetwater | ✅ | | ✅ |
| Virginia Gardens | ✅ | | ✅ |
| West Miami | | ✅ | ✅ |
| **Total** | **20** | **24** | **31** |

*Source : https://www.miamidade.gov/citt/library/reports/2024-202p*

*Figure 4-9: Municipal Circulator Route Map*



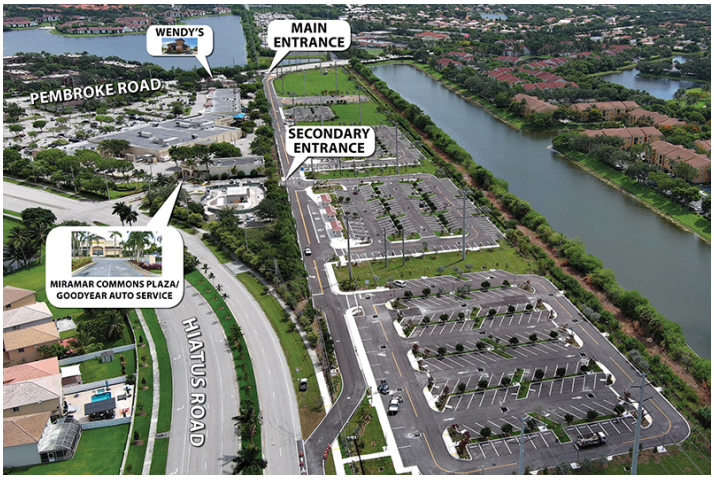
### 4.2.6 REGIONAL TRANSIT SERVICE CONNECTIONS

#### *Broward County Transit*

The Broward County Office of Transportation operates Broward County Transit (BCT), a fixed-route bus service that connects with DTPW service. BCT provides fixed-route bus services that operate along designated routes and with a fixed schedule, these include regular fixed-route local bus service, Breeze limited-stop service, and express bus routes. Combined, BCT operates 44 routes on weekdays, 33 routes on Saturdays, and 32 routes on Sundays.

BCT routes travel into Aventura, North Miami, Miami Gardens, and the Golden Glades Interchange. Bus services from both agencies operate within the I-95 Express lanes, connecting park-and-ride facilities in central and southern Broward communities to Downtown Miami and the Civic Center. BCT operates the 595 Express, which connects the city of Sunrise in western Broward to the Civic Center and Downtown and the 75 Express which runs from the Miramar Park and Ride (as shown in **Figure 4-10)** to the Miami Intermodal Center.

***Figure 4-10: Miramar Park & Ride***




#### *Monroe County Transit*

DTPW provides transit connection to Monroe County through two contracted Metrobus Express routes.

- Metrobus Route 301 Dade-Monroe Express between the Park-and-Ride Lot at the 344 Street TransitWay station in Florida City to the following locations in Monroe County via US 1:
    - Key Largo at Mile Marker 98,
    - Tavernier at Mile Marker 87,
    - Islamorada at Mile Marker 74, and
    - Marathon at Mile Marker 50.
- Metrobus Route 302 Card Sound Express travels between Florida City's City Hall and the Ocean Reef Club via Card Sound Road.

#### *South Florida Regional Transportation Authority*

The South Florida Regional Transportation Authority (SFRTA) operates Tri-Rail, a commuter rail service that operates along the 72-mile South Florida Rail Corridor (SFRC), which spans Palm Beach, Broward, and Miami-Dade Counties. Tri-Rail primarily runs through the eastern urbanized areas of the three counties between the Mangonia Park station in Palm Beach County and the Miami International Airport station in Miami-Dade County. In January 2024, Tri-Rail began service to the MiamiCentral station, connecting with Brightline. Tri-Rail serves 19 passenger stations and has an average weekday ridership of approximately 15,000 passengers.

### *Brightline*

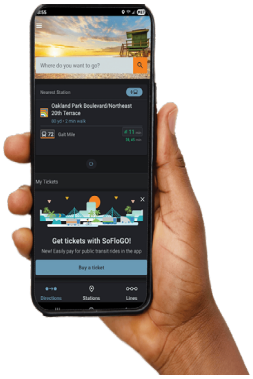
In 2018, Brightline Florida began operations along the Florida East Coast rail corridor between Miami-Dade and Palm Beach Counties, stopping in Downtown Miami, Fort Lauderdale, and West Palm Beach. The travel time between West Palm Beach and Miami is about 80 minutes. Brightline Florida began service to Orlando in September 2023 and has also added additional stops in Orlando, Boca Raton, and Aventura. Connections to Metrorail, Metromover, and Metrobus services are all located adjacent to MiamiCentral station.

### *Regional Fare Interoperability/Mobile Ticketing*

The mobile app SoFloGO (as shown in **Figure 4-11)**, released in July 2025, allows users to plan, pay, and validate their transit trips with BCT, Miami-Dade Transit, Palm Tran, and SFRTA in one application. The app includes live tracking of buses and trains, the option to plan trips across county lines, and the ability to pay fares.

This is a joint effort between DTPW and the other regional transit systems (i.e., SFRTA, BCT, and Palm Tran) through the Fare Technology Interoperability Project to provide a seamless transfer protocol among South Florida transit systems.

***Figure 4-11: SoFloGO App***




## 4.2.7 NATIONAL CONNECTIONS

### *Intercity Passenger Bus Service*

### *Flixbus and Greyhound*

Flixbus is a subsidiary of Flix SE, which acquired Greyhound Lines, Inc. in 2021. Combined, the two brands combined serve 1,800+ destinations. While the companies operate separate buses, their routes and stations are the same. In addition to the Greyhound stations, Flixbus also departs from the MIC at 3801 NW 21st Street #171.

### *RedCoach*

RedCoach operates intercity bus routes out of the MIC, connecting to 12 destinations including Atlanta, Sarasota, Naples, Orlando, Tallahassee, Fort Lauderdale, West Palm Beach, Fort Myers, Tampa, Fort Pierce, Ocala, and Gainesville.

### *Amtrak Intercity Passenger Rail Service*

The Miami Amtrak station is located at 8303 NW 37th Avenue. Miami is the southern terminus for the Silver Meteor/ Palmetto Line, which connects Miami to New York Penn Station by way of Philadelphia; Baltimore; Washington, D.C.; Raleigh; Charleston; Jacksonville; Orlando; Fort Lauderdale; and many smaller cities in between. One-way coach seats and private rooms are currently available from Miami to the other end of the Palmetto Line at New York Penn Station.

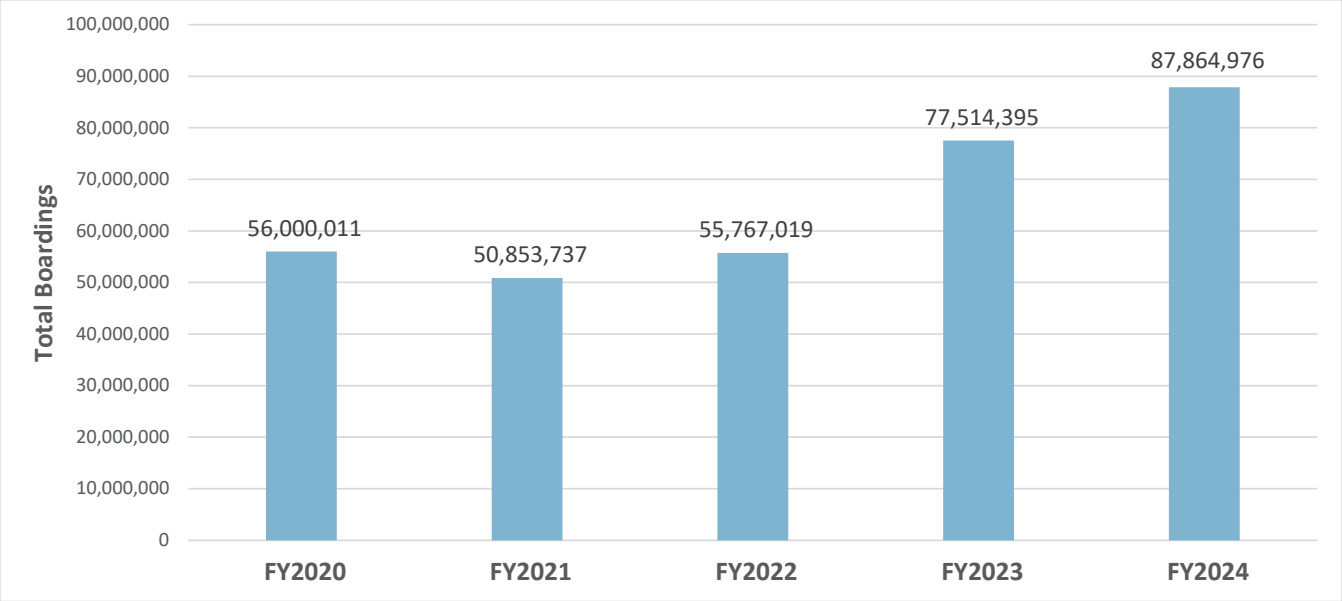
## 4.3 OPERATIONAL CHARACTERISTICS FY 2019-2020 TO FY 2023-2024

### 4.3.1 SYSTEMWIDE TOTAL BOARDINGS

**Figure 4-12** displays Miami Dade DTPW's total boarding from FY 2019-2020 to FY 2023-2024. While the early-pandemic decline was pronounced, the last two years show sustained growth, indicating that DTPW ridership has not only recovered but exceeded its FY 2019-2020 baseline.

Similar to agencies nationwide, the detailed ridership numbers reflect the pandemic shock and subsequent recovery. After 56 million boardings in FY 2019-2020, totals dipped to the period low in FY 2020-2021 (50.9 million, –9%). Ridership began to rebound in FY 2021-2022 (55.8 million, +9.7% over FY 2020-2021), then accelerated in FY 2022-2023 to 77.5 million (+39% year-over-year) as travel activity and service levels recovered. In FY 2023-2024, boardings rose again to 85.6 million (+10% vs. FY 2022-2023), the highest of the five-year span and roughly 53% above FY 2019-2020.

***Figure 4-12: Yearly Boardings from FY 2019-2020 to FY 2023-2024***




*Source: DTPW National Transit Database Facts at a Glance Report, FY 2023-2024.*

Trends by service type generally mirror the systemwide pattern of pandemic decline followed by strong recovery. All modes dipped in FY 2022-2021, then rebounded, most sharply in FY 2022-2023 to FY 2023-2024.

The detailed ridership numbers in **Table 4-5** show pandemic recovery in all modes. Bus service drove the turnaround: boardings climbed from 37.2 million in FY 2019-2020 to 62.3 million in FY 2023-2024 (+67%), accounting for the largest absolute gains post-pandemic. Rail also recovered, rising from 11.9 million to 14.5 million (+22%), while the Metromover rose 27% from FY 2019-2020 to FY 2023-2024, nearly doubling its FY 2020-2021 low, reaching 7.3 million in FY 2023-2024. Unlike the fixed-route modes, STS increased steadily every year, from 1.16 million to 1.55 million (+33%), reflecting consistent demand among riders who rely on door-to-door service.

*Table 4-5: Total Boardings by Service Type - FY 2019-2020 to FY 2023-2024*

| Mode | FY 2019-2020 | FY 2020-2021 | FY 2021-2022 | FY 2022-2023 | FY 2023-2024 | FY 2019-2020 to FY 2023-2024 Variance |
|---|---|---|---|---|---|---|
| **Metrobus** | 37,232,806 | 36,696,161 | 37,528,174 | 56,284,664 | 64,482,583 | +73% |
| **Metrorail** | 11,862,059 | 9,390,699 | 11,446,854 | 13,261,255 | 14,515,543 | +22% |
| **Metromover** | 5,741,996 | 3,487,207 | 5,465,731 | 6,546,102 | 7,316,693 | +27% |
| **STS** | 1,163,150 | 1,279,670 | 1,326,260 | 1,422,374 | 1,550,157 | +33% |
| **Total Boardings** | **56,000,011** | **50,853,737** | **55,767,019** | **77,514,395** | **87,864,976** | **+57%** |

*Source: DTPW National Transit Database Facts at a Glance Report, FY 2023-2024.*

### 4.3.2 FAREBOX RECOVERY RATIO

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

DTPW's farebox recovery increased +2.55% between FY 2019-2020 to FY 2023-2024, after a pandemic-era dip in FY 2020-2021 (see **Table 4-6**). Metrobus and Metrorail led the rebound (up +3.04% and +3.42%, respectively) reflecting stronger ridership and revenue performance through FY 2023-2024. STS recovered from FY 2020-2021 but finished slightly below its FY 2019-2020 level (–1.07%). Metromover is a fare free service, generates no fare revenue; and therefore is not included in the farebox recovery calculation.

*Table 4-6: Share of Boardings by Service Type - FY 2019-2020 to FY 2023-2024*

| Mode | FY 2019-2020 | FY 2020-2021 | FY 2021-2022 | FY 2022-2023 | FY 2023-2024 | FY 2019-2020 to FY 2023-2024 Variance |
|---|---|---|---|---|---|---|
| **Metrobus** | 8.85% | 5.03% | 12.59% | 12.47% | 11.89% | +3.04 |
| **Metrorail** | 8.22% | 4.69% | 10.81% | 10.59% | 11.64% | +3.43 |
| **STS** | 8.33% | 2.26% | 9.38% | 9.27% | 7.26% | -1.07 |
| **Farebox Recovery Ratio** | **8.23%** | **4.50%** | **11.37%** | **11.19%** | **10.78%** | **+2.55** |

*Source: DTPW National Transit Database Facts at a Glance Report, FY 2023-2024.*

## 4.4 DEMOGRAPHIC AND SOCIOECONOMIC DATA REVIEW

Understanding the growth patterns in socioeconomic trends in Miami-Dade County can help DTPW make effective decisions when planning transit infrastructure.

This section reviews population profile and trends, demographic characteristics, and journey-to-work characteristics for Miami-Dade County. A series of maps are included to illustrate select population, demographic, and journey-to-work characteristics. The primary data sources for this analysis are the United States Census, and the American Community Survey (ACS) and five-year estimates.

### 4.4.1 POPULATION CHARACTERISTICS

#### *Overview*

In 2023, Miami-Dade County was the most populous county in Florida and the seventh most populous county in the nation with nearly 2.7 million residents. Between 2010 and 2020, Miami's population increased by 10.6%, adding 260,000 new residents. Between 2020 and 2023, the county experienced a reduction of 0.7%, contracting by 20,000. In absolute numbers, Miami-Dade added more residents than Broward and Palm Beach Counties, however, by percentage, Broward and Palm Beach are growing at a faster rate with 12% and 14% respectively as shown in **Table 4-7**.

***Table 4-7: Estimated South Florida Population Growth 2010-2023***

| County | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **Miami-Dade** | 2,445,374 | 2,705,528 | 2,685,296 | +260,154 (10.6%) | –20,232 (–0.7%) | +239,922 (9.8%) |
| **Broward** | 1,734,139 | 1,942,273 | 1,946,127 | +208,134 (12.0%) | +3,854 (0.2%) | +211,988 (12.2%) |
| **Palm Beach** | 1,299,356 | 1,482,057 | 1,507,453 | +182,701 (14.1%) | +25,396 (1.7%) | +208,097 (16.0%) |
| **Total** | **5,478,869** | **6,129,858** | **6,138,876** | **+650,989 (11.9%)** | **+9,018 (0.1%)** | **+660,007 (12.0%)** |

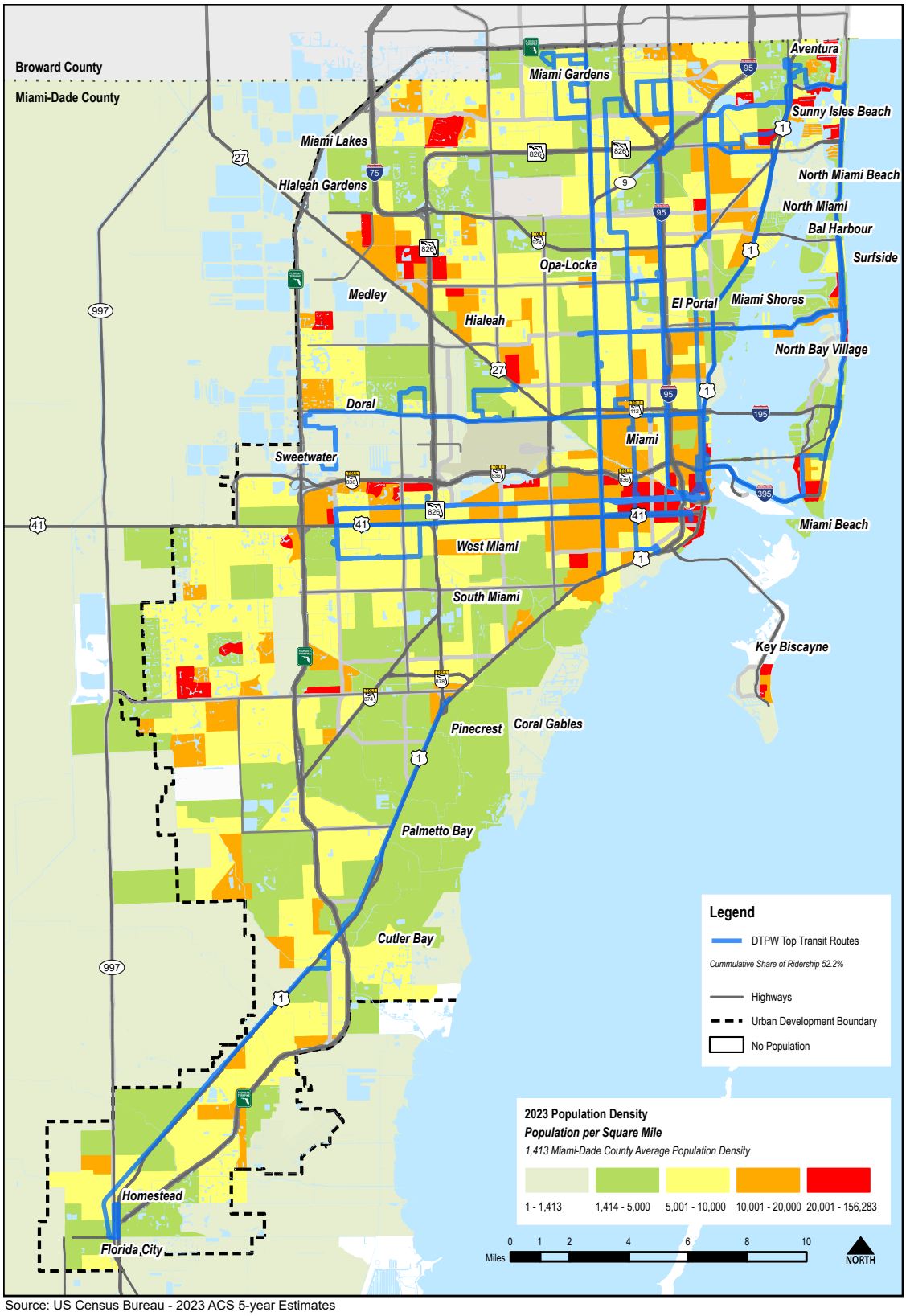
*Sources: ACS B01001 2010, 2020 and 2023 five-year estimates*

#### *Population Density and Growth*

The distribution of Miami-Dade County residents is shown in **Figure 4-13.** The areas of Miami-Dade with the highest population density are found in and around Downtown Miami, Miami Beach, Hialeah, and West Miami.

The provision for transit is more effective in areas with high population densities, and these maps reflect an estimation of the community's demand for transit service. Areas with high population densities are areas that should be considered for transit service expansions.

## *Figure 4-13: Population Density*




Source: US Census Bureau - 2023 ACS 5-year Estimates

## Racial and Ethnic Characteristics

As shown in Table 4-8, just 13% of residents in the county identify as white, non-Hispanic. Most Miami-Dade County residents identify as Hispanic or Latino (69%) (see Table 4-9). An additional 15% of county residents identify as Black. The large rise in "Two or More Races" reflects both genuine shifts in self-identification and improvements in coding/reporting over time.

***Table 4-8: Miami-Dade County Racial Characteristics***

| Race | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **Single Race: White** | 1,794,730 (73.4%) | 1,783,928 (65.9%) | 990,981 (36.9%) | –10,802 (–0.6%) | –792,947 (–44.4%) | –803,749 (–44.8%) |
| **Single Race: Black** | 470,326 (19.2%) | 457,814 (16.9%) | 414,760 (15.4%) | –12,512 (–2.7%) | –43,054 (–9.4%) | –55,566 (–11.8%) |
| **Single Race: Other*** | 145,972 (6.0%) | 175,174 (6.5%) | 252,397 (9.4%) | +29,202 (20.0%) | +77,223 (44.1%) | +106,425 (72.9%) |
| **Two or More Races** | 34,346 (1.4%) | 288,612 (10.7%) | 1,027,158 (38.3%) | +254,266 (740.3%) | +738,546 (255.9%) | +992,812 (2,890.0%) |
| **Total Population** | **2,445,374** | **2,705,528** | **2,685,296** | **+260,154 (10.6%)** | **–20,232 (–0.7%)** | **+239,922 (9.8%)** |

*Sources: ACS B03002 2010, 2020 and 2023 five-year estimates*

** "Other" includes the following Census classifications: Asian, American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, and Some Other Race*

***Table 4-9: Miami-Dade County Ethnicity and Race Distribution***

| Race and Ethnicity | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **Hispanic or Latino (any race)** | 1,565,410 (64.0%) | 1,843,676 (68.1%) | 1,846,781 (68.8%) | +278,266 (17.8%) | +3,105 (0.2%) | +281,371 (18.0%) |
| **White: Non-Hispanic** | 389,318 (15.9%) | 365,906 (13.5%) | 345,749 (12.9%) | –23,412 (–6.0%) | –20,157 (–5.5%) | –43,569 (–11.2%) |
| **Black: Non-Hispanic** | 431,777 (17.7%) | 421,305 (15.6%) | 392,563 (14.6%) | –10,472 (–2.4%) | –28,742 (–6.8%) | –39,214 (–9.1%) |
| **Single Race: Other*: Non-Hispanic** | 46,565 (1.9%) | 53,788 (2.0%) | 55,911 (2.1%) | +7,223 (15.5%) | +2,123 (3.9%) | +9,346 (20.1%) |
| **Two or More Races: Non-Hispanic** | 12,304 (0.5%) | 20,853 (0.8%) | 44,292 (1.6%) | +8,549 (69.5%) | +23,439 (112.4%) | +31,988 (260.1%) |
| **Total Population** | **2,445,374** | **2,705,528** | **2,685,296** | **+260,154 (10.6%)** | **–20,232 (–0.7%)** | **+239,922 (9.8%)** |

*Sources: ACS B03002 2010, 2020 and 2023 five-year estimates*

** "Other" includes the following Census classifications: Asian, American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, and Some Other Race*

### *Non-White Populations*

**Table 4-10** shows the distribution of Minority and Non-White populations in Miami-Dade County, with the Non-White population increasing approximately 84% from 2020 to 2023. Over 63% of Miami-Dade county's population is considered Non-White, much higher than the national percentage of 39%. The areas with the highest Non-White population include Miami Gardens, North Miami, El Portal and Opa-locka as seen in **Figure 4-14**.

***Table 4-10: Miami-Dade County Minority and Non-White Population Distribution***

| Race/Ethnicity Grouping | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **Minority - Total** | 2,056,056 | 2,339,622 | 2,339,547 | +283,566 (13.8%) | –75 (0.0%) | +283,491 (13.8%) |
| **Minority - Share** | 84.10% | 86.50% | 87.10% | +2.4% | +0.6% | +3.0% |
| **Non-White - Total** | 650,644 | 921,600 | 1,694,315 | +270,956 (41.6%) | +772,715 (83.8%)* | +1,043,671 (160.4%) |
| **Non-White - Share** | 26.60% | 34.10% | 63.10% | +7.5% | +29% | +36.5% |
| **Total Population** | **2,445,374** | **2,705,528** | **2,685,296** | **+260,154 (10.6%)** | **–20,232 (–0.7%)** | **+239,922 (9.8%)** |

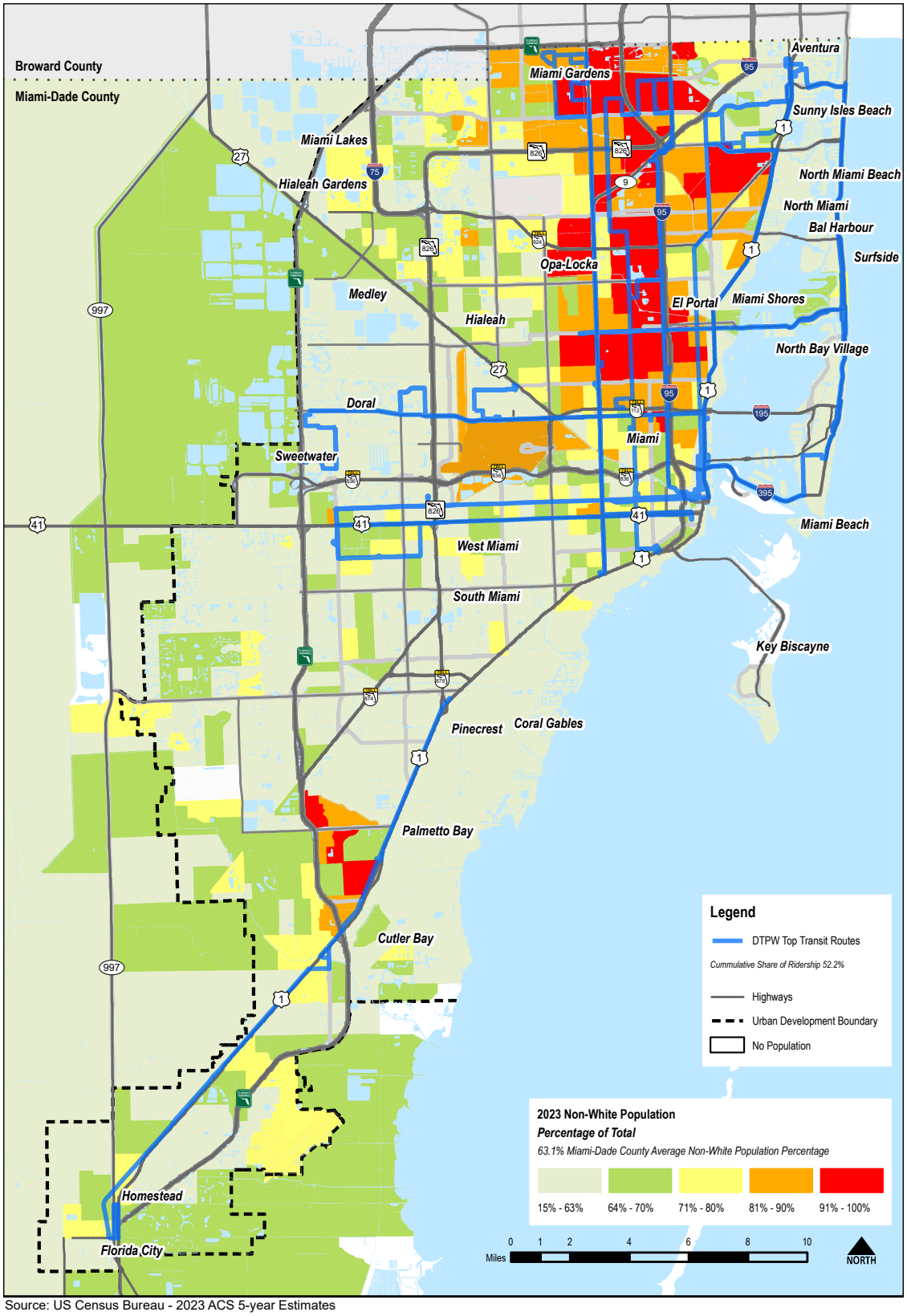
*Sources: ACS B03002 2010, 2020 and 2023 five-year estimates*

** The large jump in Non-White between 2020 and 2023 partly reflects continued growth in multi-race reporting after the 2020 race/ethnicity question changes, in addition to demographic change. https://www.census.gov/library/stories/2021/08/improved-race-ethnicity-measures-reveal-united-states-population-much-more-multiracial.html*

### *Minority Populations*

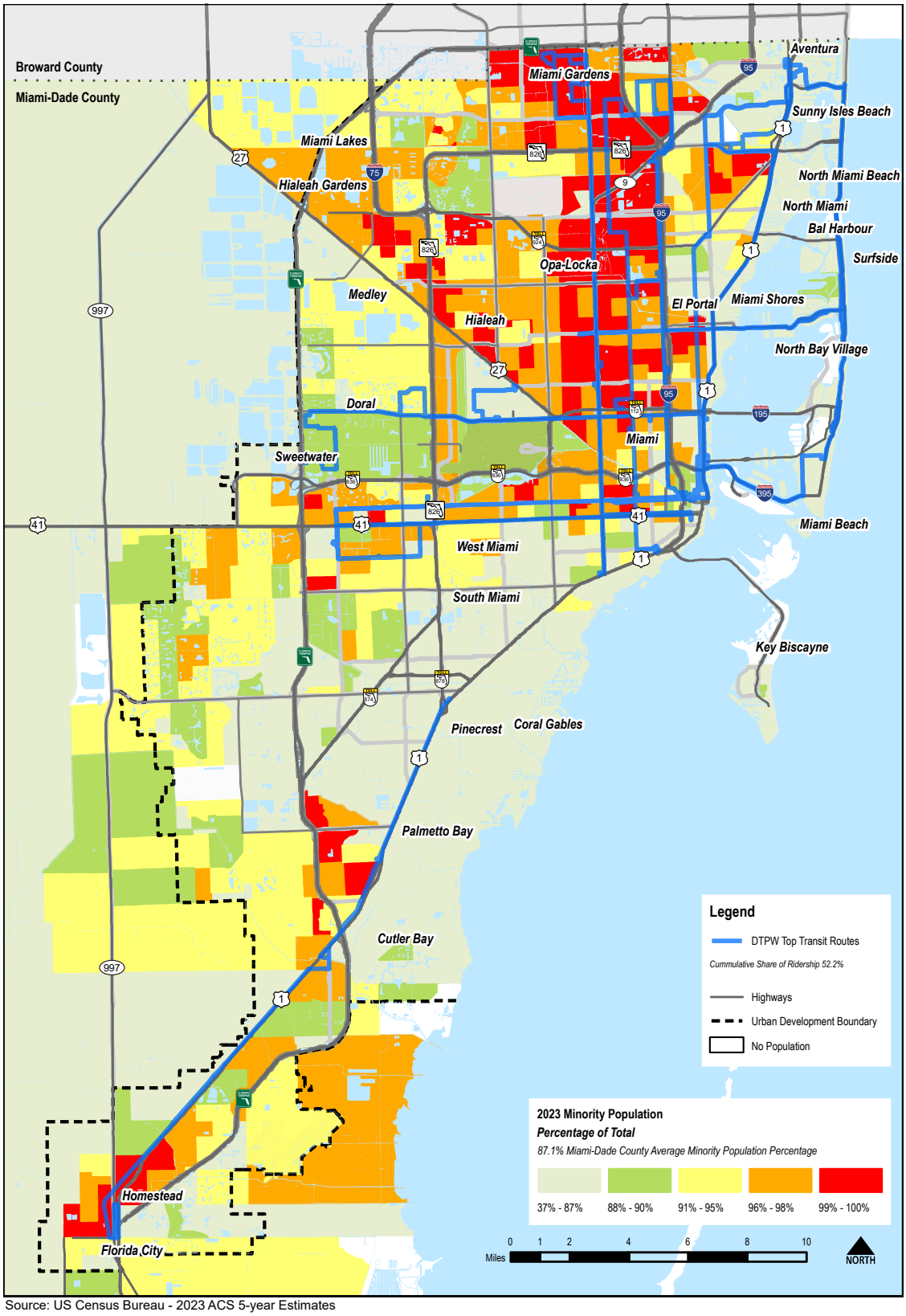
Minorities are defined by the U.S. Census Bureau as anyone who is not "White, Non-Hispanic." Miami-Dade is a majority minority county, with most census blocks containing a minority population of more than 56%. The areas with comparatively low minority population are seen around Miami Lakes, Aventura, Miami Beach, Coral Gables, Pinecrest, Palmetto Bay, and Homestead as seen in **Figure 4-15.**

## *Figure 4-14: Percentage of Non-White Populations*




Source: US Census Bureau - 2023 ACS 5-year Estimates

*Figure 4-15: Percentage of Minority Populations*




Source: US Census Bureau - 2023 ACS 5-year Estimates

## Age Distribution Characteristics

In the 2023 Census, Miami-Dade County had a relatively young population with the median age of 40 years old.

Trends indicate a slow shift to an older demographic. In **Table 4-11** showing the 2023 ACS update, the percentage of persons age 18 and younger stayed at 20%, and the percentage of persons age 65 and older rose to 17%, while the county median age rose to 41. **Figure 4-16** illustrates the density of people under age 18, and **Figure 4-17** illustrates the density of people 65 years and older.

***Table 4-11: Miami-Dade County Age Characteristics, 2010 - 2023***

| Age Range | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **Under 18** | 547,157 (22.4%) | 552,057 (20.4%) | 540,695 (20.1%) | +4,900 (–2.0 pp) | –11,362 (–0.3 pp) | –6,462 (–2.3 pp) |
| **18–64** | 1,559,372 (63.8%) | 1,713,268 (63.3%) | 1,692,487 (63.0%) | +153,896 (–0.5) | –20,781 (–0.3) | +133,115 (–0.8) |
| **65+** | 338,845 (13.9%) | 440,203 (16.3%) | 452,114 (16.8%) | +101,358 (+2.4) | +11,911 (+0.5) | +113,269 (+2.9) |
| **Median Age (years)** | 37.7 | 40.2 | 40.8 | +2.5 | +0.6 | +3.1 |
| **Total Population** | **2,445,374** | **2,705,528** | **2,685,296** | **+260,154 (10.6%)** | **–20,232 (–0.7%)** | **+239,922 (9.8%)** |

*Sources: ACS B01001 and B01002 2010, 2020 and 2023 five-year estimates*

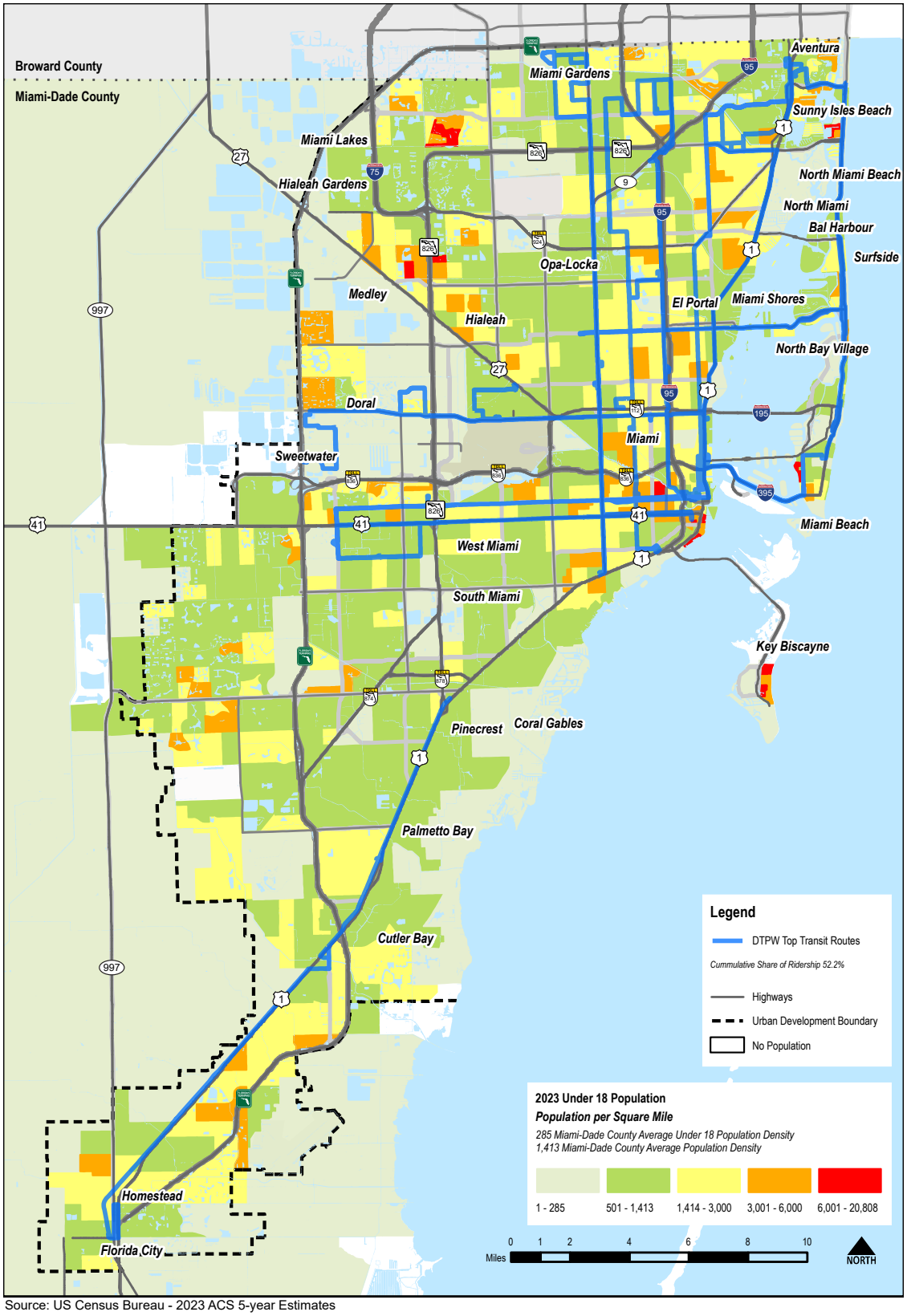
### Young Population (Age Under 18)

The County's under-18 population is most densely concentrated along the coast, including Key Biscayne, Miami Beach, eastern North Miami and North Miami Beach, Opa-locka and Doral/Miami Springs.

### Senior Population (Age over 65)

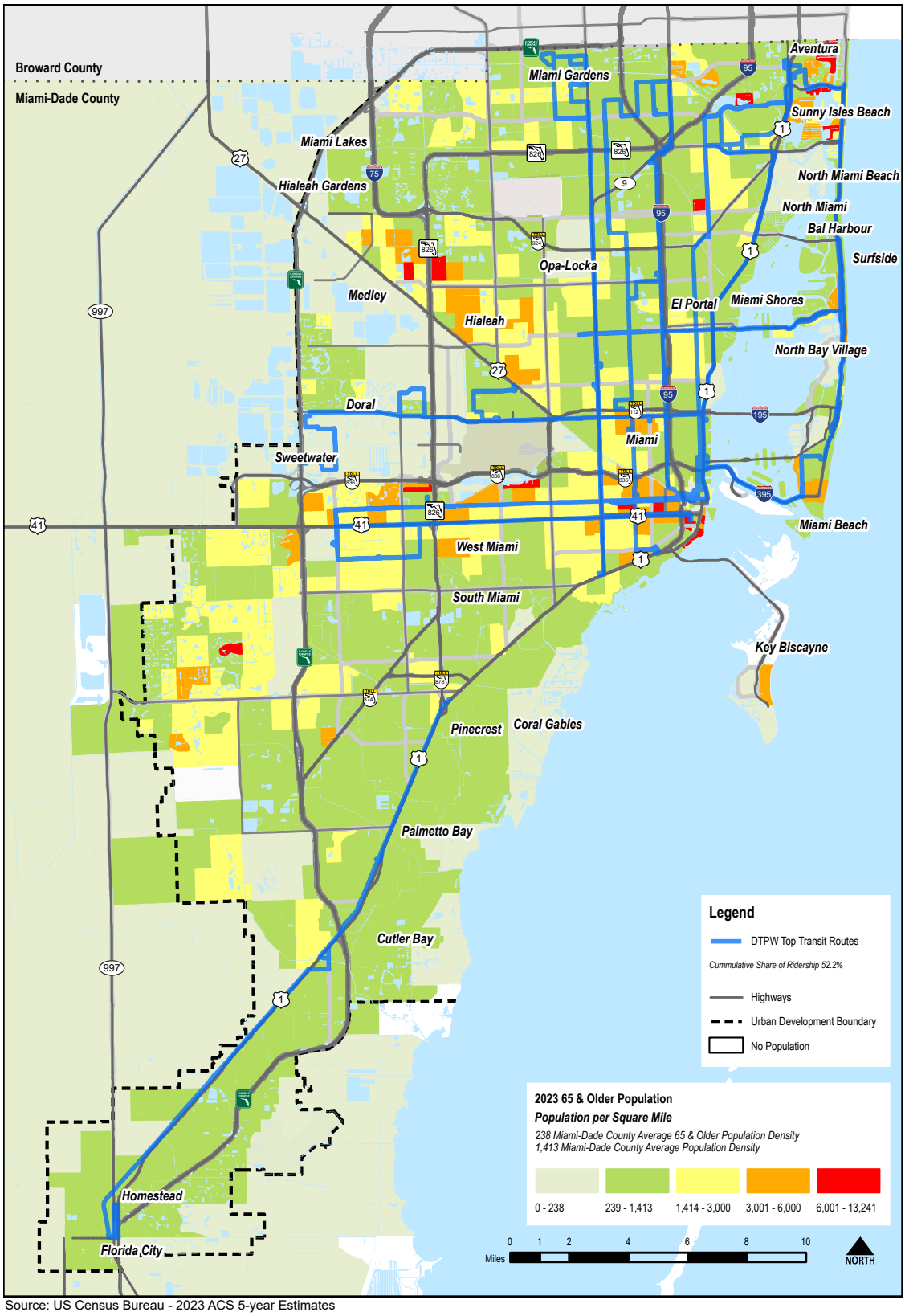
The County's senior population is concentrated in areas similar to population under 18.

*Figure 4-16: Population Density (Under 18 Years of Age)*




Source: US Census Bureau - 2023 ACS 5-year Estimates

*Figure 4-17: Population Density (Over 65 Years of Age)*




Source: US Census Bureau - 2023 ACS 5-year Estimates

## Gender Distribution Characteristics

Studies[22] have found that women show a higher propensity for transit use than men, with one American Public Transportation Association (APTA) study indicating that women make up over half (55%) of transit ridership. In Miami-Dade County, inland areas tend to have a slightly higher concentration of women. Miami-Dade County gender characteristics and distribution can be seen in **Table 4-12** and in **Figure 4-18**.

***Table 4-12: Miami-Dade County Gender Characteristics, 2010 - 2023***

| Gender | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **Female** | 1,262,590 (51.6%) | 1,390,068 (51.4%) | 1,369,356 (51.0%) | +127,478 (10.1%); –0.2 | –20,712 (–1.5%); –0.4 | +106,766 (8.5%); –0.6 |
| **Male** | 1,182,784 (48.4%) | 1,315,460 (48.6%) | 1,315,940 (49.0%) | +132,676 (11.2%); +0.2 | +480 (≈0.0%); +0.4 | +133,156 (11.3%); +0.6 |
| **Total Population** | **2,445,374** | **2,705,528** | **2,685,296** | **+260,154 (10.6%)** | **–20,232 (–0.7%)** | **+239,922 (9.8%)** |

*Sources: ACS B01001 2010, 2020 and 2023 five-year estimates*

## Limited English Proficiency Characteristics

LEP populations are defined through the US Census as those that either speak English "not well" or "not at all." Miami-Dade County Limited English Proficiency characteristics can be seen in **Table 4-13**. Overall, 21.3% of the County's population is considered LEP. This percentage has held generally constant at around 22-21%, LEP populations are highest in the Cities of Hialeah and the City of Miami as identified in **Figure 4-19.**

***Table 4-13: Limited English Proficiency Population Characteristics***

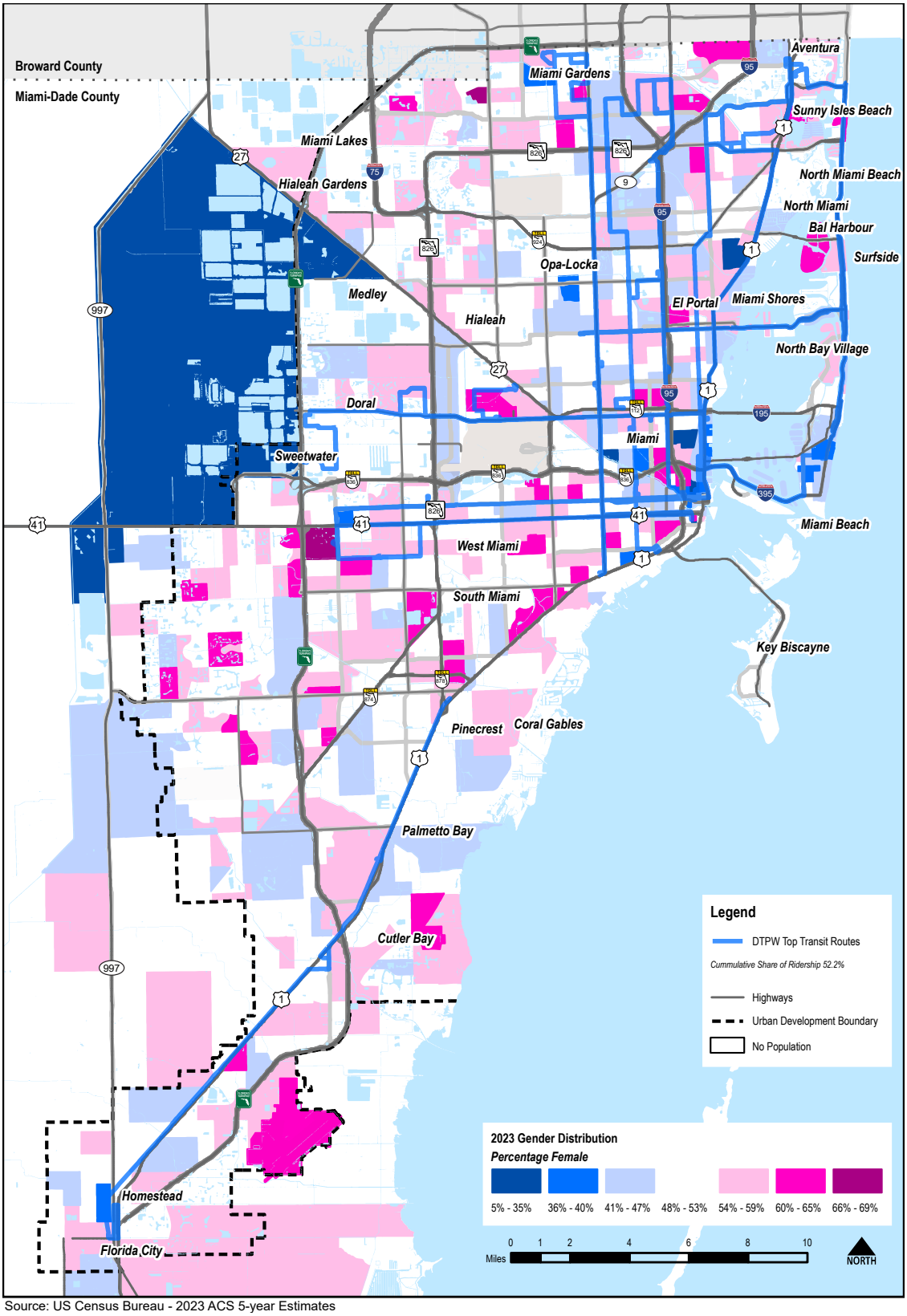
| Ability to Speak English | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **LEP (Not well + Not at all)** | 512,427 (22.3%) | 540,189 (21.2%) | 541,612 (21.3%) | +27,762 (+5.4%) | +1,423 (+0.3%) | +29,185 (+5.7%) |
| **Total Population** | **2,293,780** | **2,548,494** | **2,537,658** | **+254,714 (+11.1%)** | **–10,836 (–0.4%)** | **+243,878 (+10.6%)** |

*Sources: ACS B16004 2010, 2020 and 2023 five-year estimates*

**Density calculated in person per square mile using 1,900 square miles for the area of Miami-Dade County*

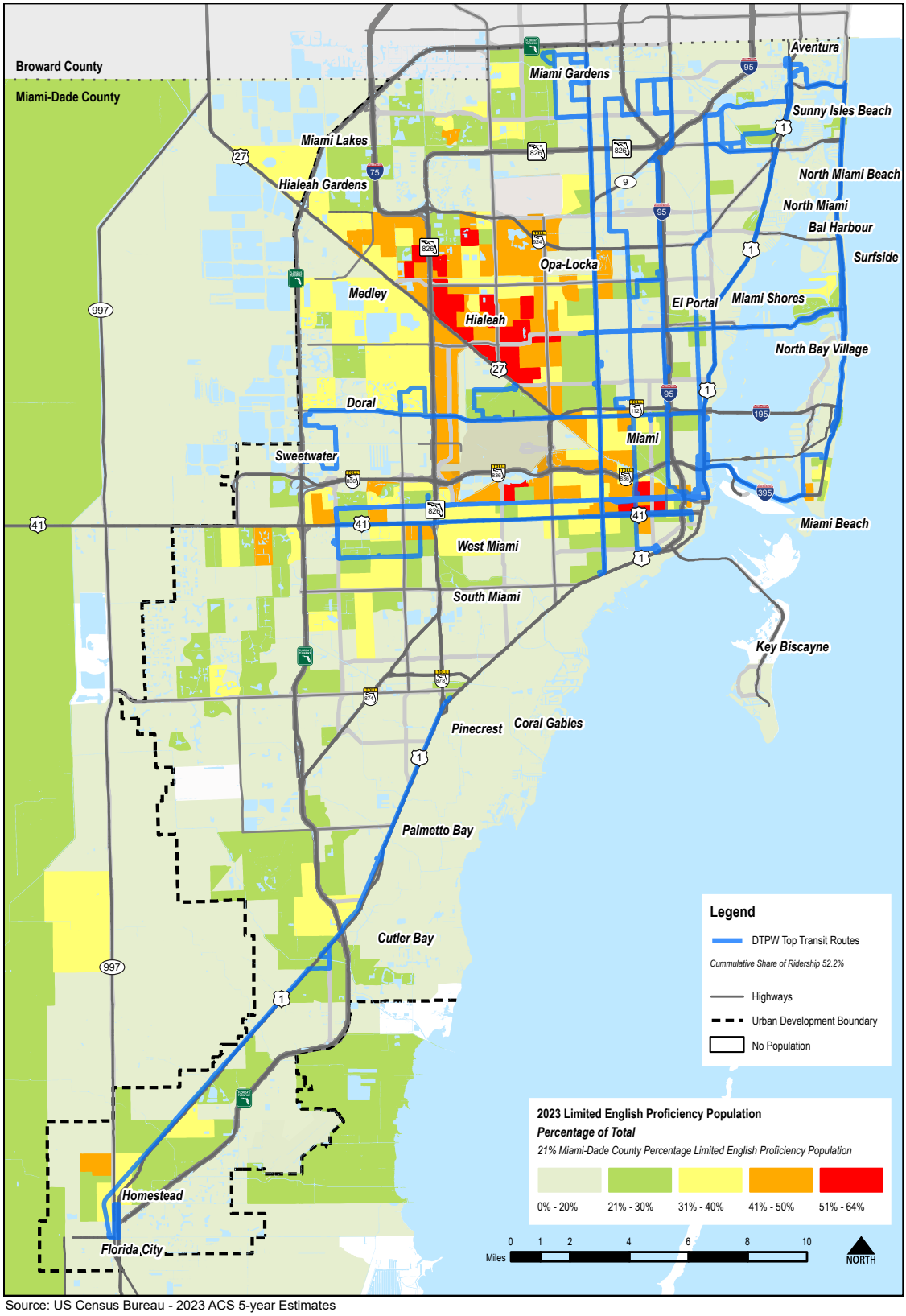
22 Who Rides Public Transportation, *American Public Transportation Association (APTA) 2017*

## *Figure 4-18: Gender Distribution*




Source: US Census Bureau - 2023 ACS 5-year Estimates

*Figure 4-19: Percentage Limited English Proficiency Population*




Source: US Census Bureau - 2023 ACS 5-year Estimates

### *Disability Characteristics*

The U.S. Census Bureau uses six questions to identify the population with disabilities. Those questions are:

- **Hearing:** Is this person deaf or does he/she have serious difficulty hearing?
- **Visual:** Is this person blind or does he/she have serious difficulty seeing even when wearing glasses?
- **Cognitive:** Because of a physical, mental, or emotional condition, does this person have serious difficulty concentrating, remembering, or making decisions?
- **Ambulatory:** Does this person have serious difficulty walking or climbing stairs?
- **Self-Care:** Does this person have difficulty dressing or bathing?
- **Independent Living:** Because of a physical, mental, or emotional condition, does this person have difficulty doing errands alone such as visiting a doctor's office or shopping?

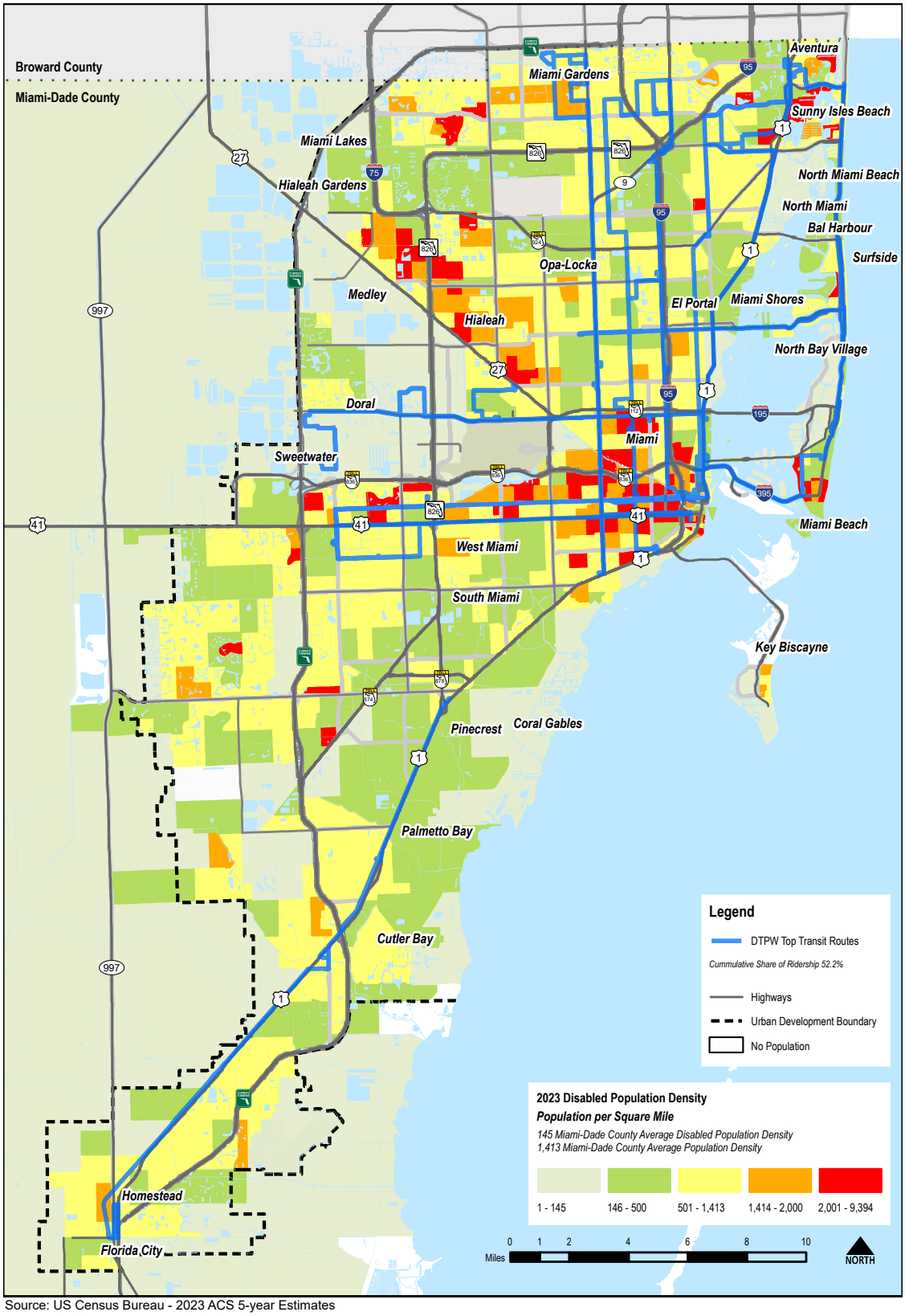
**Figure 4-20** shows that the disabled populations in Miami-Dade have higher concentrations in Aventura, north of the Okeechobee Boulevard Corridor, along the Flagler Corridor, Miami Beach, and Downtown Miami. Although the total number of disabled individuals increased by 1.1% (+3,099) from 2015 to 2023 the percentage decreased by 0.1% (see **Table 4-14**).

***Table 4-14: Miami-Dade County Disability Characteristics, 2015 - 2023***

| Disability Status | 2015 | 2020 | 2023 | Change 2015–2020 | Change 2020–2023 | Change 2015–2023 |
|---|---|---|---|---|---|---|
| **Disabled - Total** | 271,588 (10.4%) | 273,538 (10.2%) | 274,687 (10.3%) | +1,950 (0.7%); –0.2 | +1,149 (0.4%); +0.1 | +3,099 (1.1%); –0.1 |
| **Abled -Total** | 2,340,615 (89.6%) | 2,408,092 (89.8%) | 2,386,462 (89.7%) | +67,477 (2.9%); +0.2 | –21,630 (–0.9%); –0.1 | +45,847 (2.0%); +0.1 |
| **Total Population** | **2,612,203** | **2,681,630** | **2,661,149** | **+69,427 (2.7%)** | **–20,481 (–0.8%)** | **+48,946 (1.9%)** |

*Sources: ACS B18101 2010, 2020 and 2023 five-year estimates*

*Figure 4-20: Disabled Population Density*




Source: US Census Bureau - 2023 ACS 5-year Estimates

### 4.4.2 EMPLOYMENT CHARACTERISTICS

Miami-Dade County employment profile includes a diverse assortment of fields and industries, as depicted in **Table 4-15.** Miami-Dade County's largest individual public and private employers in the county are shown in **Table 4-16.**

***Table 4-15: Miami-Dade County Distribution of Workers Over Age 16, by Industry***

| Industry | Workers | Percent |
|---|---|---|
| Educational Services, Health Care, and Social Assistance | 277,989 | 20.6% |
| Professional, Scientific, Management, Administrative, and Waste Management Services | 189,942 | 14.1% |
| Retail Trade | 144,092 | 10.7% |
| Arts, Entertainment, Recreation, Accommodation, and Food Services | 133,099 | 9.9% |
| Transportation, Warehousing and Utilities | 120,103 | 8.9% |
| Construction | 117,624 | 8.7% |
| Finance, Insurance, Real Estate, Rental and Leasing | 107,697 | 8.0% |
| Other Services | 78,349 | 5.8% |
| Manufacturing | 60,929 | 4.5% |
| Public Administration | 44,817 | 3.3% |
| Wholesale Trade | 41,570 | 3.1% |
| Information | 23,809 | 1.8% |
| Agriculture, Forestry, Fishing, Hunting, and Mining | 9,178 | 0.7% |
| **Total** | **1,349,198** | **100%** |

*Source: ACS C24050 2023 five-year estimates*

***Table 4-16: Major Employers in Miami-Dade County, 2024***

| Private Employers | | Public Employers | |
|---|---|---|---|
| **Organization** | **Employees** | **Organization** | **Employees** |
| **University of Miami** | 22,566 | Miami-Dade County Public Schools | 35,497 |
| **Publix Super Markets** | 14,146 | Miami-Dade County | 29,495 |
| **American Airlines** | 11,297 | Florida State Government | 26,092 |
| **Amazon** | 7,383 | Federal Government | 20,173 |
| **Walmart** | 7,373 | Jackson Health System | 14,249 |
| **Baptist Hospital of Miami** | 5,469 | Florida International University | 6,597 |
| **Baptist Health South Florida** | 4,919 | Miami-Dade College | 5,958 |
| **Mount Sinai Medical Center** | 4,463 | U.S. Postal Services | 5,843 |
| **Miami Children's Hospital** | 4,367 | Department of Homeland Security | 5,356 |
| **The Home Depot** | 4,021 | City of Miami | 5,000 |

*Source: Miami-Dade County Finance Library, Florida Jobs Employer Database*

### Employment Density

Areas with the highest density of workers are concentrated in Aventura, Civic Center, Miami Beach, Downtown Miami, Brickell, Coconut Grove, Coral Gables, South Miami, and Dadeland. This data is based on the census Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) 8, The distribution of employment locations can be seen in **Figure 4-21.**

### Employment Origin and Destination

In 2022 the number of workers who live and work in Miami-Dade County was 869,727, which is 25%, increased from 2010. Comparatively, in 2022 the workers who live outside of the county but work in Miami-Dade County was 383,373 which is a 33.6% increase from 2010. These percentages have been consistent in the 2010, 2020, and 2022 data, with a slight 1.7% increase in workers living outside of Miami-Dade County between 2020 and 2022. This information is summarized in **Table 4-17** and **Table 4-18** and depicted in **Figure 4-22**.

***Table 4-17: Workers Who Work in Miami-Dade Flows In, Out, and Within Miami-Dade County, FL 2010, 2020 and 2022***

| Workers | 2010 | 2020 | 2022 | Change 2010–2020 | Change 2020–2022 | Change 2010–2022 |
|---|---|---|---|---|---|---|
| Live In Miami-Dade County | 695,945 (74.2%) | 832,891 (74.6%) | 869,727 (72.9%) | +136,946 (+19.7%) | +36,836 (+4.4%) | +173,782 (+25.0%) |
| Live Outside of Miami-Dade County | 242,075 (25.8%) | 283,805 (25.4%) | 323,373 (27.1%) | +41,730 (+17.2%) | +39,568 (+13.9%) | +81,298 (+33.6%) |
| **Total Workers** | **938,020** | **1,116,696** | **1,193,100** | **+178,676 (+19.0%)** | **+76,404 (+6.8%)** | **+255,080 (+27.2%)** |

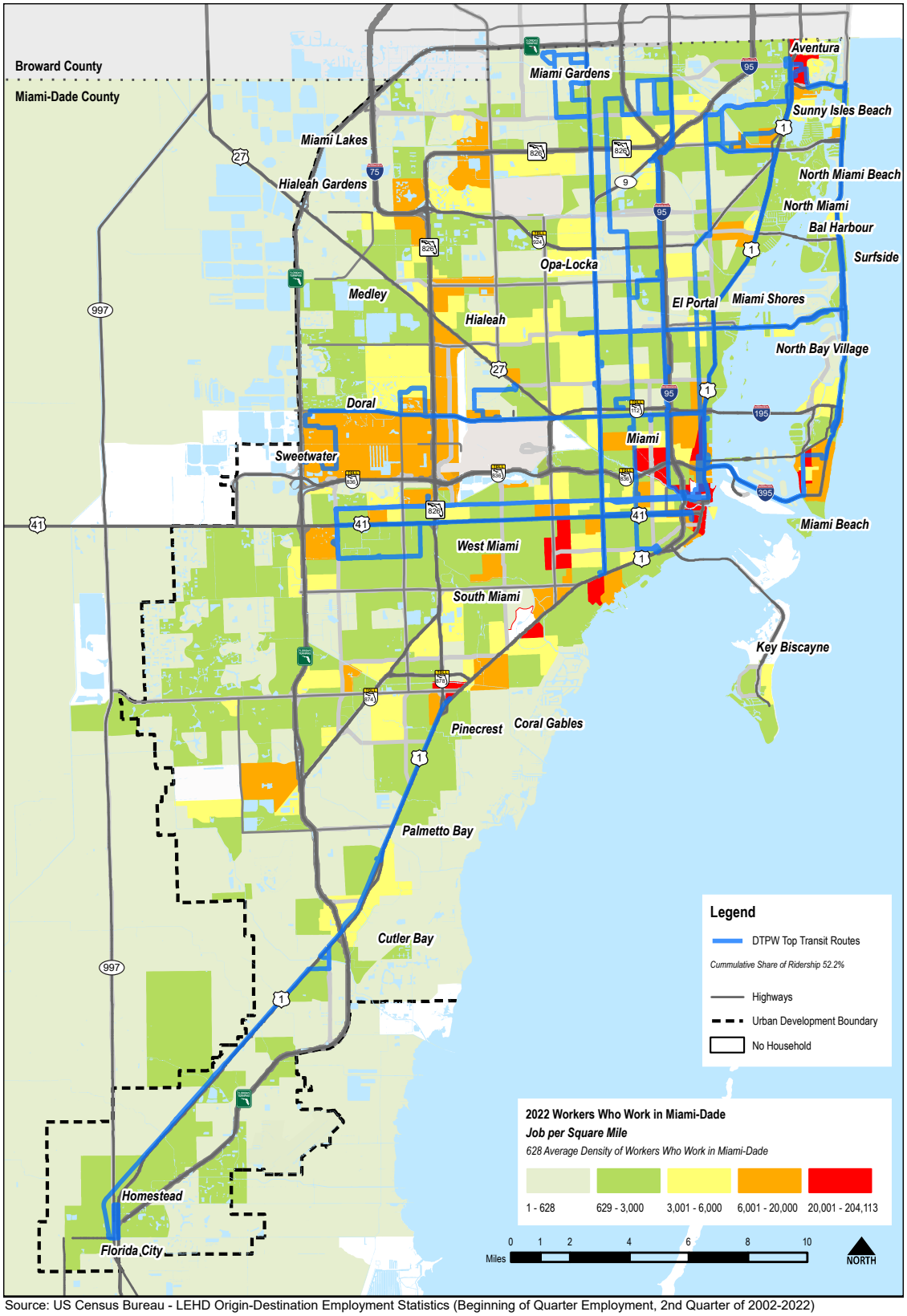
*Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022).*

***Table 4-18: Workers Who Live in Miami-Dade Flows In, Out, and Within Miami-Dade County, FL 2010, 2020 and 2022***

| Workers | 2010 | 2020 | 2022 | Change 2010–2020 | Change 2020–2022 | Change 2010–2022 |
|---|---|---|---|---|---|---|
| **Work Outside of Miami-Dade County** | 196,986 (22.1%) | 229,192 (21.6%) | 254,829 (22.7%) | +32,206 (+16.3%) | +25,637 (+11.2%) | +57,843 (+29.4%) |
| **Work in Miami-Dade County** | 695,945 (77.9%) | 832,891 (78.4%) | 869,727 (77.3%) | +136,946 (+19.7%) | +36,836 (+4.4%) | +173,782 (+25.0%) |
| **Total Workers** | **892,931** | **1,062,083** | **1,124,556** | **+169,152 (+18.9%)** | **+62,473 (+5.9%)** | **+231,625 (+25.9%)** |

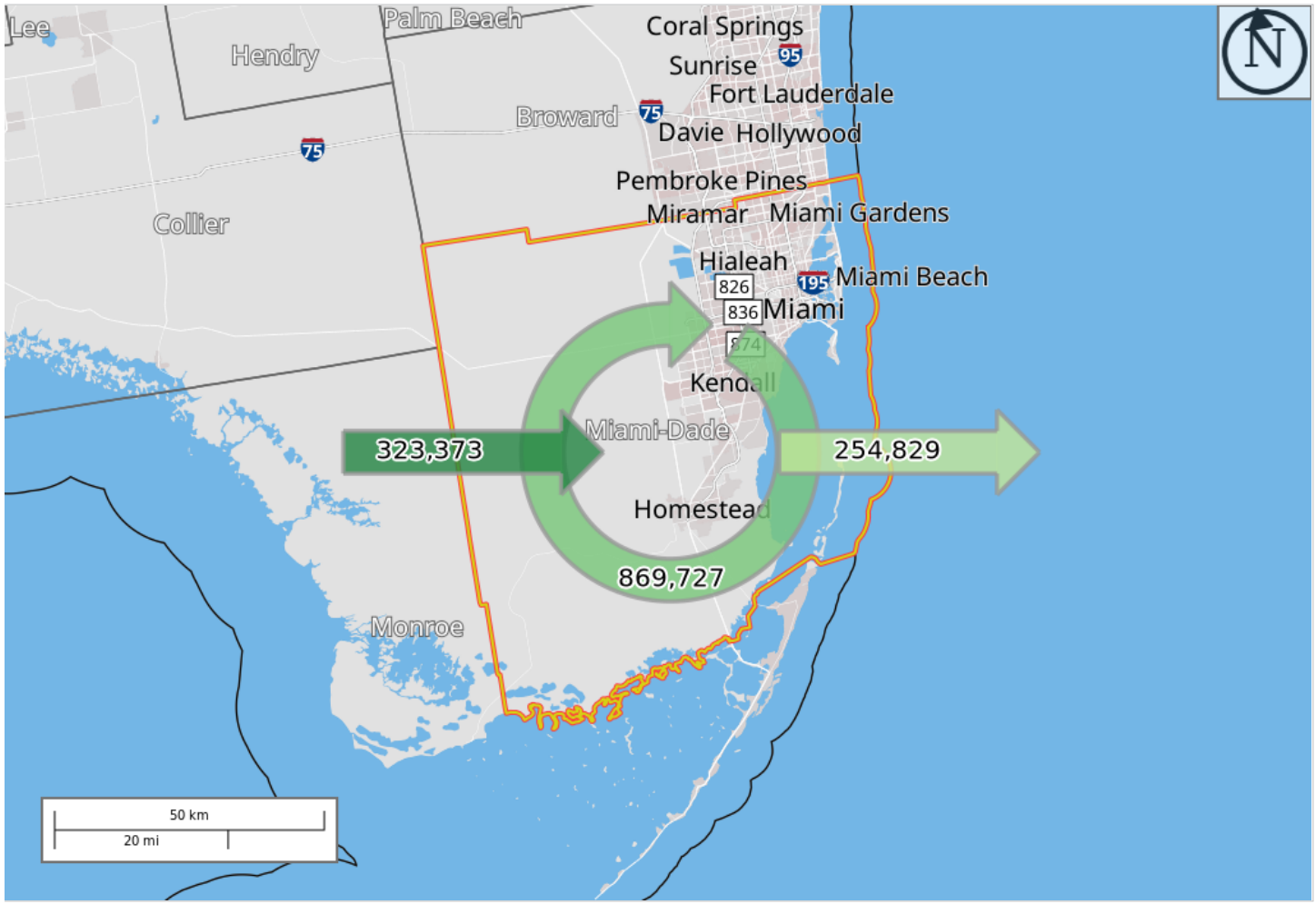
*Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022).*

## *Figure 4-21: Employment Density*




Source: US Census Bureau - LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022)

***Figure 4-22: Inflow and Outflow of All Jobs in Miami-Dade County in 2022***




## Map Legend

**Selection Areas**
- Selection Area

**Inflow/Outflow**
- Employed and Live in Selection Area
- Employed in Selection Area, Live Outside
- Live in Selection Area, Employed Outside

Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.

*Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022).*

## Income Distribution Characteristics

In 2023 the Miami-Dade County median household income averaged approximately $68,694, rising by $25,089 (57.5%) since 2010. Median Household Income is reflected in **Table 4-19**. According to the Florida Department of Revenue, the threshold for a low-income household is $31,300. In order to be eligible for the Transportation Disadvantaged (TD) Program in the county based on income the user's household income must not exceed 225% of Federal Poverty Guidelines. The median household income in 2023 (see **Table 4-19**.) for the county is almost 2 times the threshold for a low-income household, however there are pockets of poverty throughout the county. **Figure 4-23** indicates large numbers of low-income households in Hialeah, downtown Miami, North Miami, and Homestead.

***Table 4-19: Miami-Dade County Income Characteristics, 2010 - 2023***

| Income | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **Median Household Income** | $43,605 | $53,975 | $68,694 | +$10,370 (+23.8%) | +$14,719 (+27.3%) | +$25,089 (+57.5%) |

*Sources: ACS B19013 2010, 2020, and 2023 five-year estimates*

## Commute Characteristics

### Travel Time to Work

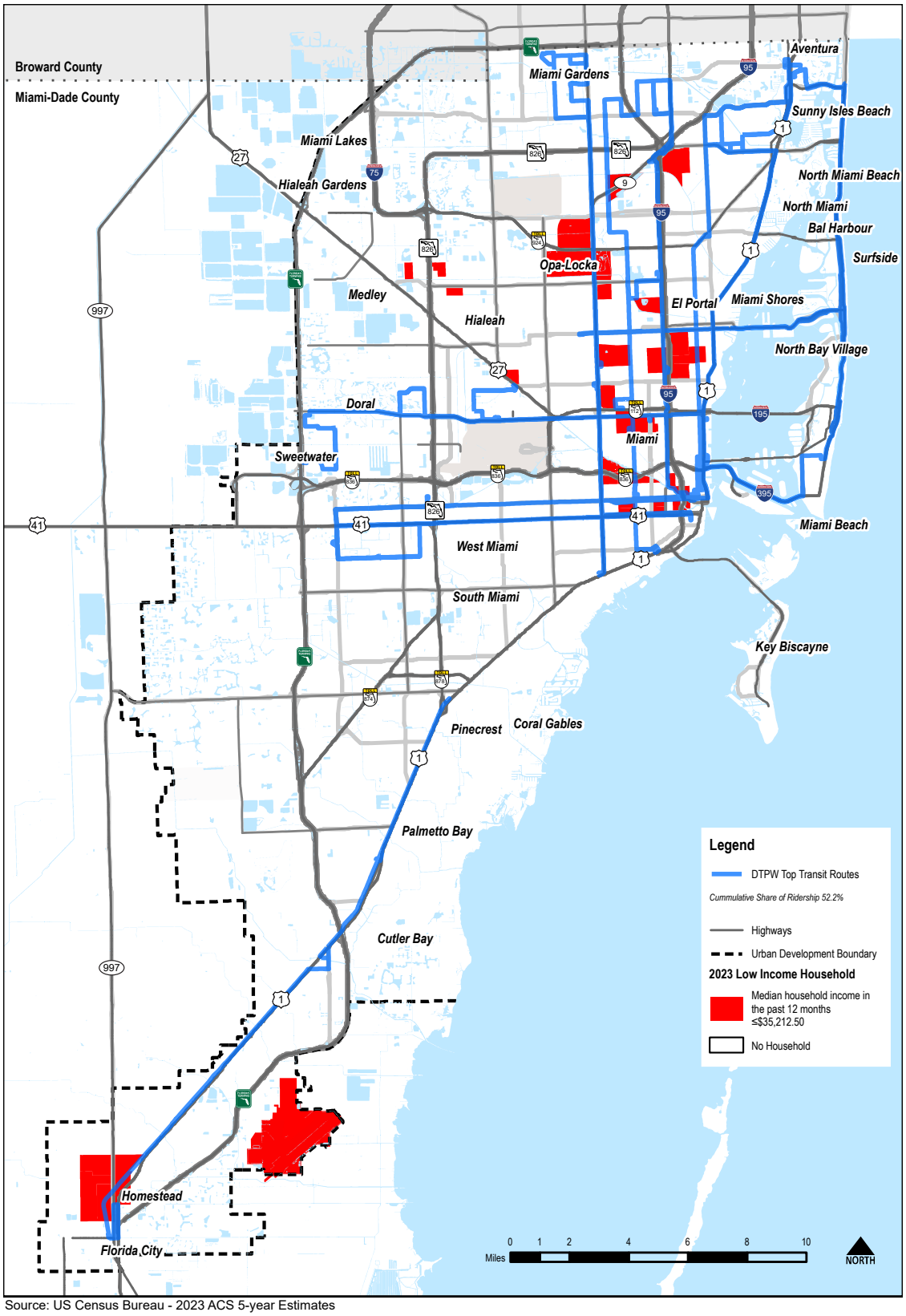
As shown in **Table 4-20**, travel times commuting to and from work are primarily between 15-24 minutes (27.4%) and 24-24 minutes (25.9%). The longest commute times have steadily increased with the 35-44, 45-59, and >1 hour commute times growing between 17% to 20% between 2010 and 2023. The distribution of commute times over 60 minutes can be seen in **Figure 4-24**. As observed, the highest number of commuters who travel over 60 minutes to work are concentrated in the west and southwest areas of the county.

***Table 4-20: Commute Times in Miami-Dade County***

| Household | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **< 15 Minutes** | 168,414 (15.8%) | 150,821 (12.4%) | 163,067 (14.0%) | -17,593 (-10.4%) | +12,246 (+8.1%) | -5,347 (-3.2%) |
| **15-24 Minutes** | 303,361 (28.5%) | 306,138 (25.2%) | 318,571 (27.4%) | +2,777 (+0.9%) | +12,433 (+4.1%) | +15,210 (+5.0%) |
| **25-34 Minutes** | 273,883 (25.7%) | 330,511 (27.2%) | 301,301 (25.9%) | +56,628 (+20.7%) | -29,210 (-8.8%) | +27,418 (+10.0%) |
| **35-44 Minutes** | 98,375 (9.2%) | 119,052 (9.8%) | 115,673 (10.0%) | +20,677 (+21.0%) | -3,379 (-2.8%) | +17,298 (+17.6%) |
| **45-59 Minutes** | 110,406 (10.4%) | 143,626 (11.8%) | 130,276 (11.2%) | +33,220 (+30.1%) | -13,350 (-9.3%) | +19,870 (+18.0%) |
| **> 1 Hour** | 110,203 (10.4%) | 164,241 (13.5%) | 133,215 (11.5%) | +54,038 (+49.0%) | -31,026 (-18.9%) | +23,012 (+20.9%) |
| **Total Commuters** | **1,064,642** | **1,214,389** | **1,162,103** | **+149,747 (+14.1%)** | **-52,286 (-4.3%)** | **+97,461 (+9.2%)** |

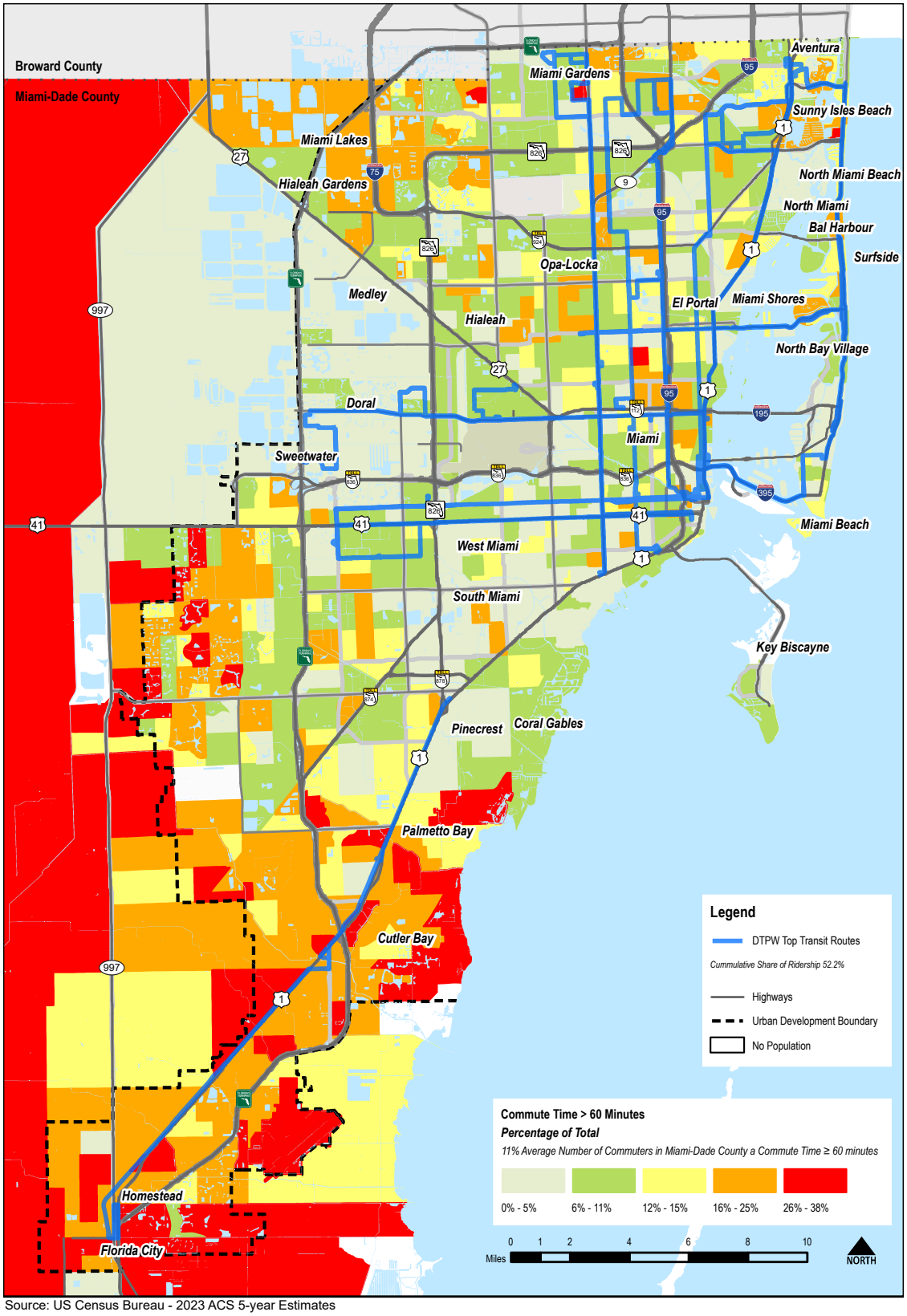
*Sources: ACS B08303 2010, 2020, and 2023 five-year estimates*

***Figure 4-23: Transportation Disadvantaged Low Income Households (Median Income 225% Federal Poverty Guidelines)***




Source: US Census Bureau - 2023 ACS 5-year Estimates

*Figure 4-24: Percentage of Commuters with Commute Times Greater Than 60 Minutes*




Source: US Census Bureau - 2023 ACS 5-year Estimates

### *Zero Vehicle Households*

Households without access to a vehicle are the most likely to be dependent on transit for their mobility needs. While some individuals are unable to acquire a car, others choose to live in communities which enable a car-free lifestyle. Regardless of the reason, these individuals depend on the transit system to reach destinations outside of their immediate community.

The percentage of zero vehicles households has been decreasing since 2010 (11% in 2010 vs 9.7% in 2023) even though the actual number of zero car households has increased from 2010 to 2023 by 2,125 households. These values are detailed in **Table 4-21.**

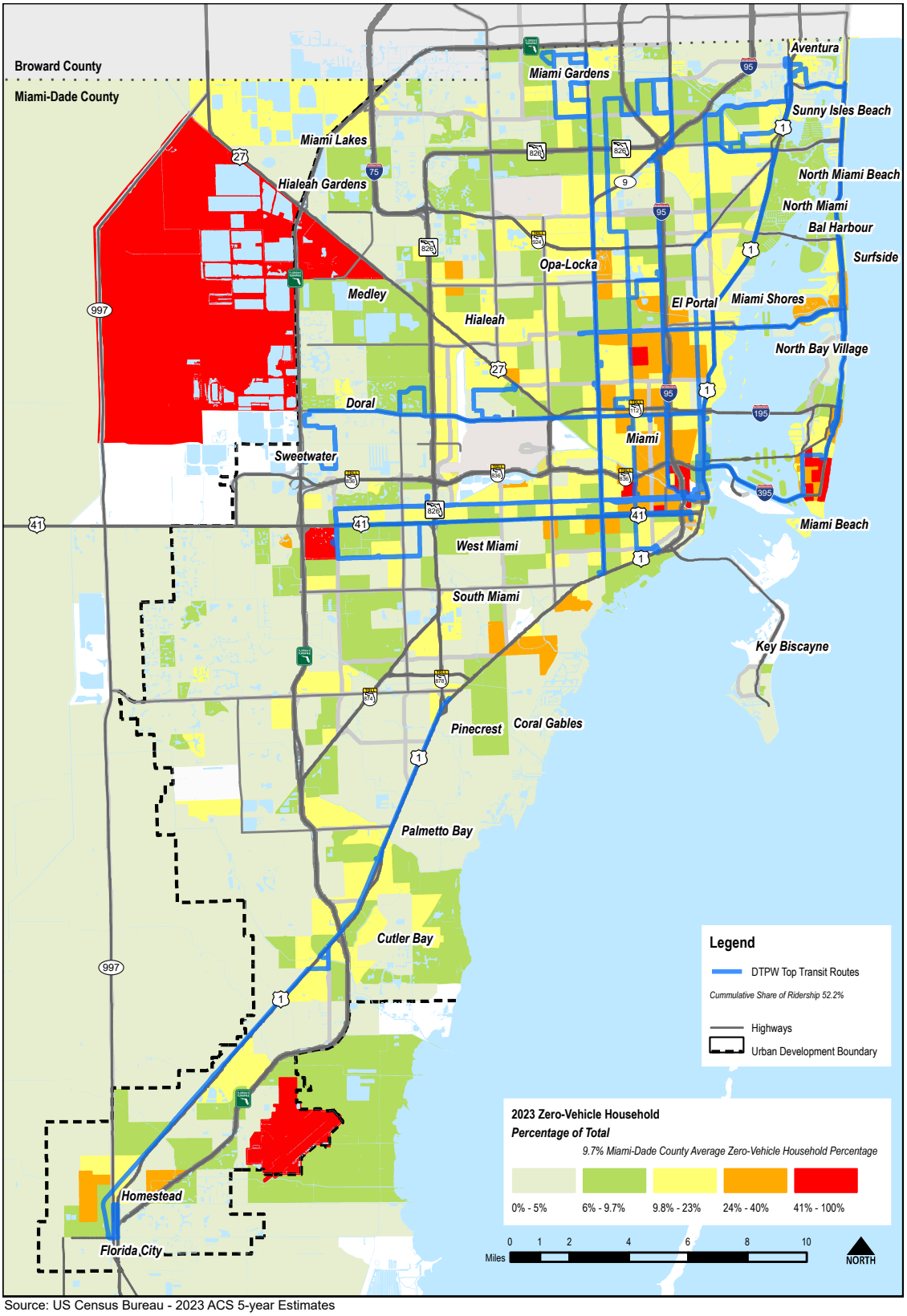
The largest concentrations of zero vehicle households can be found in walkable mixed-use areas as shown in **Figure 4-25**, such as Downtown Miami, Little Havana, and South Beach. Smaller pockets can be identified throughout the City of Miami, and in Homestead, North Beach, Hialeah, and North Miami. A high concentration of zero vehicle households is identified outside of the Urban Development Boundary between Doral and Hialeah Gardens, which is likely attributed to the presence of the South Florida Reception Center and Metrowest Detention Center holding facilities. The large concentrations of zero car households near Homestead may be attributed to the Homestead Air Reserve Base.

***Table 4-21: Miami-Dade County Zero Vehicle Households Characteristics, 2010 – 2023***

| Household | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **Zero Vehicle Available** | 91,558 (11.1%) | 90,752 (10.1%) | 93,683 (9.7%) | -806 (-0.9%) | +2,931 (+3.2%) | +2,125 (+2.3%) |
| **Total Households** | 827,556 | 902,200 | 964,805 | +74,644 (+9.0%) | +62,605 (+6.9%) | +137,249 (+16.6%) |

*Sources: ACS B08201 2010, 2020, and 2023 five-year estimates*

*Figure 4-25: Percentage Zero Vehicle Households*




Source: US Census Bureau - 2023 ACS 5-year Estimates

### 4.4.3 TRANSPORTATION DISADVANTAGED POPULATION CHARACTERISTICS

Transportation disadvantaged (TD) populations refer to special populations that are most likely to benefit from improved and expanded transit services provided by DTPW. Chapter 427 of the Florida Statutes defines TD persons as:

"Those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in s. 411.202 F.S."

#### *Methodology*

A transit disadvantaged population analysis was performed using the most recent complete dataset available from the US Census Bureau ACS 5-year survey (2023) at the Census Tract level. This analysis takes into account demographic characteristics of both individuals and households which have previously been established as indicators of increased transit disadvantage, to identify areas where potential transit dependent population are situated. The characteristics used in this analysis are:

- Density of Individuals with Disabilities
- Density of Individuals Under 18 Years of Age
- Density of Individuals 65 Years of Age and Older
- Density of Poor Households (defined as households with incomes under 225% Federal Poverty Guidelines - $35,212.50)
- Density of Zero Vehicle Households

Overall, Miami-Dade County's TD population has grown since 2010. The 65 and older population increased by 113,000 residents, a 33% increase.

The Miami-Dade County population breakdown of each of these categories is shown in **Table 4-22.** The geographic distribution of TD population in Miami-Dade County is illustrated in **Figure 4-26**.

Because most of these characteristics are normalized by area, population density is excluded as a stand-alone consideration. This reduces redundancy and exposes variations in high-density areas which would otherwise be overwhelmed and concealed.

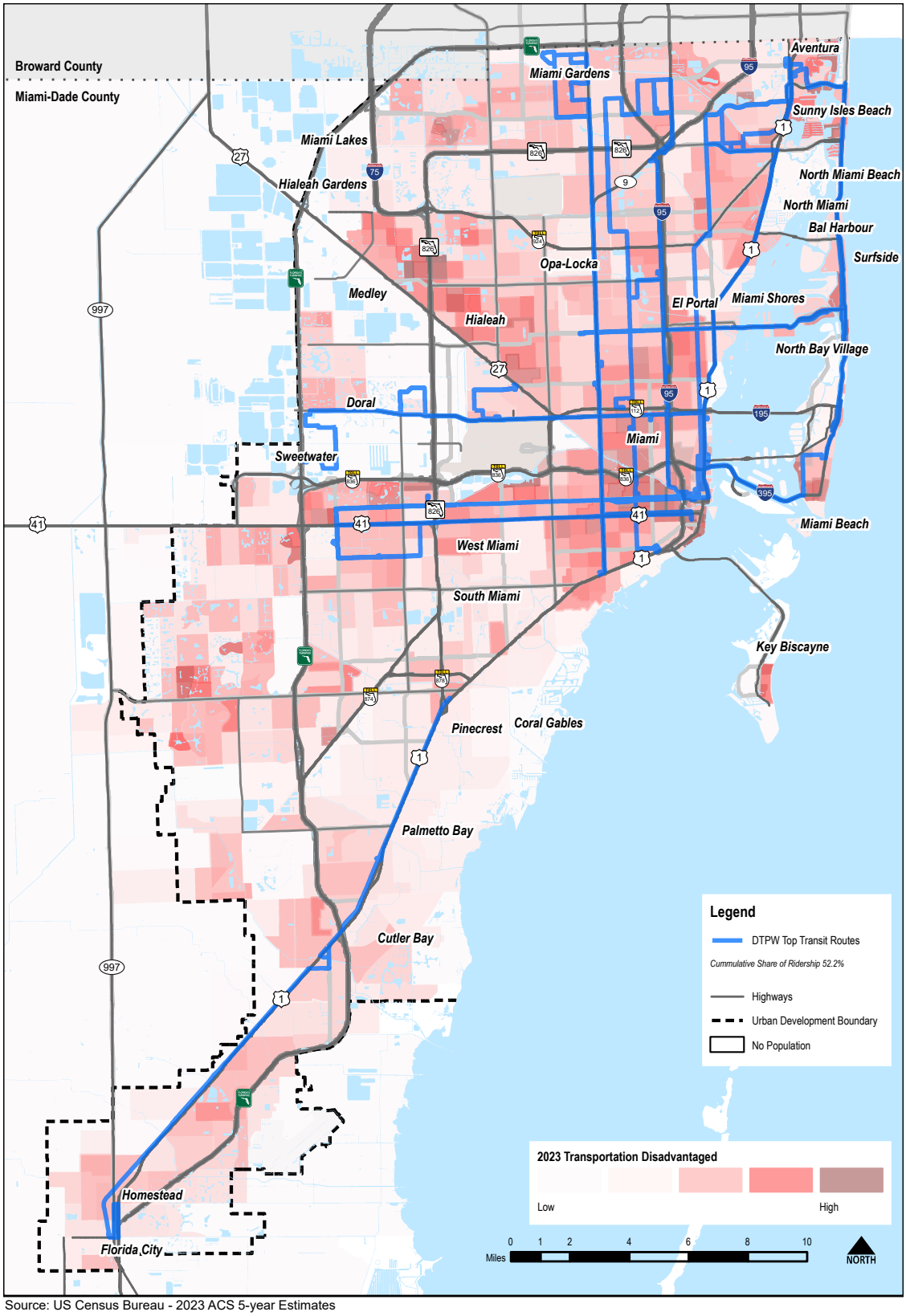
*Table 4-22: Transportation Disadvantaged Characteristics*

| Transportation Disadvantaged Population | 2010 | 2020 | 2023 | Change 2010–2020 | Change 2020–2023 | Change 2010–2023 |
|---|---|---|---|---|---|---|
| **Disabled Persons** | N/A (N/A)* | 273,538 (10.2%) | 274,687 (10.3%) | N/A (NA) | +1,149 (+0.4%) | N/A (N/A) |
| **Young Persons (Under 18)** | 547,157 (22.4%) | 552,057 (20.4%) | 540,695 (20.1%) | +4,900 (+0.9%) | -11,362 (-2.1%) | -6,462 (-1.2%) |
| **Elderly Persons (65 and Over)** | 338,845 (13.9%) | 440,203 (16.3%) | 452,114 (16.8%) | +101,358 (+29.9%) | +11,911 (+2.7%) | +113,269 (+33.4%) |
| **Low Income Households** | 340,244 (41.1%) | 306,938 (34.0%) | 255,670 (26.5%) | -33,306 (-9.8%) | -51,268 (-16.7%) | -84,574 (-24.9%) |
| **Zero-Vehicle Households** | 91,558 (11.1%) | 90,752 (10.1%) | 93,683 (9.7%) | -806 (-0.9%) | +2,931 (+3.2%) | +2,125 (+2.3%) |

*Sources: ACS B18101, B01001, B08201, B19001 2010, 2020, and 2023 five-year estimates*

** 5-year ACS estimates were not available for 2010.*

*Figure 4-26: Transportation Disadvantaged Population*




Source: US Census Bureau - 2023 ACS 5-year Estimates

## 4.5 CONCLUSION

This chapter provides an extensive overview of Miami-Dade Transit's services, operational performance, and the demographic and socioeconomic context of Miami-Dade County. It highlights the post-pandemic ridership recovery, the diversity of transit modes, and the importance of addressing transportation needs of disadvantaged populations through targeted service planning and regional coordination.

Miami-Dade Transit operates an extensive transit system, including Metrobus, Metrorail, Metromover, Special Transportation Services (STS), and MetroConnect. This diverse range of services ensures comprehensive coverage and connectivity across Miami-Dade County.

The transit system has shown a strong recovery in ridership post-pandemic, with total boardings increasing by 53% from FY 2019-2020 to FY 2023-2024. Metrobus led this growth with a 67% increase, followed by Metrorail (22%), Metromover (27%), and STS (33%).

Miami-Dade County is characterized by its diverse population, with a significant Hispanic or Latino majority (69%) and a notable Black population (15%). The county also has a substantial number of residents with limited English proficiency (21%) and a significant proportion of transportation disadvantaged populations, including individuals with disabilities, seniors, and low-income household.

The maps in this chapter identify where concentrations of these populations are located in Miami-Dade County, with noted patterns for several high-density communities including Miami, Hialeah, and Miami Beach. The information in this chapter will help to inform the recommendations that are made in the subsequent chapters of this Transit Development Plan.

### 4.5.1 COMPREHENSIVE FINDINGS

***Baseline Conditions***

- Miami-Dade Transit is Florida's largest, and the 12th largest transit agency in the nation[23]. This multi-modal network ensures broad coverage and connectivity across the county.
- DTPW service is complemented by circulator service provided by municipal partners – 31 municipalities provide some form of transit service, either fixed-route or on-demand services.

***Operational Characteristics***

- DTPW boardings have had a strong post-pandemic rebound, rising 53% and reaching 85.6 million boardings in the latest year.
- Metrobus led the recovery (up 67%), followed by STS (+33%), Metromover (27%), and Metrorail (22%).

23 APTA-2025-Public-Transportation-Fact-Book.pdf

## Demographic & Socioeconomic Review

### Population:

- High-density areas (Downtown Miami, Miami Beach, Hialeah) with strong transit demand should be prioritized for service expansion.
- The county is majority Hispanic or Latino (69%) and only 13% White non-Hispanic. The "Two or More Races" category surged as both demographic shifts and reporting improved. Nonwhite population share is 63%.
- The median age is 41, with 20% under 18 and 17% over 65 indicating a need for both youth and senior-focused transit strategies.
- 10.3% of the population has a disability, with concentrations in Aventura, North Miami, and Downtown Miami.

### Employment:

- The three largest employment sectors in Miami-Dade are Education, Health Care, and Social Assistance (20.6%), Professional, Scientific, Management, Administrative, and Waste Management Services (14.1%), and Retail Trade (10.7%). Combined, these account for 45.4% of all jobs in the county.
- The University of Miami, Publix, and American Airlines are the three largest private sector employers, accounting for 48,009 jobs. Miami-Dade County Public Schools, Miami-Dade County, and the State of Florida are the largest public sector employers. Combined these three account for 91,084 jobs.
- The major job hubs in Miami-Dade County are in Aventura, the Civic Center/Health Center District, Downtown Miami, Miami Beach, Coconut Grove, Coral Gables, South Miami, and Dadeland. Additional hubs can be found in Doral and Miami Lakes, and at Florida International University.
- The number of workers employed in Miami-Dade County who live outside of the county increased by 81,000 between 2010 and 2023. This share of workers now accounts for 27.1% of all workers in the County, an increase from 25.8% in 2010.
- Commute times are rising, with 22.7% of residents commuting over 45 minutes, and 11.5% over an hour, emphasizing the need for efficient and reliable transit options.
- Median household income rose 57.5% since 2010, while low-income households remain concentrated in Hialeah, Downtown Miami, and Homestead.

### Transportation Disadvantaged:

- The transportation disadvantaged population has grown, especially among seniors (+33% since 2010), reflecting national aging trends.
- In contrast, the number of low-income households decreased by nearly 25% over the same period.
- Zero Vehicle households increased by 2.3% since 2010, while total households increased 16.6% during the same period. A total of 9.7% of households do not own a vehicle, which is down slightly from 2010.

### 4.5.2 OVERALL THEMES

- Significant numbers of seniors, youth, and people with disabilities may require additional consideration for enhanced and higher-frequency services.
- High-density areas (Miami, Hialeah, Miami Beach) should be prioritized for service expansion and infrastructure upgrades given their high concentrations of population, employment, and TD populations.
- The growing population of seniors, people with disabilities, and zero-vehicle households demonstrates the importance of paratransit, first/last mile solutions, and reliable fixed-route service.
- Ridership has not only rebounded but surpassed pre-pandemic levels, especially for Metrobus. This signals public confidence and a growing demand for transit.
- Seamless connections with regional and national transit providers are essential for supporting economic growth and workforce mobility that establishes Miami-Dade County as a major hub.

This page is intentionally left blank.

# Chapter 5

# Relationship to Other Plans

# 5. RELATIONSHIP TO OTHER PLANS

## 5.1 INTRODUCTION

A review of state, regional, and local planning documents was conducted for the Miami-Dade Transportation Development Plan (TDP) Major Update to ensure consistency with the Florida Transportation Plan (FTP) and local government comprehensive plans. Additionally, the plan review provides an understanding of the relationship between the TDP's Ten-Year Operating and Capital Program and other local plans in Miami-Dade County.

The plans were selected in accordance with the TDP Rule Requirements for Relationship Review to Other Plans, as such the selected plans include a range of state, regional, and local planning documents, including plans from agencies such as the Florida Department of Transportation (FDOT) and the Southeast Florida Transportation Council (SEFTC).

### 5.1.1 REVIEW METHODOLOGY

The plan review is documented in a matrix format in **Section 5.3**. The plans are summarized for applicability and consistency with the TDP Major Update by jurisdiction (state, regional, local). The following information is identified and documented for each plan:

- Plan, Policy, or Document Title
- Plan Acronym
- Responsible or Lead Agency
- Plan Summary
- Goals and Objectives
- Consistency with the TDP
- Relationship to 10-Year Operating and Capital Program
- Safety & Security Initiatives

## 5.2 KEY TAKEAWAYS

Important takeaways from the plan review for consideration for this TDP Major Update are summarized in the following sections.

### 5.2.1 MULTIMODAL CONNECTIVITY

Nearly all plans reviewed prioritize multimodal connectivity, highlighting consistency between the plans and this TDP Major Update. Plans specifically support and encourage multimodal connectivity through the provision of pedestrian and bicycle facilities and infrastructure, which facilitates access to Miami-Dade Transit stops and stations.

### 5.2.2 FINANCIAL SUSTAINABILITY

Plans reviewed document an effort by state, regional, and local agencies and municipalities to ensure that infrastructure investments align with long-term growth and transportation demand. The 10-year Operating and Capital Program segment of the Plans Review table notes how a phased or prioritized approach is key to guiding transportation investment decisions in alignment with budgets and specific community needs.

### 5.2.3 SAFETY AND SECURITY

The safety and security components across the reviewed plans emphasize a comprehensive, multimodal approach to public safety. Key initiatives include the implementation of Vision Zero strategies to eliminate traffic fatalities, enhanced design standards for roadways and transit infrastructure, and targeted investments in pedestrian and cyclist safety. Plans also prioritize robust emergency preparedness, hazard mitigation, and resilience against extreme weather events. Regular audits, data-driven risk assessments, and collaboration with agencies are recommended to ensure continuous improvement and compliance with federal and state safety standards. These efforts collectively support a safer, more secure, and equitable transportation network for all users in the region.

## 5.3 PLANS REVIEW MATRIX

### 5.3.1 GOALS AND OBJECTIVES

Table 5-1 presents plan summaries and identifies goals and objectives for each of the evaluated plans.

**Table 5-1: Goals and Objectives**

| Plan, Policy, Document | Acronym | Agency | Plan Summary | Goals and Objectives |
|---|---|---|---|---|
| Strategic Plan | | DTPW | The 2023 – 2026 DTPW Strategic Plan is a comprehensive roadmap designed to transform internal operations and enhance service delivery across Miami-Dade County's transportation network. Anchored in the SHIFT305 framework (Invest in Our People, Operate with Discipline, Achieve Operational Excellence, and Deliver Results) the plan outlines six interconnected priorities aimed at improving resource management, fostering a culture of innovation, streamlining operations, measuring performance, managing assets proactively, and enhancing communication.<br>Through targeted strategies and measurable actions, the plan seeks to address challenges such as aging infrastructure, climate impacts, long commute times, and workforce development. It emphasizes collaboration with internal and external stakeholders, data-driven decision-making, and community engagement to ensure a cleaner, greener, more efficient, and connected future for all residents. | The plan is structured around six strategic priorities:<br>• Resource Management<br>• Cultural Transformation<br>• Operational Efficiency through Systems<br>• Performance Measurement<br>• Asset Management<br>• Communications |
| Countywide Transportation Master Plan (CTMP) | CTMP | DTPW | The CTMP identifies capital investment projects and improvement initiatives for transit, pedestrian, bicycle, roadways, and freight to be completed throughout Miami-Dade County in the next 20 years. | The goals of the CTMP include the following:<br>• Identify multimodal investments for the next 20 years<br>• Harmonize DTPW multimodal project investments with future municipal transportation and transit projects<br>• Engage stakeholders to develop scenarios that outline choices in transportation<br>• Establish processes to prioritize investments across modes<br>• Inform the public of planned transportation infrastructure improvements<br>• Achieve infrastructure improvement goals of Miami-Dade County<br>• Prioritize the needs of the public based on input gathered |
| Comprehensive Development Master Plan | CDMP | DTPW | The Transportation Element of the CDMP is one of the thirteen plan elements. The transportation element is divided into five sub elements: traffic circulation, mass transit, aviation, Port of Miami River and Port Miami. Each of the five sub elements contains: 1) goals, objectives, and policies; 2) monitoring measures; 3) maps of existing and planned future facilities. | The Transportation Element provides a plan for an integrated multimodal transportation system that addresses all modes of transportation - pedestrian and bicycle facilities, traffic circulation, mass transit, aviation and ports.<br>The overarching goals include reducing the County's car dependency, stimulating economic growth, enhancing energy saving practices, and improving coordination between land use and transportation planning |

**Table 5-1 (Continued): Goals and Objectives**

| Plan, Policy, Document | Acronym | Agency | Plan Summary | Goals and Objectives |
|---|---|---|---|---|
| Comprehensive Operations Analysis | COA | DTPW | DTPW is currently undertaking a Comprehensive Operations Analysis (COA), which seeks to identify areas for transit service and operational improvement and potential cost savings, through data analysis which will guide recommendations to achieve the above. | The goals of the COA include identifying areas for transit service and operational improvements aimed at improving system accessibility and efficiency while reducing costs. |
| Transit Development Plan 2025-2034 | TDP | DTPW | The 2025–2034 TDP Annual Progress Report outlines a comprehensive strategy to enhance and expand public transit services across the county. Building on previous accomplishments, the plan includes updates to the Metrobus network, the implementation of the SMART rapid transit corridors, and the launch of new services like MetroConnect and Metrolink.<br>It emphasizes multimodal integration, sustainability through electric and CNG bus fleet upgrades, and infrastructure improvements such as new maintenance facilities and passenger shelters.<br>The plan also aligns with the county's long-term CTMP, incorporating civic engagement, financial feasibility, and coordination with regional planning bodies.<br>With over $1 billion allocated for FY 2024–2025 capital improvements and a projected $13 billion in capital expenses over the next decade, the TDP sets a clear roadmap for delivering safe, reliable, and equitable transit solutions for Miami-Dade residents. | The TDP lists ten goals along with specific objectives, measures, and targets.<br>The goals are focused on:<br>• transit system convenience;<br>• connectivity;<br>• expansion;<br>• reliability;<br>• customer service;<br>• operational safety and security;<br>• integration of transit services to support the economy and reduce the impact on the environment;<br>• maximizing the use of all funding sources;<br>• ensuring transit equity; and<br>• and maintaining the transit system in good conditions. |
| Public Transportation Agency Safety Plan 2024 | PTASP | DTPW | The PTASP for Miami-Dade County outlines a comprehensive framework for ensuring the safety and security of the county's public transportation systems (Metrorail, Metromover, and Metrobus). The 2024 PTASP was most recently adopted version plan available.<br>The plan, mandated by federal regulations including the Federal Transit Administration (FTA) and the FAST Act, requires annual approval by the Board of County Commissioners. It designates the DTPW Director as the Accountable Executive and includes updates to organizational structures, fleet data, and safety protocols. | The PTASP includes the following goals:<br>• Identify and mitigate safety risks associated with Metrorail, Metromover, and Metrobus systems.<br>• Promote a culture of safety through continuous training, audits, and performance evaluations.<br>• Ensure compliance with federal, state, and local safety regulations.<br>• Engage community stakeholders by incorporating feedback and maintaining transparency in safety operations.<br>• Support equitable access to safe public transportation for all residents. |
| Workplace. Innovation. Savings. Efficiency. 305 | WISE305 | County | WISE305 is Mayor Daniella Levine Cava's strategic initiative to enhance government efficiency and promote fiscal responsibility, ensuring that every single taxpayer dollar is spent for maximum impact to make Miami-Dade more affordable, secure, and resilient. | The WISE305 countywide initiative aimed at improving operational efficiency, service delivery, and innovation across all Miami-Dade County departments. |

**Table 5-1 (Continued): Goals and Objectives**

| Plan, Policy, Document | Acronym | Agency | Plan Summary | Goals and Objectives |
|---|---|---|---|---|
| Florida Transportation Plan | FTP | FDOT | The FTP is a comprehensive statewide guide for Florida's 30-year transportation future, updated every five (5) years. The plan lays the foundation for investments identified in FDOT's Work Program.<br>These investments support the transformation of Florida's economy with its growing and diverse population, an economy based on global markets and innovation, development patterns focused in high density urban centers and rural employment centers, and environmental pressures.<br>The FTP contains statewide goals and regional objectives that aim to connect communities, policies, and programs across the state and provide various opportunities for community engagement. | The seven goals for Florida's transportation future are:<br>1. Safety and security for residents, visitors, and businesses<br>2. Agile, resilient, and quality transportation infrastructure<br>3. Connected, efficient, and reliable mobility for people and freight<br>4. Transportation choices that improve accessibility and equity<br>5. Transportation solutions that strengthen Florida's economy<br>6. Transportation systems that enhance Florida's communities<br>7. Transportation solutions that enhance Florida's environment |
| Florida Transportation Plan Draft Performance Report | FTP | FDOT | The draft FTP Performance Report (January 2025, the most recently available information) provides a comprehensive assessment of Florida's transportation system performance, focusing on federally required measures across five key areas: highway safety, bridge and pavement condition, system reliability, transit asset management, and transit safety.<br>It tracks progress toward performance targets set in the previous (2020) FTP and informs the ongoing development of the 2055 FTP. The report highlights Florida's commitment to data-driven decision-making, collaborative planning, and strategic investments that support long-term goals such as zero fatalities, state of good repair, and efficient mobility. | The community goals and objectives in the FTP Vision 2020 focus on creating a transportation system that enhances the quality of life for all Floridians. These goals emphasize strengthening diverse communities, from urban centers to rural areas, by ensuring transportation reflects local values and supports access to jobs, education, and healthcare.<br>The FTP promotes equity and accessibility, aiming to provide safe, affordable, and convenient travel options for people of all ages and abilities. It also encourages community engagement in planning processes and supports transportation solutions that foster economic development, environmental sustainability, and social inclusion. |
| FDOT District 6 Work Program | WP | FDOT | The District 6 Five-Year WP is FDOT's plan for transportation improvements in Miami-Dade and Monroe County's during the next five years and includes planning activities, preliminary engineering, right of way acquisition, construction, and public transportation projects. | The WP does not have specific goals and objectives. |
| Strategic Intermodal System (SIS) Policy Plan | | FDOT | The SIS Policy Plan identifies the high priority network of transportation facilities that support Florida's economy and prioritizes resources for infrastructure of statewide and interregional significance. | The SIS objectives seek to ensure interregional connectivity, enhance intermodal connectivity, and support economic development. These objectives strengthen the three policy directions of redefining "capacity" to include a variety of approaches for enhancing throughput of people and freight, increasing flexibility in how the SIS is implemented, and improving the balance between statewide and regional needs and priorities.<br>To support the policy areas, the SIS Policy Plan identified implementation strategies related to five focus areas: 1.) safety: 2.) resilience; 3.) technology & innovation; 4.) urban mobility and connectivity: and, 5.) rural mobility and connectivity. |

**Table 5-1 (Continued): Goals and Objectives**

| Plan, Policy, Document | Acronym | Agency | Plan Summary | Goals and Objectives |
|---|---|---|---|---|
| Strategic Highway Safety Plan | SHSP | FDOT | The SHSP is a comprehensive, data-driven framework designed to eliminate transportation-related fatalities and serious injuries across all modes of travel in the state. Rooted in the vision of "Zero Fatalities and Serious Injuries," the plan outlines a collaborative approach involving public, private, and civic partners.<br>It builds on the traditional 4Es of traffic safety (Engineering, Education, Enforcement, and Emergency Response) and expands them with 4Is (Information Intelligence, Innovation, Insight into Communities, and Investments and Policies). | The plan encourages data-driven decisions that incorporate input from community members and partners, aiming to coordinate transportation, land use, and traffic operations in ways that reflect local context.<br>It promotes a broader range of safe transportation choices, ensuring accessibility for all users regardless of age, ability, or socioeconomic status. Additionally, the SHSP seeks to reduce disparities in transportation safety risks among different population groups, reinforcing the importance of inclusive planning and investment. |
| Southeast Florida Regional Transportation Plan | RTP | SEFTC | The 2050 RTP outlines a unified strategy to address the region's rapid growth, congestion, and evolving mobility needs by integrating multimodal transportation, land use planning, and emerging technologies.<br>It aims to create a safe, sustainable, and connected system that enhances access to jobs, supports economic development, and improves quality of life across Miami-Dade, Broward, and Palm Beach counties. | The plan seeks to create a safe, equitable, and accessible transportation system that supports all residents, including underserved and transit-dependent communities.<br>By promoting multimodal connectivity, sustainable development, and public engagement, it aims to improve quality of life, economic opportunity, and environmental resilience across Miami-Dade, Broward, and Palm Beach counties. |
| South Florida Regional Transportation Authority<br>TDP Major Update | TDP | SFRTA | The SFRTA TDP Update outlines a ten-year strategy to enhance Tri-Rail commuter rail service and first/last mile connectivity across Miami-Dade, Broward, and Palm Beach counties, focusing on safety, reliability, customer experience, and system expansion.<br>The plan prioritizes investments in new rolling stock, infrastructure upgrades, and service improvements to meet growing regional mobility needs, while emphasizing partnerships, financial sustainability, and support for transit-oriented development. | The plan aims to provide safe, reliable, and affordable regional transit that connects communities, supports economic growth, and enhances quality of life for all residents in Miami-Dade, Broward, and Palm Beach counties.<br>Key objectives include expanding access to transit, fostering partnerships, promoting transit-oriented development, and ensuring equitable service that meets the needs of diverse and transit-dependent populations. |
| Miami-Dade 2050 Long Range Transportation Plan | LRTP | TPO | The LRTP, branded as SMART M.A.P. 2050, is a comprehensive 25-year blueprint designed to create a safe, equitable, and sustainable multi-modal transportation network that supports mobility, accessibility, and prosperity for all residents and businesses.<br>The plan prioritizes investments in premium transit corridors, expanded bicycle and pedestrian infrastructure, innovative technologies, and climate-resilient projects, while emphasizing equity, economic competitiveness, and community engagement.<br>Through scenario planning, robust public involvement, and a focus on fiscal responsibility, the LRTP aims to deliver a connected, resilient, and forward-thinking transportation system that meets the region's evolving needs through 2050. | The plan's community goals are centered on creating a transportation system that is safe, secure, reliable, connected, innovative, climate resilient, equitable, and economically competitive.<br>Objectives include increasing on-time performance, providing safe and accessible transit and first/last mile facilities, advancing Vision Zero for zero traffic fatalities, expanding premium transit and active transportation options, reducing commute times, supporting climate adaptation, and ensuring equitable distribution of resources and projects.<br>The LRTP emphasizes restoring community connectivity, improving access for historically disadvantaged populations, supporting economic growth, and integrating new technologies to enhance mobility, accessibility, and prosperity for all Miami-Dade residents. |

**Table 5-1 (Continued): Goals and Objectives**

| Plan, Policy, Document | Acronym | Agency | Plan Summary | Goals and Objectives |
|---|---|---|---|---|
| Miami-Dade Transportation Improvement Program | TIP | TPO | The TIP is a federally required, annually updated, five-year plan that identifies and prioritizes transportation improvement projects across the county. It allocates federal, state, and local funding to a wide range of projects including highways, transit, aviation, seaport, bicycle/pedestrian, freight, and regionally significant initiatives to ensure consistency with the county's LRTP.<br>The TIP serves as the capital improvements element of the LRTP, supporting Miami-Dade's goals for mobility, safety, sustainability, and community engagement, and can be amended as needed to reflect changing priorities or funding. | The community goals and objectives of the TIP focus on creating a safe, accessible, and efficient transportation system that supports the mobility needs of all residents and visitors.<br>The TIP aims to enhance connectivity, promote equity, and improve quality of life by prioritizing investments in transit, roadway, bicycle, and pedestrian projects that align with the county's long-range vision. Through public engagement and data-driven planning, the TIP ensures that transportation improvements reflect community values, address current and future needs, and foster sustainable economic growth. |
| Strategic Miami Area Rapid Transit Program | SMART | TPO | The SMART Program is Miami-Dade County's comprehensive initiative to expand and modernize the region's rapid transit network by advancing six major rapid transit corridors and a network of Bus Express Rapid Transit (BERT) routes. Its goal is to improve mobility, accessibility, and economic opportunity by connecting key residential, employment, and activity centers with high-capacity, reliable transit options. The SMART Program is the county's highest transit priority, aiming to reduce congestion, support sustainable growth, and enhance quality of life for all residents and visitors. | The community goals and objectives of the SMART Program focus on improving mobility, accessibility, and economic opportunity for all Miami-Dade residents and visitors. The plan aims to connect key residential, employment, and activity centers with high-capacity, reliable transit options, reduce congestion, and support sustainable growth.<br>By prioritizing equity, public engagement, and multimodal connectivity, the SMART Program seeks to enhance quality of life, promote inclusive access to opportunity, and foster a more resilient and prosperous region. |
| SMART Plan PD&E studies | SMART | TPO | The SMART Plan Environmental Studies page provides an overview of the environmental review and planning process for each of the major rapid transit corridors and supporting projects under the SMART Plan. These studies are required to assess potential impacts on natural, cultural, and community resources, and to ensure that each project complies with federal and state environmental regulations before moving forward to design and construction. The process includes public engagement, technical analysis, and coordination with regulatory agencies, helping to ensure that SMART Plan projects are delivered in a way that is sustainable, resilient, and responsive to community concerns. | The community goals and objectives of the SMART Plan's environmental studies are to ensure that all major transit projects are developed in a way that protects natural resources, preserves community character, and addresses public concerns. The studies aim to promote sustainable, resilient, and equitable transit solutions by thoroughly assessing environmental impacts, engaging the community, and complying with all regulatory requirements. Ultimately, these efforts support the SMART Plan's broader mission to deliver high-quality, accessible, and environmentally responsible transportation options for all Miami-Dade residents and visitors. |
| Unified Planning Work Program Fiscal Years 2025 and 2026 | UPWP | TPO | The UPWP is a two-year roadmap that outlines the transportation planning activities, priorities, and studies to be conducted in Miami-Dade County. It identifies and programs federal, state, and local funding for short- and long-range planning, technical studies, public engagement, and project development—including support for the SMART Program, transit, roadway, freight, bicycle, and pedestrian initiatives. The UPWP ensures that all planning efforts are coordinated, data-driven, and aligned with federal, state, and local goals for mobility, safety, equity, resilience, and innovation, serving as the foundation for future transportation investments and decision-making in the region. | The UPWP's community goals and objectives focus on advancing a safe, equitable, and efficient transportation system that supports mobility, accessibility, and prosperity for all Miami-Dade residents. Key objectives include expanding premium transit and multimodal options, improving first/last mile connectivity, supporting sustainable and resilient infrastructure, and ensuring meaningful public engagement in all planning activities. The program emphasizes equity, innovation, and data-driven decision-making to address the diverse needs of the community and promote economic growth. |

**Table 5-1 (Continued): Goals and Objectives**

| Plan, Policy, Document | Acronym | Agency | Plan Summary | Goals and Objectives |
|---|---|---|---|---|
| Safety Performance Measures | PM 1 | TPO | PM 1 (Safety) represents the first performance management category as defined by the United States Department of Transportation (USDOT) and is outlined in the TPO's Performance Measures. | The goal of PM 1 is to eliminate fatalities and serious injuries with the understanding that the death or serious injury of any person is unacceptable |
| Transportation Disadvantaged Service Plan | TDSP | TPO | The TDSP outlines services for residents who are low-income, elderly, disabled, or otherwise unable to access transportation. It provides discounted or free transit options through programs like the TD EASY Card and Ticket, coordinated by DTPW. The plan emphasizes accessibility, interagency coordination, and targeted outreach to underserved populations. | The community goals and objectives of the TDSP focus on ensuring cost-effective, coordinated, and accessible transportation for disadvantaged populations. Key objectives include maintaining compliance with state regulations, conducting regular evaluations, approving service plans and agreements, and expanding outreach to underserved groups. These efforts aim to improve mobility, enhance service quality, and ensure equitable access to transportation across the county. |
| Aventura Comprehensive Plan - Transportation Element | | Municipal | The City of Aventura Comprehensive Plan outlines the city's long-term vision for sustainable growth, land use, transportation, housing, infrastructure, and environmental conservation. It emphasizes maintaining high-quality residential and commercial development, enhancing mobility through multimodal transportation, and protecting natural resources and coastal areas. The plan also incorporates strategies for redevelopment, education, and property rights, ensuring alignment with state laws and community needs through periodic updates. | The City of Aventura's community goals and objectives focus on maintaining a high-quality residential environment, promoting sustainable growth, and enhancing public amenities. The plan emphasizes balanced land use, improved transportation options, environmental conservation, and redevelopment that supports economic vitality while preserving the city's character. It also aims to ensure public safety, protect property rights, and foster intergovernmental coordination to meet the evolving needs of residents and businesses. |
| North Miami Beach Comprehensive Plan - Transportation Element | | Municipal | The City of North Miami Beach Comprehensive Plan outlines a strategic framework for guiding future development, redevelopment, and public investment to enhance livability, sustainability, and resilience. It emphasizes mixed-use, transit-oriented development, protection of natural and historic resources, and coordination with regional agencies to ensure infrastructure, housing, and educational facilities meet community needs. The plan also integrates climate adaptation, disaster preparedness, and green building standards to support long-term environmental and economic vitality. | The community goals and objectives outlined in the City of North Miami Beach Comprehensive Plan focus on fostering sustainable development, enhancing quality of life, and preserving the city's unique character. Key goals include promoting mixed-use redevelopment to support economic growth and transit accessibility, protecting natural resources and historic sites, and ensuring infrastructure and public services meet the needs of current and future residents. These objectives are supported by detailed policies that guide land use, transportation, housing, and environmental conservation. |
| Sunny Isles Beach Comprehensive Plan - Transportation Element | | Municipal | The Sunny Isles Beach Transportation Master Plan serves as a strategic blueprint to address congestion, particularly along Collins Avenue, and to enhance multimodal transportation options including transit, pedestrian, bicycle, and waterway systems. It supports the City's Urban Village and Town Center vision by promoting a fully integrated transportation network that improves mobility, accessibility, and overall quality of life for residents. The plan reflects a proactive approach to managing growth while preserving the community's character and connectivity. | The goals and objectives of the Sunny Isles Beach Comprehensive Plan Transportation Element focus on enhancing pedestrian and vehicular safety, improving connectivity between residential, commercial, and recreational areas, and promoting quality of life through infrastructure investments. Key initiatives include pedestrian bridges over Collins Avenue, utility undergrounding, decorative streetlight installations, and strategic capital improvements |

**Table 5-1 (Continued): Goals and Objectives**

| Plan, Policy, Document | Acronym | Agency | Plan Summary | Goals and Objectives |
|---|---|---|---|---|
| Bal Harbour Village Utility Master Plan | | Municipal | The Bal Harbour Village Utility Master Plan is a comprehensive strategy to replace and upgrade the Village's aging water, sanitary sewer, stormwater, and roadway infrastructure, much of which dates to the 1940s and has exceeded its expected service life. The plan proposes new systems designed to meet current standards, improve reliability, reduce maintenance costs, and address future needs such as rising sea levels and increased development. Major components include new water and sewer mains, enhanced stormwater drainage, upgraded roadways, improved lighting, and landscaping, with a total estimated investment of over $30 million to ensure long-term resilience and service quality for the community. | The community goals and objectives of the Bal Harbour Village Utility Master Plan focus on ensuring reliable, safe, and sustainable utility services for residents and businesses. The plan aims to replace aging water, sewer, and stormwater infrastructure, improve roadway and lighting systems, and enhance resilience to flooding and sea level rise. By prioritizing modern standards, long-term service life, and environmental protection, the plan supports the community's quality of life and prepares Bal Harbour for future growth and challenges. |
| Indian Creek Village Comprehensive Plan - Transportation Element | | Municipal | The Indian Creek Village Comprehensive Plan 2025 outlines a long-term vision for maintaining the Village's unique character as an exclusive, low-density, single-family residential community. It emphasizes infrastructure maintenance, environmental conservation, intergovernmental coordination, and resilience against flooding and hurricanes, while ensuring that development aligns with strict land use and building standards. The plan also integrates capital improvement strategies and sustainability goals to support high-quality living and protect natural resources. | The community goals and objectives of the Indian Creek Village Comprehensive Plan 2025 focus on preserving the Village's exclusive, low-density, single-family residential character while ensuring environmental sustainability and infrastructure resilience. The plan emphasizes maintaining high-quality living standards, protecting natural resources, and coordinating with regional agencies to uphold service levels and safety. It also supports proactive planning for stormwater management, hurricane preparedness, and long-term utility reliability. |
| Miami Beach Comprehensive Plan | | Municipal | The Miami Beach Comprehensive Plan 2040 outlines a strategic vision for a resilient, inclusive, and sustainable city. It emphasizes climate adaptation, infrastructure modernization, multimodal transportation, historic preservation, and equitable housing. The plan integrates land use, environmental protection, and public services to guide future development while preserving Miami Beach's unique character and enhancing quality of life for residents and visitors. | The community goals and objectives outlined in the Miami Beach Comprehensive Plan focus on fostering a vibrant, resilient, and inclusive city. The plan aims to preserve the unique character of Miami Beach while promoting sustainable development, climate adaptation, and equitable access to housing, transportation, and public services. Through strategic partnerships and thoughtful land use policies, the city seeks to enhance quality of life for all residents and ensure long-term environmental and economic sustainability. |
| North Bay Village Comprehensive Plan - Transportation Element | | Municipal | The North Bay Village Comprehensive Plan, known as NBV100, outlines a forward-looking vision for a livable, resilient, and prosperous community by 2045. It integrates land use, infrastructure, housing, transportation, and climate resilience strategies to guide sustainable development and redevelopment, with a strong emphasis on waterfront access, multimodal mobility, and environmental stewardship. The plan is rooted in community input and aligns with regional and state planning frameworks to ensure long-term adaptability and quality of life for residents. | The community goals and objectives in the North Bay Village Comprehensive Plan are centered around creating a more livable, resilient, and prosperous environment. The plan emphasizes enhancing the public realm, prioritizing walkability and waterfront access, and fostering economic development through revitalized mixed-use corridors. It also aims to strengthen climate resilience, improve infrastructure, and ensure that future growth aligns with the community's vision and values. |

**Table 5-1 (Continued): Goals and Objectives**

| Plan, Policy, Document | Acronym | Agency | Plan Summary | Goals and Objectives |
|---|---|---|---|---|
| Surfside Comprehensive Plan - Transportation Element | | Municipal | The Transportation Element of the Surfside Comprehensive Plan outlines a multimodal strategy focused on maintaining roadway level of service, enhancing transit connectivity, and improving pedestrian and bicycle infrastructure. It emphasizes coordination with regional agencies, supports traffic calming and safety improvements, and includes capital projects like bridge rehabilitation and enhanced bus service. The plan also addresses evacuation logistics and promotes transit-oriented development to support sustainable growth. | The community goals and objectives outlined in Surfside's Transportation Element focus on creating a safe, efficient, and multimodal transportation system that enhances quality of life. The plan emphasizes improving walkability, supporting transit-oriented development, protecting rights-of-way, and coordinating with regional agencies to ensure sustainable mobility, including public transit. It also prioritizes traffic calming, accessibility, and integration of pedestrian and bicycle infrastructure throughout the Town. |
| Miami Shores Comprehensive Plan - Transportation Element | | Municipal | The Transportation Element of the Miami Shores Comprehensive Plan emphasizes coordination with Miami-Dade County and regional agencies to provide a safe, efficient, and multimodal transportation system. It supports maintaining roadway level of service, enhancing pedestrian and bicycle infrastructure, protecting rights-of-way, and expanding public transit options including shuttle services and potential rail transit. The plan also prioritizes accessibility for transportation-disadvantaged populations and aligns land use planning with transportation improvements to preserve neighborhood character and mobility. | The community goals and objectives in the Miami Shores Comprehensive Plan focus on creating a safe, efficient, and multimodal transportation system that enhances quality of life. The plan emphasizes maintaining roadway level of service, improving pedestrian and bicycle infrastructure, and coordinating transportation planning with land use to preserve neighborhood character. It also promotes accessibility, transit use, and protection of rights-of-way to support long-term mobility and connectivity. |
| North Miami Comprehensive Plan - Transportation Element | | Municipal | The City of North Miami Beach Comprehensive Plan 2035–2045 presents a forward-looking vision for a sustainable, resilient, and equitable urban community. The plan integrates land use, mobility, housing, infrastructure, coastal management, conservation, parks, health, economic development, and climate resilience, with a strong emphasis on transit-oriented development, affordable housing, and climate adaptation. It establishes clear goals, policies, and performance indicators to guide growth, enhance quality of life, protect natural resources, and ensure that public facilities and infrastructure keep pace with future needs. | The city will identify targeted mobility strategies to encourage mass transit access via trollies or other alternative modes. The plan also includes the requirements for all capacity improvements to include road diets, traffic calming, mass transit, bicycle and pedestrian enhancements. These elements must be considered prior to moving forward with any road widening project. The plan also highlights the implementation of traffic calming within neighborhoods, promoting a more walkable, safer pedestrian environment, and improving the bicycle path system. |
| Opa-locka Comprehensive Plan - Transportation Element | | Municipal | The Sustainable Opa-Locka 2030 Comprehensive Development Master Plan outlines a strategic vision for transforming the city into a vibrant, financially stable, and full-service community by 2030. It integrates land use, transportation, housing, infrastructure, economic development, and environmental conservation to promote equitable growth, multimodal mobility, and improved quality of life. The plan emphasizes redevelopment, transit-oriented development, and intergovernmental coordination to ensure that capital investments and policy initiatives align with long-term sustainability and community needs. | The Comprehensive Plan Transportation element includes the following goals:<br>• Meeting and exceeding adopted Level of Service standards for vehicles, bicycles and pedestrians<br>• Protecting existing and future rights-of-way;<br>• Improving traffic circulation;<br>• Improving bicycle and pedestrian facilities;<br>• Ensuring the provision of safe, convenient and efficient transit;<br>• Coordinating transportation/land use planning to provide a full range of multi-modal transportation options |

**Table 5-1 (Continued): Goals and Objectives**

| Plan, Policy, Document | Acronym | Agency | Plan Summary | Goals and Objectives |
|---|---|---|---|---|
| South Miami Comprehensive Plan - Transportation Element | | Municipal | The South Miami Comprehensive Plan provides a strategic framework for managing growth, redevelopment, and public services in a nearly built-out city. The plan emphasizes maintaining the character of single-family neighborhoods, promoting mixed-use and transit-oriented development near the Metrorail station, and enhancing multimodal transportation options including walking, biking, and transit. It also prioritizes sustainability, climate resilience, affordable housing, and the preservation of parks, open space, and natural resources to ensure a high quality of life for current and future residents. | The community goals and objectives of the South Miami Comprehensive Plan focus on preserving neighborhood character, promoting sustainable and equitable development, and enhancing quality of life. The plan encourages mixed-use and transit-oriented development near the Metrorail station, supports affordable housing, and prioritizes walkability, bikeability, and access to parks and public spaces. It also emphasizes climate resilience, environmental stewardship, and inclusive community engagement in shaping future growth. |
| Doral Comprehensive Plan - Transportation Element | | Municipal | The City of Doral Comprehensive Plan outlines a strategic framework for sustainable growth, infrastructure development, and community well-being through 2030. It integrates land use, transportation, housing, environmental conservation, parks, education, and capital improvements, with a strong emphasis on multimodal mobility, green infrastructure, and transit-oriented development.<br>The plan is designed to guide future development while preserving quality of life, enhancing resilience, and ensuring that public services and facilities meet the needs of a growing and diverse population. | The Comprehensive Plan seeks to address the following:<br>• Roadway capacity needs and intersection improvements<br>• Improve accessibility to transit with trolley expansion<br>• Complete sidewalk network, implement pedestrian signals and islands for safety improvements and implement mid-block crossings<br>• Increase number of bicycle paths and bicycle lanes. |
| Hialeah Comprehensive Plan - Transportation Element | | Municipal | The City of Hialeah Comprehensive Plan (2015–2025) provides a strategic framework for managing growth, redevelopment, and public services to enhance quality of life, economic vitality, and environmental sustainability.<br>The plan emphasizes compact urban development, mixed-use and transit-oriented redevelopment along main corridors and near transit stations, protection of natural resources, and the provision of affordable housing and public facilities. It integrates land use, transportation, housing, infrastructure, conservation, recreation, and intergovernmental coordination to ensure that future development is resilient, equitable, and aligned with community needs and regional goals. | The Comprehensive Plan seeks to address the following:<br>• Maintain and improve the development of a multi-modal transportation system.<br>• Address existing/anticipated roadway deficiencies through intergovernmental coordination and capital/operational improvements.<br>• Emphasize safe and efficient management of the multimodal transportation network.<br>• Improve safety and access to mass transit services.<br>• Protect public ROW for existing and future transportation facilities. |
| Miami Lakes Comprehensive Plan - Transportation Element | | Municipal | The Town of Miami Lakes Comprehensive Plan outlines a long-term vision for sustainable growth, land use, infrastructure, and community development. It emphasizes maintaining the town's unique character through strategic planning in areas such as transportation, housing, environmental conservation, and public facilities. The plan integrates goals, objectives, and policies across ten key elements to guide future development while preserving quality of life, enhancing mobility, and ensuring environmental stewardship. | The community goals and objectives in the Town of Miami Lakes Comprehensive Plan focus on preserving the town's unique identity, enhancing quality of life, and promoting sustainable development. Key objectives include maintaining a pedestrian-friendly environment, protecting natural resources, improving public infrastructure, and fostering intergovernmental coordination to support education, housing, and transportation. The plan emphasizes thoughtful urban design, community engagement, and strategic investment to ensure Miami Lakes remains a vibrant and resilient community. |

**Table 5-1 (Continued): Goals and Objectives**

| Plan, Policy, Document | Acronym | Agency | Plan Summary | Goals and Objectives |
|---|---|---|---|---|
| Cutler Bay Comprehensive Plan - Transportation Element | | Municipal | The Town of Cutler Bay Comprehensive Plan is a forward-looking, multimodal transportation and growth management strategy designed to address the needs of a rapidly growing, diverse community.<br>The plan emphasizes safe, equitable, and sustainable mobility by prioritizing complete streets, transit-oriented development, bicycle and pedestrian infrastructure, and innovative technologies such as mobility hubs and electric vehicle charging stations. It integrates land use, transportation, resiliency, and economic development policies to improve connectivity, reduce congestion, enhance quality of life, and prepare for future challenges like climate change and sea-level rise. | The Transportation Element promotes the town's mobility goals using strategies to maintain the transportation system into the future such as capacity improvements, multimodal network connectivity, traffic calming, support transit improvements and alternate modes projects. |
| Homestead Comprehensive Plan - Transportation Element | | Municipal | The Homestead Comprehensive Plan is a strategic framework guiding the city's growth, development, and sustainability. It outlines goals, objectives, and policies across key areas including land use, transportation, housing, infrastructure, environmental conservation, economic development, and disaster preparedness.<br>Updated every seven years, the plan ensures orderly development while protecting natural resources and enhancing community well-being. It emphasizes coordination with regional agencies, promotes affordable housing and green building practices, and integrates hazard mitigation and historic preservation. The plan also includes detailed maps and a Five-Year Capital Improvements Schedule to support implementation and maintain service levels across public facilities. | The City of Homestead's Comprehensive Plan Transportation Element aims to create an integrated multimodal system that supports safe, efficient movement for pedestrians, cyclists, and vehicles while promoting economic growth and sustainability. It prioritizes improvements to streets, sidewalks, and bike paths, and includes traffic calming, transit integration, and infrastructure upgrades to accommodate future population growth and reduce congestion |
| Palmetto Bay Comprehensive Plan - Transportation Element | | Municipal | The Village of Palmetto Bay Comprehensive Plan focuses on creating a safe, efficient, and multimodal transportation system that supports land use patterns and enhances mobility for residents and visitors. It emphasizes maintaining roadway level-of-service standards, coordinating with regional agencies like FDOT and Miami-Dade County, and integrating transit-oriented development near rapid transit stations.<br>The plan promotes alternatives to single-occupant vehicles through expanded pedestrian and bicycle infrastructure, traffic calming measures, and local transit circulator services. It also includes policies to protect neighborhood character, improve transit access for disadvantaged populations, and ensure transportation improvements align with future land use and growth. Overall, the element supports sustainable mobility, community connectivity, and strategic investment in transportation infrastructure. | The Transportation Element of Palmetto Bay's Comprehensive Plan focuses on creating a safe, connected, and sustainable multimodal transportation network that accommodates walking, biking, transit, and driving. It emphasizes traffic safety through Vision Zero principles, equitable access, and rapid implementation of improvements in high-risk areas. |
| Pinecrest Comprehensive Plan - Transportation Element | | Municipal | The Village of Pinecrest Comprehensive Development Master Plan outlines long-term strategies for managing growth and development, including a dedicated Transportation Element. | The Transportation Element of Pinecrest's Comprehensive Plan aims to create an integrated, multimodal transportation system that balances motorized and non-motorized travel, improves safety, and supports land use coordination through strategies like transit-oriented development and pedestrian-friendly design. It also emphasizes collaboration with regional agencies, transportation demand management, and infrastructure planning to ensure long-term mobility, accessibility, and sustainability. |

**Table 5-1 (Continued): Goals and Objectives**

| Plan, Policy, Document | Acronym | Agency | Plan Summary | Goals and Objectives |
|---|---|---|---|---|
| Sweetwater Master Comprehensive Plan - Transportation Element | | Municipal | The Transportation Element of the City of Sweetwater Comprehensive Plan outlines the city's strategy for managing and improving its transportation infrastructure in alignment with land use and regional planning goals. | The Transportation Element goals are:<br>• Ensure a safe, efficient, and multimodal transportation system that supports the city's growth and development.<br>• Coordinate transportation planning with land use, environmental protection, and economic development. |
| City of Miami's Comprehensive Neighborhood Plan - Transportation Element | MCNP | Municipal | The Transportation Element of the City of Miami's Comprehensive Neighborhood Plan aims to support an equitable and sustainable future by guiding the development of a multimodal transportation system that meets the evolving needs of residents, workers, and visitors. It emphasizes integrating land use and mobility planning to improve access, reduce reliance on personal vehicles, and promote environmentally responsible infrastructure investments | The Element's goals include objectives for reducing reliance on single-occupancy vehicles, improving access to public transit, promoting walkability and bikeability, and aligning transportation investments with land use and environmental goals |
| Premium Mobility Program - Broward County | PREMO | County | The PREMO Program is Broward County Transit's strategic initiative to develop a countywide premium transit network. It aligns with the MAP Broward (Mobility Advancement Program) funded by the transportation surtax effective since 2019. | PREMO has the following goals:<br>• Improve mobility for all residents and visitors;<br>• Ensure equitable access to jobs and services;<br>• Enhance safety, environmental stewardship, and economic development; and<br>• Integrate transit with community growth and development. |
| Key West On the Move Transit Development Plan | | Municipal | Key West On the Move is Key West's Transit Development Plan, and covers the required elements of a TDP, including baseline conditions, existing services, and a Ten-Year Implementation Plan | Key West On the Move's goals include the following:<br>• Enhance the quantity and quality of transit service.<br>• Engage in coordination activities with community agencies, transportation providers, and jurisdictions to spread awareness of existing services and optimize planning efforts.<br>• Ensure the provision of a safe and accessible public transportation system in Key West. |
| Citizens' Independent Transportation Trust (CITT) Five-Year Implementation Plan - Fiscal Years 2025-29 | PTP | CITT | The PTP documents the status and progress in the implementation of Surtax funded projects. The plan monitors the implementation of Surtax the projects, their adherence to budget and schedule, and documents changes to the Plan, including project additions, deletions, or deferrals. The project updates included in the plan are as of December 31, 2023. | The goal of the PTP is to build rapid transit lines to West Dade, Kendall, Florida City, Miami Beach and North Dade; expanding bus service; reducing traffic backups; improving major and neighborhood roads and highways, including drainage; and funding municipal road and transportation projects through a half percent sales surtax whose proceeds are overseen by the CITT. |

### 5.3.2 ALIGNMENT/CONFLICT WITH TDP

Table 5-2 identifies the consistency of each of the evaluated plans with the TDP process.

**Table 5-2: Consistency with the TDP**

| Plan, Policy, Document | Acronym | Agency | Consistency with the TDP |
|---|---|---|---|
| Strategic Plan | | DTPW | Both the Strategic Plan and the TDP aim to deliver a safe, clean, efficient, reliable, sustainable, and equitable transportation system that enhances the quality of life for residents, businesses, and visitors. Additionally, Strategic Plan focuses on internal departmental strategies to support the implementation of a well-connected and efficient transportation system. |
| Countywide Transportation Master Plan | CTMP | DTPW | The transit projects identified in the CTMP align with the currently Adopted TDP Major Update and are consistent with Miami-Dade County's transit planning and service provision goals and objectives. |
| Comprehensive Development Master Plan | CDMP | DTPW | The CDMP Transportation Element sets a clear goal to develop and maintain an integrated multimodal transportation system that supports all users and modes which aligns with and supports the TDP's mission to expand and improve transit services across the county. |
| Comprehensive Operations Analysis | COA | DTPW | The COA operationalizes TDP goals by reallocating service hours toward high-demand corridors, improving span and frequency on priority routes, and consolidating low-productivity segments to meet TDP performance standards. Transit service and operational improvements identified in the COA will be considered in the development of this TDP Major Update. No conflicts are anticipated; the COA will avoid operational changes that require capital costs that are not reflected in the TDP implementation plan. |
| Transit Development Plan 2025-2034 | TDP | DTPW | This TDP Major Update will build on the previous TDP Major Update (2019-2025) and recent Annual Progress Reports. |
| Public Transportation Agency Safety Plan | PTASP | DTPW | The PTASP aligns with the TDP by integrating long-term safety strategies that support the county's broader transit goals. Specifically, the PTASP emphasizes hazard identification, risk mitigation, and corrective action planning, all which are core components that complement the TDP's focus on system reliability, infrastructure improvement, and service expansion. |
| Workplace. Innovation. Savings. Efficiency. 305 | WISE305 | County | The WISE305 countywide initiative aims at improving operational efficiency, service delivery, and innovation across all Miami-Dade County departments, which is also applicable to the provision and planning of transit improvements and investments. |
| Florida Transportation Plan | FTP | FDOT | FDOT has a statewide vision of interregional rail service developed through private/public partnerships and connections to regional and local transit systems. The Bipartisan Infrastructure Law increases federal funding opportunities for passenger and freight rail systems, as well as other public transit connections. |
| Florida Transportation Plan Draft Performance Report | FTP | FDOT | FTP sets broad goals for improving safety, mobility, equity, and environmental sustainability and it encourages local agencies to tailor strategies to their unique community needs. TDPs, which typically guide transit investments over a 10-year horizon, will consider and be consistent with the FTP's long-range vision to ensure consistency in priorities like multimodal connectivity, universal accessibility, and resilient infrastructure. |

**Table 5-2 (Continued): Consistency with the TDP**

| Plan, Policy, Document | Acronym | Agency | Consistency with the TDP |
|---|---|---|---|
| FDOT District 6 Work Program | WP | FDOT | Projects in the WP originate from the TPO's LRTP and TIP process, thus the TDP and Work Program are in alignment from a project identification standpoint. |
| Strategic Intermodal System Policy Plan | SIS | FDOT | The SIS system includes designated airports, spaceports, seaports, waterways, rail corridors and terminals, urban fixed guideway transit corridors, and highways. The SIS accounts for nearly all passenger and freight modes. Planned and implemented improvements include safety measures such as positive train control and modified rail crossings.<br>Additionally, resiliency is addressed since 15% of SIS rail miles are at risk of coastal flooding, such as in Miami-Dade County. Of all SIS hubs, 13 passenger terminals are in the 100-year floodplain. Extreme heat is another issue identified in the SIS as infrastructure can deteriorate when exposed to long periods of high temperatures. Rail facilities should be designed and enhanced to withstand the impacts of climate events so the SIS can effectively move people and freight. |
| Strategic Highway Safety Plan | SHSP | FDOT | The SHSP emphasizes coordination with Metropolitan Planning Organizations (MPOs), counties, and municipalities to ensure that safety is embedded in long-range transportation plans, capital improvement programs, and other local planning efforts. This alignment ensures that the SHSP's vision of zero fatalities and serious injuries is reflected in the priorities and investments of TDPs, promoting consistency in safety strategies, data-driven decision-making, and community engagement. By encouraging local governments to incorporate SHSP principles into their TDPs, Florida fosters a unified approach to transportation safety that is responsive to both statewide trends and local needs. |
| Southeast Florida Regional Transportation Plan | RTP | SEFTC | Both plans emphasize multimodal integration, equity, and resilience, and are designed to complement each other across short- and long-term horizons. Additionally, the SEFTC identifies regional-sized investments including commuter rail, bus rapid transit (BRT), and multimodal corridors that span multiple counties in the region. |
| SFRTA TDP Major Update | TDP | SFRTA | Both the SFRTA and Miami-Dade Transit TDPs are developed in accordance with the Florida Administrative Code Rule 14-73.001, which mandates a 10-year planning horizon and outlines requirements for public involvement, coordination with MPOs, and consistency with regional plans and projects. |
| Miami-Dade 2050 Long Range Transportation Plan | LRTP | TPO | The LRTP and the DTPW TDP are closely aligned, with both plans prioritizing the expansion of premium transit corridors and improved first/last mile connectivity. The LRTP incorporates the TDP's recommended service and capital projects, ensuring that transit enhancements and infrastructure upgrades identified in the TDP are reflected in the region's long-term strategy and funding priorities. This alignment ensures consistency in project selection, funding, and policy direction, advancing shared goals for mobility, equity, and sustainability in Miami-Dade County. |
| Miami-Dade Transportation Improvement Program | TIP | TPO | The TIP is closely aligned with the TDP by incorporating the TDP's recommended transit service enhancements, capital projects, and funding priorities into its five-year project list. Both plans emphasize expanding premium transit corridors, improving first/last mile connectivity, and investing in safety, equity, and multimodal infrastructure. This alignment ensures that the TIP serves as the short-term implementation tool for the TDP's vision, advancing shared goals for mobility, accessibility, and sustainability in Miami-Dade County. |
| Strategic Miami Area Rapid Transit Program | SMART | TPO | The SMART Program is closely aligned with the TDP as both prioritize expanding rapid transit corridors, improving first/last mile connectivity, and enhancing multimodal access throughout Miami-Dade County. The TDP provides the detailed service, capital, and operational strategies for transit, while the SMART Program sets the broader vision and identifies the major projects and corridors that will shape the county's future transit network. This alignment ensures that the SMART Program's high-priority projects are reflected in the TDP's implementation roadmap, allowing for coordinated funding, project delivery, and progress toward shared goals of mobility, equity, and sustainability. |

**Table 5-2 (Continued): Consistency with the TDP**

| Plan, Policy, Document | Acronym | Agency | Consistency with the TDP |
|---|---|---|---|
| SMART Program PD&E studies | SMART | TPO | The SMART Program aligns closely with the TDP by ensuring that the major rapid transit corridors, service enhancements, and capital projects prioritized in the SMART Program are also reflected in the TDP's detailed implementation strategies. The TDP provides the operational, financial, and service-level details needed to deliver the SMART Program's vision, while the SMART Program sets the broader direction and identifies the key projects that will shape Miami-Dade's future transit network. This coordination guarantees that both plans work together to advance shared goals for mobility, equity, sustainability, and efficient project delivery across the county. |
| Unified Planning Work Program Fiscal Years 2025 and 2026 | UPWP | TPO | The UPWP is closely aligned with TDP by supporting the planning, analysis, and coordination required to advance the TDP's recommended service enhancements, capital projects, and operational strategies. It provides funding and technical support for transit corridor planning, first/last mile connectivity, and public engagement and ensures the TDP's vision for expanded, equitable, and efficient transit service is reflected in the region's overall transportation planning process. This alignment guarantees that the UPWP, TDP, and LRTP work together to deliver a seamless, community-driven approach to mobility and investment in Miami-Dade County. |
| Safety Performance Measures | PM 1 | TPO | PM 1 aligns with the TDP's focus on safety and security in the transit and larger transportation system in the County. |
| Transportation Disadvantaged Service Plan | TDSP | TPO | The TDSP aligns with the TDP by supporting its 10-year vision for operational and capital improvements. The TDSP complements the TDP by identifying service needs for disadvantaged populations and integrating those priorities into broader transit planning and funding strategies. This ensures coordinated, equitable access to transportation across the county. |
| Aventura Comprehensive Plan - Transportation Element | | Municipal | The City of Aventura Comprehensive Plan aligns with TDP by promoting multimodal transportation strategies that enhance mobility and reduce reliance on single-occupancy vehicles. It supports transit-oriented development, pedestrian-friendly infrastructure, and integration with regional transit systems like Tri-Rail and Brightline. These efforts complement the TDP's goals of improving transit accessibility, efficiency, and connectivity across the region. |
| North Miami Beach Comprehensive Plan - Transportation Element | | Municipal | The City of North Miami Beach Comprehensive Plan aligns with the TDP by promoting mixed-use, transit-oriented development and enhancing multimodal connectivity. It supports the expansion of circulator bus services, encourages development near transit hubs, and integrates land use planning with transportation strategies to reduce automobile dependency and improve access to public transit. These efforts reflect the shared goals of both plans to create a more sustainable, accessible, and efficient transportation network. |
| Sunny Isles Beach Comprehensive Plan - Transportation Element | | Municipal | The Comprehensive Plan emphasizes enhancing public transit, pedestrian, and bicycle infrastructure to reduce reliance on single-occupancy vehicles. Additionally, it aligns with Miami-Dade's TDP and SMART Program, which prioritize expanding bus rapid transit (BRT), first/last-mile connectivity, and non-motorized transportation options. |

**Table 5-2 (Continued): Consistency with the TDP**

| Plan, Policy, Document | Acronym | Agency | Consistency with the TDP |
|---|---|---|---|
| Bal Harbor Village Utility Master Plan | | Municipal | The Bal Harbour Village Utility Master Plan aligns with the TDP by supporting infrastructure upgrades that enhance the reliability and resilience of water, sewer, stormwater, and roadway systems. The plan's focus on modernizing roadways, improving drainage, and upgrading lighting directly supports multimodal transportation and pedestrian safety, which are key TDP objectives. By ensuring that utility and roadway improvements are coordinated, the plan helps create a more accessible, connected, and transit-friendly environment for residents and visitors. |
| Indian Creek Village Comprehensive Plan - Transportation Element | | Municipal | The Indian Creek Village Comprehensive Plan 2025 aligns with the TDP by ensuring that infrastructure improvements, specifically Indian Creek Bridge and internal roadways, support safe and reliable access for residents and emergency services. While the Village does not have public transit, its coordination with regional agencies and commitment to maintaining transportation infrastructure complements broader mobility and connectivity goals outlined in the TDP. This alignment helps preserve accessibility and resilience in the face of environmental challenges. |
| Miami Beach Comprehensive Plan | | Municipal | The Miami Beach Comprehensive Plan aligns with the TDP by integrating transportation goals that support a multimodal, resilient, and sustainable transit network. Both plans emphasize improving mobility, reducing congestion, and enhancing transit accessibility through coordinated infrastructure investments and land use strategies. The Comprehensive Plan ensures that transportation plans, including the TDP, are consistent with broader citywide objectives for growth, climate adaptation, and quality of life. |
| North Bay Village Comprehensive Plan - Transportation Element | | Municipal | The North Bay Village Comprehensive Plan aligns with the TDP by promoting multimodal mobility, complete streets, and transit-oriented development strategies that support reduced reliance on single-occupancy vehicles. It integrates transportation planning with land use and infrastructure improvements, ensuring that future development enhances connectivity, walkability, and access to public transit. These efforts reflect the Village's commitment to sustainable growth and improved quality of life through coordinated transit and land use planning. |
| Surfside Comprehensive Plan - Transportation Element | | Municipal | The Surfside Comprehensive Plan aligns with the TDP by promoting a multimodal transportation system that integrates public transit, pedestrian, and bicycle infrastructure. It supports increased use of mass transit through coordination with Miami-Dade Transit, monitoring of local bus services, and planning for future transit enhancements like premium bus service along A1A. These efforts reflect the Town's commitment to sustainable mobility and regional transit coordination. |
| Miami Shores Comprehensive Plan - Transportation Element | | Municipal | The Miami Shores Comprehensive Plan aligns with the TDP by promoting coordination with Miami-Dade Transit and other regional agencies to enhance transit services and infrastructure. It supports increased use of mass transit, including bus and potential rail options, and encourages multimodal transportation through improved pedestrian and bicycle facilities. These efforts reflect the Village's commitment to sustainable mobility and regional transit integration. |
| North Miami Comprehensive Plan - Transportation Element | | Municipal | The City of North Miami Beach Comprehensive Plan 2035 aligns with the TDP by prioritizing transit-oriented development, multimodal mobility, and improved access to public transportation. The plan encourages compact, mixed-use development along major corridors, supports investments in transit infrastructure, and integrates land use with mobility strategies to reduce reliance on single-occupancy vehicles. These efforts are designed to enhance connectivity, promote sustainable growth, and ensure that future development is well-served by efficient and equitable transit options. |
| Opa-locka Comprehensive Plan - Transportation Element | | Municipal | The Sustainable Opa-Locka 2030 Comprehensive Plan aligns with the TDP by promoting transit-oriented development, multimodal connectivity, and compact, walkable neighborhoods. It supports the expansion of transit infrastructure, including the proposed Metrorail station, and encourages mixed-use development near transit corridors to reduce vehicle miles traveled and enhance access to public transportation. These strategies reinforce the TDP's goals of improving mobility, increasing ridership, and fostering sustainable urban growth. |

**Table 5-2 (Continued): Consistency with the TDP**

| Plan, Policy, Document | Acronym | Agency | Consistency with the TDP |
|---|---|---|---|
| South Miami Comprehensive Plan - Transportation Element | | Municipal | The South Miami Comprehensive Plan aligns with the TDP by promoting transit-oriented development near the Metrorail station and supporting multimodal transportation options. It encourages compact, mixed-use development that enhances access to public transit, walking, and biking, reducing reliance on single-occupancy vehicles. These strategies reinforce the TDP's goals of improving mobility, increasing transit ridership, and supporting sustainable urban growth. |
| Doral Comprehensive Plan - Transportation Element | | Municipal | The City of Doral Comprehensive Plan aligns closely with Miami-Dade County's TDP by promoting multimodal connectivity, sustainable land use, and transit-oriented development. Doral's emphasis on expanding trolley services, enhancing pedestrian and bicycle infrastructure, and integrating land use planning with transit access supports the county's SMART Program goals to improve regional mobility, reduce congestion, and increase transit ridership. Both plans prioritize strategic investment in infrastructure and community engagement to create a more efficient, accessible, and environmentally responsible transportation network. |
| Hialeah Comprehensive Plan - Transportation Element | | Municipal | The City of Hialeah Comprehensive Plan aligns with the TDP by promoting transit-oriented development, mixed-use redevelopment along major corridors, and increased density near transit stations. The plan encourages multi-modal transportation, improved pedestrian and bicycle connectivity, and enhanced access to public transit, all of which support the TDP's goals of increasing transit ridership and regional mobility. Through coordinated land use and transportation planning, Hialeah's plan helps advance a more sustainable, accessible, and efficient transit network for the community. |
| Miami Lakes Comprehensive Plan - Transportation Element | | Municipal | The Town of Miami Lakes Comprehensive Plan aligns with the TDP by promoting multimodal transportation, complete streets, and transit-oriented development that supports regional mobility goals. Both plans emphasize infrastructure improvements, enhanced transit service, and connectivity—particularly through projects like the SMART Program corridors and local circulator systems such as the Miami Lakes Mover. This coordination ensures that municipal land use and transportation strategies complement the county's 10-year vision for a clean, safe, and reliable transit network. |
| Cutler Bay Comprehensive Plan - Transportation Element | | Municipal | The Town of Cutler Bay's Comprehensive Plan aligns closely with the TDP by prioritizing multimodal transportation, transit-oriented development, and first/last mile connectivity. The plan supports the expansion of premium transit services, mobility hubs, and complete streets, all of which are key strategies in the TDP to improve regional mobility and access. By integrating land use, transportation, and technology policies, Cutler Bay's plan advances the TDP's goals for sustainable, equitable, and efficient transit options for all residents. |
| Homestead Comprehensive Plan - Transportation Element | | Municipal | Homestead's Transportation Element emphasizes the development of roadway, pedestrian, bicycle, and transit infrastructure to ensure safe and efficient mobility, which aligns with the TDP's focus on expanding multimodal transportation options, including bus rapid transit (BRT) and first/last-mile connectivity. |
| Palmetto Bay Comprehensive Plan - Transportation Element | | Municipal | Both plans emphasize the importance of multimodal transportation systems that integrate land use and mobility. Palmetto Bay's plan supports transit-oriented development near rapid transit stations and community urban centers, consistent with the TDP's goals to increase transit ridership and reduce reliance on single-occupant vehicles. The village also coordinates with Miami-Dade Transit and the TPO to improve transit service, expand pedestrian and bicycle infrastructure, and implement traffic calming measures. |
| Pinecrest Comprehensive Plan - Transportation Element | | Municipal | Pinecrest's Transportation Element supports the TDP's regional objectives by promoting transit-oriented development, enhancing connectivity to the South Dade TransitWay, and advocating for improvements to bus service and infrastructure in coordination with Miami-Dade Transit.<br>The Village also prioritizes pedestrian and bicycle infrastructure, traffic calming, and safety enhancements, all initiatives that mirror the TDP's emphasis on equitable access and multimodal integration. Additionally, Pinecrest participates in the People's Transportation Plan (PTP) funding program, which is part of Miami-Dade's broader transit investment strategy. |

**Table 5-2 (Continued): Consistency with the TDP**

| Plan, Policy, Document | Acronym | Agency | Consistency with the TDP |
|---|---|---|---|
| Sweetwater Master Comprehensive Plan - Transportation Element | | Municipal | The Transportation Element aligns with the TDP in its encouragement of mixed-use developments that reduce vehicle trips and promote walkability, as well as its support for transit-oriented development and explore partnerships with regional transit agencies. |
| City of Miami's Comprehensive Neighborhood Plan - Transportation Element | MCNP | Municipal | The Element promotes a multimodal, sustainable, and safety-focused transportation network. Both plans emphasize expanding transit options, improving pedestrian and bicycle infrastructure, and integrating land use with transportation to support transit-oriented development and reduce reliance on personal vehicles. |
| Premium Mobility Program - Broward County | PREMO | County | Several PREMO corridors reflect shared regional priorities between Broward and Miami-Dade such as: Broward Commuter Rail South, US1/Federal Highway High Frequency Bus, SR-7/US-441 Bus Rapid Transit (BRT), Airport-Seaport-Convention Center Connector (LRT), University Drive BRT, and Sunrise Boulevard BRT.<br>Some potential sources of conflict with the TDP could arise in context of transit mode compatibility, such as one county offering modes that the other doesn't support, corridor overlap regarding premium transit targeted on the same corridors by both counties, in addition to potential conflicts with phasing timelines, and operations planning. |
| Countywide Transportation Master Plan (CTMP) | CTMP | DTPW | The transit projects prioritized in the CTMP will be considered in the development of the TDP's 10-year capital and operating program as part of this TDP Major Update. The CTMP includes the identification and prioritization of multimodal projects that enhance and promote safety for all modes and takes a safe system approach to attain zero traffic fatalities. |
| Key West On the Move Transit Development Plan | | Municipal | The Key West on the Move Transit Development Plan identifies the need to continue service on the Lower Keys shuttle, which provides a connection to DTPW Routes 301 and 302 that connect to Florida City, providing an essential commuting route for Miami-Dade residents. |
| Citizens' Independent Transportation Trust (CITT) Five-Year Implementation Plan - Fiscal Years 2025-29 | PTP | CITT | The PTP is consistent with the TDP. Both DTPW and the PTP the seek to expand and improve Miami-Dade County's transportation system. The PTP surtax proceeds fund much of DTPW's operations, maintenance and future expansion projects. This program of projects is also consistent with the TPO's SMART Program. |

### 5.3.3 RELATIONSHIP TO 10-YEAR OPERATING AND CAPITAL PROGRAM AND SAFETY & SECURITY INITIATIVES

Table 5-3 identifies the relationship to the TDP ten-year operating and capital program, and documents safety and security initiatives for each of the evaluated plans.

**Table 5-3: Relationship to 10-Year Operating and Capital Program and Safety & Security Initiatives**

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| Strategic Plan | | DTPW | The 2024–2026 Miami-Dade County DTPW Strategic Plan is closely aligned with the County's 10-Year Operating and Capital Program through its emphasis on resource management, performance measurement, and asset optimization. The plan outlines a phased implementation strategy—short-, medium-, and long-term—designed to prioritize initiatives, allocate funding efficiently, and ensure projects are delivered on time and within budget.<br>It integrates financial sustainability and capital investment planning by identifying key infrastructure needs, optimizing maintenance programs, and fostering partnerships to enhance service reliability. This alignment ensures that DTPW's strategic goals support the broader countywide capital improvement efforts, enabling coordinated delivery of transportation infrastructure and services that meet evolving community demands. | The 2024–2026 Miami-Dade DTPW Strategic Plan includes several safety and security initiatives aimed at enhancing public safety across the county's transportation network. Central to these efforts is the implementation of the Vision Zero Network strategy, which seeks to eliminate all traffic fatalities and severe injuries by redesigning streets to improve pedestrian safety and intersection visibility. The plan also includes expanded contractual security services, such as increased security presence at transit stations—particularly along the South Dade Bus Rapid Transit (BRT) Corridor—and the addition of a Security Program Supervisor to oversee these operations. |
| Countywide Transportation Master Plan | CTMP | DTPW | The transit projects prioritized in the CTMP will be considered in the development of the TDP's 10-year capital and operating program as part of this TDP Major Update. | The CTMP includes the identification and prioritization of multimodal projects that enhance and promote safety for all modes and takes a safe system approach to attain zero traffic fatalities. |
| Comprehensive Development Master Plan | CDMP | DTPW | The CDMP Transportation Element is closely aligned with the County's 10-Year Operating and Capital Program through its integration of long-range planning, prioritization of multimodal infrastructure, and fiscal feasibility. It incorporates the 2035 LRTP and the TIP, both of which categorize projects by funding availability and implementation timelines. The CDMP emphasizes a cost-feasible approach, ensuring that only financially supported projects are considered for concurrency and service level assessments. | Design standards for safe roadways: The County enforces roadway design standards that address turning bays, median openings, curb cuts, service roads, and driveway spacing to improve traffic operations and reduce hazards.<br>Monitoring high-accident locations: Miami-Dade County actively identifies and evaluates high accident-frequency areas to implement design improvements that alleviate hazardous conditions, integrating these into the TIP.<br>Complete Streets program: This initiative ensures that new and reconstructed corridors are designed for the safety of all users — including pedestrians, cyclists, and vulnerable populations like children and seniors — through features such as sidewalks, bike lanes, landscaping, and transit facilities.<br>Transit safety enhancements: The plan promotes safe and accessible mass transit services, including express bus routes with dedicated lanes and park-and-ride facilities, and emphasizes coordination with agencies to ensure secure transit infrastructure. |
| Comprehensive Operations Analysis | COA | DTPW | The improvements identified in the COA will be considered in the first five years of the TDP's 10-year capital and operating program. | The specific safety and security initiatives in the COA are to be determined and confirmed as the plan is currently under development. |

**Table 5-3 (Continued): Relationship to 10-Year Operating and Capital Program and Safety & Security Initiatives**

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| Transit Development Plan 2025-2034 | TDP | DTPW | This TDP update extends and revises the existing 10-year operating and capital program, incorporating new financial projections, updated service priorities, and a newly added tenth year (FY 2034–2035). It aligns with Florida's revised TDP rule (FAC 14-73.001), which mandates that annual updates reflect progress, financial feasibility, and coordination with regional planning efforts. The plan includes:<br>• A comprehensive financial plan detailing projected operating expenses and revenues through FY 2034–2035;<br>• A capital improvement program totaling over $13 billion, with funding sources and project timelines;<br>• A project implementation schedule categorizing projects into committed (first five years), partially committed (second five years), and beyond-ten-year initiatives; and<br>• Integration with the CTMP, LRTP and TIP. | Key efforts include the implementation of the PTASP which adopts a safety management systems framework and sets performance targets aligned with federal standards. DTPW also invests in infrastructure upgrades such as fire suppression systems, lighting improvements, and surveillance enhancements across Metrorail and Metromover stations. The plan includes the acquisition of emergency backup generators, disaster recovery control centers, and safety-related capital projects like the Vision Zero initiative aimed at reducing pedestrian and cyclist fatalities. |
| Public Transportation Agency Safety Plan | PTASP | DTPW | The PTASP is closely aligned with Miami-Dade County's 10-year operating and capital program by ensuring that all safety-related initiatives, infrastructure investments, and operational improvements are planned and executed in compliance with federal and state safety oversight standards. The PTASP supports the long-term capital program by integrating safety risk assessments, hazard mitigation strategies, and corrective action plans into the development and maintenance of transit assets. | These initiatives include regular internal and external audits, corrective action planning (CAP), and collaboration with FDOT for oversight and verification. The plan emphasizes the use of safety data, inspection matrices, and employee reporting systems to track and resolve safety risks. It also incorporates cybersecurity protocols for data management and supports continuous improvement through lessons learned and peer program benchmarking. |
| Workplace. Innovation. Savings. Efficiency. 305 | WISE305 | County | WISE305 promotes operational efficiency, service delivery, and innovation, all of which will be considered in the development of the TDP 10-year capital and operating program. | The WISE305 initiative enhances safety and security in Miami-Dade by streamlining government operations and investing in technology that improves service access and accountability. Through efficiency reviews and automation, the program aims to build a more resilient and secure community while maximizing the impact of taxpayer dollars. |

**Table 5-3 (Continued): Relationship to 10-Year Operating and Capital Program and Safety & Security Initiatives**

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| Florida Transportation Plan | FTP | FDOT | By identifying emerging trends, risks, and technological innovations, the FTP helps ensure that the 10-year program remains responsive to future demands. It promotes strategic investments, partner collaboration, and performance-driven decision-making, aligning infrastructure spending with broader goals like zero fatalities, reliable travel times, and universal accessibility. In essence, the FTP provides the vision and policy framework that the 10-year operating and capital program translates into actionable projects and services. | These initiatives focus on achieving zero fatalities and serious injuries across all modes of transportation (roadways, transit, walking, and bicycling). The plan emphasizes a multimodal safety approach, integrating infrastructure design, technology, and data-driven strategies to reduce risks and enhance security. It also highlights the importance of resilient infrastructure capable of withstanding extreme weather and other disruptions and calls for collaborative emergency response planning. These efforts are supported by statewide partnerships and performance tracking to ensure continuous improvement and accountability. |
| Florida Transportation Plan Draft Performance Report | FTP | FDOT | The FTP helps ensure that capital investments and operational improvements are not only responsive to current demands but also forward-looking, supporting infrastructure that is adaptable to future technologies, climate risks, and demographic shifts. This alignment ensures that the 10-year program remains consistent with Florida's broader transportation vision and delivers projects that contribute to statewide goals while addressing regional and local priorities. | Prioritizes safety and security as one of its seven foundational goals, aiming to achieve zero fatalities and serious injuries across all transportation modes. The plan emphasizes a multimodal safety strategy, integrating roadway, transit, pedestrian, and bicycle safety efforts. It promotes data-driven decision-making, emergency preparedness, and resilient infrastructure capable of withstanding extreme weather and other disruptions. |
| FDOT District 6 Work Program | WP | FDOT | Projects in the WP are programmed for funding and will be considered in the development of the TDP's 10-year capital and operating program. | The WP includes a variety of transportation safety and security projects in Miami-Dade County that are programmed for funding over the next five years. |
| Strategic Intermodal System Policy Plan | SIS | FDOT | The SIS Policy Plan is required by Florida Statute to include a finance plan based on anticipated revenues, which must incorporate 10- and 20-year cost feasible components. This is addressed through the following to ensure investments align with statewide and interregional priorities, and that funding decisions support the SIS objectives of economic development, interregional connectivity, and intermodal integration.<br>SIS Cost Feasible Plan for long-range (10- to 20-year) investment strategies based on projected funding.<br>SIS Funding Strategy that includes the First 5-Year Adopted Plan and a Second 5-Year Approved Plan that combined form a 10-year capital investment program.<br>Multimodal Unfunded Needs Plan: Identifies needs beyond the cost feasible horizon, informing future updates and funding priorities. | The SIS Policy Plan places a strong emphasis on safety and security through a series of targeted initiatives designed to eliminate transportation-related fatalities and serious injuries. Central to this effort is Florida's commitment to Vision Zero, which aims for zero fatalities across all modes of travel. The plan integrates Safe System principles, which consider user behavior, vehicle safety, speed management, road design, and post-crash care. Safety is embedded in SIS capacity projects, with strategies such as intersection redesigns, guardrails, and corridor improvements to reduce lane departure and commercial vehicle crashes.<br>The plan also promotes safer alternatives to highway travel by investing in passenger and freight rail and transit. Additionally, FDOT supports the deployment of advanced safety technologies, including smart signals and connected vehicle infrastructure. Collaboration with safety coalitions, community traffic safety teams, and local governments is a key component, culminating in the development of a SIS Safety Action Plan to identify and prioritize safety enhancements across the network |
| Strategic Highway Safety Plan | SHSP | FDOT | By emphasizing data-driven decision-making and aligning with statewide goals such as Vision Zero, the SHSP ensures that capital investments and operational strategies are targeted toward reducing fatalities and serious injuries across all modes of transportation. The plan's emphasis on proactive risk identification, systemic safety improvements, and community-informed design supports the prioritization and funding of projects within the 10-year program. | These initiatives are built around the 4Es (Engineering, Education, Enforcement, Emergency Response) and 4Is (Information Intelligence, Innovation, Insight into Communities, Investments and Policies), which guide the development and implementation of targeted strategies. Key efforts include improving roadway design and infrastructure, enhancing public awareness and education campaigns, strengthening law enforcement and emergency response capabilities, and leveraging data and technology to identify and mitigate risks. |

**Table 5-3 (Continued): Relationship to 10-Year Operating and Capital Program and Safety & Security Initiatives**

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| Southeast Florida Regional Transportation Plan | RTP | SEFTC | The RTP identifies and summarizes cost feasible regional transportation projects for highways and transit, including those in the TDP. | The plan prioritizes a safer, more resilient transportation system by investing in infrastructure that reduces traffic fatalities, improves pedestrian and cyclist safety, and prepares for severe weather disruptions. It also incorporates emerging technologies like intelligent transportation systems and positive train control to enhance operational security and ensure reliable mobility for all users. |
| South Florida Regional Transportation Authority Transit Development Plan Major Update | TDP | SFRTA | The 10-year operating and capital program is the main mechanism for implementing the SFRTA TDP goals and objectives, providing a detailed schedule of prioritized projects and investments over the next decade. It ensures that resources are allocated to projects, such as new trains, infrastructure upgrades, and service expansions, that directly support community needs like safety, connectivity, and equitable access. This program also aligns with regional transportation plans and funding strategies, making sure SFRTA's vision is translated into actionable, measurable improvements for South Florida's transit system. The Miami-Dade TDP 10-year capital and operating plan will consider SFRTA 10-year capital and operating plan. | The SFRTA TDP places a strong emphasis on safety and security by prioritizing the highest safety standards for passengers, staff, and the broader community. The plan includes investments in advanced safety technologies, upgraded infrastructure, and enhanced security measures including positive train control, improved station lighting, and surveillance systems, to reduce incidents and foster a secure transit environment. Additionally, SFRTA is committed to cultivating a culture of safety through ongoing staff training, public education, and continuous evaluation of operational protocols to ensure a safe and resilient regional transit system. |
| Long Range Transportation Plan | LRTP | TPO | The Miami-Dade 2050 LRTP's 10-year operating and capital program serves as the actionable, near-term component of the broader long-range plan, translating its vision and priorities into funded projects and service improvements. The LRTP ensures that the highest-priority transit, roadway, and active transportation projects identified for the next decade are aligned with available funding, community needs, and regional goals. This approach provides a clear roadmap for implementing key safety, equity, and mobility initiatives in the first ten years, while maintaining consistency with the county's long-term transportation strategy. | The Miami-Dade 2050 LRTP includes robust safety and security initiatives aimed at reducing traffic fatalities, improving transit safety, and enhancing the overall reliability of the transportation system. Key strategies include advancing Vision Zero to eliminate serious injuries and deaths, providing protected first/last mile facilities, maintaining safe transit and roadway infrastructure, and leveraging technology for real-time monitoring and emergency response. The plan also emphasizes equitable distribution of safety improvements, ensuring that historically disadvantaged communities benefit from safer streets and transit access. |
| Transportation Improvement Program | TIP | TPO | The TIP serves as the short-term implementation tool for the 10-year operating and capital program by identifying and funding the highest-priority transportation projects scheduled for the next five years. The TIP translates the broader goals and priorities of the 10-year program into actionable, funded projects to align near-term investments in transit, roads, safety, and active transportation are consistent with the county's long-range strategy. This alignment provides a clear, fiscally constrained roadmap for delivering key improvements and tracking progress toward Miami-Dade's mobility, equity, and sustainability objectives. | The safety and security initiatives in the TIP focus on reducing traffic fatalities and injuries, improving transit and roadway safety, and enhancing emergency preparedness. Key actions include investments in Vision Zero projects, protected bike and pedestrian facilities, upgraded transit infrastructure, and advanced technologies for real-time monitoring and response. The TIP also prioritizes equitable distribution of safety improvements, ensuring that all communities benefit from safer streets and transit access. |
| Strategic Miami Area Rapid Transit Program | SMART | TPO | The SMART Program is directly linked to the 10-year operating and capital program by identifying and prioritizing the major rapid transit corridors and supporting projects that will receive funding and be implemented in the next decade. The 10-year program serves as the actionable roadmap for advancing SMART Program projects, ensuring that resources are allocated to high-impact transit, infrastructure, and safety improvements. This alignment guarantees that the county's most critical mobility, equity, and economic development goals are translated into funded, near-term projects that move the region toward its long-range vision. | The safety and security initiatives of the SMART Program focus on creating a safer, more reliable transit experience for all users by integrating advanced technologies, protected facilities, and best practices in design and operations. Key actions include implementing Vision Zero strategies to eliminate traffic fatalities, enhancing lighting and surveillance at stations, and providing secure, accessible first/last mile connections for pedestrians and cyclists. The program also emphasizes equitable distribution of safety improvements, ensuring that all communities benefit from safer, more resilient transit and mobility options. |

**Table 5-3 (Continued): Relationship to 10-Year Operating and Capital Program and Safety & Security Initiatives**

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| SMART Program PD&E studies | SMART | TPO | The SMART Program's relationship to the 10-year operating and capital program is that it sets strategic priorities and identifies the major rapid transit corridors and supporting projects that will be advanced and funded over the next decade. The 10-year program serves as the implementation roadmap, allocating resources to design, construction, and operations for SMART Program projects, ensuring that near-term investments align with the county's long-range mobility, equity, and sustainability goals. This alignment guarantees that the most critical transit improvements move from planning to reality, delivering tangible benefits to the community within the next ten years. | The safety and security initiatives in the SMART Program's environmental studies focus on ensuring that all transit projects are designed and implemented with the highest standards for public safety and system reliability. This includes evaluating and mitigating potential risks to passengers, workers, and surrounding communities, as well as incorporating features such as enhanced lighting, surveillance, and secure access points. The studies also emphasize compliance with safety regulations and best practices, ensuring that new transit infrastructure contributes to a safer, more resilient transportation network for everyone. |
| Unified Planning Work Program Fiscal Years 2025 and 2026 | UPWP | TPO | The UPWP serves as the short-term action plan that supports and implements the broader 10-year operating and capital program. It identifies and funds the planning studies, technical analyses, and public engagement activities needed to prioritize, develop, and advance the projects that will be included in the 10-year capital and operating program. By programming resources for project development, corridor studies, and grant applications, the UPWP ensures that the region's highest-priority transit, roadway, and multimodal projects are ready for funding and implementation in the next decade. | Safety is a top priority in the UPWP, with initiatives aimed at reducing traffic fatalities and injuries, advancing Vision Zero, and improving safety for all road users. The program supports the implementation of complete streets, safe routes to school, and infrastructure upgrades, as well as the use of data analytics and performance management to identify and prioritize safety projects. The UPWP also ensures compliance with federal and state safety targets and incorporates best practices to create a safer, more resilient transportation network. |
| Safety Performance Measures | PM 1 | TPO | Safety is a priority for the TDP, and the 10-year capital and operating program will include safety and security aspects. | Safety is a priority for the TDP, and projects and programs will include safety and security components. |
| Transportation Disadvantaged Service Plan | TDSP | TPO | The TDSP aligns with the TDP's 10-year capital and operating plan by supporting improvements for transit services. It ensures that the needs of transportation-disadvantaged populations are integrated into broader planning efforts, including infrastructure upgrades and service expansions. This coordination helps guide funding priorities and ensures equitable access across the county's transit system. | The TDSP prioritizes safety and security through the PTASP, which is certified annually by FDOT. The plan includes proactive hazard identification, accident investigation, emergency response coordination, and integration of safety measures across all transit operations. It ensures that all vehicles and facilities meet or exceed safety standards, protecting passengers, staff, and the public. |
| Aventura Comprehensive Plan - Transportation Element | | Municipal | The City of Aventura Comprehensive Plan is aligned with the City's 10-year operating and capital program through its Capital Improvements Element (CIE), which ensures that infrastructure investments are financially feasible and strategically prioritized. The plan incorporates a five-year schedule of improvements that is updated annually in coordination with the City's budgeting process, allowing for timely upgrades, replacements, and expansions of public facilities. This alignment guarantees that land use decisions and development approvals are supported by adequate services and funding, maintaining adopted levels of service and fiscal responsibility. | The City of Aventura's Comprehensive Plan includes robust safety and security initiatives aimed at protecting residents and property. These include maintaining hurricane evacuation clearance times under 12 hours, implementing post-disaster recovery protocols, and enforcing flood-resistant construction standards. The plan also supports emergency communication systems, mutual aid agreements, and strategic infrastructure upgrades to enhance resilience against natural disasters and sea level rise. |

**Table 5-3 (Continued): Relationship to 10-Year Operating and Capital Program and Safety & Security Initiatives**

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| North Miami Beach Comprehensive Plan - Transportation Element | | Municipal | The City of North Miami Beach Comprehensive Plan is closely tied to the 10-year operating and capital program by ensuring that infrastructure investments are aligned with long-term growth and service demands. Through its Capital Improvements Element, the plan outlines priorities for maintaining and upgrading public facilities (water, sewer, drainage, transportation, and parks) in accordance with adopted level-of-service standards and fiscal feasibility. This alignment ensures that capital projects are strategically programmed to support both current needs and future development in a sustainable and coordinated manner. | The City of North Miami Beach has implemented a range of safety and security initiatives aimed at protecting residents and enhancing community resilience. These include traffic control strategies to reduce neighborhood cut-through traffic, enforcement of floodplain regulations to mitigate flood risks, and coordination with regional agencies to improve hurricane preparedness and evacuation procedures. Additionally, the city promotes Crime Prevention Through Environmental Design (CPTED) standards in redevelopment areas to enhance public safety through thoughtful urban design. |
| Sunny Isles Beach Comprehensive Plan - Transportation Element | | Municipal | The Sunny Isles Comprehensive Plan is relatable to the 10-year operating and capital program by ensuring that infrastructure investments are aligned with long-term growth and service demands. Through its Capital Improvements Element, capital investments in transit infrastructure and local transit service are identified. | Safety and security are integral components of the Transportation Element in the Sunny Isles Beach Comprehensive Plan, and they are addressed through a combination of infrastructure design, policy objectives, and multimodal planning such as pedestrian enhancements on Collins Avenue and the identification and maintenance of emergency evacuation routes. |
| Bal Harbor Village Utility Master Plan | | Municipal | The Bal Harbour Village Utility Master Plan is directly linked to the 10-year operating and capital program by providing a phased, prioritized roadmap for replacing and upgrading critical infrastructure such as water, sewer, stormwater, and roadways. The plan's detailed cost estimates, project schedules, and recommended improvements are designed to guide annual budgeting and capital investment decisions, ensuring that infrastructure upgrades are fiscally responsible and aligned with long-term community needs. This alignment helps the Village maintain service reliability, address regulatory requirements, and support future growth in a sustainable manner. | The safety and security initiatives in the Bal Harbour Village Utility Master Plan focus on replacing outdated water, sewer, and stormwater systems to prevent failures, reduce service disruptions, and protect public health. The plan includes upgrades to fire hydrants for improved fire protection, installation of emergency generators for critical pump stations, and enhanced street lighting to increase visibility and reduce hazards. By modernizing infrastructure and incorporating resilience measures against flooding and sea level rise, the plan aims to ensure a safer and more secure environment for residents and businesses. |
| Indian Creek Village Comprehensive Plan - Transportation Element | | Municipal | The Indian Creek Village Comprehensive Plan Transportation Element has a very limited relationship to the TDP 10-Year Capital and Operating Plan due to the Village's size and limited participation in county's transit operations and capital investment programs. | The safety and security initiatives in the Indian Creek Village Comprehensive Plan 2025 prioritize infrastructure resilience, hurricane preparedness, and public health protection. Key measures include maintaining and upgrading the Indian Creek Bridge for emergency access, enforcing strict building codes for hurricane safety, and implementing flood protection standards through stormwater management and elevation requirements. These initiatives aim to safeguard residents and property while ensuring reliable access and essential services during emergencies. |
| Miami Beach Comprehensive Plan | | Municipal | The Miami Beach Comprehensive Plan is closely aligned with the City's 10-year operating and capital program by ensuring that all proposed development and redevelopment is supported by adequate infrastructure and public facilities. The plan incorporates a five-year Capital Improvement Program (CIP) that is updated annually and includes projects necessary to maintain adopted levels of service for water, sewer, transportation, recreation, and stormwater systems. This alignment ensures fiscal responsibility and strategic investment in infrastructure that supports long-term community resilience and growth. | The Miami Beach Comprehensive Plan includes safety and security initiatives that focus on improving emergency preparedness, enhancing public safety infrastructure, and fostering secure learning environments. It supports coordination with agencies like the Miami-Dade County Office of Emergency Management and the Miami-Dade County Public Schools to ensure safe evacuation routes, maintain updated hurricane response plans, and improve school safety through design and law enforcement collaboration. These efforts are integrated into broader goals of community resilience and quality of life. |

**Table 5-3 (Continued): Relationship to 10-Year Operating and Capital Program and Safety & Security Initiatives**

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| North Bay Village Comprehensive Plan - Transportation Element | | Municipal | The North Bay Village Comprehensive Plan is closely aligned with the Village's 10-year operating and capital program by ensuring that infrastructure investments are prioritized based on community needs, fiscal feasibility, and adopted levels of service. The plan mandates annual updates to the Capital Improvements Program, integrating long-term strategies for water supply, transportation, public facilities, and climate resilience. This alignment ensures that future development is supported by timely and adequate public infrastructure, maintaining the Village's commitment to sustainable and orderly growth. | The North Bay Village Comprehensive Plan includes safety and security initiatives that focus on enhancing public safety infrastructure and emergency preparedness. These include coordination with Miami-Dade County Public Schools and law enforcement to improve school safety, pedestrian and traffic safety near educational facilities, and emergency shelter planning. The plan also outlines post-disaster recovery protocols and hazard mitigation strategies to protect residents and property in the event of natural disasters. |
| Surfside Comprehensive Plan - Transportation Element | | Municipal | The Surfside Comprehensive Plan supports the goals of the TDP 10-year operating and capital program by coordinating with Miami-Dade Transit and regional agencies to enhance transit services and infrastructure. It includes capital improvements such as bridge rehabilitation and multimodal trail projects and supports future transit enhancements like premium bus service along Collins Avenue. These initiatives reflect the town's commitment to integrating land use and transportation planning to improve mobility and accessibility over the next decade. | The Surfside Comprehensive Plan includes several safety and security initiatives aimed at improving transportation conditions and protecting residents. These include traffic calming measures to reduce cut-through traffic and speeding, maintaining clear visibility at intersections, and ensuring safe, ADA-accessible walkways. The plan also outlines evacuation procedures and coordination with Miami-Dade Transit for emergency bus services, reinforcing the Town's commitment to public safety and disaster preparedness. |
| Miami Shores Comprehensive Plan - Transportation Element | | Municipal | The Miami Shores Comprehensive Plan supports the goals of the TDP 10-year operating and capital program by coordinating with Miami-Dade Transit and the TPO to enhance transit services and infrastructure. It includes policies to monitor transit needs, support increased bus frequency on major roads, and explore future rail options along the FEC corridor. These efforts ensure that local transportation planning aligns with regional investment priorities and long-term mobility improvements. | The Miami Shores Comprehensive Plan includes safety and security initiatives that focus on maintaining safe, accessible transportation infrastructure and protecting residential areas from traffic impacts. These include policies for quick response to missing signage and malfunctioning signals, enforcement of access management standards, and the use of traffic barricades and turning restrictions to limit cut-through traffic. The plan also emphasizes ADA-compliant walkways and coordination with transit agencies to support services for transportation-disadvantaged individuals. |
| North Miami Comprehensive Plan - Transportation Element | | Municipal | The City of North Miami Beach Comprehensive Plan 2035 is closely integrated with the TDP 10-year operating and capital program by prioritizing investments in transit infrastructure, mobility hubs, and multimodal corridors. The plan supports targeted funding for transit-oriented development, enhanced bus and rail connections, and improvements to pedestrian and bicycle networks, all of which are reflected in the TDP's capital priorities. This alignment ensures that land use, transportation, and capital investments work together to deliver efficient, equitable, and sustainable mobility options for the community over the next decade. | The City of North Miami Beach Comprehensive Plan 2035 includes robust safety and security initiatives aimed at protecting residents, property, and infrastructure. These initiatives emphasize disaster preparedness, hazard mitigation, and resilience through coordinated emergency management, flood risk reduction, and resilient design standards. The plan also promotes community policing, safe neighborhood design, and public education on disaster response and climate adaptation to ensure a secure and healthy environment for all residents. |

**Table 5-3 (Continued): Relationship to 10-Year Operating and Capital Program and Safety & Security Initiatives**

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| Opa-locka Comprehensive Plan - Transportation Element | | Municipal | The Sustainable Opa-Locka 2030 Comprehensive Plan supports the TDP 10-year operating and capital program by prioritizing investments in multimodal transportation infrastructure, including transit-oriented development and improved pedestrian and bicycle facilities. It aligns with the TDP's goals by identifying capital projects, such as the proposed Metrorail station and corridor enhancements, which expand transit access and reduce vehicle dependency. This coordination ensures that land use planning and capital improvements are synchronized to support long-term transit service and operational efficiency. | The Sustainable Opa-Locka 2030 Comprehensive Plan includes safety and security initiatives that focus on improving neighborhood conditions, enhancing code enforcement, and supporting community policing strategies. It promotes the reduction of substandard housing and blight, the implementation of design standards that improve visibility and safety, and partnerships with law enforcement to foster secure, walkable environments. These efforts aim to create a safer, more resilient city that supports both public well-being and economic revitalization. |
| South Miami Comprehensive Plan - Transportation Element | | Municipal | The South Miami Comprehensive Plan supports the TDP 10-year operating and capital program by identifying transit-oriented development zones and prioritizing infrastructure investments that enhance access to the Metrorail station and surrounding corridors. It encourages mixed-use redevelopment, pedestrian and bicycle improvements, and public realm enhancements that align with the TDP's goals for increased transit ridership and multimodal connectivity. This coordination ensures that land use decisions and capital projects work together to support sustainable mobility and efficient transit service delivery. | The South Miami Comprehensive Plan includes safety and security initiatives focused on creating a walkable, resilient, and well-connected community. It promotes traffic calming, pedestrian-friendly design, and safe access to transit, parks, and schools, while also supporting emergency preparedness and climate adaptation strategies. These efforts aim to protect public health, reduce risks from natural hazards, and enhance overall community well-being. |
| Doral Comprehensive Plan - Transportation Element | | Municipal | The City of Doral Comprehensive Plan aligns with Miami-Dade County's 10-Year TDP operating and capital program by supporting key initiatives such as multimodal connectivity, transit-oriented development, and infrastructure upgrades. Doral's emphasis on expanding its trolley system, enhancing pedestrian and bicycle networks, and integrating land use with transit access complements the county's capital investments in SMART corridors, Metrobus service adjustments, and infrastructure renewal projects outlined in the TDP. | The City of Doral Comprehensive Plan incorporates several safety and security initiatives aimed at protecting residents and enhancing public infrastructure. These include policies to improve traffic safety through intersection redesigns and traffic calming measures, implementation of the Vision Safety program, and coordination with Miami-Dade County and FEMA on disaster preparedness and mitigation strategies. Additionally, the plan emphasizes safe pedestrian and bicycle environments, school safety, and floodplain management to reduce risks and improve community resilience. |
| Hialeah Comprehensive Plan - Transportation Element | | Municipal | The City of Hialeah Comprehensive Plan is closely integrated with the TDP 10-year operating and capital program by prioritizing investments in multimodal transportation, transit-oriented development, and infrastructure upgrades that support regional mobility goals. The plan's focus on compact, mixed-use redevelopment along main corridors and near transit stations aligns with the TDP's capital projects for enhanced transit service, connectivity, and accessibility. This coordination ensures that land use, transportation, and capital improvements work together to deliver efficient, equitable, and sustainable mobility options for Hialeah residents over the next decade. | The City of Hialeah Comprehensive Plan includes a range of safety and security initiatives designed to protect residents, property, and public infrastructure. These initiatives emphasize safe and accessible multimodal transportation, Crime Prevention Through Environmental Design (CPTED) principles in housing and redevelopment, and robust emergency management policies for flood protection, stormwater management, and disaster preparedness. The plan also prioritizes pedestrian safety, secure school environments, and intergovernmental coordination for hazard mitigation and emergency response. |

**Table 5-3 (Continued): Relationship to 10-Year Operating and Capital Program and Safety & Security Initiatives**

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| Miami Lakes Comprehensive Plan - Transportation Element | | Municipal | The Town of Miami Lakes Comprehensive Plan aligns with the TDP 10-year operating and capital program by promoting multimodal transportation improvements, transit accessibility, and infrastructure upgrades that support regional mobility goals. The plan's Transportation Element outlines specific capital projects, such as bike lanes, sidewalks, and adaptive traffic signals, which are incorporated into the town's five-year capital improvements schedule and complement the TDP's long-term transit strategies. This coordination ensures that land use planning and transportation investments work together to enhance connectivity, reduce congestion, and improve transit service for residents. | The Town of Miami Lakes Comprehensive Plan incorporates safety and security initiatives through its emphasis on hazard mitigation, disaster preparedness, and safe multimodal transportation design. It coordinates with Miami-Dade County and state agencies to implement strategies that protect residents from storm damage, flooding, and other hazards, while also enhancing pedestrian and bicycle infrastructure to improve public safety. Additionally, the plan promotes community design standards that support visibility, accessibility, and natural surveillance in public spaces. |
| Cutler Bay Comprehensive Plan - Transportation Element | | Municipal | The Town of Cutler Bay's Comprehensive Plan is closely integrated with the TDP 10-year operating and capital program by identifying and prioritizing multimodal transportation projects, mobility hubs, and transit-supportive infrastructure that are also reflected in the county's capital investment strategy. The plan's project bank and capital improvements schedule include roadway, transit, bicycle, and pedestrian enhancements that align with the TDP's goals for improved connectivity, safety, and access. This coordination ensures that local investments in mobility, technology, and resiliency are synchronized with regional transit expansion and funding priorities over the next decade. | The Town of Cutler Bay's Comprehensive Plan includes robust safety and security initiatives focused on creating a safer, more accessible environment for all residents. Key strategies include Vision Zero policies to eliminate traffic fatalities, traffic calming projects such as roundabouts and speed tables, enhanced lighting, ADA-compliant sidewalks, and intersection improvements (especially near schools and senior living facilities). The plan also prioritizes safe routes to school, pedestrian and bicycle infrastructure upgrades, and the use of technology like smart signals and surveillance cameras to improve public safety and emergency response. |
| Homestead Comprehensive Plan - Transportation Element | | Municipal | These include regular resurfacing of worn roads, drainage improvements to mitigate travel hazards, and coordination with agencies to manage roadway maintenance and upgrades. The plan promotes enhancements to regional access, such as improving shoulders on major roads like Krome Avenue to increase safety and expanding transit services through collaboration with Miami-Dade Transit and the TPO. Additionally, it supports the development of alternate traffic routes and pedestrian-friendly infrastructure, particularly in revitalization zones like Downtown and the Southwest Neighborhood. | The Comprehensive Plan promotes the development of roadway, pedestrian, bicycle, and transit infrastructure with a focus on safe and efficient mobility, including school concurrency for safe routes to school. |

**Table 5-3 (Continued): Relationship to 10-Year Operating and Capital Program and Safety & Security Initiatives**

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| Palmetto Bay Comprehensive Plan - Transportation Element | | Municipal | By linking the Transportation Element to the 10-Year Program, Palmetto Bay ensures that infrastructure improvements, such as sidewalk expansions, bike lanes, transit circulators, and intersection upgrades, are implemented in a timely manner and in coordination with development. This alignment also supports concurrency requirements, ensuring that transportation facilities are available when new development occurs, and helps maintain the village's adopted level-of-service standards. | Key safety measures identified in the Transportation Element include:<br>• Traffic Calming:<br>* The plan emphasizes the use of traffic calming strategies—such as speed humps, signage, and intersection redesigns—to reduce cut-through traffic and speeding in residential areas. Specific neighborhoods like Mangowood and Southwood are targeted for formal traffic studies and improvements.<br>• Safe Routes to School:<br>* The Village commits to ensuring safe pedestrian access for students, including sidewalk improvements, ADA compliance, and coordination with the Miami-Dade County School Board to evaluate walking conditions and implement traffic control plans.<br>• Pedestrian and Bicycle Safety:<br>* Enhancements to crosswalks, lighting, countdown signals, and refuge areas are prioritized, especially along major corridors like US-1. The plan also supports the expansion of bike lanes and participation in Miami-Dade Transit's Bike and Ride Program.<br>• Emergency Transit Planning:<br>* Coordination with the Miami-Dade Office of Emergency Management ensures timely evacuation procedures during hurricanes and other disasters. The plan mandates annual meetings to review and update evacuation strategies.<br>• Neighborhood Protection:<br>* The Village opposes roadway widening projects that could disrupt community integrity and instead advocates for alternative capacity improvements like transit and pedestrian infrastructure. |
| Pinecrest Comprehensive Plan - Transportation Element | | Municipal | The Element outlines long-term goals for improving mobility, safety, and multimodal access, and these goals directly inform the capital planning process. Infrastructure needs identified in the Transportation Element are prioritized and scheduled within the Capital Improvements Element, which feeds into the 10-Year Program. This ensures that transportation investments are financially feasible and aligned with projected growth. The plan also integrates land use and transportation planning, guiding investments that support walkable neighborhoods and transit-oriented development.<br>Funding strategies outlined in the Transportation Element help match goals with available resources, including local, county, state, and federal sources. Additionally, performance metrics are used to monitor progress and adjust operating budgets and capital priorities annually, ensuring that transportation improvements remain responsive to community needs and development patterns. | Key safety measures include traffic calming initiatives such as speed humps, raised intersections, and narrowed lanes to reduce speeding and improve pedestrian safety in residential areas. The plan also prioritizes sidewalk improvements to ensure safe pedestrian access, particularly near schools, parks, and commercial centers. Additionally, traffic operational improvements such as upgraded signage, signal timing adjustments, and intersection redesigns are recommended to reduce crash risks and improve vehicle flow. |
| Sweetwater Master Comprehensive Plan - Transportation Element | | Municipal | The Element incorporates long-range planning goals that mirror the TDP's emphasis on multimodal connectivity, transit-oriented development, and performance monitoring. The Element also supports transit service enhancements, such as those to be included in the TDP operating program. | The element underscores multimodal safety by encouraging pedestrian and bicycle infrastructure improvements to reduce crashes and promote safe non-vehicular travel. |

**Table 5-3 (Continued): Relationship to 10-Year Operating and Capital Program and Safety & Security Initiatives**

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| City of Miami's Comprehensive Neighborhood Plan - Transportation Element | MCNP | Municipal | The City of Miami's Transportation Element aligns with the TDP 10-year capital and operating program by promoting transit-oriented development, multimodal connectivity, and sustainable infrastructure improvements. The City's proposed amendments to concentrate development around train stations and enhance pedestrian and bicycle infrastructure support the TDP's goals of expanding transit access, improving service reliability, and integrating land use with transportation investments. | The plan emphasizes pedestrian safety through design strategies such as wide sidewalks, landscaped buffers, and boulevard-style roadways that separate local traffic from through lanes. It also prioritizes safe routes to schools, continuous sidewalks near transit stations and parks, and the integration of bicycle infrastructure to ensure safe, multimodal travel throughout the city. |
| Premium Mobility Program - Broward County | PREMO | County | PREMO identifies corridors and projects that are mature enough to be advanced into the 10-Year Program, based on criteria like prior planning, environmental clearance, and public support. It is also funded and supported through the Penny for Transportation Surtax. | PREMO emphasizes transit designs that inherently improve safety:<br>• Dedicated or shared transit lanes to reduce conflicts with general traffic;<br>• Traffic Signal Priority (TSP) to reduce bus/train dwell time at intersections;<br>• Elevated platforms and enhanced stations for Bus Rapid Transit (BRT), improving pedestrian safety and accessibility; and<br>• Off-board fare collection, which reduces boarding delays and crowding. |
| Key West On the Move Transit Development Plan | | Municipal | As part of the long-term plan, Key West proposes more frequent headways and longer service hours for the Lower Keys Shuttle, which will improve connections between Miami-Dade and Monroe Counties through the transfer to Route 301. | The Key West TDP identifies the provision of a safe and accessible public transportation system as one of the agency's goals. This includes improving ADFA accessibility at transit stops, and maintaining an FTA-approved Key West Public Transit Agency Safety Plan with appropriate processes. |

| Plan, Policy, Document | Acronym | Agency | Relationship to 10-Year Operating and Capital Program | Safety & Security Initiatives |
|---|---|---|---|---|
| Citizens' Independent Transportation Trust (CITT) Five-Year Implementation Plan - Fiscal Years 2025-29 | PTP | CITT | The PTP includes a broad range of projects summarized in a five year implementation plan. Because the PTP surtax funds are used the fund many portions of the DTPW work program, the TDP's 10 Year Operating and Capital Program is largely consistent with the PTP. The plan is divided into the following sections:<br>• First and Last Mile/Leg Connectivity and Shared Mobility Services: This section includes information on the first and last mile/leg and shared mobility options available within the County and Municipalities.<br>• New and Active Projects: This section summarizes new projects proposed by the Department of Transportation and Public Works and approved by the CITT, Transportation, Mobility and Planning Committee (TMPC), and BCC for the use of Surtax Funds for the FY 2025-2029 Five-Year Implementation Plan update. This section also includes all active transit and public works projects approved for the use of Surtax Funds for FY 2025-2029.<br>• Municipal Program: This section discusses the Surtax funded municipal program. It summarizes activity on municipal transit service, ridership, and other transit and transportation projects that are funded with Surtax funds.<br>• Inactive Projects: This section includes a project summary chart of all inactive projects using all or a portion of Surtax Funds. Inactive projects are fully complete, unfunded, deemed infeasible, canceled by Board action, or any further implementation deferred outside the Five-Year plan period (beyond fiscal year 2029). | The PTP focuses heavily on safety and security through initiatives like Vision Zero (ending traffic deaths), "Complete Streets" for pedestrians/cyclists, tech-driven Safety Innovation, better infrastructure (sidewalks, bike trails), and enhanced public awareness. |

## 5.4 CONCLUSION

The plans reviewed demonstrate a strong alignment between the TDP and other state, regional, and local plans, particularly in the areas of multimodal connectivity, financial sustainability, and safety. The selection of plans was guided by FDOT's TDP Rule Requirements to ensure comprehensive coverage and consistency with the FTP and local government local government comprehensive plans. Collectively, these plans are supportive of the provision of public transportation services in Miami-Dade.

With few exceptions, the plans are consistent with the TDP's priorities, placing an emphasis on developing an integrated multimodal transportation system that supports all modes. Broward County has projects in the PREMO plan that may not be fully aligned with current DTPW initiatives, however potential opportunities allow for future coordination and communication to address these differences between Broward and Miami Dade County leadership. This can be addressed through ongoing communication between Broward and Miami-Dade County leadership. Such communication is already in place for efforts for the PREMO and SMART program efforts, as illustrated through the coordinated work in the implementation of the Northeast Corridor and the Broward Commuter Rail South projects along the FEC right-of-way.

This page is intentionally left blank.

# Chapter 6

# Land Use and Corridor Plan

# 6. LAND USE AND CORRIDOR PLAN

## 6.1 INTRODUCTION

This section of the Transit Development Plan (TDP) documents Miami-Dade County's land use policy and corridor development in accordance with the TDP rule requirements effective as of July 9, 2024. These requirements emphasize the coordination between land use and transportation to foster transit supportive land uses and a multimodal operating environment within the Miami-Dade County Department of Transportation and Public Works (DTPW) service area.

## 6.2 TDP RULE REQUIREMENTS

The TDP Rule-14-73.001 of the Florida Administrative Code (FAC) requires the assessment of land use and urban design patterns in the transit service area to understand land uses that support or hinder existing and future transit services. The rule requirement also includes documentation of agency initiatives undertaken to foster a more multi-modal operating environment. The specific rule language on the Land Use and Corridor Development Assessment requirement is referenced below.

> *An assessment of the extent to which the land use and urban design patterns in the provider's service area support or hinder the efficient provision of existing and future transit services, including any efforts being undertaken by the provider or local land use authorities to foster a more multi-modal operating environment. This assessment will also address priority transit corridors developed in the TDP as well as in the LRTP for consistency and coordination.*

The intention of the rule is to help create efficient and multimodal transportation systems that serve current and future needs by integrating land use planning and corridor development with transit planning.

## 6.3 LAND USE AND URBAN DESIGN PATTERNS

This section examines existing and future land use patterns in Miami-Dade County, with particular attention to the Strategic Miami Area Rapid Transit (SMART) Program corridors and the areas within a 0.5-mile radius of these corridors. Land use plays a critical role in transportation planning because it shapes travel demand, influences transit ridership, and creates opportunities for Transit Oriented Development (TOD). TOD is development that encourages the use of public transit by providing compact, connected mixed-use development around premium transit service. Transit Oriented Communities (TOC) builds on TOD principles to provide transit connectivity beyond immediate station areas through multimodal access, walkability, urban design elements, and a mix of land uses.

By understanding how current and future land uses align with future transit investments, better design strategies that support sustainable growth and mobility can be implemented.

### 6.3.1 EXISTING COUNTY LAND USE

Miami-Dade County features a diverse mix of land uses that reflect its urban core, suburban neighborhoods, and industrial zones. The urban core, centered around Downtown Miami and adjacent areas, is characterized by high-density residential development, mixed-use projects, and major employment centers. Suburban areas, in contrast, consist of low- to medium-density residential neighborhoods interspersed with retail clusters along arterial roads. Industrial zones are concentrated near major highways and freight corridors, supporting logistics and manufacturing activities.

Within the SMART Corridors' and Metrorail's 0.5-mile buffers, land use patterns generally include a combination of residential, commercial, and industrial uses. Drawing on existing land use data maintained by the Regulatory and Economic Resources (RER) Department's Planning Division, **Table 6-1** provides a detailed breakdown of land uses within these buffers compared to countywide patterns, while **Figure 6-1** illustrates their spatial distribution across the SMART corridors.

Residential land uses dominate these corridor buffers, accounting for approximately 32.7% of the total land area. This strong residential presence underscores the importance of aligning future transit investments with housing patterns to support accessibility and ridership. Commercial uses represent about 7.5%, concentrated primarily along major corridors and activity centers, while institutional uses, such as schools, government facilities, and healthcare, make up roughly 5.5%.

Industrial land comprises 4.9%, generally located near freight routes and employment hubs, and mixed-use business/residential areas account for only 0.30%, indicating limited integration of live-work environments within the current land use framework.

Notably, undeveloped land represents about 6.0% of the corridor buffer areas. These parcels present significant opportunities for strategic development that incorporates transit-oriented principles, enabling the creation of compact, walkable communities that leverage planned transit investments. By focusing on these areas, the County can maximize the return on transit infrastructure improvements while promoting sustainable and equitable development.

The land uses described above, residential, commercial, governmental, industrial, total approximately 57% of the land uses in the SMART corridor buffers. These land uses typically correspond with the land use types that generate the highest demand for transit services given the higher concentrations of people and jobs in these categories.

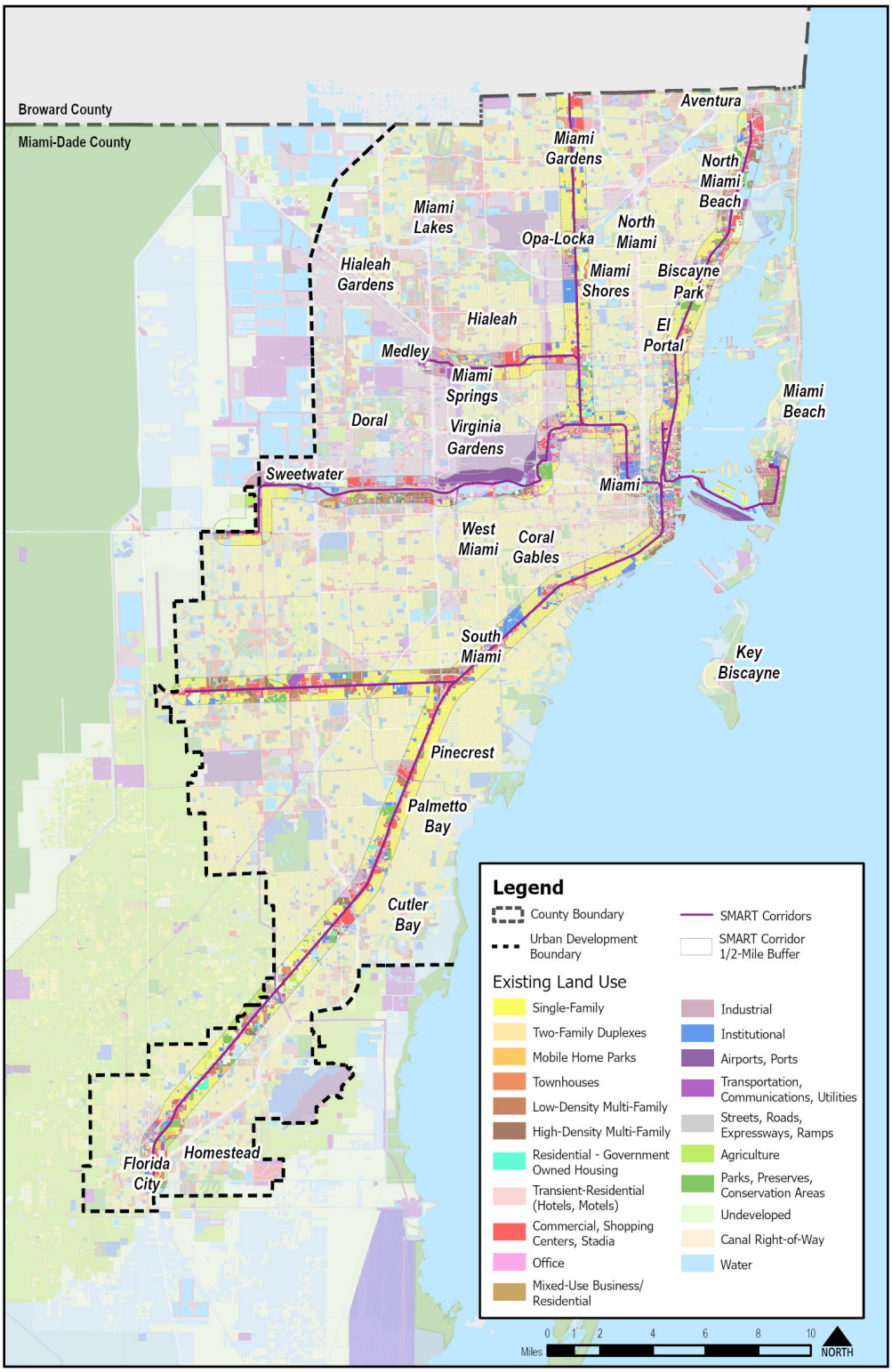
The remaining land uses in these buffers is distributed between small quantities of miscellaneous uses including streets, expressways, and ramps - 22.1% - parks, preserves, and conservation areas - 4.6%, and airports and ports - 2.1%.

**Table 6-1: SMART Corridor 0.5-Mile Buffer Existing Land Use Composition**

| Land Use | SMART Corridor Acres | SMART Corridor Percentage | Countywide Acres | Countywide Percentage |
|---|---|---|---|---|
| **Residential** | 17,806.85 | 32.68% | 115,361.22 | 7.45% |
| **Single Family** | 11,405.79 | 20.93% | 89,534.23 | 5.78% |
| **Two-Family (Duplexes)** | 1,265.66 | 2.32% | 4,641.2 | 0.30% |
| **Mobile Home Parks** | 210.49 | 0.39% | 995.78 | 0.06% |
| **Townhouses** | 756.82 | 1.39% | 5,858.96 | 0.38% |
| **Low-Density Multi-Family** | 2,322.19 | 4.26% | 9,329.23 | 0.60% |
| **High-Density Multi-Family** | 1,486.16 | 2.73% | 4,160.22 | 0.27% |
| **Residential - Government Owned Housing** | 359.74 | 0.66% | 841.62 | 0.05% |
| **Transient-Residential (Hotel-Motel)** | 364.32 | 0.67% | 894.28 | 0.06% |
| **Commercial, Shopping Centers, Stadia** | 4,079.62 | 7.49% | 10,728.63 | 0.69% |
| **Office** | 870.32 | 1.60% | 2,489.98 | 0.16% |
| **Mixed-Use Business/Residential** | 165.41 | 0.30% | 315.74 | 0.02% |
| **Industrial** | 2,685.71 | 4.93% | 21,157.24 | 1.37% |
| **Institutional** | 2,998.55 | 5.50% | 15,782.16 | 1.02% |
| **Airports, Ports** | 1,137.35 | 2.09% | 6,916.68 | 0.45% |
| **Transportation, Communication, and Utilities** | 2,076.12 | 3.81% | 2,1075.19 | 1.36% |
| **Streets, Roads, Expressways, Ramps** | 12,055.63 | 22.12% | 6,0817.05 | 3.93% |
| **Agriculture** | 565.22 | 1.04% | 59,527.93 | 3.84% |
| **Parks, Preserves, Conservation Areas** | 2,506.54 | 4.60% | 834,877.12 | 53.91% |
| **Undeveloped** | 3,280.37 | 6.02% | 77,222.33 | 4.99% |
| **Canal Right-of-Way** | 138.68 | 0.25% | 2,863.33 | 0.18% |
| **Water** | 3,764.84 | 6.91% | 318,732.94 | 20.58% |
| **TOTAL** | **54,495.53** | **100.00%** | **1,548,761.84** | **100.00%** |

*Source: Regulatory and Economic Resources (RER) Department, 2025*

## Figure 6-1: Miami-Dade County Existing Land Use




*Source: Regulatory and Economic Resources Department, 2025*

### 6.3.2 FUTURE COUNTY LAND USE

Future land use planning in Miami-Dade County, derived from the Comprehensive Development Master Plan (CDMP) Land Use Plan designations for 2040, is closely aligned with the region's transit investment strategy, particularly within the SMART Corridors and their 0.5-mile buffers. Land use decisions shape where people live, work, and access essential services, directly influencing travel patterns and transit demand. By anticipating future development and concentrating growth near transit corridors, the county can reduce car dependency, lower greenhouse gas emissions, and foster walkable, connected neighborhoods.

Integrating transportation planning with future land use will enhance access to jobs, housing, and services, ensuring that all residents benefit from infrastructure improvements.

Within the SMART Corridors' and Metrorail's 0.5-mile buffer areas, future land use projections indicate a strong residential presence, accounting for approximately 48.5% of the total area. Commercial uses are expected to comprise about 17.9%, while industrial and restricted industrial areas together represent 9.3% of land area within the corridors. Compared to existing land use along the SMART Corridors, future land use maintains and even increases the emphasis on residential and commercial uses along the corridors. **Table 6-2** provides a detailed breakdown of these future land use categories within the Smart Corridor buffers, while **Figure 6-2** illustrates their spatial distribution.

It is important to note that future land use is applied at a less granular scale than existing land use, meaning that local streets are often attributed to adjacent land uses. This approach can explain the significant increase in categories such as residential and commercial compared to current conditions.

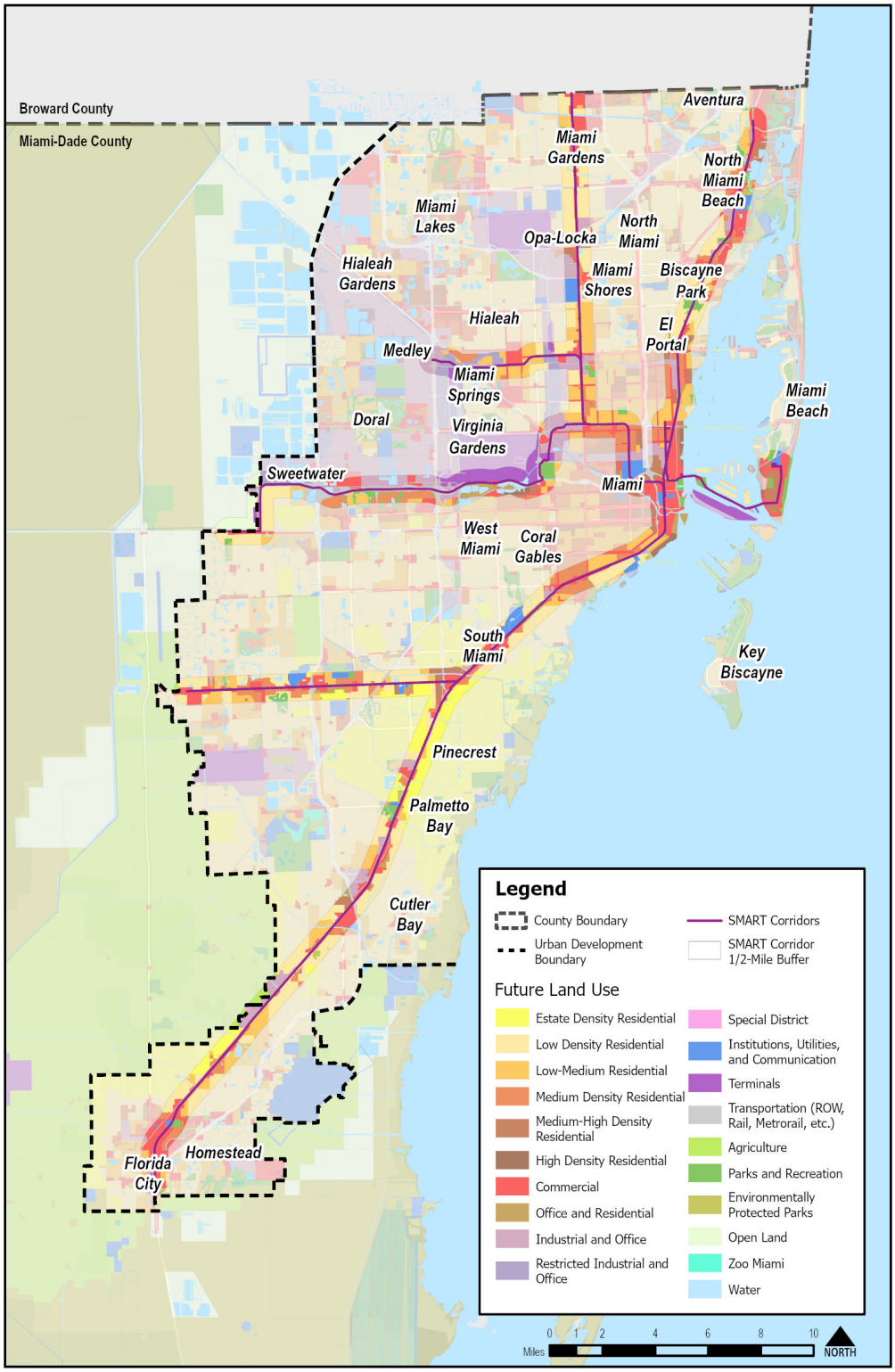
Mixed-use land, which currently accounts for only 0.30%, is anticipated to grow to 1.7%. This increase is critical for advancing TOD along the SMART Corridors, creating vibrant, multi-functional communities that sustainable mobility and economic vitality.

**Table 6-2: SMART Corridor 0.5-Mile Buffer Future Land Use Composition**

| Land Use | SMART Corridor Acres | SMART Corridor Percentage | Countywide Acres | Countywide Percentage |
|---|---|---|---|---|
| **Residential** | 26,514.39 | 48.48% | 174,847.55 | 7.81% |
| **Estate Density Residential** | 2,587.73 | 4.73% | 26,043.94 | 1.16% |
| **Low Density Residential** | 11,097.25 | 20.29% | 96,619.7 | 4.31% |
| **Low-Medium Density Residential** | 6,537.87 | 11.95% | 30,618.72 | 1.37% |
| **Medium Density Residential** | 4,393.16 | 8.03% | 14,424.56 | 0.64% |
| **Medium-High Density Residential** | 1,616.48 | 2.96% | 6,584.6 | 0.29% |
| **High Density Residential** | 281.90 | 0.52% | 556.03 | 0.02% |
| **Commercial** | 9,771.10 | 17.86% | 27,300.27 | 1.22% |
| **Office/Residential** | 930.77 | 1.70% | 2,600.18 | 0.12% |
| **Industrial and Office** | 4,039.79 | 7.39% | 22,490.31 | 1.00% |
| **Restricted Industrial and Office** | 1,028.23 | 1.88% | 3,586.51 | 0.16% |
| **Special District** | 37.93 | 0.07% | 118.83 | 0.01% |
| **Institutions, Utilities, and Communication** | 1,408.11 | 2.57% | 11,957.75 | 0.53% |
| **Terminals** | 1,590.55 | 2.91% | 7,918.58 | 0.35% |
| **Transportation (ROW, Rail, Metrorail, etc.)** | 3,350.46 | 6.13% | 11,856.94 | 0.53% |
| **Agriculture** | 230.26 | 0.42% | 68,800.59 | 3.07% |
| **Parks and Recreation** | 1,427.52 | 2.61% | 15,440.63 | 0.69% |
| **Environmentally Protected Parks** | 198.63 | 0.36% | 933,573.98 | 41.68% |
| **Open Land** | 586.27 | 1.07% | 37,767.16 | 1.69% |
| **Zoo Miami Entertainment Area** | 0.00 | 0.00% | 390.57 | 0.02% |
| **Water** | 3,584.63 | 6.55% | 921,157.77 | 41.13% |
| **TOTAL** | **54,698.65** | **100.00%** | **2,239,807.62** | **100.00%** |

*Source: 2040 Comprehensive Development MasterPlan*

## Figure 6-2: Miami-Dade County Future Land Use




*Source: 2040 Comprehensive Development Master Plan*

## 6.4 MIAMI-DADE COUNTY TRANSIT-ORIENTED DEVELOPMENT POLICY

Miami-Dade County's TOD policy is a multifaceted framework including many policies and programs, all of which promote compact, walkable, mixed-use communities centered around public transit nodes. These initiatives are summarized in detail below.

### 6.4.1 MIAMI-DADE COUNTY RAPID TRANSIT ZONE

The Rapid Transit Zone (RTZ) is a county-designated overlay district established to guide development along Miami-Dade's Metrorail corridors, SMART Program corridors, and downtown, including Metromover corridors. RTZ policies promote TOD by allowing higher-density development, mixed-use projects, and reduced parking requirements within walking distance of transit stations. These mixed-use developments typically integrate residential, retail, and office land uses, designed to provide seamless access to transit infrastructure. This approach encourages compact, walkable communities that reduce automobile dependency, support affordable housing, and enhance access to employment centers.

Central to Miami-Dade County's land use strategy is leveraging the RTZ, originally established in the 1970s, and expanding its reach through the SMART Corridor Subzone, which includes areas within 0.5-mile to 1-mile of designated transit corridors.

### 6.4.2 COMPREHENSIVE DEVELOPMENT MASTER PLAN – TRANSPORTATION ELEMENT

The CDMP Transportation Element provides a strategic framework for developing and maintaining an integrated, multimodal transportation system supportive of the movement of people and goods throughout the county. The plan addresses all transportation modes including motorized vehicles, transit, pedestrian and bicycle facilities, aviation, and maritime ports. It sets forth goals, objectives, and policies to reduce dependency on personal automobiles, promote energy efficiency, and coordinate land use with transportation planning, while integrating resiliency considerations into fiscal decision-making.

The CDMP emphasizes expanding transit options, developing intermodal hubs, implementing "Complete Streets" (Complete Streets are designed and operated so they work for all users– pedestrians, bicyclists, motorists and transit riders of all ages and abilities) principles, and designating multimodal corridors as "Activity Corridors" to foster walkable, transit-supportive environments. Monitoring programs are established to track progress toward these objectives, ensuring that transportation investments align with countywide land use, environmental protection, and economic development goals.

The Transportation Element of the CDMP is one of the thirteen plan elements and covers traffic circulation and mass transit each with sub elements including: 1) goals, objectives, and policies; 2) monitoring measures; and 3) maps of existing and planned future facilities. Additionally, each sub-element pertains to the nexus between land use and transit/multimodal travel options as follows:

- **Traffic Circulation:** This sub-element is closely tied to land use by setting roadway level-of-service standards and prioritizing improvements in areas designated for urban development. It coordinates the planning and construction of roads with the county's Land Use Plan Map, ensuring that transportation corridors support desired development patterns and avoid encouraging sprawl in agricultural or environmentally sensitive

areas. The sub-element also promotes interconnectivity between neighborhoods, employment centers, and transit stops, supporting walkable and transit-supportive land use.

- **Mass Transit:** Mass transit planning is directly integrated with land use by coordinating transit system improvements with the location and intensity of designated future land use patterns. The sub-element encourages transit-supportive development around rapid transit stations, such as urban centers and mixed-use environments, and prioritizes transit investments in areas with higher population and employment densities. It also promotes joint development and redevelopment opportunities near transit stations, aligning transit access with land use to shift travel modes away from single-occupancy vehicles.

The result of these CDMP policies is that maximum residential densities within RTZs range from 125 to 500 units depending on the center type, and that there are mandates for minimum floor area ratios and building heights. Additionally, developments with more than four residential units must allocate 12.5% to workforce housing, targeting households earning up to 140% of the county's median income. TOD projects like Upland Park and Grove Central exemplify this approach, integrating housing, retail, and office space adjacent to transit stations to reduce car dependency, increase transit ridership, and support equitable access to jobs and services. The CDMP also ensures these policies are consistent throughout the county. Municipalities are required to adopt land development regulations that align with TOD principles within two years of designation, ensuring consistent implementation across incorporated and unincorporated areas.

### 6.4.3 SMART PROGRAM

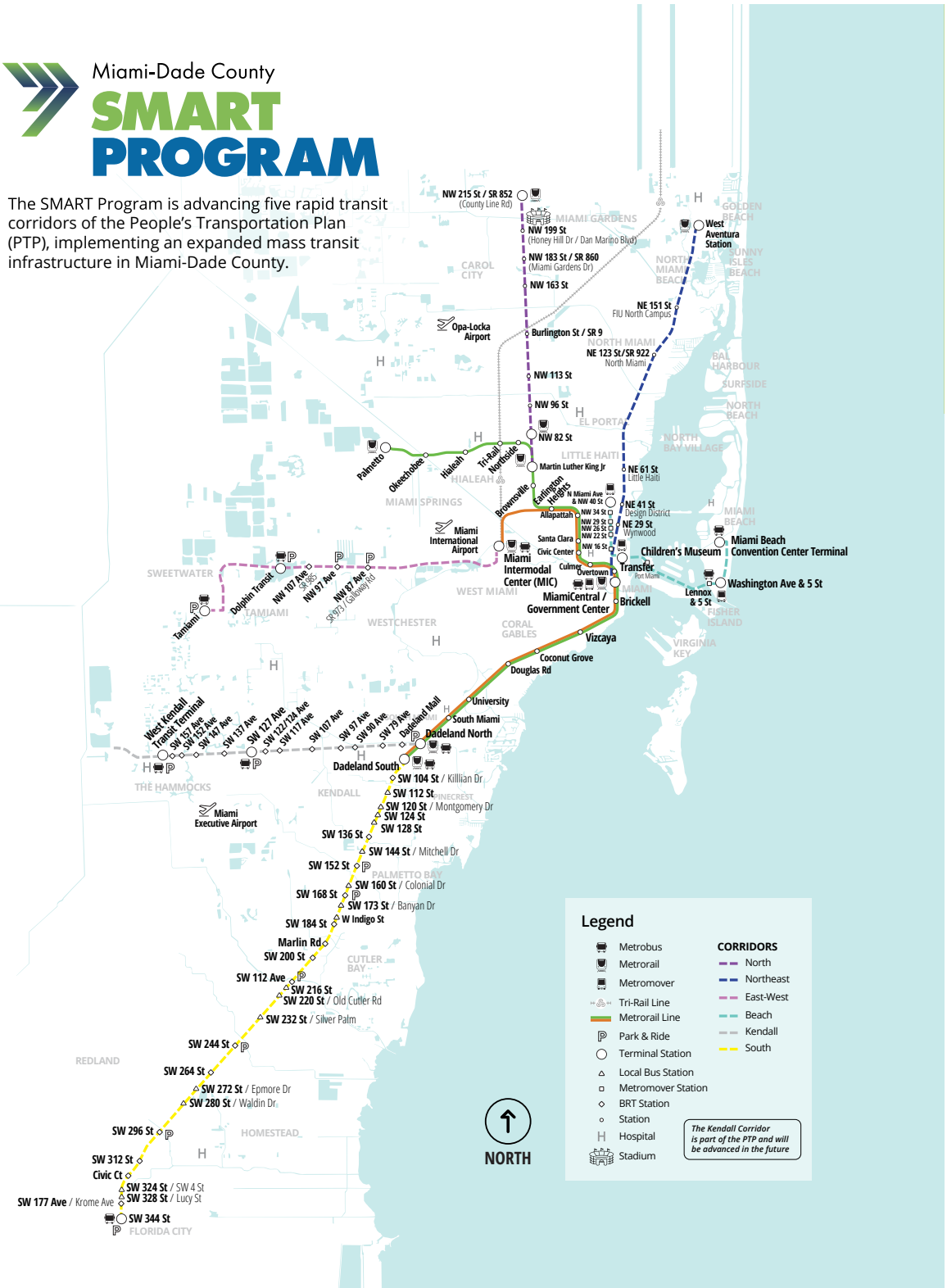
The SMART Program is Miami-Dade County's long-term initiative to transform regional mobility through the development of a premium transit network. The program's objective is to address congestion, support population growth, and promote sustainable development.

The SMART Program strategically integrates land use planning to enhance the effectiveness of transit investments throughout Miami-Dade County. A central focus is the promotion of TOD near transit stations, encouraging compact, mixed-use, and walkable communities that support multimodal access.

The program aligns zoning and density goals – such as achieving 75 dwelling units per acre within a half-mile radius of transit stations – to ensure land use policies are conducive to high-capacity transit. Additionally, the SMART Program supports first/last mile connectivity through targeted demonstration projects, to bridge gaps between transit/multimodal hubs and surrounding neighborhoods. This integrated approach fosters sustainable growth and improves regional mobility. The six SMART Program corridors are listed below and mapped in **Figure 6-3**:

- Beach Corridor
- East-West Corridor
- Kendall Corridor
- North Corridor
- Northeast Corridor
- South Dade TransitWay Corridor

## Figure 6-3: SMART Plan Corridors




*Source: Miami Dade County Department of Transportation and Public Works*

### 6.4.4 MIAMI-DADE 2050 LONG RANGE TRANSPORTATION PLAN

The Miami-Dade 2050 Long Range Transportation Plan (LRTP), branded SMART M.A.P. 2050, places a strong emphasis on the integration of land use planning with transit development as a foundational strategy for achieving a sustainable, and economically competitive transportation system. This strategic document recognizes that the way land use patterns enable people to live, work, and play directly shapes travel patterns and the effectiveness of transit investments. As Miami-Dade County grows, the LRTP envisions a future where land use and transit are mutually supportive, fostering vibrant, accessible communities and reducing reliance on single-occupancy vehicles.

A central theme throughout the LRTP is the promotion of transit-supportive land use. The plan highlights the importance of concentrating new development and higher densities along major transit corridors, particularly those served by the SMART Program. By encouraging mixed-use, walkable neighborhoods near transit stations, typically referred to as TOD, the plan aims to increase transit ridership, shorten commute times, and improve access to jobs and services.

This approach not only supports transit agency service efficiency but also helps address housing affordability by enabling more residents to live without the expenses associated with car ownership.

## 6.5 ECONOMIC DEVELOPMENT POLICY INITIATIVES

Miami-Dade County has actively established economic development programs that encourage capital investment in specific areas, including development oriented towards transit and multimodal transportation options. **Figure 6-4** illustrates the locations of these initiatives overlaid on existing transit infrastructure, and the SMART Program corridors. An overview of each of these relevant policies and programs is summarized below.

### 6.5.1 MIAMI-DADE COUNTY QUALIFIED OPPORTUNITY ZONES

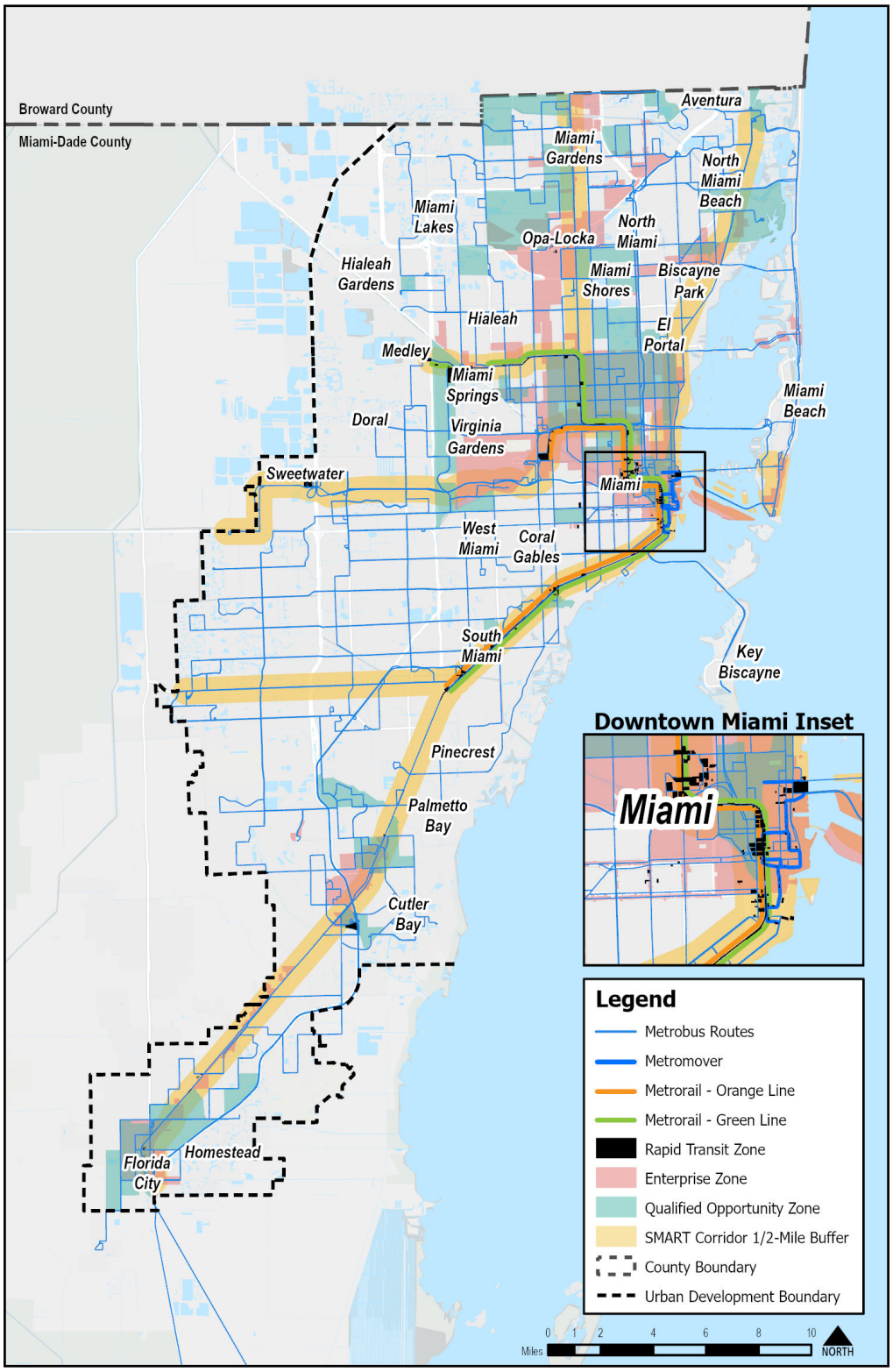
Qualified Opportunity Zones (QOZs) are federally designated areas aimed at stimulating long-term investment in economically distressed communities. These zones leverage tax incentives, such as reduced and deferred capital gains tax, to attract private capital through Qualified Opportunity Funds (QOFs), which reinvest capital gains into local businesses and real estate projects.

The intent of QOZs is to foster sustainable economic growth, create jobs, and revitalize neighborhoods that have historically faced disinvestment. Within Miami-Dade County, QOZs serve as a critical tool for aligning land use policy with economic development objectives, encouraging mixed-use redevelopment, adaptive reuse of underutilized properties, and integration with transit-oriented development strategies.

### 6.5.2 FLORIDA ENTERPRISE ZONE PROGRAM

Enterprise Zones are state-designated areas that target economic revitalization in communities with high poverty and unemployment rates. The Florida Enterprise Zone Program offers a suite of fiscal incentives, such as sales tax refunds on business equipment and building materials, corporate income tax credits for job creation, and property tax exemptions, to businesses that establish or expand operations within these zones. By incentivizing local hiring and private investment, the program seeks to strengthen neighborhood economies, enhance employment opportunities, and support infill development. In the context of land use policy, Enterprise Zones complement zoning strategies that prioritize redevelopment, adaptive reuse, and integration of commercial and residential uses to create vibrant, economically resilient districts.

**Figure 6-4: Land Use Policy Initiative Locations**




*Source: Miami-Dade County Department of Regulatory and Economic Resources; Department of Transportation and Public Works*

### 6.5.3 HOUSING POLICY

The Miami-Dade Transportation Planning Organization (TPO) in coordination with the Miami-Dade RER Department conducted an in-depth analysis of affordable and workforce housing within the Transportation Planning Areas (TPAs) across Miami-Dade County, titled, "Tackling the Housing and Transportation Cost Burden in Miami-Dade County's Transportation Planning Areas," 2025.

The study evaluated current and projected trends related to housing cost burdens for renters and homeowners. The goal was to understand the current housing and transportation cost burden on county residents. This insight will be used to inform a future policy framework for preserving and providing affordable housing and accessible transportation options for the county's growing population.

The study found that over the past decade, Miami-Dade County experienced a significant decline in the supply of affordable housing. The analysis used American Community Survey (ACS) 5-year estimates for affordable owner and renter units in 2012, 2017 and 2022. It also used the US Department of Housing and Urban Development (HUD) definition for affordability as units that were affordable to households earning less than 60% of the area median income (AMI), which HUD defined as $74,700 for Miami-Dade County. HUD considered spending 30% or more of a household's income on housing costs to be cost burdened. The report also evaluated the availability of workforce housing, which was defined as housing that was affordable to households earning between 60% and 140% of AMI. The proportion of owner-occupied units considered affordable dropped from 32.9% in 2012 to just 15.6% in 2022, while affordable rental units fell from 59.9% to 47.3% over the same period. A healthy housing value-to-income ratio is typically 1:2 to 1:3, but in 2022, Miami-Dade's average ratio was about 1:6, indicating that housing costs were far outpacing incomes.

The county faces an overall deficit of approximately 130,000 affordable housing units, with every Transit Planning Area (TPA) experiencing shortages. Workforce housing is also in short supply, with a total deficit of approximately 21,000 units. All but two TPAs (Beach and CBD) have a workforce housing deficit.

Housing cost burdens are widespread: 33.8% of owner-occupied households and 54.6% of renter-occupied households spend 30% or more of their income on housing, with many classified as severely cost burdened (spending 50% or more). The deficit of affordable housing is projected to grow in each TPA through 2030, and rising transportation costs further compound the challenge, as most commuters drive alone (51%) or carpool (37%), with only 2% using transit and 6% relying on non-motorized modes.[1]

1 *Analysis of Affordable Housing in Transportation Planning Areas (TPA) Study, Miami-Dade 2050 LRTP Supportive Study*

Prioritizing transit supportive development can help address these intertwined housing and transportation affordability challenges. By incentivizing affordable housing development that is closely connected to public transportation, the county can concentrate growth in areas that reduce urban sprawl and lower transportation costs for residents. Revisiting land use policies to expand upzoning in TOC areas will encourage higher-density, mixed-use developments near transit corridors. Additionally, exploring first/last mile solutions, such as improved pedestrian, bicycle, and micromobility infrastructure, can reduce the operational costs of the main transit system and make transit more accessible. These strategies will help create symbiotic, affordable communities that support both housing and mobility needs, ultimately fostering a more sustainable future for Miami-Dade County.

### 6.5.4 LIVE LOCAL ACT

In 2023, Florida adopted Senate Bill 102, also known as the Live Local Act. The Live Local Act provides financial and regulatory incentives to accelerate the creation of affordable housing, which could support development near transit. Notably, the legislation requires local governments to authorize multi-family and mixed-use rental residential in commercial, industrial, and mixed-use zoning if at least 40% of the units are affordable, as defined by Florida Statutes, with access to the highest density available within the jurisdiction and highest permissible heights for commercial and residential development available within one mile of the subject property. The Act also provides relief from minimum parking requirements, which benefits development adjacent to transit stations.

## 6.6 NOTABLE MUNICIPAL LAND USE POLICIES

Throughout Miami-Dade County there are 34 municipalities of various sizes from large urban centers, such as Miami and Hialeah, to smaller communities, such as the Town of Golden Beach and the Town of Medley. For purposes of this study, several municipalities are profiled to further demonstrate applicable land use policies that foster the implementation of transit and a multimodal environment. Specifically, the communities of Miami, Hialeah, Miami Gardens, and Homestead are profiled in the following sections. These cities are some of the largest in Miami-Dade County and span northern, central, and southern parts of the County.

### 6.6.1 CITY OF MIAMI

The City of Miami has adopted several land development regulations that support transit primarily through its Miami 21 Zoning Code. This form-based code replaces traditional zoning with a transect-based system that scales development intensity based on proximity to urban centers and transit infrastructure. It encourages mixed-use, walkable neighborhoods by allowing higher densities in zones like T6 (urban core), reducing parking minimums, and requiring pedestrian-friendly design features such as active frontages and wider sidewalks.

The code also integrates with the Miami 21 Atlas, which maps zoning designations citywide. Complementing this, the city's Comprehensive Neighborhood Plan includes infrastructure, environmental, and capital improvement elements that support transit. More recently, the city introduced Transit Station Neighborhood Districts (TSNDs), which permit increased floor area ratios and building heights near transit stations, streamline permitting, and promote flexible land use mixes.

### 6.6.2 CITY OF HIALEAH

The City of Hialeah has adopted several transit supportive land development regulations aimed at fostering compact, walkable, and mixed-use communities near transit hubs. Central to this effort is the establishment of the Transit-Oriented Development District, codified in Chapter 98, Article V, Division 26 of the city's zoning ordinance. This district encompasses properties within a 0.5-mile radius of Tri-Rail stations and may extend up to 1 mile along arterial corridors. It prioritizes pedestrian-friendly design, mixed-use development, and reduced automobile dependency, and supersedes other zoning categories when its criteria are met.

The City is advancing Hialeah Market District Transit Oriented Development Recommendations which proposes a zoning map with color-coded density tiers, ranging from low-rise to high-rise buildings, across key corridors like East 8 to East 11 Avenue and 17 to 30 Street. Additionally, Hialeah's Comprehensive Plan (2015–2025) supports TOD through policies included in Goal 4 of its Future Land Use Element, which encourages redevelopment around transit stations with vertical mixed-use environments and densities up to 100 units per acre.

In June 2025, the City adopted the Hialeah 2050 Master Plan, which seeks to focus the City's development for the next 25 years with four focus areas – Urban Design, Land Use & Quality of Life; Access, Transportation, Mobility & Connectivity; Infrastructure/Public Services; and Parking. The Master Plan places an emphasis around promoting development activity near transit hubs and encourages mixed uses, while increasing transit accessibility.

The city's Land Development Code, adopted via Ordinance 94-109 and amended most recently in 2024,

provides the legal framework for implementing these efforts ensuring alignment with the Comprehensive Plan and Future Land Use Map. These regulations collectively promote sustainable urban growth, improved mobility, and economic vitality around transit infrastructure.

### 6.6.3 CITY OF MIAMI GARDENS

The City of Miami Gardens has implemented several land development regulations that support development near transit primarily through its zoning code (Chapter 34 of the Code of Ordinances). These regulations promote compact, mixed-use, and pedestrian-friendly development near transit corridors. Notably, the Planned Corridor Development District (PCD) encourages higher-density, mixed-use projects along major transit routes, while the Entertainment Overlay District (EO) supports walkable environments near entertainment venues and transit hubs.

Development standards within these districts allow for densities up to 50 dwelling units per acre and building heights reaching 120 feet (approximately 10 stories), particularly in R-50 zones adjacent to transit infrastructure. The city's Development Review Committee (DRC) plays a key role in evaluating proposals for consistency with TOD goals, requiring pre-application meetings and coordinated reviews across departments such as Planning, Public Works, Engineering, and Parks.

### 6.6.4 CITY OF HOMESTEAD

The City of Homestead has taken several steps to support development around transit through its zoning and planning framework. Central to this effort is the establishment of the Rapid Transit Development Overlay (RTDO) District, codified in Chapter 30, Article III, Division 27 of the city's Code of Ordinances. This overlay promotes compact, mixed-use development near transit corridors by allowing increased density, reducing parking requirements, and encouraging pedestrian-oriented design. Complementing this, the city's Mixed-Use and Non-Residential Development Standards (Division 9 of Chapter 30) provide uniform design criteria, sign regulations, and incentives for landscaping and streetscape improvements, all aimed at creating walkable, transit-accessible environments.

These regulations are guided by the Future Land Use Map (FLUM) and the Comprehensive Plan, which designate areas for higher-density development and outline goals for multimodal connectivity and sustainable growth. Homestead will receive funding for transit supportive development around three new South Dade TransitWay bus rapid transit stations through the SMART Program South Corridor.

## 6.7 MOBILITY HUBS

Mobility hubs are transit access points characterized by frequent transit service, significant development potential, and substantial trip generation within the transit network. These locations facilitate transfers between different transportation modes, enhance accessibility and connectivity, support transit ridership, contribute to reduced travel times, and accommodate new development. Additionally, mobility hubs may help lower travel costs, decrease crashes, and offer options for non-motorized travel. The design of these hubs is to create efficient and safe environments for high activity pedestrian areas. A current list of Miami-Dade County mobility hubs includes the following:

- Aventura Station (Brightline/NE Corridor)
- Dadeland North Park-and-Ride
- Dadeland South Intermodal Station
- FIU/Biscayne Park-and-Ride
- Golden Glades Multimodal Transportation Facility (GGMTF)
- Marlin Road Park-and-Ride (South Dade TransitWay)
- Miami Beach City Hall/Convention Center
- Little Haiti Park-and-Ride
- Martin Luther King Junior Metrorail Station Park-and-Ride
- MiamiCentral Hub (Downtown Miami, Brightline/SMART/Metromover)
- Miami Intermodal Center (MIC) (Near Miami International Airport)
- Midtown Park-and-Ride
- Mount Sinai Multimodal SMART Terminal
- North Miami Park-and-Ride
- Red Road Transit Hub
- Sunshine Station (Golden Glades Multimodal Transportation Facility Kiss-and-Ride and Pedestrian Bridge)
- SW 112 Avenue Park-and-Ride (South Dade TransitWay)
- SW 264 Street Park-and-Ride (South Dade TransitWay)
- SW 344 Street Park-and-Ride (South Dade TransitWay)
- The Underline Hub (Linear park and Metrorail corridor)
- Wynwood Park-and-Ride

Existing and planned hubs along the SMART Program corridors are designed to integrate multiple transportation modes in a single location. These hubs provide direct connections between transit services (Metrorail, Metromover, Brightline, Tri-Rail, and Bus Rapid Transit), local and express bus routes, bicycle and pedestrian infrastructure, and micromobility options such as bike-share and scooter-share. Many hubs also feature park-and-ride lots, kiss-and-ride areas, and pedestrian-friendly amenities to facilitate first and last mile connectivity. Examples include: MiamiCentral, The Underline, Dadeland South Intermodal Station, Golden Glades Multimodal Transportation Facility, Aventura Terminal, and various park-and-ride facilities

Mobility hubs are not only transfer points for transit riders but also serve as catalysts for transit-oriented development and community revitalization. For example, the MiamiCentral Hub and The Underline Hub in Downtown Miami are envisioned as central connection points for the SMART Program corridors, supporting high-capacity transit, bicycle and pedestrian access, and future mobility innovations. Other hubs, such as the Dadeland North and South stations, Golden Glades, and Aventura, are being upgraded or expanded to accommodate increased demand and to enhance multimodal integration. Planned improvements include expanded parking, enhanced bus bays, improved pedestrian circulation, and better connections to surrounding neighborhoods and employment centers.

Beyond the hubs themselves, Miami-Dade County is advancing a series of efforts to support a multimodal environment. The 2050 LRTP includes significant investments in protected bicycle lanes, shared-use paths, and pedestrian infrastructure, with projects like The Underline, Ludlam Trail, and the Miami Loop providing safe, direct connections to transit stations and hubs. The county's SMART Trails Master Plan and Vision Zero initiatives further prioritize safe, accessible routes for non-motorized users.

## 6.8 PLANNED MIAMI-DADE TOD INITIATIVES

Miami-Dade County continues to foster TOD within the SMART Program corridors through the preparation of corridor focused TOD Master Plans. **Figure 6-5** provides a map of the SMART Program corridors, all of which have TOD Master Plans except for the Kendall Corridor. The county has sustained success with receiving federal grant awards through the Federal Transit Administration (FTA) TOD Pilot Program. This program provides funding for local communities to integrate land use and transportation planning within corridors identified for a transit capital investment. The goal is to evaluate and develop strategies to foster economic development, ridership growth, multimodal connectivity/accessibility, transit access for pedestrians and cyclists, private sector involvement, infrastructure needs, and mixed-use development near transit stations.

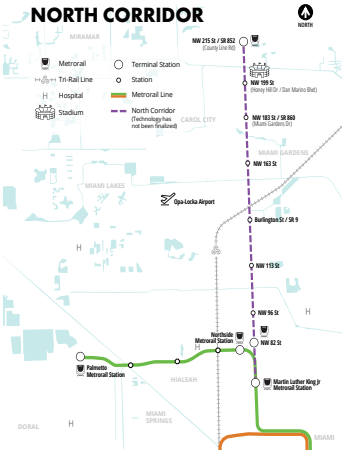
### 6.8.1 EAST-WEST TOD/TOC MASTER PLAN


The East-West Corridor is a 12-mile corridor linking the Miami Intermodal Center with Florida International University and the western communities of the county, mostly low-density and split by State Road 836/Dolphin Expressway. The length, existing corridor development, and location adjacent to a major expressway necessitated deliberate planning for TOD at station areas along the corridor.

A primary goal of the master plan was to catalyze development along the East-West corridor to increase future potential transit ridership.

In 2024, DTPW completed the Transit Oriented Community (TOC)/TOD Master Plan for the East-West Corridor. This Master Plan lays out a vision for this SMART Program Corridor to create economic development and generate new economic opportunities and more livable communities. The development of this master plan ensures that the framework for development at station areas and along the transit corridor are ready for the rapid transit service implementation.

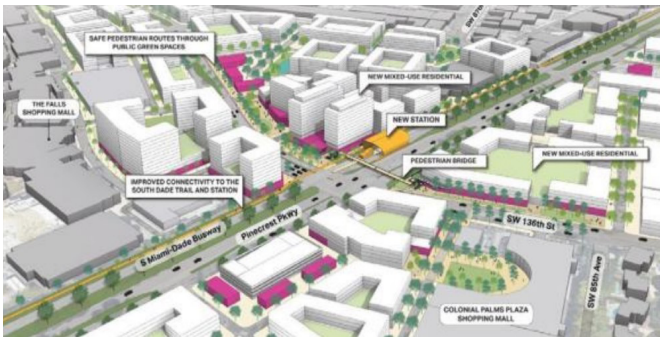
### 6.8.2 NORTH CORRIDOR TOD MASTER PLAN




The North Corridor proposes nine transit stations and an elevated fixed guideway located along NW 27th Avenue from the Dr. Martin Luther King Jr. Metrorail Station to the Broward County line. The North Corridor TOD Master Plan continues the County's efforts to encourage transit-oriented growth along the corridor at designated station areas and assists in establishing criteria for TOD development.

The TOD Master Plan seeks to enhance employment centers, encourage higher density housing developments, and enhance mobility throughout the corridor. The TOD typology framework developed through this effort will assist in establishing specific to station typology guidelines and identify areas with the greatest potential to support high-ridership TOD through an evaluation of infrastructure and assessment of potential economic development benefits.

### 6.8.3 SOUTH CORRIDOR TOD MASTER PLAN




Still under development, this TOD Planning Study seeks to create an economic and urban improvement strategy for several communities with new transit service. The guiding principles for the study include economic development and implementation, proper overall land use planning, mobility and pedestrian-oriented community design and urbanism.

This TOD Master Plan creates a vision for TOD at BRT stations along this SMART Program corridor with station areas to serve as catalysts for major redevelopment and placemaking that is designed to fit into the physical and historical context of the local community while providing economic development, affordable housing and employment.

In March 2025, community residents and business owners attended three meetings designed to solicit public input. These sessions were organized as informal open houses and featured a brief presentation outlining the proposed project, highlighting potential enhancements as well as anticipated social, cultural, and environmental impacts.

### 6.8.4 BEACH CORRIDOR TOD MASTER PLAN

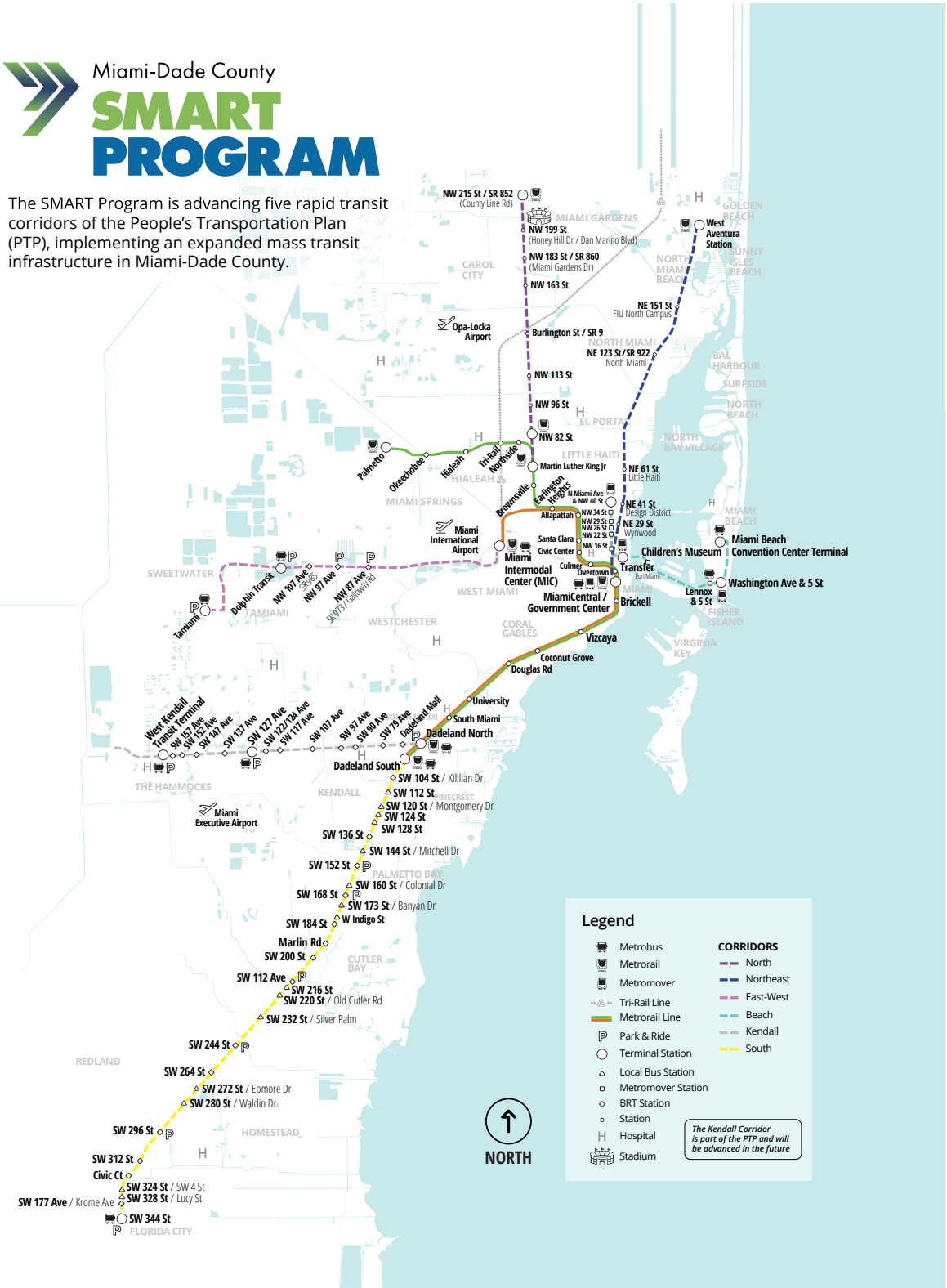
This project enables Miami-Dade County to plan future development along the Beach Corridor, taking zoning and land use, economic development, and pedestrian/bicycle access into consideration. The desired outcome for the Beach Corridor TOD Master Plan is to increase mixed-use development near planned transit station locations that exhibit the greatest potential to support high ridership, economic development, while enhancing connectivity and accessibility to create multimodal livable places.

### 6.8.5 NORTHEAST CORRIDOR TOD MASTER PLAN

DTPW is preparing to initiate the development of a TOD Master Plan for the Northeast Corridor, a five-station rapid transit corridor planned along the Florida East Coast Railway (FECR) in Miami-Dade County. Throughout the TOD Master Plan process, DTPW will seek to partner with property owners and local stakeholders to encourage TOD along the corridor to enhance mobility, improve connectivity and accessibility, provide bicycle and pedestrian access to stations, increase mixed-use development, and identify opportunities for public-private partnerships at station areas.

A SMART Corridor Program map is depicted in **Figure 6-5**.

## Figure 6-5: SMART Plan Corridors




*Source: Miami Dade County Department of Transportation and Public Works*

## 6.9 PLANNED TOD DEVELOPMENT PROJECTS

DTPW continues to identify opportunities to optimize land use within existing and planned transit corridors throughout Miami-Dade County. This is exemplified through the ongoing strategic initiatives at designated locations as summarized in the following sections.

### 6.9.1 MLK PLAZA STATION SITE DEVELOPMENT STUDY

**Location:** DTPW is currently developing a comprehensive site development plan for the Dr. Martin Luther King Jr. Plaza Metrorail Station.

**Project Description:** This plan will assess transit infrastructure, public spaces, and opportunities for mixed-use residential development to establish a preferred vision for redeveloping the county-owned site of the former parking garage.

**Project Goal:** The proposed redevelopment is intended to serve as a catalyst for revitalizing the surrounding community. The project aims to create a dynamic transit hub that supports efficient transportation while also fostering a vibrant environment for social interaction and economic activity.

### 6.9.2 DOLPHIN STATION PARK AND RIDE

**Location:** Upland Park is a 47-acre development being built from the ground up to be fully connected to the Dolphin Station Park & Ride.

**Project Description:** Once completed, Upland Park will be the largest TOD in Miami-Dade County. Designed to be a monumental step forward in transit-oriented design.

**Project Goal:** Part of Miami-Dade County East-West corridor SMART Program, this lifestyle evolution is being made possible through concepts such as transit-supportive land uses, mobility alternatives, and ample open spaces for holistic live, work, and play environments. Upland Park will provide its residents and patrons with accessibility to the county's rapid-transit system and will include approximately:

- 2,100 residential units;
- 192,000 square feet of retail space;
- 467,000 square feet of office space; and
- 126,000 square feet of hotel rooms.

### 6.9.3 HISTORIC OVERTOWN/LYRIC THEATER METRORAIL STATION

**Location:** Atlantic Station is a mixed-use development being built next to the Historic Overtown/Lyric Theater Metrorail Station.

**Project Description:** Atlantic Station is a mixed-use development that will have 616 apartments, including 360 units of workforce housing.

**Project Goal:** Atlantic Station will be the largest single phase mixed-income development of its kind in Miami-Dade. Other features of Atlantic Station include:

- 25,000 square feet of ground floor retail and restaurant space;
- Central location with prime access to transit including the Brightline train station, Metrorail and Metromover stations;
- Amenities such as a sunset-view recreation deck with two pools, dog park, state-of-the-art fitness center, club lounge, and work from home center;
- The engaging ground floor features retail and restaurant space surrounding an interior courtyard.

### 6.9.4 OKEECHOBEE METRORAIL STATION

**Location:** West Okeechobee Road/US 27 and West 19th Street in the City of Hialeah.

**Project Description:** Metro Grande will include three 8-story towers with 202 units of affordable elderly housing and 84 units of luxury workforce housing, 10,225 square feet of retail space, structured parking for tenants and covered walkways to and from the station.

**Project Status:** Construction started in 2022 and the first tower opened in 2025.

### 6.9.5 PALMETTO METRORAIL STATION (PALMETTO TOC)

**Location:** 7701 NW 79 Avenue, west of the Palmetto Expressway, in the Town of Medley.

**Project Status:** In planning and under negotiations.

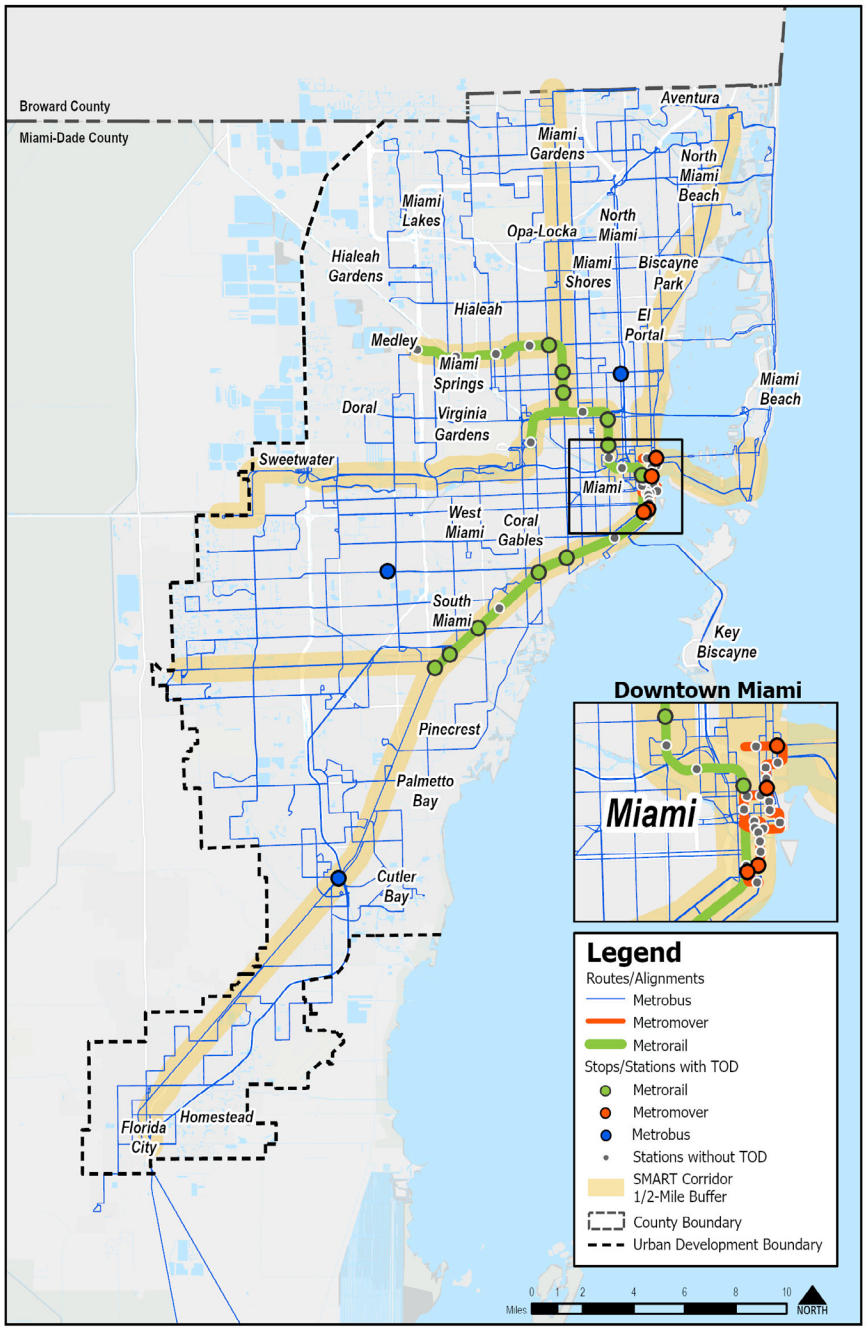
**Project Description:** The Palmetto TOC is a two-phase project on a portion of the station's surface parking lot and includes:

- A 1,290-space parking garage, covered walkway, bike path, lighting, paving and landscaping;
- The planned mixed-use project will provide 1,030 community housing units in two (2) phases on 5.9 acres;
- Community housing residential units will be set aside for:
  - Children who aged out of foster care (at no cost to the children);
  - Military members and their families, transit bus operators and their families; and,
  - Workforce, which is set aside for individuals earning up to 120% of the area's median income.

## 6.10 COMPLETED TOD PROJECTS

To increase transit ridership and accessibility, generate revenue, and create attractive and dynamic station areas, DTPW has partnered with the private sector to implement TOD projects throughout the Miami-Dade transit system. **Figure 6-6** displays the stations where TOD projects have been completed. The completed TOD projects are detailed in the following subsections.

**Figure 6-6: Completed TOD Projects**




*Source: Miami-Dade County Department of Transportation and Public Works*

## 6.10.1 METRORAIL

### *Dadeland South Metrorail Station*


**Projects:**

- Datran Center I and II (Phases I-III):
  - 16-story and 20-story Class A office buildings (767,803 total SF)
  - 35,000 SF retail, 3,500 structured parking spaces, 1,000 spaces are dedicated for park & ride patrons
- Miami Dadeland Marriott Hotel and Conference Center (Phase II)
  - 302 luxury hotel rooms (336,984 SF)
- Dadeland Centre (Phase 4A):1
  - 8 story Class A office building, structured parking (127,144 total SF)
- Dadeland Centre II (Phase 4B):
  - 15-story Class A office building consisting of retail (9,369 SF) and structured parking (112,390 SF)

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

**Development Area:** 4.6 acres

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

### *Dadeland North Metrorail Station*

**Projects:**

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

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

**Development Area:** 12.54 acres

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

### *South Miami Metrorail Station*

**Projects:**

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

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

**Development Area:** 2.42 acres

**Status:** Phase I completed 2021

### *Douglas Road Metrorail Station*

**Project:**

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

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

**Development Area:** 4.9 acres

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

### *Coconut Grove Metrorail Station*


**Project**:

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

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

**Development Area:** 5.2 acres

**Status:** Phases I and II completed 2020. Phases III and IV commenced in 2020 with projected opened in 2024.

### *Historic Overtown/Lyric Theatre Metrorail Station*

**Projects**:

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

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

**Development** Area: 4.22 acres

**Status:** Phase I completed in 2006; Phase II completed in 2010; Atlantic Station opened in 2025.

### *Santa Clara Metrorail Station*

**Projects:**

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

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

**Development Area:** 3.3 acres

**Status:** Phase I completed in 2004 and Phase II completed in 2006.

### *Allapattah Metrorail Station*

**Project:**

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

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

**Development Area:** 4.7 acres

**Status:** Completed 2004

### *Brownsville Metrorail Station*

**Project:**

- Brownsville Transit Village
  - Mixed-income, 14-story senior and affordable housing (675,230 SF)
  - Phases I-IV consist of 401 units, Silver LEED certification, retail (6,400 SF)
  - Phase V consists of 120 units set aside for families at 30% to 80% of AMI.

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

**Development Area:** 5.8 acres

**Status:** Phases I-IV completed 2010-2014. Phase V is under construction.

### *Dr. Martin Luther King, Jr. Plaza Station*

**Project:**

- Dr. Martin Luther King, Jr. Plaza Office Building
  - 5-story, office (172,000 SF) building, ground floor retail (13,500 SF), 631-space garage

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

**Development Area:** 7.9 acres

**Status:** Completed in 2004.

### *Northside Metrorail Station*

**Project:**

- Northside Transit Village
  - Four 8-story affordable housing residential buildings with 438 units, ground floor retail (20,000 SF), 250 park-and-ride spaces in multi-level parking garage, Silver LEED Certification. 312,793 total SF.

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

**Development Area:** 5.8 acres

**Status:** 319 housing units were constructed between 2015-2022. An additional 118 are under construction.

## 6.10.2 METROBUS

### *South Miami-Dade TransitWay at SW 200th Street*

**Project:**

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

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

**Development Area:** 3.41 acres

**Status:** Phase I completed in 2019, Phase II completed in 2022.

### *SW 40 Street/Bird Road at SW 89 Avenue*

**Project:**

- Senator Villas
  - Low-rise, 23 senior affordable housing units

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

**Development Area:** .65 acres

**Status:** Completed in 2019.

### *NW 7th Avenue at NW 62nd Street*

**Project:**

- 7th Avenue Transit Village
  - Mixed-use 176-unit affordable housing transit-oriented development including a 158-space parking garage, transit hub with covered bus bays, swimming pool, community black box theatre, ground floor commercial, Silver LEED certification (358,003 total SF)
  - Phase I – 9 stories, 76 residential units
  - Phase II – 9 stories, 100 residential units

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

**Development Area:** 2.5 acres

**Status:** Phase I completed in 2016, Phase II completed in 2017.

## 6.10.3 METROMOVER

### *Tenth Street Promenade Metromover Station (Brickell Leg)*

**Project:**

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

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

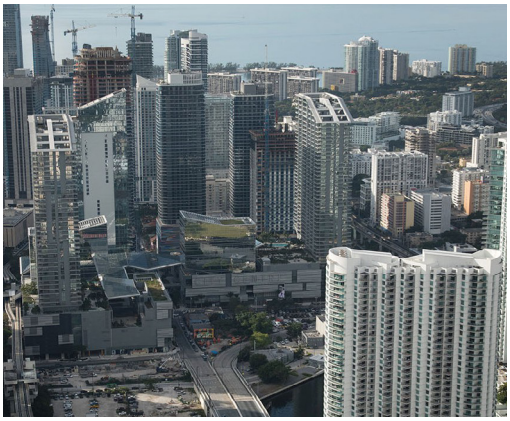
**Development Area:** 1,361 SF

**Status:** Completed 2020

### *Brickell City Center Metromover Station (formerly Eighth Street) (Brickell Leg)*

**Project:**

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



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

**Development Area:** 11,249 SF

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

### *Freedom Tower Metromover Station (Omni Leg)*

**Project:**

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

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

**Development Area:** 5,965 SF

**Status:** Station reopened in 2023.

### *Adrienne Arsht Center Metromover Station (Omni Leg)*

**Project:**

- Omni Bus Terminal mixed-use development

**Location:** SE corner NE 15 Street and Biscayne Boulevard

**Development Area**: 0.987 acres

**Status:** On hold.

## 6.10.4 THE UNDERLINE

**Project:**

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

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

**Development Area:** 10 miles, 120 acres

**Status:**

- Phase 1– Brickell Backyard (Miami River to SW 13th Street) completed in the summer of 2021.
- Phase 2 – SW 13th Street to SW 19th Avenue, opened in 2024.
- Phase 3 – The Design Criteria package was completed in 2021. Final construction completion is expected in 2026.

## 6.11 CONCLUSION

DTPW has demonstrated a robust, multi-layered approach to fostering a multimodal transportation environment. Central to this approach is the integration of land use and transportation planning, with a strong emphasis on TOD and the alignment of policy, infrastructure, and investment. DTPW's planning efforts ensure that current and future land use patterns, particularly along SMART Program corridors, are closely coordinated with transit investments, supporting increased accessibility and ridership.

DTPW's SMART Program serves as a cornerstone for regional mobility, integrating land use planning with the development of a premium transit network. The program promotes TOD, first and last mile connectivity, and aligns zoning and density goals to maximize the effectiveness of transit infrastructure.

Economic development initiatives, such as Qualified Opportunity Zones, Enterprise Zones, and the Live Local Act, further stimulate investment, encourage mixed-use redevelopment, and accelerate affordable housing near transit corridors.

Furthermore, Miami-Dade County's TOD policy leverages zoning overlays such as the Rapid Transit Zone and SMART Corridor Subzone to encourage compact, walkable, mixed-use communities near transit nodes. These policies promote higher densities, mixed uses, and reduced parking requirements, directly supporting multimodal access and equitable housing opportunities. Comprehensive planning frameworks, including the CDMP and the LRTP, set clear goals for reducing auto dependency, encouraging transit use, expanding transit options, and integrating land use with transportation investments. At the municipal level, cities such as Miami, Hialeah, Miami Gardens, and Homestead have implemented land use policies and processes that support transit and have resulted in land development regulations and zoning codes that reinforce TOD principles and multimodal connectivity.

DTPW is also advancing the development of mobility hubs, which facilitate transfers between transportation modes and serve as catalysts for TOD and community revitalization. Investments in bicycle lanes, shared-use paths, and pedestrian infrastructure complement these hubs, enhancing connectivity throughout Miami-Dade.

Through corridor-focused TOD master plans and a series of planned and completed projects, DTPW has demonstrated successful partnerships with the private sector to deliver mixed-use, affordable, and workforce housing developments integrated with transit infrastructure. Collectively, these efforts have laid a strong foundation for a sustainable, accessible, and equitable multimodal transportation system that serves the needs of Miami-Dade County's residents now and into the future.

## 6.12 10-YEAR OPERATING AND CAPITAL PROGRAM IMPLICATIONS

The nexus between land use and transportation in Miami-Dade County leverages the transit investments identified in the TDP's 10-Year Operating and Capital Program. Specifically, projects that align with the SMART Program goals and objectives, as well as those that provide connectivity with SMART corridors, are included in the schedule of projects.

The 10-Year Operating and Capital Program is unconstrained, so transit projects supporting a multimodal system in Miami-Dade County, meeting SMART corridor needs, and connecting transportation with land use are included in the program. Projects that improve multimodal connections to existing or planned TODs and address high transit demand areas, such as Enterprise and Opportunity Zones, are also included.

Prioritization criteria for the TDP's List of Priority Projects considers land use and multimodal operating environment implications of the identified transit projects in the 10-Year Operating and Capital Program.

This page is intentionally left blank.

# Chapter 7

# Demand Estimation

# 7. DEMAND ESTIMATION

Understanding travel and demand behaviors in Miami-Dade County is a key consideration in planning future transit improvements consistent with the horizon as represented by this update. This section uses the latest Southeast Florida Regional Travel Demand Model (SERPM 9), updated with planned transit improvements consistent with the ten year horizon to prepare ridership forecasts. The outputs of the travel demand model also offer insights into discretionary traditional transit markets.

Ridership forecasts were prepared for this FY 2026-2035 TDP update using the Florida Department of Transportation's (FDOT) travel forecasting tool, SERPM version 9.952, which was the adopted model at the time of the study. SERPM 9 is an activity based comprehensive transportation demand forecasting tool developed in CUBE modeling software used by transportation planners in the region. The base year of the model is 2019/2020 and the horizon year is 2050.

## 7.1 METHODOLOGY

Regional transportation needs are forecasted using estimates from travel demand models which incorporate socio-economic data such as population and employment which reflect the spatial distribution of different land uses, as well as the attributes of the existing and planned transportation networks. As a means of forecasting these transportation needs, the SERPM9 model was developed to be a solid technical tool for multi-modal planning analysis and long-range transit planning. This model, which includes Miami-Dade, Broward, and Palm Beach counties, describes travel demand for local trips and the regional commuter market.

The primary input to the SERPM9 model is socio-economic (SE) data. This information, developed by each individual county's Planning Organization (Miami-Dade TPO, Broward County MPO, Palm Beach County MPO), defines where people live and work and thus sets the basis of the region's travel patterns. The next most important inputs to the model are the highway and transit networks. These networks provide a realistic representation of the region's roadways and transit routes.

In 2023, Miami-Dade Metrobus underwent a comprehensive redesign known as the Better Bus Network (BBN), which represents a significant departure from the Metrobus system modeled in the SERPM9 base year (2019). As a result, before using SERPM9 to generate ridership forecasts for 2026 and 2035, it was essential to develop an updated scenario that incorporated the BBN service structure improvements. To address this, the 2025 scenario was developed to calibrate SERPM9 to better reflect the current Miami-Dade transit system. In this scenario, the transit network was updated using the 2025 General Transit Feed Specification (GTFS) file, ensuring headways, route alignments, stop locations, and operating windows were consistent with 2025 conditions. For calibration purposes, average transit boardings from March and April 2025 were used as the benchmark.

To represent accurate demographic and employment conditions, 2025 control totals were derived through interpolation. For Miami-Dade County, interpolation was performed between 2020 and 2030 using SE data provided by the County. For Broward and Palm Beach counties, interpolation was based on 2020 and 2050 SE data. These interpolated values were used to generate the 2025 synthetic population for the entire region.

**Table 7-1** compares the 2025 calibrated model results with observed 2025 counts. Overall, the model's systemwide

boarding estimates align closely with actual boardings, particularly for the rail systems where the differences are minimal. At the regional level, the discrepancy between modeled and observed boardings falls within the acceptable threshold of ±5%, indicating that the calibration achieved a high degree of accuracy.

**Table 7-1: 2025 SERPM9 Calibration Results**

| | SERPM9 2025 Estimates | 2025 Counts* | Difference | %Difference |
|---|---|---|---|---|
| **Miami-Dade** | **249,623** | **260,630** | **-11,007** | **-4%** |
| Metrobus | 171,447 | 182,419 | -10,972 | -6% |
| Metrorail | 53,904 | 53,909 | -5 | 0% |
| Metromover | 24,272 | 24,302 | -30 | 0% |

** Average Weekday Boardings in April and March of 2025*

## 7.2 SCENARIOS

As part of this TDP Major Update, the calibrated SERPM9 was utilized to model two scenarios described below.

### *2026 (Inception Year of TDP) Scenario*

The 2026 scenario was developed based on the calibrated 2025 model. Similar to the 2025 scenario, 2026 SE data was generated through interpolation to reflect demographic and employment conditions for 2026. PopulationSim was used to generate the 2026 synthetic population. PopulationSim is an open source population synthesizer that generates a synthetic population for a modeling region. In the transit network, Route 601 Metro Express, a BRT service, and Route 602 TransitWay Local were added, replacing Routes 34, 38, and 39. Route 601 and Route 602 serve the SMART Program's South Corridor.

### *2035 (TDP 10-year Horizon) Scenario*

The 2035 SE data was generated through interpolation between 2030 and 2040 to reflect demographic and employment conditions for 2035. PopulationSim was used to generate the 2035 synthetic population. The 2035 scenario assumes construction of several transit improvements identified from the Miami-Dade TPO 2050 Long Range Transportation Plan (LRTP) Priority I and II projects (2025-2030 and 2031-2035). These improvements were added to the 2026 scenario to create the 2035 input networks. The identified improvements include Flagler Corridor BRT, East-West Corridor BRT, Northeast Corridor Commuter Rail, and new park-n-ride facilities at Aventura, Little Haiti, FIU/Biscayne Park, and a Red Road Transit Hub.

The operating plans for the Flagler Corridor BRT, East-West Corridor BRT, and Northeast Corridor Commuter Rail were based on the configurations outlined in the 2050 LRTP Cost Feasible Plan. These assumptions ensure consistency with long-term regional planning objectives while providing a realistic representation of future transit service.

## 7.3 POPULATION AND EMPLOYMENT

Population and employment are two critical inputs to SERPM9, as transit ridership growth is strongly influenced by changes in these factors—particularly in areas with robust transit service coverage. As noted earlier, Traffic Analysis Zones (TAZs) level population and employment for 2026 and 2035 were developed through interpolation between the control totals provided by Miami-Dade County to ensure consistency with regional planning assumptions.

Table 7-2 presents the interpolated countywide estimates for population and employment in 2026 and 2035, both of which indicate steady growth over the next decade.

- **Population:** In 2026, Miami-Dade County's population is estimated at 2.86 million. By 2035, it is projected to reach 3.07 million, representing a 7.3% increase over the period. On an annualized basis, population growth is forecasted at approximately 0.8%, driven by continued urban development and migration trends.
- **Employment:** Employment is expected to grow from 1.56 million jobs in 2026 to 1.68 million jobs in 2035, an 8.0% increase over the decade, or 0.88% annually. This indicates that employment growth is projected to slightly outpace population growth, reflecting ongoing economic expansion and job creation in the region.

**Table 7-2: Population and Employment Projections 2026-2035**

| | 2026 | 2035 | 2026-2035 growth | Annualized Growth |
|---|---|---|---|---|
| **Population** | 2,863,000 | 3,071,000 | 7.3% | 0.81% |
| **Employment** | 1,559,000 | 1,683,000 | 8.0% | 0.88% |

## 7.4 RESULTS

### 7.4.1 TRANSIT RIDERSHIP FORECASTS

Table 7-3 compares the 2025 and 2026 model estimates. The comparison shows the impact of the newly introduced Bus Rapid Transit (BRT) service, Route 601 Metro Express, on overall transit performance. The addition of Route 601 not only increased Metrobus boardings by more than 5%, but also served as an effective feeder to the Metrorail system at Dadeland South Station, resulting in approximately a 4% increase in Metrorail boardings.

Overall, transit boardings in 2026 are forecasted to grow by more than 4%, a rate that significantly outpaces the projected 0.8% increase in population. This growth is attributed to the positive effect of BRT implementation on Miami-Dade transit ridership and overall connectivity.

**Table 7-3: 2026 Systemwide Boardings - SERPM9**

| | SERPM9 Estimates | | Growth | %Growth |
|---|---|---|---|---|
| | 2025 | 2026 | 2026-2025 | 2026-2025 |
| **Miami-Dade Transit System** | **249,623** | **260,697** | **11,074** | **4.4%** |
| Metrobus | 171,447 | 180,353 | 8,906 | 5.2% |
| BRT | - | 15,680 | 15,680 | N/A |
| Metrorail | 53,904 | 55,972 | 2,068 | 3.8% |
| Metromover | 24,272 | 24,372 | 100 | 0.4% |

Table 7-4 and the bullets below summarize the SERPM9 ridership estimates for 2026 and 2035, along with absolute and percentage changes. The results indicate substantial growth in transit boardings between the two forecast years, driven primarily by major transit investments planned for implementation by 2035.

- **Miami-Dade County:** Total boardings are projected to increase from 260,697 in 2026 to 304,011 in 2035, a growth of 16.6% (approximately 1.8% annually).
- **Metrobus:** Boardings rise by 12.8%, reflecting continued improvements and integration with new services.
- **Bus Rapid Transit (BRT):** The most significant increase occurs in BRT ridership, which grows by over 206%, from 15,680 to 48,060, due to the addition of the new Flagler and East-West corridors.
- **Metrorail:** Boardings increase by 18.2%, supported by enhanced feeder services and regional connectivity.
- **Commuter Rail:** Introduced in the 2035 scenario, the Northeast Corridor Commuter Rail adds 8,320 daily boardings, representing a new travel option for the region.
- **Metromover:** Metromover ridership is projected to grow by 7% between 2026 and 2035. The annual growth rate during this period (0.8%) is roughly double the rate forecasted between 2025 and 2026 (0.4%). This acceleration is primarily driven by the introduction of the Flagler Corridor BRT, the Northeast Commuter Rail, and East-West Corridor BRT, which are expected to channel more passengers into Downtown Miami, Metromover's service zone.

Overall, transit boardings in 2035 are forecasted to grow at a rate higher than 0.8% annual population growth, underscoring the impact of planned transit investments on regional mobility.

**Table 7-4: 2035 Systemwide Boardings – SERPM9**

| | SERPM9 Estimates | | Growth | % Growth | % Annual Growth |
|---|---|---|---|---|---|
| | 2026 | 2035 | 2035-2026 | 2035-2026 | 2035-2026 |
| **Population** | **2,863,000** | **3,071,000** | **208,000** | **7.3%** | **0.81%** |
| **Miami-Dade Transit System** | **260,697** | **304,011** | **43,314** | **16.6%** | **1.8%** |
| Metrobus | 180,353 | 203,427 | 23,074 | 12.8% | 1.4% |
| BRT | 15,680 | 48,060 | 32,380 | 206.5% | 22.9% |
| Metrorail | 55,972 | 66,180 | 10,208 | 18.2% | 2.0% |
| Commuter Rail | - | 8,320 | 8,320 | N/A | N/A |
| Metromover | 24,372 | 26,084 | 1,712 | 7.0% | 0.8% |

### 7.4.2 PROJECT PRIORITIZATION TOOL (PPT) METRICS

To better understand how key performance metrics evolve between 2026 and 2035, the Project Prioritization Tool (PPT) was applied to summarize indicators for both scenarios. Developed by Miami-Dade TPO, PPT is designed to process SERPM9 inputs and outputs and convert them into comprehensive summaries of critical transportation performance measures. Originally created for the 2050 Long Range Transportation Plan (LRTP), the tool ensures consistency with LRTP methodology while supporting scenario evaluation and project prioritization.

One of PPT's greatest strengths is its ability to consolidate a wide range of indicators into a standardized framework. These include travel demand and mode performance metrics such as linked transit trips, mode share, and transit route miles, as well as accessibility measures like average commute travel times. Beyond system-level metrics, PPT adds significant analytical value by enabling market segmentation, breaking down trips by household income, car ownership, car availability, and age group to reveal which demographic segments benefit most from planned improvements. It also highlights geographic patterns by summarizing results at the county level and across Transportation Planning Areas (TPAs), identifying where investments deliver the greatest impact.

By leveraging PPT outputs, this analysis aligns with regional planning standards and provides actionable insights into the growth of key transit markets and changes in performance indicators across Miami-Dade County. The following section summarizes the key findings from the PPT application, while detailed outputs and comprehensive tables are provided in Appendix E.

**Table 7-5** summarizes the countywide changes in key transit-related metrics between 2026 and 2035. These metrics include population, employment, transit route miles, and linked transit trips. The table provides a clear snapshot of how demographic growth and planned transit investments translate into changes in travel behavior and system performance. Between 2026 and 2035, Miami-Dade County is projected to experience steady demographic and transportation changes. Population and employment grow at a moderate pace—approximately 7–8%, with employment slightly outpacing population growth. Transit infrastructure also sees modest improvements, with transit route miles increasing by 3.5%.

**Table 7-5: Countywide Transit Metrics, 2026-2035**

| Metric | 2026 | 2035 | Change | %Change | % Annual Change |
|---|---|---|---|---|---|
| **Population** | 2,863,376 | 3,071,080 | 207,704 | 7.3% | 0.8% |
| **Employment** | 1,559,449 | 1,682,809 | 123,360 | 7.9% | 0.9% |
| **Transit Route Miles** | 2,404 | 2,488 | 84 | 3.5% | 0.4% |
| **Linked Transit Trips** | 175,892 | 207,500 | 31,608 | 18.0% | 2.0% |
| **Transit Share** | 2.0% | 2.2% | 0.2% | 10.0% | 1.1% |

**Figure 7-1** depicts the percentage change to the countywide transit metrics in a bar chart. Travel behavior, however, shows more dynamic shifts. Linked transit trips are forecasted to grow by 18%, significantly outpacing demographic trends, largely due to the programmed introduction of new Bus Rapid Transit (BRT) corridors and the Northeast Corridor Commuter Rail.

**Figure 7-1: Percentage Change in Countywide Transit Metrics (2026–2035)**

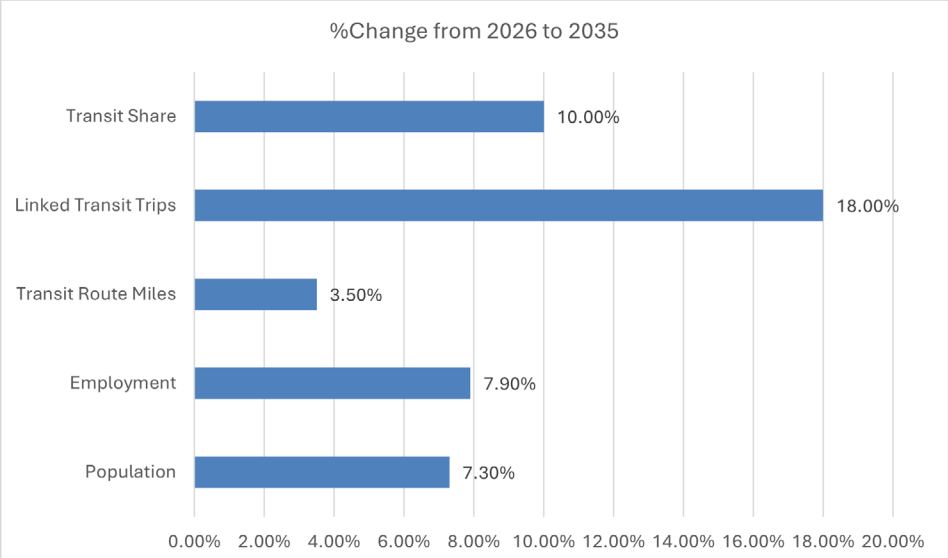



**Table 7-6** presents the annual growth rates for key metrics across the county's Transportation Planning Areas (TPAs). This analysis shows distinct patterns in population, employment, and transit performance between 2026 and 2035. The color-coded table highlights how each Planning Area compares to the countywide averages for annual growth between 2026 and 2035. Areas shaded green are growing faster than Miami-Dade County overall, while red indicates slower growth. Population growth ranges from 0.52% in the Beach area to 0.97% in the CBD, while employment growth is generally higher, led by the CBD (1.23%) and Beach (1.14%). Population growth exceeds the county average (0.81%) in two planning areas, the CBD (0.97%) and South (0.91%), while the other planning areas fall below the average. Employment growth is strongest in the CBD (1.23%) and Beach (1.14%), both districts are above the county average of 0.88%, whereas Central and Northwest fall below the average. These trends suggest continued concentration of jobs in the County's core urban areas, complemented by steady population increase countywide.

Transit-related metrics show a similar variation. Transit route miles expand modestly, with the Central area experiencing the largest annual increase (0.87%) and the South area remaining unchanged. Linked transit trips grow at a faster pace than both population and employment in all TPAs, particularly in the Central (3.40%) and CBD (2.54%) planning areas, reflecting the impact of new BRT and Commuter Rail corridors, and improved connectivity to downtown. These patterns indicate that planned transit investments will predominantly benefit high-density, transit-oriented areas, supporting regional mobility and LRTP objectives.

**Table 7-6: Annual Growth Rates by Planning Area for Key Metrics (2026–2035)**

| Planning Area | Population | Employment | Transit Route Miles | Linked Transit Trips |
|---|---|---|---|---|
| Beach | 0.52% | 1.14% | 0.28% | 0.72% |
| CBD | 0.97% | 1.23% | 0.60% | 2.54% |
| Central | 0.79% | 0.56% | 0.87% | 3.40% |
| North | 0.74% | 1.07% | 0.16% | 1.39% |
| Northwest | 0.77% | 0.59% | 0.41% | 0.90% |
| South | 0.91% | 1.09% | 0.00% | 0.93% |
| **Miami-Dade Average** | **0.81%** | **0.88%** | **0.40%** | **2.00%** |

Table 7-7 presents distribution of transit trips by car ownership. Household vehicle ownership remains a key determinant of transit usage, and the data clearly shows that households with fewer cars have a much higher transit share. In 2026, zero-car households are forecast to account for 37.5% of all transit trips, even though they represent a smaller portion of the total population. By 2035, their share declines slightly to 33.5%, but they remain the most transit-dependent group. The introduction of premium transit services appears to favor households with one or more cars. While zero-car households remain the most transit-dependent set of households, their share of total transit trips declines from 37.5% in 2026 to 33.5% in 2035, despite a modest increase of 3,500 trips (5.3%). In contrast, households with one car see transit trips rise by 21.3%, from 42,300 to 51,300, increasing their share slightly to 24.7%. Two-car households experience an even larger relative increase (28.5%) in transit trips, growing from 36,800 to 47,300, while households with three or more cars show a 27.9% increase, from 30,800 to 39,400, raising their share to 19.0% of total transit trips. These trends strongly suggest that the introduction of premium transit services is attracting choice riders from multi-car households, expanding transit's appeal beyond its traditional base.

Overall, total transit trips are expected to grow by 18%, resulting in a modest rise in transit share from 2.0% to 2.2%. These trends suggest that while zero-car households remain the most transit-dependent, households with cars, especially one or two, are expected to increasingly use transit, likely due to improved service options such as the planned BRT and commuter rail.

**Table 7-7: Transit Trips by Car Ownership**

| Number of Household Cars | 2026 Scenario | | | 2035 Scenario | | | 2035 - 2026 | |
|---|---|---|---|---|---|---|---|---|
| | Population | Transit Trips | Transit Trips Share | Population | Transit Trips | Transit Trips Share | Transit Trips | %Change |
| **0** | 187,600 | 66,000 | 37.5% | 210,500 | 69,500 | 33.5% | 3,500 | 5.3% |
| **1** | 831,400 | 42,300 | 24.0% | 903,400 | 51,300 | 24.7% | 9,000 | 21.3% |
| **2** | 1,076,300 | 36,800 | 20.9% | 1,140,200 | 47,300 | 22.8% | 10,500 | 28.5% |
| **3+** | 768,100 | 30,800 | 17.5% | 817,000 | 39,400 | 19.0% | 8,600 | 27.9% |
| **Total** | 2,863,400 | 175,900 | 100.0% | 3,071,100 | 207,500 | 100.0% | 31,600 | 18.0% |

Table 7-8 depicts the summary of transit trips by car availability. Car availability, defined as the ratio of household vehicles to household members of driving age (16+), is a strong predictor of transit use. Households with fewer than one car per driving-age member (<1) remain the most transit-dependent group, accounting for 80.7% of all transit trips in 2026 and 79.9% in 2035, even as their transit trips grow by 16.8% (23,800 trips). This slight decline in share reflects the growing contribution of households with higher car availability.

Households with exactly one car per driving-age member increase transit trips by 23.8%, from 31,100 to 38,500, raising their share from 17.7% to 18.6%. Those with more than one car per driving-age member (>1) also grow transit trips by 17.2%, though their share remains small at 1.6%. Overall, total transit trips rise by 18%, but the data suggests that while car-limited households remain the backbone of transit demand, premium services such as BRT and commuter rail will attract more choice riders from households with higher car availability.

**Table 7-8: Transit Trips by Car Availability**

| Car Availability* | 2026 Scenario | | | 2035 Scenario | | | 2035 - 2026 | |
|---|---|---|---|---|---|---|---|---|
| | Population | Transit Trips | Share | Population | Transit Trips | Share | Transit Trips | %Change |
| <1 | 1,618,400 | 141,900 | 80.7% | 1,712,900 | 165,700 | 79.9% | 23,800 | 16.8% |
| 1 | 1,151,300 | 31,100 | 17.7% | 1,260,400 | 38,500 | 18.6% | 7,400 | 23.8% |
| >1 | 93,700 | 2,900 | 1.6% | 97,700 | 3,400 | 1.6% | 500 | 17.2% |
| Total | 2,863,400 | 175,900 | 100.0% | 3,071,000 | 207,600 | 100.0% | 31,700 | 18.0% |

** The ratio of household vehicles to household members of driving age (16+)*

Table 7-9 shows that transit trips by household car ownership vary significantly across Planning Areas, and the growth between 2026 and 2035 shows important trends.

- CBD and Central areas lead the growth, with total transit trips increasing by 23% and 31%, respectively. These areas also show the largest gains among multi-car households: two-car households in the Central planning area grow by 46%, and three-or-more-car households in CBD grow by 47%.
- Beach and South areas show modest growth (7% and 8%), while Northwest and North grow by 9% and 13%, respectively.
- Across all areas, multi-car households (2 and 3+) exhibit the fastest growth percentage, especially in CBD and Central, reflecting the influence of premium transit services attracting choice riders.
- Zero-car households remain the largest contributors to transit trips, but their growth is minimal or negative in some areas (e.g., Beach and South), indicating a shift toward households with cars.

Overall, countywide transit trips increase by 18%, but the distribution shifts toward multi-car households and high-density areas like CBD and Central, reinforcing the importance of premium transit investments in urban cores.

**Table 7-9: Transit Trips by Car Ownership across Planning Areas**

| Scenario | Number of Household Cars | Beach | CBD | Central | North | Northwest | South | County |
|---|---|---|---|---|---|---|---|---|
| 2026 Scenario | 0 | 10,000 | 22,700 | 11,800 | 8,600 | 6,900 | 5,900 | 66,000 |
| | 1 | 4,200 | 19,500 | 6,600 | 4,400 | 3,200 | 4,400 | 42,300 |
| | 2 | 2,700 | 12,000 | 7,600 | 4,400 | 3,000 | 7,100 | 36,800 |
| | 3+ | 2,300 | 8,600 | 6,600 | 4,700 | 3,200 | 5,400 | 30,800 |
| Total | | 19,200 | 62,800 | 32,600 | 22,100 | 16,300 | 22,800 | 175,900 |
| 2035 Scenario | 0 | 9,600 | 25,100 | 12,400 | 9,300 | 6,600 | 6,500 | 69,500 |
| | 1 | 4,000 | 23,800 | 9,700 | 4,800 | 4,300 | 4,600 | 51,300 |
| | 2 | 3,400 | 15,700 | 11,100 | 5,600 | 3,600 | 8,000 | 47,300 |
| | 3+ | 3,500 | 12,600 | 9,400 | 5,200 | 3,200 | 5,600 | 39,400 |
| Total | | 20,500 | 77,200 | 42,600 | 24,900 | 17,700 | 24,700 | 207,500 |
| Change (2035 – 2026) | 0 | -400 | 2,400 | 600 | 700 | -300 | 600 | 3,500 |
| | 1 | -200 | 4,300 | 3,100 | 400 | 1,100 | 200 | 9,000 |
| | 2 | 700 | 3,700 | 3,500 | 1,200 | 600 | 900 | 10,500 |
| | 3+ | 1,200 | 4,000 | 2,800 | 500 | 0 | 200 | 8,600 |
| Total | | 1,300 | 14,400 | 10,000 | 2,800 | 1,400 | 1,900 | 31,600 |
| Percent Change (2035 – 2026) | 0 | -4% | 11% | 5% | 8% | -4% | 10% | 5% |
| | 1 | -5% | 22% | 47% | 9% | 34% | 5% | 21% |
| | 2 | 26% | 31% | 46% | 27% | 20% | 13% | 29% |
| | 3+ | 52% | 47% | 42% | 11% | 0% | 4% | 28% |
| Total | | 7% | 23% | 31% | 13% | 9% | 8% | 18% |

**Table 7-10** shows clear patterns in car availability across Planning Areas between 2026 and 2035. Car availability is a strong determinant of transit use. Households with less than one car per driving-age member (<1) dominate transit ridership, accounting for 141,900 trips in 2026 and 165,700 trips in 2035, representing nearly 80% of all transit trips. Growth in this category is concentrated in the CBD (+11,600 trips) and Central (+6,700 trips), reflecting dense, transit-oriented areas.

Households with exactly one car per driving-age member show the fastest percentage growth (+23.8% countywide), adding 7,400 trips, with the largest increases in CBD (+2,800) and Central (+3,100). Households with more than one car per driving-age member (>1) remain a very small share (1.6%), but still grow slightly, particularly in Central (+250 trips). Overall, CBD (+14,430 total trips) and Central (+10,050) lead countywide growth, while Beach and Northwest show minimal change.

**Table 7-10: Transit Trips by Car Availability across Planning Areas**

| Scenario | Car Availability | Beach | CBD | Central | North | Northwest | South | County |
|---|---|---|---|---|---|---|---|---|
| 2026 Scenario | <1 | 17,100 | 48,400 | 26,300 | 19,000 | 14,700 | 16,400 | 141,900 |
| | 1 | 1,900 | 13,300 | 5,600 | 2,800 | 1,600 | 5,800 | 31,100 |
| | >1 | 180 | 1,100 | 650 | 290 | 80 | 640 | 2,940 |
| Total | | 19,180 | 62,800 | 32,550 | 22,090 | 16,380 | 22,840 | 175,940 |
| 2035 Scenario | <1 | 18,500 | 60,000 | 33,000 | 20,700 | 15,400 | 18,100 | 165,700 |
| | 1 | 1,800 | 16,100 | 8,700 | 3,700 | 2,100 | 6,000 | 38,500 |
| | >1 | 160 | 1,130 | 900 | 380 | 140 | 670 | 3,400 |
| Total | | 20,460 | 77,230 | 42,600 | 24,780 | 17,640 | 24,770 | 207,600 |
| 2035 Scenario - 2026 Scenario | <1 | 1,400 | 11,600 | 6,700 | 1,700 | 700 | 1,700 | 23,800 |
| | 1 | -100 | 2,800 | 3,100 | 900 | 500 | 200 | 7,400 |
| | >1 | -20 | 30 | 250 | 90 | 60 | 30 | 460 |
| Total | | 1,280 | 14,430 | 10,050 | 2,690 | 1,260 | 1,930 | 31,660 |
| Percent Change | <1 | 8% | 24% | 25% | 9% | 5% | 10% | 17% |
| | 1 | -5% | 21% | 55% | 32% | 31% | 3% | 24% |
| | >1 | -11% | 3% | 38% | 31% | 75% | 5% | 16% |
| Total | | 7% | 23% | 31% | 12% | 8% | 8% | 18% |

**Table 7-11** presents the transit trips by household income. The household income distribution indicates a broadening of the transit market toward higher-income riders while still maintaining strong participation from lower-income households. Transit trips among households earning $100,001 or more grow the fastest – 18,500 trips (+29.3%) – and their share rises from 35.9% to 39.4% (+3.5%), signaling those premium services (e.g., BRT and commuter rail) are attracting more choice riders. Households in the $75,001–$100,000 bracket also increase trips by 17.1%, though their share is essentially flat (9.7% to 9.6%), suggesting incremental gains without major compositional change. In contrast, the $50,001–$75,000 household income segment grows more modestly (+9.4%) and sees a modest decline in the proportion of all transit trips (-1.0%).

Lower-income groups remain vital to overall ridership but their shares edge downward even as trips increase. Households earning $25,000 or less add 3,600 trips (+11.2%), with this income bracket's share dropping from 18.3% to 17.3% (–1.0%). The $25,001–$50,000 bracket adds 4,200 trips (+11.0%), although the bracket's share declines from 21.7% to 20.4% (–1.3 %). Combined, these two lower-income brackets grow trips by approximately 11% (from 70,300 to 78,100), but their aggregate share falls from 40.0% to 37.7% (–2.3%). Taken together with the overall +18% increase in transit trips, these shifts suggest that while transit remains essential for lower-income riders, system growth is increasingly driven by higher-income households—consistent with expanded premium offerings and improved service quality.

**Table 7-11: Transit Trips by Household Income**

| Household Income | 2026 Scenario | | 2035 Scenario | | 2035 - 2026 | |
|---|---|---|---|---|---|---|
| | Transit Trips | Share | Transit Trips | Share | Change | %Change |
| $25,000 or Less | 32,200 | 18.3% | 35,800 | 17.3% | 3,600 | 11.2% |
| $25,001-$50,000 | 38,100 | 21.7% | 42,300 | 20.4% | 4,200 | 11.0% |
| $50,001-$75,000 | 25,400 | 14.4% | 27,800 | 13.4% | 2,400 | 9.4% |
| $75,001-$100,000 | 17,000 | 9.7% | 19,900 | 9.6% | 2,900 | 17.1% |
| $100,001 or More | 63,200 | 35.9% | 81,700 | 39.4% | 18,500 | 29.3% |
| Total | 175,900 | 100.0% | 207,500 | 100.0% | 31,600 | 18.0% |

**Table 7-12** summarizes transit trips by household income across Planning Areas between 2026 and 2035. Growth is concentrated in the CBD and Central, which together account for the largest increases across nearly all income brackets. In the CBD, every income group grows, led by $100,001+: +8,600 trips (+35%), $75,001–$100,000: +1,600 (+26%), and $25,001–$50,000: +2,200 (+18%), resulting in an overall +23% increase. The Central area posts the strongest growth (+31% total), driven by $100,001+: +4,200 (+33%), $75,001–$100,000: +1,100 (+38%), $25,001–$50,000: +1,800 (+30%), and $25,000 or less: +2,100 (+32%).

Other areas show mixed patterns. North grows across most brackets (+12% total), while Northwest posts smaller gains (+8% total), with notable growth among $100,001+ (+19%) but flat mid-income segments. South increases modestly (+7% total), with higher-income gains offset by declines in $75,001–$100,000 (–8%). The Beach area records limited overall growth (+6%), marked by declines in lower and middle brackets ($25,000 or less: –12%; $25,001–$50,000: –12%; $50,001–$75,000: –7%) and strong gains among higher incomes ($75,001–$100,000: +28%; $100,001+: +29%).

**Table 7-12: Transit Trips by Household Income across Planning Areas**

| Scenario | Household Income | Beach | CBD | Central | North | Northwest | South | County |
|---|---|---|---|---|---|---|---|---|
| 2026 Scenario | $25,000 or Less | 3,400 | 10,800 | 6,500 | 4,700 | 3,200 | 3,700 | 32,200 |
| | $25,001-$50,000 | 5,000 | 12,200 | 6,000 | 5,400 | 4,600 | 5,000 | 38,100 |
| | $50,001-$75,000 | 2,900 | 8,700 | 4,600 | 3,400 | 2,600 | 3,300 | 25,400 |
| | $75,001-$100,000 | 1,800 | 6,200 | 2,900 | 2,300 | 1,300 | 2,500 | 17,000 |
| | $100,001 or More | 6,200 | 24,900 | 12,700 | 6,300 | 4,700 | 8,400 | 63,200 |
| Total | | 19,300 | 62,800 | 32,700 | 22,100 | 16,400 | 22,900 | 175,900 |
| 2035 Scenario | $25,000 or Less | 3,000 | 11,200 | 8,600 | 5,300 | 3,400 | 4,200 | 35,800 |
| | $25,001-$50,000 | 4,400 | 14,400 | 7,800 | 6,100 | 4,600 | 5,100 | 42,300 |
| | $50,001-$75,000 | 2,700 | 10,400 | 5,400 | 3,400 | 2,600 | 3,300 | 27,800 |
| | $75,001-$100,000 | 2,300 | 7,800 | 4,000 | 2,000 | 1,500 | 2,300 | 19,900 |
| | $100,001 or More | 8,000 | 33,500 | 16,900 | 8,000 | 5,600 | 9,700 | 81,700 |
| Total | | 20,400 | 77,300 | 42,700 | 24,800 | 17,700 | 24,600 | 207,500 |
| 2035 Scenario - 2026 Scenario | $25,000 or Less | -400 | 400 | 2,100 | 600 | 200 | 500 | 3,600 |
| | $25,001-$50,000 | -600 | 2,200 | 1,800 | 700 | 0 | 100 | 4,200 |
| | $50,001-$75,000 | -200 | 1,700 | 800 | 0 | 0 | 0 | 2,400 |
| | $75,001-$100,000 | 500 | 1,600 | 1,100 | -300 | 200 | -200 | 2,900 |
| | $100,001 or More | 1,800 | 8,600 | 4,200 | 1,700 | 900 | 1,300 | 18,500 |
| Total | | 1,100 | 14,500 | 10,000 | 2,700 | 1,300 | 1,700 | 31,600 |
| Percent Change | $25,000 or Less | -12% | 4% | 32% | 13% | 6% | 14% | 11% |
| | $25,001-$50,000 | -12% | 18% | 30% | 13% | 0% | 2% | 11% |
| | $50,001-$75,000 | -7% | 20% | 17% | 0% | 0% | 0% | 9% |
| | $75,001-$100,000 | 28% | 26% | 38% | -13% | 15% | -8% | 17% |
| | $100,001 or More | 29% | 35% | 33% | 27% | 19% | 15% | 29% |
| Total | | 6% | 23% | 31% | 12% | 8% | 7% | 18% |

**Table 7-13** shows that transit demand grows across all age groups, with the largest percentage gains among younger riders. Trips for those under 16 increase by 34.5% (from 14,500 to 19,500), and for ages 16–24 by 27.5% (from 26,900 to 34,300). Their combined share of total transit trips rises from 23.5% in 2026 to 25.9% in 2035, indicating that youth and young adults account for a growing portion of transit activity. By comparison, the 25–34 and 35–44 cohorts grow more moderately (+13.3% and +13.5%, respectively), and their shares edge down (25–34: -0.7%; 35–44: -0.6%). The 45–54 group grows substantially (+18.0%), with a stable share at 17.1%, while older cohorts – 55–64 (+13.2%) and 65+ (+12.6%) – see modest increases and slight share declines (55–64: -0.6%; 65+: -0.5%). Taken together, the overall +18% increase in transit trips is driven disproportionately by youth and early career riders, even as the working age groups (25–54) remain the backbone of total ridership.

**Table 7-13: Transit Trips by Age Groups**

| Age Group | 2026 Scenario | | | 2035 Scenario | | | 2035 - 2026 | |
|---|---|---|---|---|---|---|---|---|
| | Population | Transit Trips | Share | Population | Transit Trips | Share | Change | %Change |
| Under 16 Years | 481,400 | 14,500 | 8.2% | 490,700 | 19,500 | 9.4% | 5,000 | 34.5% |
| 16 to 24 Years | 302,300 | 26,900 | 15.3% | 315,200 | 34,300 | 16.5% | 7,400 | 27.5% |
| 25 to 34 Years | 418,500 | 31,600 | 18.0% | 443,000 | 35,800 | 17.3% | 4,200 | 13.3% |
| 35 to 44 Years | 375,900 | 27,400 | 15.6% | 397,900 | 31,100 | 15.0% | 3,700 | 13.5% |
| 45 to 54 Years | 425,500 | 30,000 | 17.1% | 460,300 | 35,400 | 17.1% | 5,400 | 18.0% |
| 55 to 64 Years | 364,600 | 25,700 | 14.6% | 398,700 | 29,100 | 14.0% | 3,400 | 13.2% |
| 65 Years and Over | 495,100 | 19,900 | 11.3% | 565,300 | 22,400 | 10.8% | 2,500 | 12.6% |
| Total | 2,863,300 | 176,000 | 100.1% | 3,071,100 | 207,600 | 100.0% | 31,600 | 18.0% |

Table 7-14 summarizes transit trips by age groups across Planning Areas between 2026 and 2035. The CBD shows gains in every cohort, adding 14,500 total trips (+23%). Growth is strongest among Under 16 (+60%; +3,900 trips) and 16–24 (+43%; +2,800 trips), followed by notable increases for 45–54 (+22%; +2,500), 55–64 (+21%; +1,900), and 65+ (+17%; +1,100). The Central area posts the largest overall growth rate (+30% total; +9,800 trips), led by 16–24 (+47%; +3,400) and Under 16 (+44%; +700), with robust gains across working-age and older cohorts: 25–34 (+35%), 35–44 (+20%), 55–64 (+22%), 65+ (+32%), and 45–54 (+12%).

Other areas show mixed but generally positive patterns. North grows +12% overall, with strong increases among 35–44 (+23%), 45–54 (+18%), and 16–24 (+10%). Northwest rises +7–8%, driven by Under 16 (+20%), 16–24 (+11%), and steady growth in middle ages; 65+ remains flat. The South Planning Area increases +8%, with gains among 35–44 (+22%), 45–54 (+15%), and 25–34 (+14%), offset by declines in 55–64 (–9%) and flat growth for Under 16. The Beach Planning Area posts +6% overall, but with declines in Under 16 (–7%), 35–44 (–6%), and 65+ (–3%); its growth is concentrated in 45–54 (+31%) and modest upticks among 16–24 (+18%), 55–64 (+4%), and 25–34 (+3%).

Youth and young adult demand is expanding fastest in the CBD and Central Planning Areas, highlighting the need for frequent, all-day service, safe access, and fare programs in these parts of the county. Steady gains across working-age groups (especially 25–54) reinforce the importance of reliable, time-competitive services such as BRT and express connections to major employment centers. Targeted improvements for older riders—accessible station design, first/last-mile options, and amenities—will help sustain growth where it is strong (Central, CBD) and mitigate declines where present (South, Beach).

**Table 7-14: Transit Trips by Age Groups across Planning Areas**

| Scenario | Age Group | Beach | CBD | Central | North | Northwest | South | County |
|---|---|---|---|---|---|---|---|---|
| 2026 Scenario | Under 16 Years | 1,400 | 6,500 | 1,600 | 2,200 | 1,000 | 2,000 | 14,500 |
| | 16 to 24 Years | 2,200 | 6,500 | 7,300 | 3,900 | 2,700 | 4,200 | 26,900 |
| | 25 to 34 Years | 3,300 | 12,200 | 5,100 | 4,000 | 2,700 | 4,400 | 31,600 |
| | 35 to 44 Years | 3,200 | 11,200 | 4,500 | 3,000 | 2,300 | 3,200 | 27,400 |
| | 45 to 54 Years | 3,200 | 11,200 | 5,700 | 3,400 | 3,200 | 3,400 | 30,000 |
| | 55 to 64 Years | 2,700 | 8,900 | 4,900 | 3,200 | 2,500 | 3,500 | 25,700 |
| | 65 Years and Over | 3,200 | 6,300 | 3,700 | 2,400 | 2,100 | 2,200 | 19,900 |
| Total | | 19,200 | 62,800 | 32,800 | 22,100 | 16,500 | 22,900 | 176,000 |
| 2035 Scenario | Under 16 Years | 1,300 | 10,400 | 2,300 | 2,200 | 1,200 | 2,000 | 19,500 |
| | 16 to 24 Years | 2,600 | 9,300 | 10,700 | 4,300 | 3,000 | 4,500 | 34,300 |
| | 25 to 34 Years | 3,400 | 13,100 | 6,900 | 4,400 | 3,000 | 5,000 | 35,800 |
| | 35 to 44 Years | 3,000 | 12,600 | 5,400 | 3,700 | 2,500 | 3,900 | 31,100 |
| | 45 to 54 Years | 4,200 | 13,700 | 6,400 | 4,000 | 3,200 | 3,900 | 35,400 |
| | 55 to 64 Years | 2,800 | 10,800 | 6,000 | 3,600 | 2,700 | 3,200 | 29,100 |
| | 65 Years and Over | 3,100 | 7,400 | 4,900 | 2,600 | 2,100 | 2,300 | 22,400 |
| Total | | 20,400 | 77,300 | 42,600 | 24,800 | 17,700 | 24,800 | 207,600 |
| 2035 Scenario - 2026 Scenario | Under 16 Years | -100 | 3,900 | 700 | 0 | 200 | 0 | 5,000 |
| | 16 to 24 Years | 400 | 2,800 | 3,400 | 400 | 300 | 300 | 7,400 |
| | 25 to 34 Years | 100 | 900 | 1,800 | 400 | 300 | 600 | 4,200 |
| | 35 to 44 Years | -200 | 1,400 | 900 | 700 | 200 | 700 | 3,700 |
| | 45 to 54 Years | 1,000 | 2,500 | 700 | 600 | 0 | 500 | 5,400 |
| | 55 to 64 Years | 100 | 1,900 | 1,100 | 400 | 200 | -300 | 3,400 |
| | 65 Years and Over | -100 | 1,100 | 1,200 | 200 | 0 | 100 | 2,500 |
| Total | | 1,200 | 14,500 | 9,800 | 2,700 | 1,200 | 1,900 | 31,600 |
| Percent Change | Under 16 Years | -7% | 60% | 44% | 0% | 20% | 0% | 34% |
| | 16 to 24 Years | 18% | 43% | 47% | 10% | 11% | 7% | 28% |
| | 25 to 34 Years | 3% | 7% | 35% | 10% | 11% | 14% | 13% |
| | 35 to 44 Years | -6% | 13% | 20% | 23% | 9% | 22% | 14% |
| | 45 to 54 Years | 31% | 22% | 12% | 18% | 0% | 15% | 18% |
| | 55 to 64 Years | 4% | 21% | 22% | 13% | 8% | -9% | 13% |
| | 65 Years and Over | -3% | 17% | 32% | 8% | 0% | 5% | 13% |
| Total | | 6% | 23% | 30% | 12% | 7% | 8% | 18% |

## 7.5 CONCLUSION

The analysis of the 2026 and 2035 scenarios using SERPM9 and the Project Prioritization Tool (PPT) provides clear evidence of how demographic trends, household characteristics, age composition, income distribution, and planned transit investments will shape future travel behavior in Miami-Dade County.

Key findings are summarized below.

### 7.5.1 POPULATION AND EMPLOYMENT

The steady growth of population (0.8%) and employment (0.9%) compared to the strong growth of transit trips (18%) demonstrates the strong influence of premium transit services — such as BRT and commuter rail — on attracting riders.

- Population & Employment: Both grow steadily (0.8% and 0.9% annually), providing a foundation for increased travel demand.
- Transit Ridership: Linked transit trips rise by 18%, (20% annually), outpacing overall trip growth. This increase is driven by the inception of premium services like BRT and commuter rail.
- Mode Share: Transit share improves from 2.0% to 2.2%, signaling gradual modal shift.

### 7.5.2 HOUSEHOLD CHARACTERISTICS

Household characteristics remain critical drivers of transit demand.

- Zero-car households remain the most transit-dependent evaluated demographic, although their share of overall transit trips declines slightly.
- Multi-car households show the fastest percentage growth in transit trips, reflecting rising incomes and choice rider behavior.
- Households earning $100,001 or more show the fastest growth (+29%, +18,500 trips), increasing their share from 35.9% to 39.4%.
- Lower-income households (<$50,000) still account for nearly 38% of trips, but their share declines slightly as higher-income segments expand.
- Growth is concentrated in CBD and Central, where premium transit investments align with areas of rising income.

### 7.5.3 AGE GROUPS

- Transit trips increase across all age groups, with the most significant percentage gains among younger riders. Children under 16 experience the fastest growth (+34.5%), with their share rising from 8.2% to 9.4%, while riders aged 16–24 grow by 27.5%, boosting their share from 15.3% to 16.5%.
- Working-age cohorts (25–54) remain the backbone of transit ridership, showing steady gains across all segments.
- Older adults (65+) grow modestly (+12.6%) but see a slight decline in share, indicating slower growth relative to other groups.
- Growth is concentrated in the CBD and Central, where youth and young adult demand expands most rapidly, underscoring the need for frequent, safe, and affordable service options in these high-demand corridors.

### 7.5.4 CAR AVAILABILITY AND VEHICLE OWNERSHIP

Car availability and vehicle ownership patterns show that households with fewer than one car per driving-age member continue to account for the majority of transit trips, though their share declines slightly as multi-car households increase their transit usage. The fastest percentage growth in transit trips occurs among households with one or more cars, reflecting rising incomes and the appeal of premium transit options to choice riders.

- Households with <1 car per driving-age member account for ~80% of transit trips, but growth among households with higher car availability is accelerating.

### 7.5.5 TRANSIT TRIP GAINS

Planning Areas such as CBD and Central experience the largest gains in transit trips, reinforcing the importance of transit-oriented development and investment in high-density corridors.

Overall, these findings highlight the need for a balanced approach: maintaining strong service for transit-dependent households while expanding premium, high-capacity options to attract choice riders. This strategy will support regional mobility goals, improve accessibility, and advance the objectives outlined in the LRTP.

This page is intentionally left blank.

# Chapter 8

# Ten-Year Operating and Capital Program

# 8. TEN-YEAR OPERATING AND CAPITAL PROGRAM

The culmination of the Transit Development Plan Process is the preparation of the TDP ten-year implementation and financial plans. Together, these elements comprise DTPW's project programming plan and funding allocation plans for the 2026-2035 period. This chapter is organized into four sections. In **Section 8.1**, the development of transit needs is described, followed by the ten-year implementation plan over the course of a series of tables and maps. This section concludes with a look at Key Performance Indicators (KPIs) which were identified to help assess DTPW's performance in attaining its objectives over the duration of this TDP cycle. In the second section, **Section 8.2** explores DTPW's Transit Financial Plan for the current fiscal year. This section evaluates the department's operating expenses and revenues and growth assumptions that inform the projections for the future years.

**Section 8.3** documents DTPW's 2026-2035 Ten-Year Program of operating and capital programs, looking out to the allocation of revenues and project and program expenditures for the TDP's ten-year planning horizon.

Finally, in **Section 8.4**, potential Funding and Financing Sources are explored. These are potential sources that DTPW can leverage to help bring the TDP ten-year vision to fruition.

Over the next four years of this TDP cycle, this chapter will be updated and revised. As new infrastructure and services are built and launched, projects will graduate from the implementation plan lists. Additionally, once new projects are identified, prioritized, and funded, they will be incorporated into implementation plan tables, continuing the TDP development process.

## 8.1 TEN-YEAR IMPLEMENTATION PLAN

### 8.1.1 INTRODUCTION

The **Ten-Year Implementation Plan (FY 2026-FY 2035)** is Miami-Dade County Department of Transportation and Public Works (DTPW) Transit Development Plan's (TDP) vision for advancing transit capital and operating improvements over the next ten years.

To develop this plan, transit needs and alternatives were documented through the stakeholder engagement and technical analysis described in each of the TDP's chapters. How each chapter of the plan helped identify transit needs and alternatives is described in **Section 8.1.2**.

The **Implementation Plan** provided in **Section 8.1.3** identifies the program of projects which meets the County's mobility needs for the next decade and beyond. The projects are presented and phased by following priorities:

- **List of Priority Projects:** These projects are the highest priority for the next five years (FY 2026 to FY 2031), and have been provided by DTPW for the Miami-Dade Transportation Planning Organization's (TPO's) **List of Priority Projects (LOPP)**.
- **Committed Projects - First Five Years:** These projects are funded or committed projects included in the first five years of the ten-year plan, consistent with projects reflected in the Capital Improvement Plan (CIP) and Transportation Improvement Program (TIP).

- **Partially Committed Projects - Second Five Years:** These projects are funded or committed projects included in the second five years of the ten-year plan, consistent with the CTMP and Long Range Transportation Plan (LRTP) Priority II projects.
- **Beyond Ten Years Projects:** These projects have an anticipated implementation year that falls beyond the TDP ten-year planning horizon. However, as funding becomes available, the projects here may be promoted to the funded or committed or partially committed project lists. This table is consistent with DTPW projects identified in the Comprehensive Transportation Master Plan (CTMP) and LRTP Priorities III and IV.

The **Progress Monitoring and Key Performance Indicators (KPIs)** section aligns KPIs cross-referencing other planning documents, such as the LRTP, TIP, and Citizen's Independent Transportation Trust (CITT). The KPIs enable continuous evaluation and adjustment of TDP priorities. The KPIs are explored in **Section 8.1.4**.

### 8.1.2 APPLIED FINDINGS

The analysis in this TDP facilitates data-driven decisions that target resources where they will have the greatest impact on connectivity, reliability, and regional economic growth.

The preceding TDP chapters document areas and communities in Miami-Dade County with the greatest need and potential for transit investment. By synthesizing the various inputs obtained through this study, including public feedback, operational performance data, and demographic trends, the TDP analysis highlights higher-density residential zones and major employment centers as top priorities for service expansion.

The transit demand modeling results provide quantitative evidence for expected transit ridership growth that outpaces population growth and supports investments in premium transit options and transit-oriented development.

Based on the analyses completed throughout this TDP, recommended transit improvements are identified in **Table 8-1**. Italicized text in this table denotes projects that are included in the Implementation Plan tables.

**Table 8-1: Applied TDP Findings & Actions**

| TDP Study Finding/Feedback Received | Recommended Actions |
|---|---|
| **Chapter 2 – Public Involvement Process**<br>Public feedback collected during the TDP Process consistently highlighted several key priorities: | |
| Expand rail and bus service | Continue to implement the *SMART Program Corridors* and Metrobus service enhancements. (e.g.: *Beach Corridor, North Corridor, East-West Corridor, Northeast Corridor*) |
| Improve station amenities | Continue to implement upgrades to Metrorail and Metromover stations and Metrobus stops (e.g.: *Hialeah Station improvements, South Miami Station improvements, Bus Stop Sign Program*). |
| Increase service frequency and reliability. | Expand service on high-demand routes (e.g.: *12 / 21 Avenue Enhanced Bus, (Route 12/21), 125 Street (Route 125),* and *17 Avenue (Route 17)*. |
| Affordable Fares | Continue to support Discounted Programs (e.g.: Corporate and Student Programs; Patriot Pass). |
| Clean vehicles & stations | Explore vehicle sanitizing during layovers and increase cleaning schedule at stops and stations. (e.g.: *Railcar Cleaner Platform Replacement*) |
| Accessible infrastructure for all users | Implement ADA upgrades at transit stops and stations. (e.g.: *Metromover Escalators and Elevators Refurbishment,* and *Additional Elevators At Dadeland North*) |
| Multimodal integration, equitable service delivery | Continue to expand first/last mile connections through collaboration with DTPW roadway division and municipalities to implement bicycle lanes and improve sidewalks. (e.g.: *The Underline Phase 3 Thru 9 (SW 19th Ave To Dadeland Blvd))* |
| **Chapter 3 – Metropolitan Transportation Planning**<br>DTPW has a strong track record of collaborating with transportation partners in the region. | |
| DTPW and the TPO collaborate to develop project priorities for the LRTP, TIP and UPWP. | Continue DTPW's involvement with implementing these documents. Maintain participation on TPO committees.<br>• TPC, TPTAC, LRTP, TIP |
| DTPW and regional and state partners collaborate to advance transportation planning needs in South Florida. | Maintain ongoing regional planning efforts through participation with regional partner committees – SFRTA PTAC, and SEFTC RTTAC's modeling subcommittee. |
| DTPW should maintain Safety and Security practices that are keeping the agency as a top performer relative to its peers on safety and security metrics. | • Continue the good work and current practices.<br>• Consider community input regarding upgrading safe routes to transit stops and stations.<br>• Specific examples of projects are lighting upgrades (e.g.: *TransitWay Lighting, Metrorail Station Lighting Upgrade – Brickell*)<br>• Enhance coordination with Public Works to improve access to stations |

**Table 8-1 (Continued): Applied TDP Findings & Actions**

| TDP Study Finding/Feedback Received | Recommended Actions |
|---|---|
| **Chapter 4 – Operating Environment**<br>The analysis in Chapter 4 identifies locations where transit services have the highest probability of success due to demographic and employment related factors | |
| Population, employment, and Transit Dependent Populations overlap geographically. Specifically, they are concentrated in Miami, Hialeah, and Miami Beach. | During PD&E studies implementing the *SMART Program*, and service planning efforts fine-tuning the Metrobus network or during Metrobus Service Adjustments, prioritize stations and stops in the population and transit-dependent centers identified in the analysis. (e.g.: *Northeast Corridor, Beach Corridor, East-West Corridor, Hialeah Station, and Miami Beach City Hall / Convention Center Intermodal Terminal*) |
| Additional job centers were identified through this analysis, and these include Aventura, Civic Center/Health Center District, Downtown, Coconut Grove, Coral Gables, South Miami, and Dadeland. | During PD&E studies implementing the SMART Program, and service planning efforts fine-tuning the Metrobus network or during Metrobus Service Adjustments, prioritize stations and stops in the job centers identified in the analysis. Representative implementation plan projects advancing this effort include:<br>1. *Implement the Downtown Intermodal Terminal - SMART/BERT*<br>2. *Aventura Station*<br>3. *Northeast Corridor* |
| **Chapter 5 – Relationship to Other Plans**<br>The TDP is aligned with other state, regional, and local plans, particularly in the areas of multimodal connectivity, financial sustainability, and safety. | |
| Municipal mobility services are developed in collaboration with DTPW to enhance transit connectivity countywide and to feed into DTPW transit corridors. | • Continue collaboration to align DTPW services with local routes, circulators, and on-demands services. Examples include Municipal Trolleys and *MetroConnect*.<br>• Coordinate with partners to eliminate potential overlaps between DTPW and municipal services. This will improve efficiency and minimize duplication. |
| Continue to coordinate with regional partners to align existing and planned transit projects. | • Continue to advance projects of regional significance, including the *SMART Program projects, Golden Glades,* and *Tri-Rail/Metrorail Transfer Station Improvements*.<br>• Focus on collaboration with BCT and FDOT to align PREMO and *SMART Program* initiatives to design the best-possible connection between Miami-Dade County's 27th Avenue *(North Corridor)* and Broward County's University Avenue projects.<br>• Continue advancing regional initiatives. Examples include the Downtown Miami Link and the SoFloGO app. |

**Table 8-1 (Continued): Applied TDP Findings & Actions**

| TDP Study Finding/Feedback Received | Recommended Actions |
|---|---|
| **Chapter 6 – Land Use and Corridor Plan**<br>DTPW is a statewide leader in advancing transit land use and transit-oriented development. Current and future land use patterns along SMART Program corridors are coordinated with transit investments, supporting increased accessibility and ridership. | |
| Existing land use and corridor plans leverage the Rapid Transit Zone and SMART Corridor Subzones to encourage compact, walkable, mixed-use communities near transit nodes. | • Continue supporting these programs, which promote higher densities, mixed uses, and reduced parking requirements, directly supporting multimodal access and housing opportunities.<br>• Continue to collaborate with RER and Municipal Land Use Planners during the development process. |
| DTPW TOD master plans and visions have positioned existing station areas and corridor hubs for successful transit-oriented land use development. | Continue to develop TOD visions for the areas around existing station areas and corridor hubs. Examples of ongoing efforts include *Northeast, North, South, and Beach Corridor TOD Master Plans*. |
| The County has successfully leveraged its procurement and development review processes to encourage transit-supportive developments. | • Continue leveraging these processes.<br>• Encourage first/last mile solutions in new developments to facilitate access to existing and planned DTPW transit stops and stations. |
| **Chapter 7 –Demand Estimation**<br>Overall, the rate of transit usage will outpace population growth over the next decade. This highlights the need for maintaining strong service for transit-dependent households while expanding premium, high-capacity options to attract choice riders. | |
| Zero-car households remain the most transit-dependent demographic. However, multi-car households show the fastest percentage growth in transit trips. | This validates the recommendations for Chapter 4, emphasizing transit investments in TPAs with the highest anticipated population, employment, and linked transit trips. |
| Linked transit trips will grow the most in the CBD and Central planning areas. | This validates the recommendations for Chapter 4, emphasizing transit investments in TPAs with the highest anticipated population, employment, and linked transit trips, particularly the CBD and Central TPAs. |
| Employment growth will be highest in the Beach, CBD, and South TPAs. | This validates the recommendations for Chapter 4, emphasizing transit investments in TPAs with the highest anticipated population, employment, and linked transit trips, particularly the Beach, CBD, and South TPAs. |

### 8.1.3 IMPLEMENTATION PLAN

The implementation plan in this section depicts the projects that DTPW plans to undertake for the next decade and beyond. Through these projects, DTPW enacts a strategy of improving the existing transit system, implementing new Metrobus routes, and advancing premium transit corridors identified throughout Miami-Dade County. These plans are consistent with the DTPW's Adopted Budget, Capital Improvement Plan, CTMP, and Transit Asset Management Plan (TAM) priorities as well as the TPO's planning documents – the LRTP, TIP, and DTPW List of Priority Projects (LOPP). These plans demonstrate TDP alignment with agency funding and maintenance priorities in addition to being coordinated with metropolitan transportation planning programs and initiatives. DTPW will continue to focus on improving on-time performance, utilizing the best available technology to provide customers with a fast and efficient transit experience, and providing a clean and attractive system. Projects with location information were mapped. For illustrative purposes, projects overlapping each other were assigned the same map ID number.

The section is organized as follows:

- **DTPW's List of Priority Projects** are located in **Table 8-2**. These projects are identified by DTPW as the agency's top priorities. These projects will be submitted to the TPO during the FY 2027 TIP development cycle for consideration for inclusion in the TPO's List of Priority Projects. These priorities are for the next five years.
- **Committed Projects** are located in **Table 8-3** and depicted in **Figure 8-1** through **Figure 8-23**. Committed projects are funded for implementation in the next five years. The projects in this list are consistent with DTPW's projects in the following planning documents: Miami-Dade County's FY 2025-26 Adopted Budget and Multi-Year Capital Plan, TPO's 2050 LRTP Priority I Cost Feasible list, TPO's TIP and the DTPW's LOPP. The list also includes projects identified in the CTMP 20-year plan.
- **Partially Committed Projects** are located in **Table 8-4** and depicted in **Figure 8-4**. The partially committed project list is comprised of projects that fall into the second five-year window of the TDP ten-year horizon. The projects included in this table are consistent with the 2050 LRTP Priority II Cost Feasible list, and includes projects identified in the CTMP 20-year plan.
- **Beyond Ten Years** projects are in located in **Table 8-5** and depicted in **Figure 8-5** through **Figure 8-67**. This list is comprised of other projects found in the 2050 LRTP Cost Feasible list that are not in Priorities I and II, and CTMP projects. These projects have an anticipated implementation year that falls outside of the ten-year planning horizon for this TDP. As funding becomes available, the projects here may be advanced to the committed or partially committed project lists.

## *Priority Projects*

DTPW prepares a table of prioritized projects, which it submits to the TPO for consideration for inclusion in the TPO's *List of Priority Projects (LOPP).* These priorities are for the next five years – with projects extending between FY 2025-2026 to FY 2030-2031. **Table 8-2** is a summary table of the County's LOPP. Further details about these projects can be found in the subsequent tables.

**Table 8-2: Priority Projects**

| Project Name | Project Cost | DTPW Funding Request | Project Scope |
|---|---|---|---|
| Strategic Miami Area Rapid Transit (SMART) Flex FHWA to FTA for Section 5307 for Transfer from PTP to SMART | $30 M | $30 M (FY 31/32) | SMART Flex Funds from FTA to DTPW |
| **SMART Corridors** | | | |
| Northeast Corridor | $927 M | $192 M (Construction FY 30) | The Northeast Corridor Rapid Transit initiative represents Miami-Dade County's segment of the larger 85-mile Coastal Link corridor. Its objective is to create a 13.5-mile 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. 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. |
| East-West Corridor | $73.5 M | $3 M (Planning FY 26/27) | 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 8 St and SW 147 Ave. The original limit was from FIU to MIC. |
| Beach Corridor - Design District Extension (CIP275) | $11 M | $5.5 M (PD&E FY 29/30) | 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 11.5-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 41 Street (approximately 1.7 miles). This extension has independent utility and will be advanced into design and construction as a separate project. Its Project Development and Environment (PD&E) study is conducted as part of the Beach Corridor (Baylink) PD&E project. The primary purpose of this analysis is to evaluate the implementation of a cost-effective, high-ridership transit system from the Beach Trunkline to Design District in Miami that is to be part of an overall interconnected transit network. |
| **Transit Projects** | | | |
| Golden Glades Multimodal Transportation Facility (GGMTF) Kiss & Ride and Pedestrian Bridge | $51 M | $17.5 M (Construction - FY30) | A pedestrian bridge over the South Florida Rail Corridor connecting to a new kiss and ride |
| **Safety (Vision Zero) Projects** | | | |
| Palm Ave from W 21st St to W 42nd St | $1.5 M | $300 K (design FY30)<br>$675 K (construction FY32) | Mid-block crossing signal with pedestrian refuge between E 33rd Street and 34th Street. |
| Marlin Rd & SW 106th Ave | $2.3 M | $460 K (design FY30)<br>$1 M (construction FY32) | Safety improvements including reconstruction of left turn lanes, construction of sidewalk gaps, upgrades to existing bicycle facility, and crosswalk improvements. |
| SW 147th Ave from 184th Street to 178th Terr | $1.5 M | $300 K (design FY30)<br>$675 K (construction FY32) | Mid-block crosswalk with pedestrian refuge with Rectangular Rapid Flashing Beacons (RRFBs) at Eureka Promenade Plaza and installation of sidewalk on both the east and west sides of the roadway near the railroad. |

**Table 8-2 (Continued):Priority Projects**

| Project Name | Project Cost | DTPW Funding Request | Project Scope |
|---|---|---|---|
| **Roadway / Capacity Projects** | | | |
| Southland Pedestrian Bridge | $15 M | $3 M (design FY28)<br>$5.25 M (construction FY 32) | Construct a safe pedestrian route across US 1, linking the SW 112 Avenue BRT station to the future redevelopment of the Southland Mall into Southplace City Center. |
| NW 107 Ave from NW 106 Street to NW 122 St | $10 M | $2 M (Preliminary Eng. FY30) | Widening including the construction of the new segment between NW 106 Street and NW 122 Street to establish a continuous roadway connection. |
| **Bridges** | | | |
| Venetian Causeway Bridge Replacement | $237 M | $12 M (Construction FY30/31) | Replacement of 11 structurally deficient bridges along the Venetian Causeway, including bridge approaches. |
| Rickenbacker Causeway Bear Cut Bridge | $132 M | $120 M (Construction FY29/30) | Perform Project Development and Environment (PD&E) study for determination of bridge service life extension |
| NW 17 Avenue Bascule Bridge | $85 M | $85 M (Construction FY30/31) | Project Development and Environmental Study of the 17th Avenue bascule bridge no. 874161, including SR 836/Dolphin Expressway entrance ramps and flyover bridge no. 874351. |
| **Other Multimodal, Emerging Technologies, and Alternative Fuel Projects** | | | |
| South Dade Trail Shared-Use Path Enhancements | $42 M | $7 M (Construction FY 31/32) | 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 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 for 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 mile 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. |
| ITS Rickenbacker Causeway | $4 M | $400 K (Planning FY 27/28)<br>$600 K (Design FY 27/28)<br>$3 M (Construction FY 31/32) | Introducing ITS Innovation along the Rickenbacker Causeway |

*Source: Miami-Dade Department of Transportation and Public Works (DTPW) List of Priority Projects: February 2026*

## *Committed Projects - First Five Years*

DTPW's committed projects are identified in **Table 8-3.** The projects in this table cover the first five years of the ten-year planning horizon covered by this TDP Major Update. The projects in this list are consistent with DTPW's projects in the following planning documents: Miami-Dade County's *FY 2026-2031 Adopted Budget and Multi-Year Capital Plan,* and the *TAM*. It is also consistent with the TPO's 2050 LRTP Priority I Cost Feasible list, TIP and LOPP. The list also includes projects identified in the CTMP 20-year plan.

**Table 8-3: Committed Projects - First 5-Years (FY 2026-2031)**

| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N/A | Capital | AC Replacement Coral Way Garage | Coral Way Garage | N/A | 3009706 | | | | | | $0.75 | $0.75 |
| N/A | IRP | AC Units Substations | | Replacement the original AC switchgear, including the high voltage transformers, breakers, and cubicles, at all Metrorail stations unit sub-stations. (OMB# 2000000185) | IRP151 (3001051) | | | ✅ | | ✅ | $15.00 | $15.00 |
| N/A | Capital | Acoustical Barrier Replacement | | Design, test, manufacture and install acoustical barriers with hardware. (OMB# 6710900) | CIP168 | | | ✅ | | ✅ | $99.37 | $99.37 |
| 01 | Capital | Additional Elevators At Dadeland North | Dadeland North Metrorail Station | Construction of 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. (OMB# 2000000104) | CIP063 (3001034) | | | ✅ | | ✅ | $17.54 | $17.54 |
| 02 | Capital | Aventura Station | 19700 Harriet Tubman Hwy and 198 NE 26 | Purchase approximately three acres of vacant land for the Strategic Miami Area Rapid Transit (SMART) Plan Northeast Corridor for improved connectivity and to provide alternative transportation options; construct new station, park and ride lot, center platform, and track and signalization improvements; construct pedestrian bridge crossing and other infrastructure improvements to allow for the passage of transit riders and the public to and from the proposed station, central platform and Aventura Mall | CIP224 (3002565) | | | ✅ | | ✅ | $80.70 | $76.70 |
| 02 | Capital | Aventura Terminal | US 1(Biscayne Boulevard / SR 5) to NE 197 Street | Redesign of existing bus terminal to incorporate additional transit bays and operator services as well as establish direct connection to the new pedestrian bridge to the Aventura Brightline Station. | CIP309 (3009705) | ✅ | ✅ | | II | ✅ | $0.38 | $0.38 |
| 03 | Capital | Beach Corridor - BayLink Trunkline | Herald Plaza / Adrienne Arsht Center Metromover Station to 5 Street & Washington Avenue | Plan, Design, and Construction of a New Transit Service - By the Extension of The Metromover System over The Macarthur Causeway to Miami Beach | CIP153 | ✅ | | ✅ | I | ✅ | $1,013.00 | $1,013.00 |
| 03 | Capital | Beach Corridor - Design District Extension | School Board Metromover Station to NW 40 Street (Design District) | Plan, Design, and Construction of The Extension of The Metromover System along N Miami Avenue to The Design District | CIP275 (3005501) | ✅ | | ✅ | II | | $11.00 | $156.45 |
| 03 | Capital | Beach Corridor Convention Center Extension | 5 Street to Miami Beach Convention Center | Construct Dedicated Transit Facility on Washington Avenue from 5 Street to the Miami Beach Convention Center | CIP164 (3002256) | | ✅ | ✅ | No Priority | ✅ | $9.59 | $9.60 |
| 04 | Capital | Brickell Metromover and Metrorail Stations | 1001 SW 1 Avenue | Enhance passenger and pedestrian access and circulation at and in between the Brickell Metrorail and Metromover Station | | | ✅ | | I | | $0.15 | $0.17 |
| N/A | IRP | Bus Garage And Employees Parking Lot Light Fixtures Upgrade | | N/A | IRP329 | | | ✅ | | ✅ | $0.26 | $0.26 |

**Table 8-3 (Continued): Committed Projects - First 5-Years (FY 2026-2031)**

| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N/A | Capital | Bus Passenger Shelter Project | | N/A | CIP174 (3002471) | | | ✅ | | ✅ | $29.51 | $29.51 |
| N/A | Capital | Bus Stop Sign Program | | N/A | 3011386 | | | | | | $5.00 | $5.00 |
| N/A | IRP | CAD-AVL Replacement Project | | N/A | IRP376 (3009721) | | | | | ✅ | $0.50 | $0.50 |
| N/A | Capital | Capitalization Of Preventive Maintenance And Other Costs (2024) | | N/A | 3010729 | | | | | ✅ | $964.13 | $911.53 |
| N/A | IRP | Central SWCAB Auditorium Renovation | Central Admin Building | Renovation of the existing auditorium facility to replace the flooring, tables, chairs and non-functional audio/video equipment. This facility is used in the classroom training of each new bus operator class. Project will update and modernize the facility. | IRP377 (3011432) | | ✅ | | | | $0.33 | $0.33 |
| N/A | Capital | CNG Bus Garage Conversion And 300 CNG Buses | | N/A | CIP183 (3001046) | | | ✅ | | ✅ | $235.85 | $235.85 |
| 05 | Capital | Construct A Park-and-Ride At Dolphin Station | Dolphin Park-and-Ride | N/A | CIP128 3001026) | | | ✅ | | ✅ | $13.61 | $13.61 |
| 06 | Capital | Construct A Park-and-Ride At Quail Roost Drive | Quail Roost Dr Park-and-Ride | N/A | CIP071 (3001027) | | | ✅ | | ✅ | $5.99 | $5.99 |
| N/A | Capital | Construction of Bus Maintenance Paint Booth Project | Maintenance Garages | The construction of paint booths is needed to prevent paint odor and toxins from escaping into the atmosphere in a shop environment. The funding of this project protects the health and safety of our employees. The painting of a vehicle without a paint booth is an environmental violation of the federal Clean Air Acts | CIP316 (3011466) | | | | | | $0.31 | $0.31 |
| N/A | Capital | Coverboard Replacement | | N/A | CIP022 (3000918) | | | ✅ | | ✅ | $15.61 | $15.61 |
| 01 | Capital | Dadeland North Park-and-Ride Facility | Dadeland North Metrorail Station | Expand Over-capacity Park-and-Ride Facility at Dadeland North and construct a parking garage | | | ✅ | | I | | $61.55 | $73.89 |
| 07 | Capital | Dadeland South Intermodal Station | Dadeland South | Infrastructure Renovations to Upgrade the Facility and Provide Seamless Connections to the TransitWay BRT | CIP207 (3002252) | | | ✅ | No Priority | ✅ | $81.31 | $81.31 |
| N/A | Capital | Design Criteria Package For The Golden Glades Multimodal Transportation Facility Technology Components | | N/A | CIP194 | | | ✅ | | ✅ | $9.88 | $9.88 |
| N/A | Capital | Design Criteria Package For The Underline (FDOT, RIF) | | N/A | CIP196 | | | ✅ | | ✅ | $2.24 | $2.24 |
| N/A | Capital | Disaster Recovery Control Center | | N/A | CIP170 (3001342) | | | ✅ | | ✅ | $9.86 | $9.86 |

**Table 8-3 (Continued): Committed Projects - First 5-Years (FY 2026-2031)**

| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08 | Capital | Downtown Intermodal Terminal - SMART/BERT | | | CIP262 (3003135) | | | ✅ | | ✅ | $35.00 | $35.00 |
| 09 | Capital | Dr. Martin Luther King Jr. Metrorail Station Park-and-Ride | NW 64 Street at 26 Avenue | Plan, design, and construction of the surface parking lot and site adjacent to MLK Station | CIP291 (3007563) | | | | I | | $2.27 | $2.27 |
| 10 | IRP | DTPW A/C Replacement (Coral Way Bus TRB & Garage) | Coral Way Bus TRB & Garage (2775 S.W. 74 Ave., Miami, FL 33155) | DTPW A/C Replacement (Coral Way Bus TRB & Garage) | IRP373 | | ✅ | | | ✅ | $0.75 | $0.75 |
| N/A | Capital | DTPW Bus And Rail Operation & Maintenance Facilities Improvements | | N/A | CIP287 (3006921) | | | | | ✅ | $5.00 | $5.00 |
| N/A | Capital | DTPW Bus Operations Training Center | Central Admin Building | Renovation of SWCAB 2nd floor office space to provide a modern Training Center with simulators for bus operators. The Training Center will include cubicles for instructors, a meeting room and a simulation training center with one simulator and future capacity for another one. | CIP317 (3011409) | | ✅ | | | | $1.38 | $1.38 |
| 11 | Capital | East-West Corridor | Tamiami Station to MIC at MIA | Rapid Transit Corridor along SR 836/Dolphin Expressway | CIP154 | ✅ | | ✅ | No Priority | ✅ | $73.85 | $73.85 |
| N/A | IRP | Emergency Backup Generators | | | IRP109 (3002263) | | | ✅ | | ✅ | $2.44 | $1.44 |
| N/A | Capital | Facilities Maintenance EAMs Work Order Implementation | | N/A | OSP256 (3003855) | | | ✅ | | ✅ | $0.19 | $0.19 |
| 12 | Capital | FIFA Bus Priority Lanes - Hard Rock Stadium East-West Connector | | Stadium & Park-and-Ride Access | CIP336 (3011461) | | | | | | $5.00 | $5.00 |
| 13 | Capital | FIFA Bus Priority Lanes - Hard Rock Stadium North-South Connector | | Stadium & Park-and-Ride Access | CIP335 (3011460) | | | | | | $10.00 | $10.00 |
| N/A | Capital | FIFA First And Last Mile Connections To Metrorail And Kiss-And-Ride Locations | | Dolphin Park and Ride and FIU Park and Ride Improvements | CIP337 (3011462) | | | | | | $5.70 | $5.70 |
| 14 | Capital | Fifth Street Station 600VAC Cable replacement and transformers | Fifth Street Station | Remove existing, purchase and installation of new transformers | IRP375 (3009781) | | ✅ | | | ✅ | $11.30 | $11.30 |
| 15 | Capital | Flagler Corridor | Tamiami Station and Dolphin Station to Downtown Miami | Bus Rapid Transit | CIP157 (3002329) | | | ✅ | No Priority | | $1.72 | $20.09 |
| 15 | Capital | Flagler Corridor (Feasibility Study) | Florida International University (FIU) to Downtown Miami | Flagler Corridor (Feasibility Study) | | | | | I | | $2.10 | $2.31 |

**Table 8-3 (Continued): Committed Projects - First 5-Years (FY 2026-2031)**

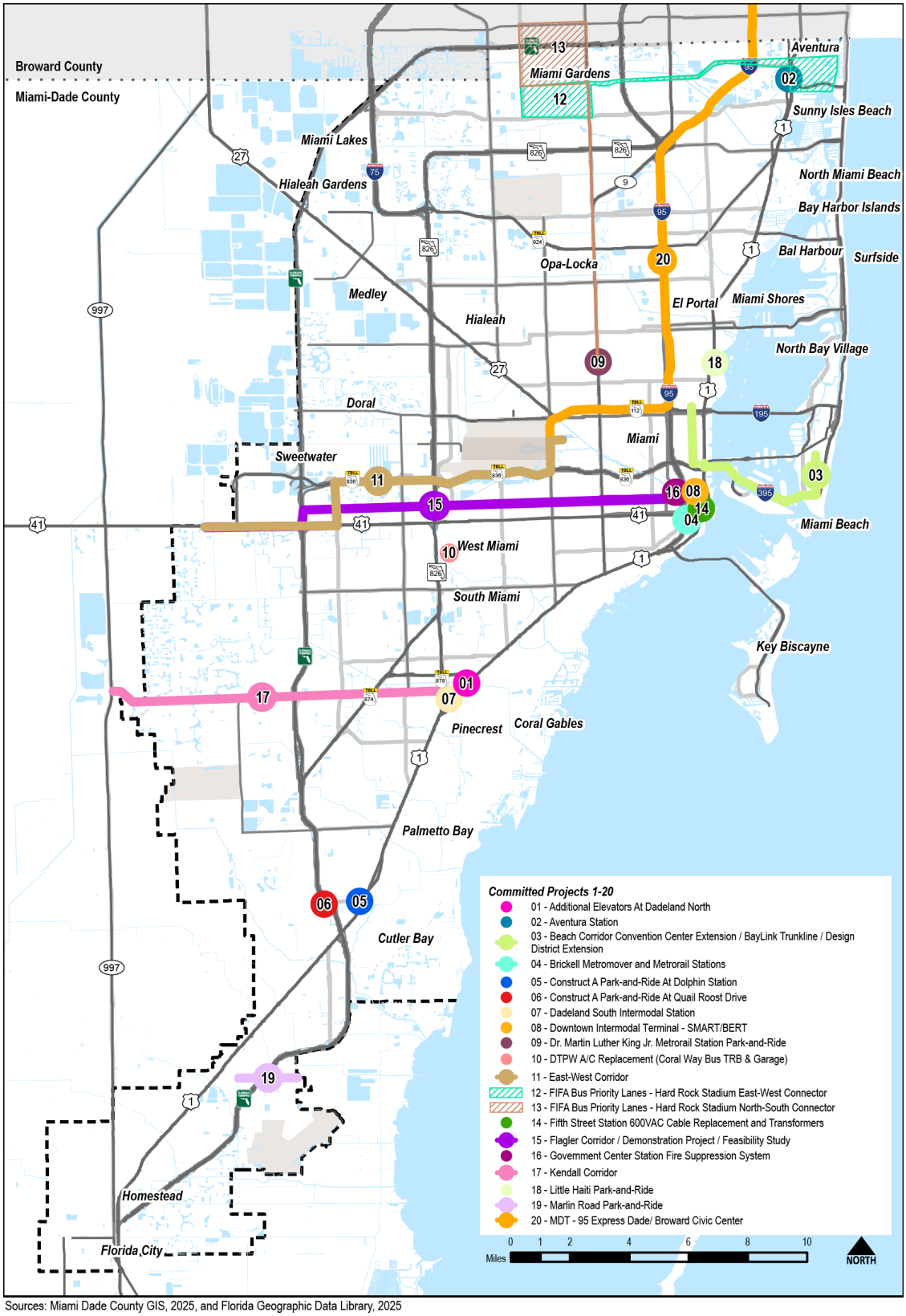
| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N/A | IRP | Fueling Terminal Modernization | | N/A | IRP260 | | | ✅ | | ✅ | $0.25 | $0.25 |
| N/A | Capital | Future Purchase Of Electric 40' Or 60' Buses - FTA 5339 | | N/A | 3004839 | | | | | | $31.38 | $31.38 |
| 16 | IRP | Government Center Station Fire Suppression System | Government Center | N/A | IRP247 (3001005) | | | ✅ | | ✅ | $3.93 | $3.93 |
| N/A | IRP | Green / Orange Lines And Pyd Switch Machine & Cable Replacement | Metrorail System | | IRP316 (3001424) | | | ✅ | | ✅ | $12.32 | $12.32 |
| N/A | Capital | Green Line Rail Components Renewal | Metrorail Green Line | N/A | CIP148 (3001384) | | | ✅ | | ✅ | $80.00 | $80.00 |
| N/A | Capital | Guideway Bridge Inspections For Metrorail And Metromover | Metrorail and Metromover System | N/A | 3002470 | | | | | ✅ | $8.00 | $7.00 |
| N/A | Capital | Hybrid Electric Bus Battery Replacement | | | CIP192 (3002475) | | | ✅ | | ✅ | $14.94 | $14.94 |
| N/A | IRP | Inground Frame Pulling Machine | Maintenance Garages | Purchase and installation of large fixed frame machine used to straighten the frame of a bus vehicle after it has been damaged in an accident. It can also be used to measure the dimensions of the frame to ensure that it is in the correct frame alignment. | IRP378 (3011382) | | | | | | $0.25 | $0.25 |
| 17 | Capital | Kendall Corridor | SR 997/Krome Avenue to SR 5/ South Dixie Highway | Kendall Corridor SMART Bus Rapid Transit - Implementation of a Premium Transit Service along SR 94 / Kendall Drive / SW 88 Street | CIP156 (3002319) | | | ✅ | I | | $1.72 | $7.33 |
| N/A | IRP | Lehman Curve N41 Realignment | Lehman Yard | | IRP321 | | | ✅ | | ✅ | $1.65 | $1.65 |
| 18 | Operating | Little Haiti Park-and-Ride | Biscayne Boulevard to Northeast Corridor near NE 61 Street | SMART - Northeast Corridor: O&M for Park-and-Ride Facility | | | ✅ | | I | | $0.82 | $0.90 |
| 18 | Capital | Little Haiti Station eTOC & Mobility Station Area Plan | Little Haiti | | OSP290 (3009722) | | | | | ✅ | $1.25 | $1.25 |
| N/A | Capital | Mainline Video Upgrade Phase 2 | | | CIP184 (3001904) | | | ✅ | | ✅ | $5.58 | $5.58 |
| N/A | Capital | Maintenance Garages Filling of Bay Pits and Floor Leveling | Maintenance Garages | This project will increase total workspace and the number of bays available to perform axle and suspension repairs. | CIP315 (3011464) | | | | | | $0.43 | $0.43 |
| N/A | Capital | Major Mid-Life Rehabilitation Of All Rail Vehicles | | | CIP057 (0068750) | | | ✅ | | ✅ | $400.82 | $400.82 |

**Table 8-3 (Continued): Committed Projects - First 5-Years (FY 2026-2031)**

| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | Capital | Marlin Road Park-and-Ride | South Dade TransitWay at Marlin Road | Plan, Design, and Construction of a New Park-and-Ride Facility along the South Dade TransitWay at the Marlin Road Station | CIP278 (3006902) | | ✅ | ✅ | No Priority | ✅ | $5.30 | $3.78 |
| N/A | Capital | MDT - 95 Express Dade / Broward Express - RTE 296 Sheridan Street to Civic Center | Sheridan Street to Civic Center | Purchase Vehicles/Equipment | | | | | I | ✅ | $2.80 | $2.80 |
| 20 | Capital | MDT - 95 Express Dade / Broward Express (MIA Central Bus District) | | Urban Corridor Improvements | | | | | I | ✅ | $3.20 | $3.20 |
| 20 | Capital | MDT - 95 Express Dade/ Broward Civic Center | | Urban corridor Improvements | | | | | I | ✅ | $1.80 | $1.80 |
| N/A | Capital | MDT - 95 Express Dade/ Broward Civic Center | | Purchase Vehicles/Equipment | | | | | I | | $2.80 | $2.80 |
| N/A | Capital | Metrobus High-Capacity Transit Reliability | | | CIP310 (3011408) | | | | | | $2.50 | $2.50 |
| N/A | Operating | MetroConnect | | | | ✅ | | | | | $2.00 | $2.00 |
| N/A | IRP | Metromover And Metrorail SCADA And Ethernet Switches Replacement | | | IRP319 (3002478) | | | ✅ | | ✅ | $2.99 | $2.99 |
| N/A | IRP | Metromover Comprehensive Wayside Overhaul | | | IRP249 (3001385) | | | ✅ | | ✅ | $171.90 | $171.90 |
| N/A | IRP | Metromover Escalators And Elevators Refurbishment | | | IRP292 (3001039) | | | ✅ | | ✅ | $13.76 | $13.76 |
| N/A | Capital | Metromover Fire Panel Upgrade | | | CIP172 (3001387) | | | ✅ | | ✅ | $3.31 | $3.31 |
| N/A | Capital | Metromover Guideway Structural Superstructure Retrofit - New Switches And Crossovers | | | CIP265 (3003575) | | | ✅ | | ✅ | $81.31 | $81.31 |
| N/A | Capital | Metromover Lighting - Undetermined | | N/A | 3010728 | | | | | | $4.23 | $4.23 |

*Source: Adopted Miami-Dade County Capital Budget FY 2026-2026 (September 2025), FY 2025-2026- FY 2029-2030 Transportation Improvement Program (May 2025), 2050 Long Range Transportation Plan (September 2024), Miami-Dade Department of Transportation and Public Works (DTPW) DRAFT List of Program Priority Projects FY 2025-2026 – FY 2030-2031, Miami-Dade County Department of Transportation & Public Works Transit Asset Management Plan FY 2022-2023 - FY 2026-2027 and Miami-Dade County Countywide Transportation Master Plan Draft (October 2025)*

## Figure 8-1: Committed Projects - First 5-Years (FY 2026-2031) (Projects 1-20)




Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

**Table 8-3 (Continued): Committed Projects - First 5-Years (FY 2026-2031)**

| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | Capital | Metromover School Board Station Light Poles And Light Fixture Upgrade | School Board Metromover Station | | IRP322 | | | ✅ | | ✅ | $0.10 | $0.10 |
| N/A | IRP | Metromover Vehicle Midlife Overhaul | | | IRP300 (3002476) | | | ✅ | | ✅ | $2.65 | $2.65 |
| N/A | IRP | Metromover Vehicles HVAC/EPA Compliance Overhaul And Building A/C Replacement | | | IRP270 (3002979) | | | ✅ | | ✅ | $2.14 | $2.14 |
| N/A | IRP | Metrorail & Metromover Electronic Real Time Signage | | | IRP172 (3001025) | | | ✅ | | ✅ | $3.83 | $3.83 |
| N/A | IRP | Metrorail Bathroom Rehabilitation | | | IRP215 (3002980) | | | ✅ | | ✅ | $1.87 | $1.87 |
| N/A | IRP | Metrorail Central Control Upgrade | | | CIP019 (3001343) | | | ✅ | | ✅ | $28.30 | $28.30 |
| N/A | IRP | Metrorail Crewcab Trucks | | | IRP236 (3002984) | | | ✅ | | ✅ | $0.38 | $0.38 |
| N/A | IRP | Metrorail Escalators And Elevators Refurbishment | | | IRP144 (3001035) | | | ✅ | | ✅ | $68.17 | $68.17 |
| N/A | IRP | Metrorail Fiber Optic Repair And Capacity Augmentation | | | IRP228 (3001036) | | | ✅ | | ✅ | $7.85 | $7.85 |
| N/A | IRP | Metrorail Parking Garages | Metrorail System | Repair and replacement to specific parking garages on the Metrorail | IRP145 (3000793) | | | ✅ | I | ✅ | $41.18 | $41.18 |
| N/A | IRP | Metrorail Public Address System Replacement | | | IRP096 (3002985) | | | ✅ | | ✅ | $5.78 | $5.78 |
| 22 | IRP | Metrorail Station Lighting Upgrade - Brickell | Brickell Metrorail Station | | IRP141 | | | ✅ | | ✅ | $0.09 | $0.09 |
| N/A | Capital | Metrorail Stations Refurbishment (To Include Metromover Stations) | | | CIP134 (3000139) | | | ✅ | | ✅ | $76.42 | $76.42 |
| N/A | IRP | Metrorail Stations Security Doors | | | IRP084 (3002544) | | | ✅ | | ✅ | $0.33 | $0.33 |
| N/A | IRP | Metrorail Traction Power Switchgear Replacement Ph. 4 | | | IRP339 (3005381) | | | ✅ | | ✅ | $8.00 | $4.00 |
| N/A | IRP | Metrorail, Metromover, And Metrobus Facility Replacement Doors | | | IRP343 (3005329) | | | ✅ | | ✅ | $1.03 | $1.03 |

**Table 8-3 (Continued): Committed Projects - First 5-Years (FY 2026-2031)**

| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | Capital | Miami-Dade DTPW: Unity Station Transit - Oriented Development Terminal | Unity Station | Parking Facility | | | | | I | | $2.69 | $2.69 |
| 24 | IRP | MIC Building Roof Replacement | Miami Intermodal Center | | IRP361 (3007561) | | | | | ✅ | $0.55 | $0.55 |
| N/A | IRP | MRCC Video Wall LCD Monitor Recap | | | IRP363 (3007726) | | | | | ✅ | $0.24 | $0.24 |
| N/A | IRP | NE Bus Garage Maintenance Bathroom Locker Remodeling | Northeast Maintenance Facility | | IRP290 | | | ✅ | | ✅ | $0.60 | $0.60 |
| N/A | IRP | Network Core Switches Recapitalization | | | IRP331 (3003860) | | | ✅ | | ✅ | $2.32 | $1.93 |
| N/A | Capital | New Fare Collection System | | N/A | CIP296 (3009709) | ✅ | | | | ✅ | $78.68 | $109.32 |
| 25 | Capital | North Corridor | MLK Jr Metrorail Station to Unity Station (NW 215 Street) | Elevated Heavy Rail Transit Extension - Elevated Fixed Guideway Rapid Transit Connecting MLK Station to Unity Station | CIP152 | | | ✅ | III | ✅ | $2,200.00 | $30.00 |
| N/A | Capital | North Corridor: Reconnecting Communities Station Area Master Analysis | | N/A | | | | | | ✅ | $0.60 | $0.60 |
| 26 | Capital | Northeast Corridor | Miami Central Station to West Aventura Station | Analyze And Construct the Northeast Corridor Transit Service from Downtown Miami to Aventura | CIP228 (3005782) | ✅ | | ✅ | I | ✅ | $927.32 | $927.32 |
| 26 | Capital | Northeast Corridor Rapid Transit Project | Northeast Corridor | | | | | | | ✅ | | |
| N/A | Capital | Northeast Transit Hub Enhancements | | | CIP101 (3001042) | | | ✅ | | ✅ | $5.35 | $5.35 |
| 27 | Capital | NW 12 Street | SR 836 / Dolphin Park-and-Ride Facility to NW 114 Avenue | Widening and resurfacing of NW 12 Street for Bus Only Lanes from the Dolphin Park and Ride Facility to NW 114 Avenue | CIP150 (3001030) | | | ✅ | I | ✅ | $11.04 | $11.04 |
| 28 | Capital | NW 22 Avenue Corridor Planning Study | NW 103rd Street to NW 183rd Street | | | | | | | ✅ | | |
| N/A | IRP | Onboard Digital Video Recorder System | | | IRP368 | | | | | ✅ | $1.06 | $1.06 |
| 29 | Capital | Palmetto Metrorail Station TOC | Palmetto Metrorail Station | | | | | | | ✅ | $207.60 | $207.60 |
| 30 | Capital | Panther Station | Panther Station | Design and Construction of a Bus Terminal at FIU Modesto Maidique Campus | CIP097B (3002065) | | | ✅ | I | ✅ | $11.49 | $11.49 |
| 31 | Capital | Park-and-Ride On The TransitWay At SW 168th Street - Ph.2 | SW 168th Street at TransitWay | Construct a park-and-ride garage with approximately 670 parking spaces on the TransitWay to expand capacity. (OMB# 2000001092) | CIP091 (3002157) | | | ✅ | | ✅ | $61.46 | $61.46 |

**Table 8-3 (Continued): Committed Projects - First 5-Years (FY 2026-2031)**

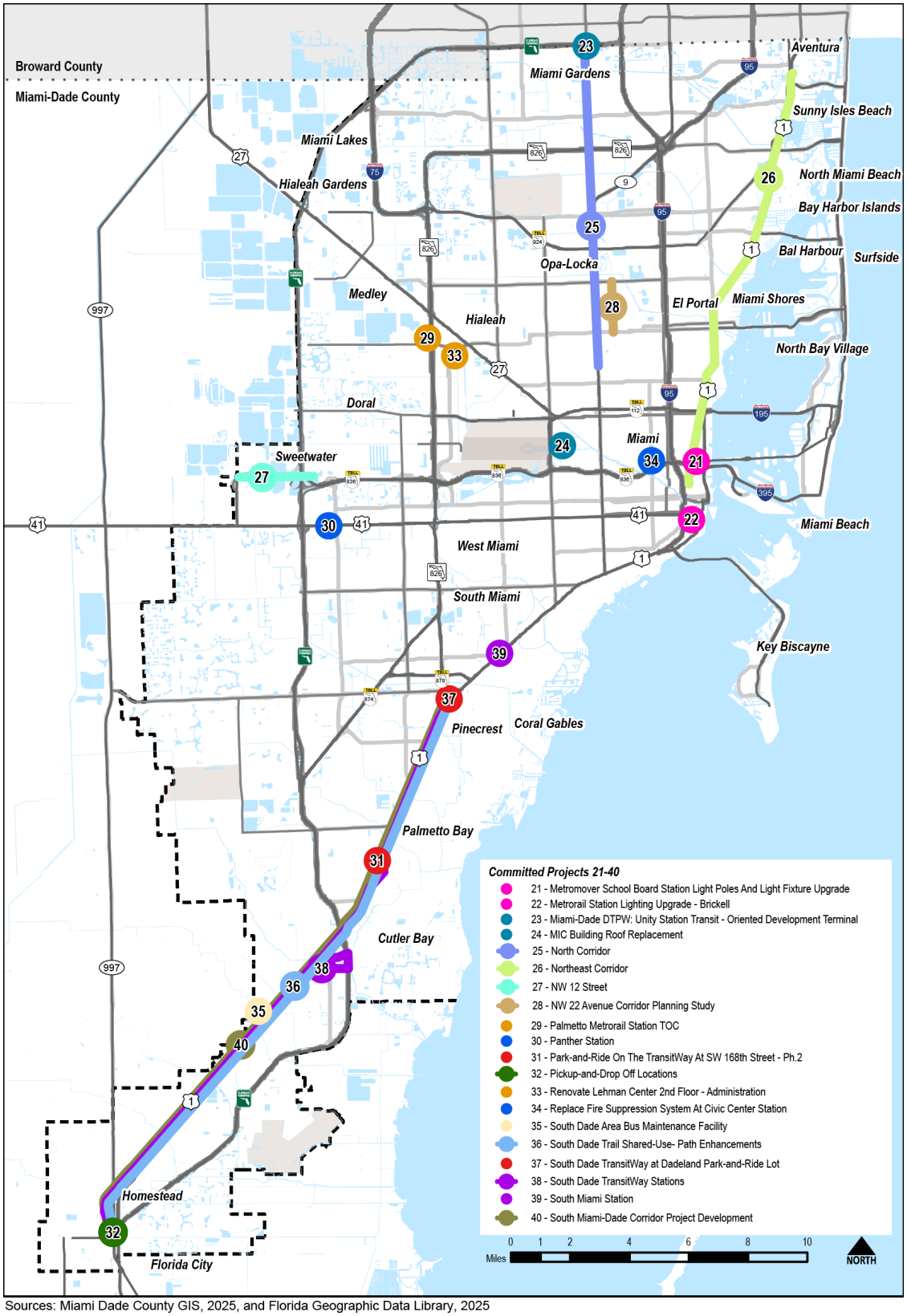
| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N/A | IRP | Parking Space Counter at additional Metrorail Stations | Northside and Santa Clara Metrorail Stations | Installation of Parking space counters at the Northside and Santa Clara Metrorail Stations | IRP323 | | | ✅ | I | ✅ | $0.94 | $0.94 |
| N/A | Capital | Physical Access Control System | | | CIP338 (3011803) | | | | | | $0.24 | $0.24 |
| 32 | Capital | Pickup-and-Drop Off Locations | SW 344 Street to Dadeland | Park-and-Ride Lots | | | ✅ | | I | | $4.32 | $3.25 |
| N/A | Capital | Powertrain Replacement For CNG Bus Fleet | | | CIP331 (3011463) | | | | | | $34.00 | $34.00 |
| N/A | Capital | Private Branch Exchange Telephone System Upgrade To VOIP | | | OSP208 (3001023) | | | ✅ | | ✅ | $4.04 | $4.04 |
| N/A | IRP | Procurement of Mobile Column and Platform Lifts | Maintenance Garages | Purchase of mobile column lifts to lift a variety of bus types quickly, efficiently, and safely. Also includes replacement of 8 platform lifts that are at the end of their useful life. The mobile lifts will provide a greater degree of repair flexibility as they can be used on various fleet types (40 ft. and 60 ft. buses). | IRP379 (3011467) | | | | | | $2.50 | $2.50 |
| N/A | Capital | Rail Pier And Coating | | | CIP022 | | | ✅ | | ✅ | $4.50 | $4.50 |
| N/A | IRP | Railcar Cleaner Platform Replacement | | | IRP234 (3002987) | | | ✅ | | ✅ | $6.95 | $6.95 |
| 33 | IRP | Renovate Lehman Center 2nd Floor - Administration | 6601 NW 72nd Ave, Miami | | IRP306 (3002988) | | | ✅ | | ✅ | $0.85 | $0.85 |
| N/A | Capital | Replace And Upgrade Physical Assets (Parent Project) | | N/A | 0075706 | | | | | ✅ | $53.56 | $59.23 |
| 34 | IRP | Replace Fire Suppression System At Civic Center Station | Civic Center Station | | IRP362 (3007738) | | | | | ✅ | $0.14 | $0.14 |
| N/A | Capital | Replacement Of Articulated Buses (Sixty Foot - Electric Buses) | | | CIP216 (3002474) | | | ✅ | | ✅ | $193.81 | $178.08 |
| N/A | IRP | Replacement Of Light Fixtures At Nineteen (19) Metromover Stations | | | IRP090 (3005328) | | | ✅ | | ✅ | $1.20 | $1.20 |
| N/A | Capital | Roadway Signs In The Vicinity Of Twenty-Three (23) Metrorail Stations | | | CIP201 (3002999) | | | ✅ | | ✅ | $4.23 | $4.23 |
| N/A | Capital | Seal Gland Rehabilitation | | | CIP022 (3000916) | | | ✅ | | ✅ | $3.51 | $3.51 |

**Table 8-3 (Continued): Committed Projects - First 5-Years (FY 2026-2031)**

| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N/A | Capital | South Corridor BRT And Signal Improvements RIF District 01 | TransitWay | | CIP266 (3003615) | | | ✅ | | ✅ | $18.61 | $18.61 |
| N/A | Capital | South Corridor BRT And Signal Improvements RIF District 06 | | | CIP267 (3003616) | | | ✅ | | | $42.89 | $42.89 |
| 35 | Capital | South Dade Area Bus Maintenance Facility | | | CIP227 (3002564) | | | ✅ | | ✅ | $324.60 | $308.60 |
| 36 | Capital | South Dade Trail Shared-Use- Path Enhancements | | | CIP274 (3006422) | ✅ | | ✅ | | ✅ | $14.27 | $12.00 |
| 37 | Capital | South Dade TransitWay Park-and-Ride Lot Dadeland | South Dade TransitWay at Dadeland Park-and-Ride Lot | Park-and-Ride Lots | | | | | I | | $4.96 | $4.96 |
| 38 | Capital | South Dade TransitWay Stations | Dadeland South Metrorail Station to SW 344 Street | Plan, design, and construction of kiss and ride areas at or in close proximity to the SMART Plan South Corridor. | | | | | I | | $1.26 | $1.26 |
| N/A | Capital | South Dade TransitWay Stations Drop-Off And Pick-Up Areas | | | CIP280 (3005423) | | | ✅ | | ✅ | $8.93 | $8.93 |
| 39 | Capital | South Miami Station | South Miami Metrorail Station | Enhance passenger and pedestrian access and circulation at South Miami Station | | ✅ | ✅ | | II | | $0.19 | $0.19 |
| 40 | Capital | South Miami-Dade Corridor Project Development | Dadeland South Metrorail Station to SW 344 Street | Plan and Develop the South Dade Transit Corridor | CIP155 (3002043) | | | ✅ | I | ✅ | $322.23 | $307.46 |

*Source: Adopted Miami-Dade County Capital Budget FY 2026-2026 (September 2025), FY 2025-2026- FY 2029-2030 Transportation Improvement Program (May 2025), 2050 Long Range Transportation Plan (September 2024), Miami-Dade Department of Transportation and Public Works (DTPW) DRAFT List of Program Priority Projects FY 2025-2026 – FY 2030-2031, Miami-Dade County Department of Transportation & Public Works Transit Asset Management Plan FY 2022-2023 - FY 2026-2027 and Miami-Dade County Countywide Transportation Master Plan Draft (October 2025)*

## Figure 8-2: Committed Projects - First 5-Years (FY 2026-2031) (Projects 21-40)




Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

**Table 8-3 (Continued): Committed Projects - First 5-Years (FY 2026-2031)**

| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | Capital | Southland SMART Pedestrian Bridge & Transit Terminal | South Dade TransitWay to South Dade Government Center Terminal | Construction of a Metrobus Terminal with Operator Facilities and Pedestrian Bridge Connecting Terminal to South Dade TransitWay at SW 112 Avenue Station | | ✅ | ✅ | | I | | $10.00 | $11.83 |
| 42 | Capital | State Road 836 Express Bus Service Tamiami Station | Tamiami Station | | CIP097A (3001044) | | | ✅ | | ✅ | $15.62 | $15.62 |
| 43 | Capital | Sunshine Station GGMTF | Sunshine Station to Golden Glades Multimodal Transportation Facility (GGMTF) | A new Kiss-N-Ride and pedestrian connection bridge west of GGMTF | CIP195 (3002114) | ✅ | ✅ | ✅ | I | ✅ | $33.29 | $16.49 |
| 44 | Capital | SW 112th Avenue Station Park-and-Ride | South Dade TransitWay at SW 112 Avenue | Plan, design, and construction of Park-and-Ride facility at the South-Dade TransitWay SW 112 Avenue Station | CIP042 (3001029) | | | ✅ | I | ✅ | $14.06 | $14.06 |
| 45 | Capital | SW 264 Street Park-and-Ride | South Dade TransitWay at SW 264 Street | SMART Program - South Corridor: Plan, Design, and Construction of Park-and-Ride Facility at SW 264 Street / Bauer Drive | CIP276 (3005481) | | ✅ | ✅ | I | ✅ | $2.04 | $2.04 |
| 46 | Capital | SW 344 Street Park-and-Ride | South Dade TransitWay at SW 344 Street | Construct a Park-and-Ride Facility along the South Dade TransitWay at SW 344 Street | CIP014 (0075317) | ✅ | | ✅ | I | ✅ | $15.28 | $15.28 |
| 47 | Capital | The Underline Phase 1 - Brickell Backyard (SW 7th St Thru 13th St) | SW 7th St to 13th St | | CIP177 | | | ✅ | | ✅ | $15.82 | $15.82 |
| 48 | Capital | The Underline Phase 2 - Hammock Trail (SW 13th St to SW 19th Ave) | SW 13th St to SW 19th Av | | CIP178 | | | ✅ | | ✅ | $21.95 | $21.95 |
| 49 | Capital | The Underline Phase 3 Thru 9 (SW 19th Ave To Dadeland Blvd) | SW 19th Av to Dadeland Blvd | | CIP235 (3002666) | | | ✅ | | ✅ | $116.58 | $115.63 |
| N/A | IRP | Third Rail Isolation Disconnect Switches Replacement | | | IRP338 (3006922) | | | ✅ | | ✅ | $6.00 | $6.00 |
| N/A | Capital | TOD Master Plan For Northeast Corridor | | | OSP282 (3012121) | | | | | | $1.05 | $1.05 |
| N/A | Capital | TOD Master Plan For The North Corridor | | N/A | OSP269 (3005367) | | | ✅ | | ✅ | $0.72 | $0.72 |
| N/A | Capital | TOD Master Plan For The South Corridor | | | OSP250 | | | ✅ | | ✅ | $1.30 | $1.30 |
| N/A | Capital | TOD Masterplan For The Beach Corridor | | N/A | OSP258 (3002956) | | | ✅ | | ✅ | $1.13 | $1.13 |
| N/A | IRP | Track And Guideway 10-15 Yr. Rail Service Equipment Replacement | | | IRP170 (3001018) | | | ✅ | | ✅ | $8.27 | $8.27 |
| N/A | IRP | Track And Guideway Work Facility Building | | | IRP298 (3002335) | | | ✅ | | ✅ | $17.70 | $17.70 |

**Table 8-3 (Continued): Committed Projects - First 5-Years (FY 2026-2031)**

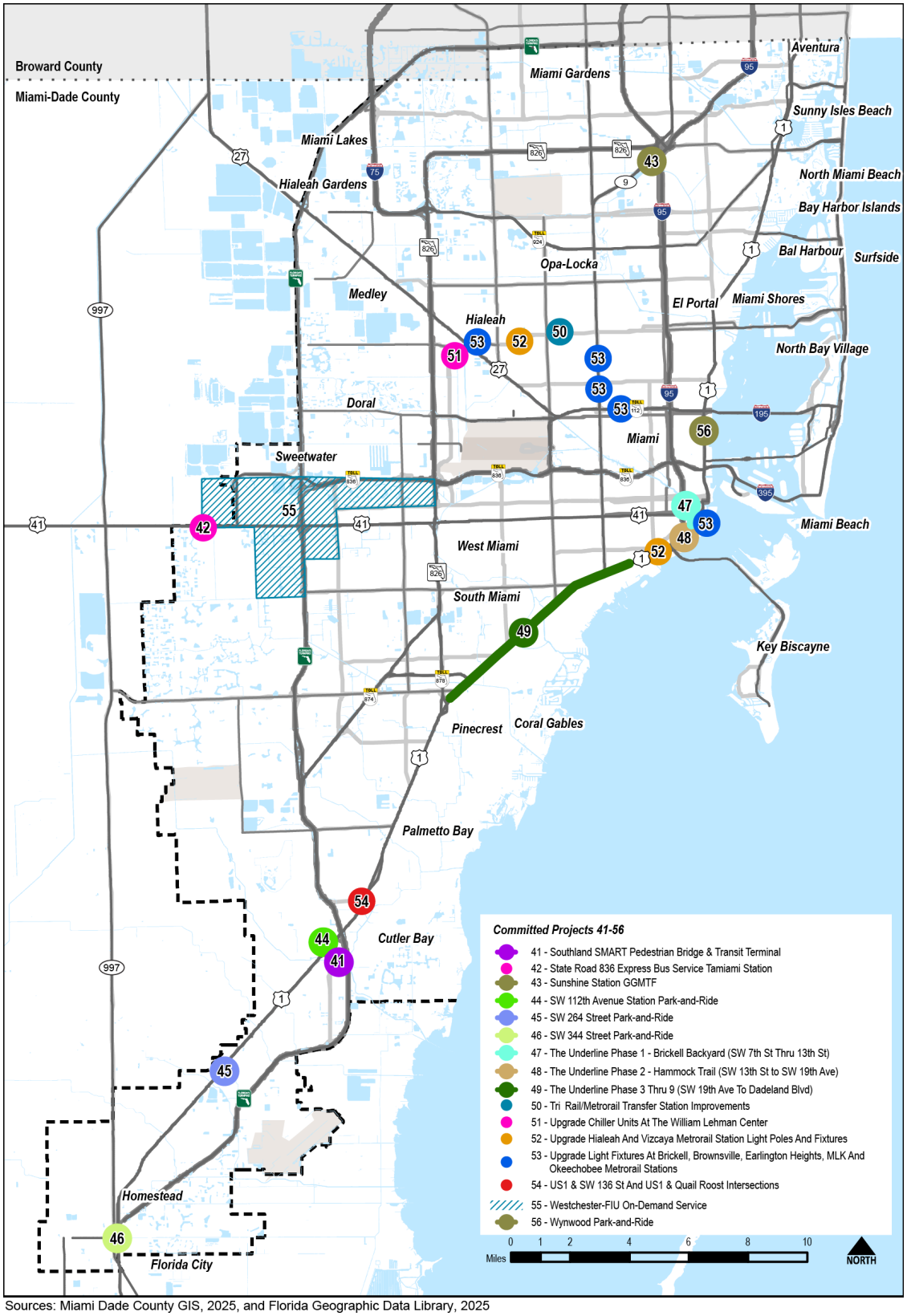
| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N/A | Capital | Track Inspection Vehicle / Train | | | OSP245 (3002479) | | | ✅ | | ✅ | $11.00 | $11.00 |
| N/A | Capital | Train To Wayside Wireless Network At Palmetto Yard | | | OSP260 (3003856) | | | ✅ | | ✅ | $0.23 | $0.23 |
| N/A | IRP | Train Wayside Communication (TWC) Equipment Installation At Rail | | | IRP204 (3001037) | | | ✅ | | ✅ | $8.76 | $8.76 |
| N/A | IRP | Transit Activity Server Recapitalization | | | IRP308 | | | ✅ | | ✅ | $0.36 | $0.36 |
| N/A | IRP | Transit Facilities Improvement For Recertification | | | IRP346A (3008263) | | | | | ✅ | $7.82 | $7.82 |
| N/A | IRP | Transit SCADA Station Control Unit Server Recapitalization | | | IRP309 | | | ✅ | | ✅ | $0.46 | $0.46 |
| N/A | Capital | TransitWay Lighting | | | CIP341 (3012041) | | | | | | $20.00 | $20.00 |
| N/A | Capital | Transportation Security Project | | N/A | 3004835 | | | | | ✅ | $6.64 | $5.00 |
| N/A | IRP | Tri-Rail Station Power Sub-Station | | | IRP268 (3001382) | | | ✅ | | ✅ | $23.24 | $18.24 |
| 50 | Capital | Tri-Rail/Metrorail Transfer Station Improvements | Tri-Rail/Metrorail Transfer Station | Reconstruction of the existing Tri-Rail / Metrorail Transfer Facility into a modern multimodal transit hub with convenient and safe access between Tri-Rail, Metrorail Green Line, and Route 79. | | ✅ | ✅ | | II | | $3.07 | $3.07 |
| N/A | IRP | Underfloor Rail Wheel Truing Machine | | | IRP245 (3001017) | | | ✅ | | ✅ | $20.17 | $20.17 |
| N/A | IRP | Upgrade Chiller Unit at Central Administration Building | Central Admin Building | Upgrade Chiller Unit at Central Administration Building | IRP374 (3009707) | | ✅ | | | ✅ | $0.90 | $0.90 |
| 51 | IRP | Upgrade Chiller Units At The William Lehman Center | 6601 NW 72nd Ave, Miami | | IRP171 (3002992) | | | ✅ | | ✅ | $1.85 | $1.85 |
| 52 | IRP | Upgrade Hialeah And Vizcaya Metrorail Station Light Poles And Fixtures | Hialeah And Vizcaya Metrorail | | IRP335 (3004615) | | | ✅ | | ✅ | $0.28 | $0.28 |
| 53 | IRP | Upgrade Light Fixtures At Brickell, Brownsville, Earlington Heights, MLK And Okeechobee Metrorail Stations | Brickell, Brownsville, Earlington Heights, MLK And Okeechobee Metrorail Stations | | IRP357 (3009708) | | | | | ✅ | $1.11 | $1.11 |

**Table 8-3 (Continued): Committed Projects - First 5-Years (FY 2026-2031)**

| Map ID | Project Type | Project Name | Location | Description | DTPW Capital Plan Project Number (Project Code) | LOPP | CTMP | TAM | 2050 LRTP | TIP | Project Cost (2025 millions $) | Project Funding (2025 millions $) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N/A | IRP | Upgrade Palmetto Metrorail Station Perimeter Fencing, Light Poles And Fixtures | | | IRP336 (3004616) | | | ✅ | | ✅ | $0.64 | $0.64 |
| 54 | Capital | US1 & SW 136 St And US1 & Quail Roost Intersections | US1 & SW 136 St And US1 & Quail Roost | | CIP250 (3002773) | | | ✅ | | ✅ | $1.00 | $1.00 |
| N/A | Capital | Vanpool Program | | N/A | (3002469) | | | | | ✅ | $5.25 | $7.65 |
| N/A | Capital | Vision Zero Transit Projects | | | OSP251 (3002401) | | | ✅ | | ✅ | $13.74 | $13.74 |
| 55 | Capital | Westchester-FIU On-Demand Service | | The GO Connect service will be expanded to new zones across the County. Preliminary areas include the northwestern and southern parts of the County where 'transit gaps or low transit frequency are anticipated. | | | | | I | | $1.59 | $1.75 |
| 51 | IRP | William Lehman Site Lighting | 6601 NW 72nd Ave, Miami | | IRP101 (3005327) | | | ✅ | | ✅ | $0.65 | $0.65 |
| N/A | IRP | Wireless LAN Access Point Recapitalization | | | IRP332 (3003861) | | ✅ | ✅ | | ✅ | $0.25 | $0.25 |
| 56 | IRP | Wynwood Park-and-Ride | Biscayne Boulevard to Northeast Corridor near NE 27 Street | SMART - Northeast Corridor: O&M for Park-and-Ride Facility | | | ✅ | | I | | $0.69 | $0.76 |

*Source: Adopted Miami-Dade County Capital Budget FY 2026-2026 (September 2025), FY 2025-2026- FY 2029-2030 Transportation Improvement Program (May 2025), 2050 Long Range Transportation Plan (September 2024), Miami-Dade Department of Transportation and Public Works (DTPW) DRAFT List of Program Priority Projects FY 2025-2026 – FY 2030-2031, Miami-Dade County Department of Transportation & Public Works Transit Asset Management Plan FY 2022-2023 - FY 2026-2027 and Miami-Dade County Countywide Transportation Master Plan Draft (October 2025)*

## Figure 8-3: Committed Projects - First 5-Years (FY 2026-2031) (Projects 41-56)




Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

## *Partially Committed Projects – Second Five Years*

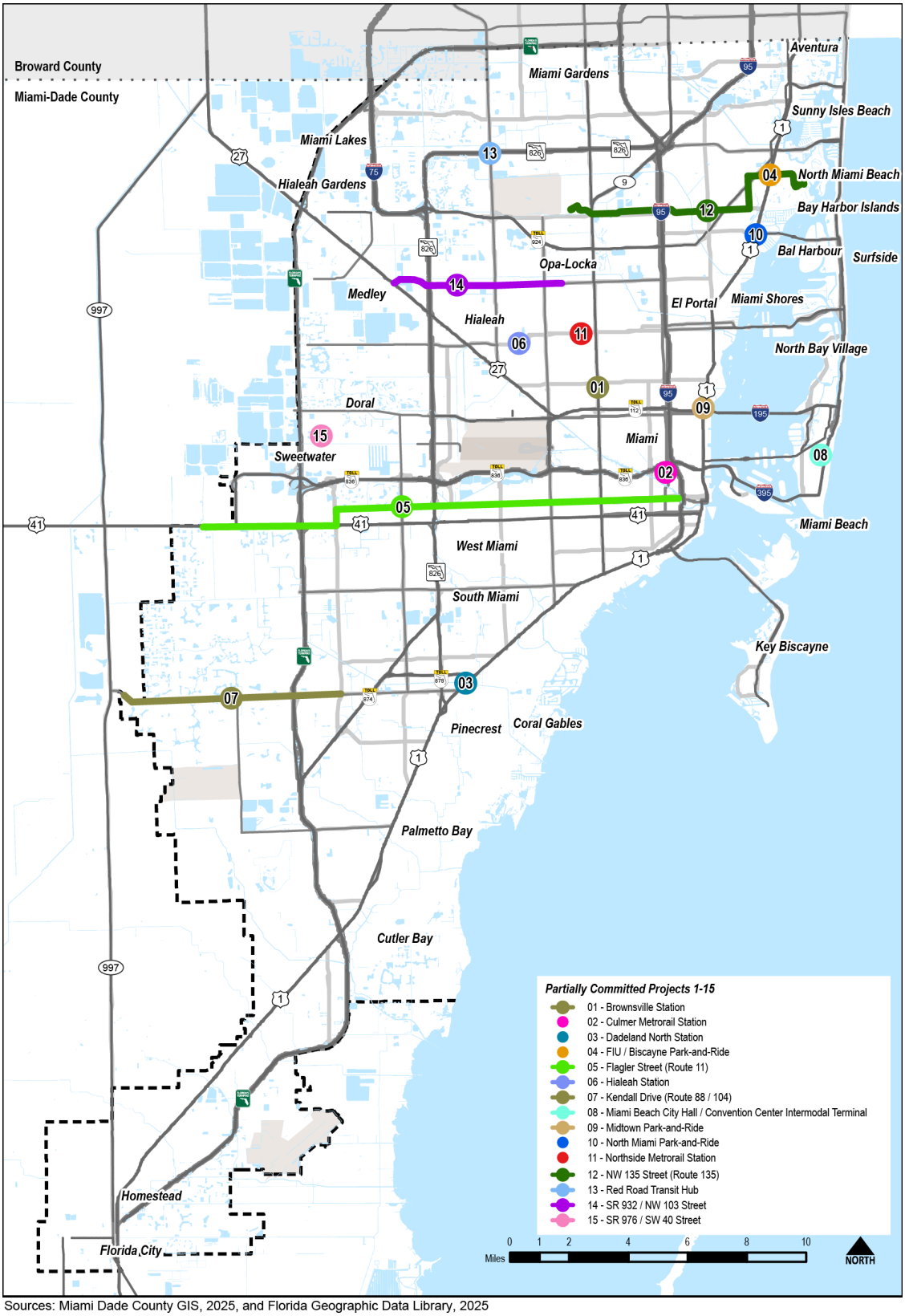
**Table 8-4** consists of DTPW's projects that fall in the second five-year window of the TDP ten-year horizon. The projects included in this table are consistent with the 2050 LRTP Priority II Cost Feasible list, and includes projects identified in the CTMP 20-year plan.

**Table 8-4: Partially Committed Projects – Second 5 Years (FY 2032-2036)**

| Map ID | Project Type | Project Name | Location | Description | CTMP | 2050 LRTP | Project Cost (2024 millions $) |
|---|---|---|---|---|---|---|---|
| 01 | Capital | Brownsville Station | Brownsville Metrorail Station | Enhance passenger and pedestrian access and circulation at Brownsville | ✅ | II | $0.15 |
| 02 | Capital | Culmer Metrorail Station | Culmer Metrorail Station | Enhance Passenger and Pedestrian Access and Circulation at Culmer | ✅ | II | $0.15 |
| 03 | Capital | Dadeland North Station | Dadeland North Metrorail Station | Enhance Passenger and Pedestrian Access and Circulation at Dadeland North | ✅ | II | $0.15 |
| 04 | Capital | FIU / Biscayne Park-and-Ride | Northeast Corridor near NE 151 Street | SMART - Northeast Corridor: O&M for Park-and-Ride Facility | ✅ | II | $0.69 |
| 05 | Capital | Flagler Street (Route 11) | FIU Modesto Maidique Campus to Downtown Miami | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 minutes or better transit service. | ✅ | II | $14.63 |
| 06 | Capital | Hialeah Station | Hialeah Metrorail | Enhance passenger and pedestrian access and circulation at the Hialeah Station | ✅ | II | $0.15 |
| 07 | Capital | Kendall Drive (Route 88 / 104) | SW 107 Avenue to Dadeland North Metrorail | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | II | $2.28 |
| 08 | Capital | Miami Beach City Hall / Convention Center Intermodal Terminal | Miami Beach Convention Center at 17 Street & Washington Avenue | Construct a transit terminal facility with bus bays for Local, Express, Max and future routes. | | II | $4.82 |
| 09 | Capital | Midtown Park-and-Ride | Biscayne Boulevard and NE 39 Street | SMART - Northeast Corridor: O&M for Park-and-Ride Facility | ✅ | II | $0.07 |
| 10 | Capital | North Miami Park-and-Ride | Northeast Corridor Near NE 123 Street | SMART - Northeast Corridor: O&M for Park-and-Ride Facility | ✅ | II | $0.56 |
| 11 | Capital | Northside Metrorail Station | Northside Metrorail Station | Enhance Passenger and Pedestrian Access and Circulation at Northside | ✅ | II | $0.15 |
| 12 | Capital | NW 135 Street (Route 135) | FIU Biscayne Campus to Opa-locka TriRail Station | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | II | $79.80 |
| 13 | Capital | Red Road Transit Hub | Red Road (57 Avenue) at NW 167 Street | Metrobus Terminal and Hub | ✅ | II | $5.00 |
| 14 | Capital | SR 932 / NW 103 Street | North Corridor (NW 113 Street Station) to NW 87 Avenue / Okeechobee Road | Future Multimodal Corridor | | II | $1.00 |
| 15 | Capital | SR 976 / SW 40 Street | SW 137 Avenue to Douglas Road Metrorail Station | Future Multimodal Corridor | | II | $1.50 |

*Source: 22050 Long Range Transportation Plan (September 2024) and Miami-Dade County Countywide Transportation Master Plan Draft (October 2025)*

## Figure 8-4: Partially Committed Projects – Second 5 Years (FY 2032-2036)




Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

## *Beyond Ten Years Projects*

**Table 8-5** are comprised of other projects found in the 2050 LRTP Cost Feasible list that are not in Priorities I and II, and CTMP projects. These projects have an anticipated implementation year that falls beyond the TDP ten-year planning horizon. However, as funding becomes available, the projects here may be promoted to the funded or committed or partially committed project lists.

**Table 8-5: Beyond Ten Years**

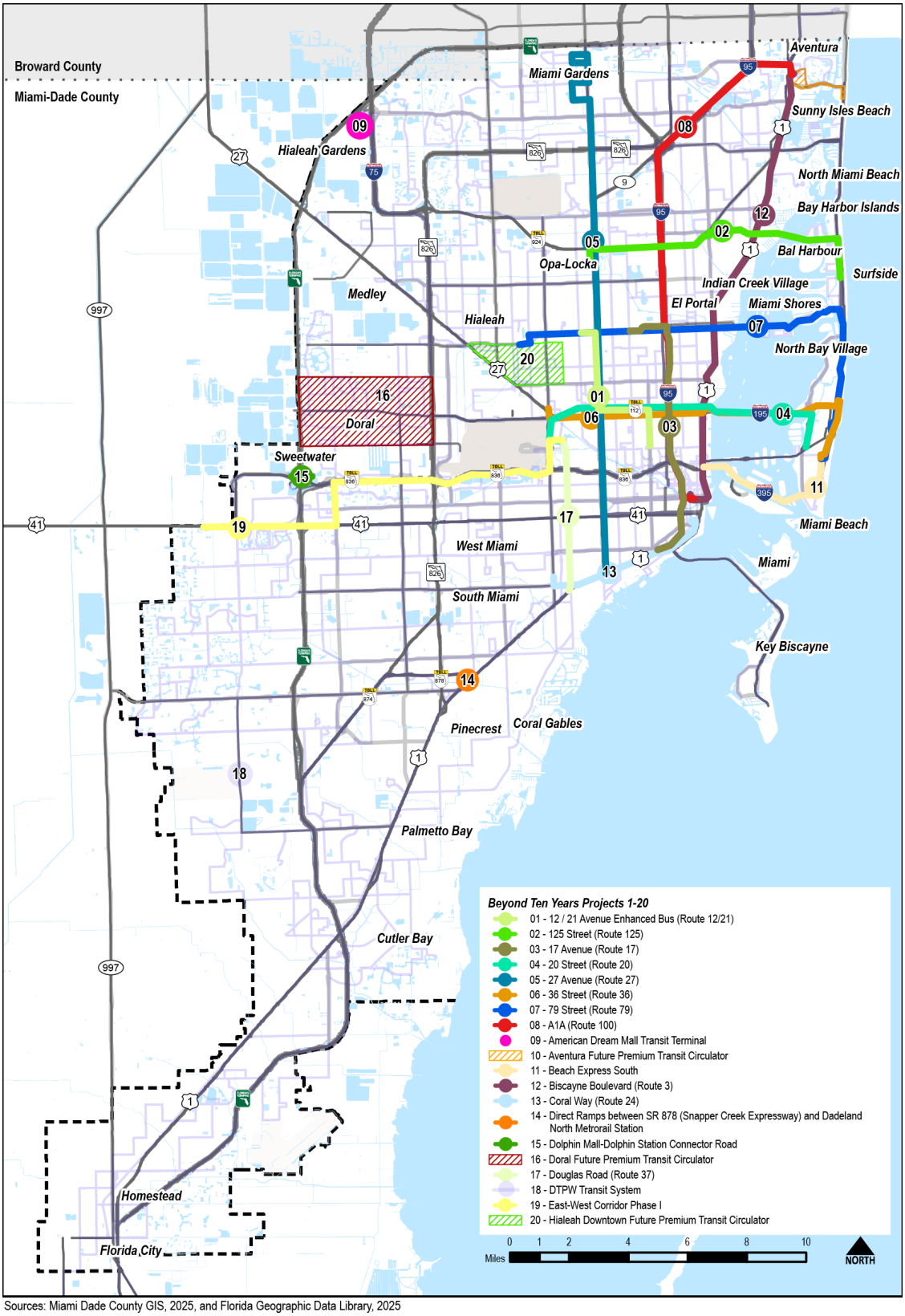
| Map ID | Project Type | Project Name | Location | Description | CTMP | 2050 LRTP | Project Cost (2024 millions $) |
|---|---|---|---|---|---|---|---|
| 01 | Operating | 12 / 21 Avenue Enhanced Bus (Route 12/21) | Northside Station to NW 20 Street | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | $6.27 |
| 02 | Operating | 125 Street (Route 125) | Miami Dade College North to Collins Avenue/85 Street Miami Beach. | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | $7.79 |
| 03 | Operating | 17 Avenue (Route 17) | Vizcaya Metrorail Station to NW 79 Street | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | N/A |
| 04 | Operating | 20 Street (Route 20) | MIC at MIA to Lincoln Road/Washington Avenue Miami Beach | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | $30.00 |
| 05 | Operating | 27 Avenue (Route 27) | NW 183 Street to Coconut Grove | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | III | N/A |
| 06 | Operating | 36 Street (Route 36) | Lincoln Road/Washington Avenue Miami Beach to LeJeune Road (SW 42 Avenue) | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | N/A |
| 07 | Operating | 79 Street (Route 79) | Hialeah Station to Lincoln Road/ Washington Avenue Miami Beach | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | $0.81 |
| 08 | Operating | A1A (Route 100) | Downtown Miami to Aventura Mall | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | $17.10 |
| 09 | Capital | American Dream Mall Transit Terminal | East of HEFT and west of I-75 between NW 170th Street and the intersection of I-75 and HEFT | Construct Transit Center with 10 bus bays, 2 layover bus bays, passenger waiting areas, bus operator comfort station, ticket vending and other transit amenities. | ✅ | | $1,497.00 |
| 10 | Capital | Aventura Future Premium Transit Circulator | Brightline Aventura Station to SR A1A (Collins Avenue) | Future Premium Transit Circulator | | Unfunded | $2.50 |
| 12 | Operating | Biscayne Boulevard (Route 3) | Downtown Miami to Aventura Mall | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | | IV | $75.00 |
| 13 | Operating | Coral Way (Route 24) | SW 42 Avenue Coral Gables to Brickell Metrorail Station | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | | IV | $374.65 |
| 14 | Capital | Direct Ramps between SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station | SR 878 (Snapper Creek Expressway) and Dadeland North Metrorail Station | Construct ramps connecting SR 878 (Snapper Creek Expressway) to Dadeland North Metrorail Station. | ✅ | | $4.18 |
| 15 | Capital | Dolphin Mall-Dolphin Station Connector Road | Dolphin Station (HEFT/SR 836/NW 12 Street) to Dolphin Mall | Improve connection between Dolphin Mall and Dolphin Station | ✅ | IV | $9.31 |
| 16 | Capital | Doral Future Premium Transit Circulator | Palmetto Metrorail Station to Downtown Doral | Future Premium Transit Circulator | | Unfunded | $1,137 |
| 17 | Operating | Douglas Road (Route 37) | MIC at MIA to Douglas Road Station | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | $10.26 |

**Table 8-5(Continued): Beyond Ten Years**

| Map ID | Project Type | Project Name | Location | Description | CTMP | 2050 LRTP | Project Cost (2024 millions $) |
|---|---|---|---|---|---|---|---|
| 18 | Capital | DTPW Transit System | | The account-based back-end software system that will be used to collect fare from patrons utilizing the DTPW Transit System and associated standalone validators. | | Unfunded | $10.26 |
| 19 | Capital | East-West Corridor Phase I | East West SMART Corridor | | ✅ | | $13.11 |
| 20 | Capital | Hialeah Downtown Future Premium Transit Circulator | Hialeah Metrorail Station to Downtown Hialeah | Future Premium Transit Circulator | | Unfunded | $11.89 |

*Source: 2050 Long Range Transportation Plan (September 2024) and Miami-Dade County Countywide Transportation Master Plan Draft (October 2025)*

## Figure 8-5: Beyond Ten Years (Projects 1-20)



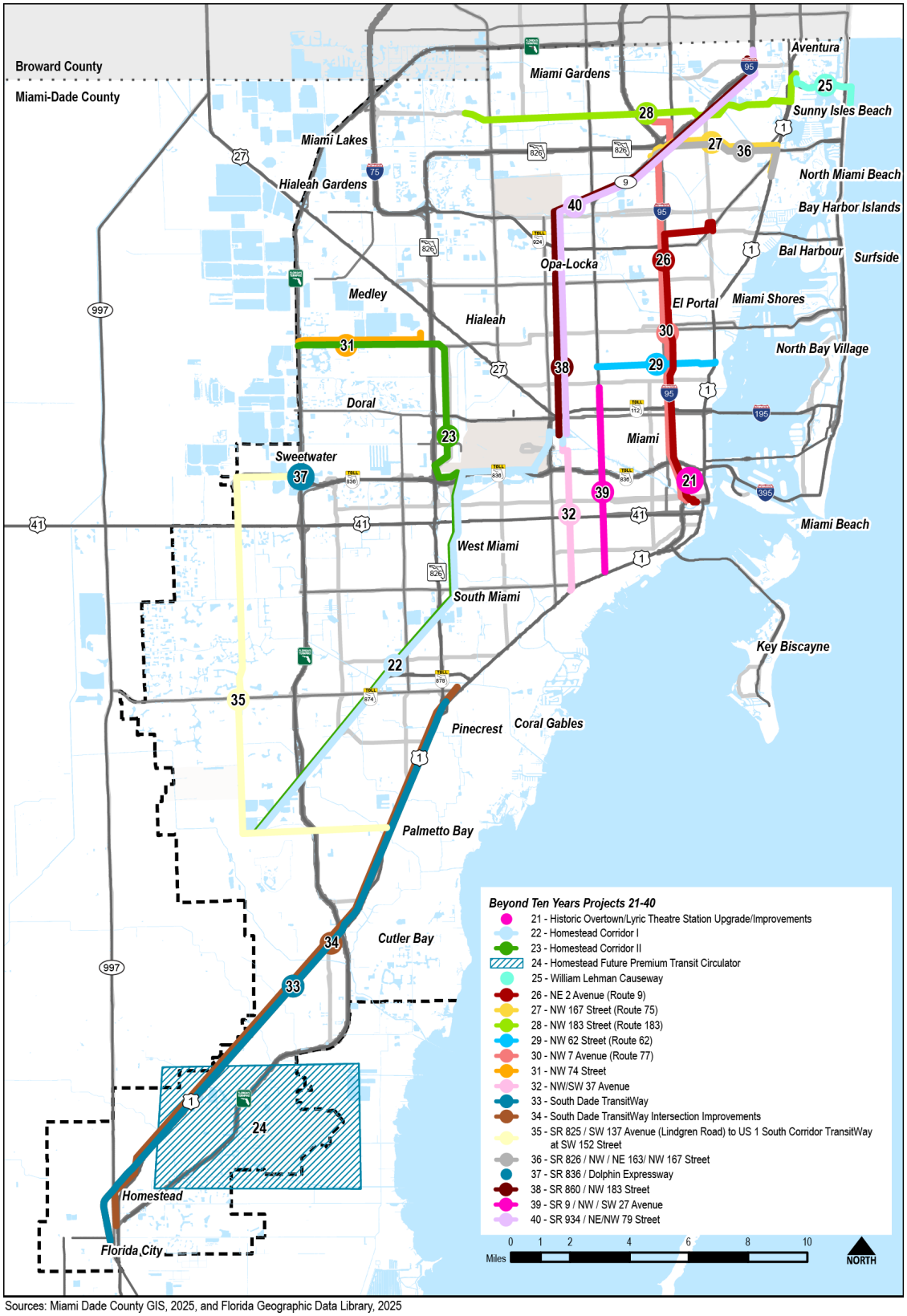

Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

**Table 8-5(Continued): Beyond Ten Years**

| Map ID | Project Type | Project Name | Location | Description | CTMP | 2050 LRTP | Project Cost (2024 millions $) |
|---|---|---|---|---|---|---|---|
| 21 | Capital | Historic Overtown/Lyric Theatre Station Upgrade/Improvements | Overtown Area | Metrorail Station Improvements | ✅ | | $142.00 |
| 22 | Capital | Homestead Corridor I | Miami Intermodal Center to Homestead | Existing Rail Infrastructure Potential Future Shared Passenger-Freight Service | | III | $18.81 |
| 23 | Capital | Homestead Corridor II | Palmetto Metrorail Station to SW 152 Street | Existing Rail Infrastructure Potential Future Shared Passenger-Freight Service | | III | $9.88 |
| 24 | Capital | Homestead Future Premium Transit Circulator | South Miami-Dade Transitway to Homestead City Hall | Future Premium Transit Circulator | | Unfunded | $14.63 |
| 25 | Capital | William Lehman Causeway | Sunny Isles to Aventura and Brightline Station | Potential multimodal Corridor with Transit Services Connecting Sunny Isles and Aventura and the Brightline Station | | Unfunded | To Be Determined |
| 26 | Operating | NE 2 Avenue (Route 9) | Downtown Miami to NE 125 Street / 6 Avenue | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | $7.22 |
| 27 | Operating | NW 167 Street (Route 75) | Golden Glades Park- N- Ride to Biscayne Boulevard | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | III | $6.27 |
| 28 | Operating | NW 183 Street (Route 183) | Miami Gardens/I-75 (SR 93) Interchange to Aventura Terminal | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | $10.64 |
| 29 | Operating | NW 62 Street (Route 62) | MLK Jr Metrorail Station to Biscayne Boulevard | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | $5.32 |
| 30 | Operating | NW 7 Avenue (Route 77) | Downtown Miami to NW 183 Street | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 mins or better transit service. | ✅ | IV | $3.99 |
| 31 | Capital | NW 74 Street | Palmetto Metrorail Station to Florida's Turnpike | Potential Future Rapid Transit Corridor | | III | $2.50 |
| 32 | Capital | NW/SW 37 Avenue | Miami International Airport Metrorail Station to Douglas Road Metrorail Station | Potential Future Rapid Transit Corridor | | III | $1,497.00 |
| 33 | Capital | South Dade TransitWay | | "Phase 1 – South Dade TransitWay Fare Collection Equipment<br>Phase 2 – Bus Farebox Replacement Phase 3 – Metrorail Station Fare Collection Equipment" | | Unfunded | $75.00 |
| 34 | Capital | South Dade TransitWay Intersection Improvements | SW 344 Street Park-and-Ride to Dadeland South Metrorail Station | Bus-only grade separations at all intersections of the South Dade TransitWay | | III | $374.65 |
| N/A | Capital | South Florida Transit Service Needs | Countywide | Develop Implementation Plan for Expansion of Transit Services in Miami-Dade County to Mitigate Traffic Congestion | | Unfunded | To be Determined |
| 35 | Capital | SR 825 / SW 137 Avenue | Dolphin Station Park-and-Ride to SR 992 / SW 152 Street | Future Multimodal Corridor | | III | $423.00 |
| 36 | Capital | SR 826 / NW / NE 163/ NW 167 Street | Golden Glades Park-and-Ride to US 1 (Future Northeast Corridor Transit Station) at NE 151 Street | Future Multimodal Corridor | | III | $183.20 |
| 37 | Capital | SR 836 / Dolphin Expressway | Downtown | SMART Plan - Express Bus Route from the SR 836 / Dolphin-Expressway to Downtown | | Unfunded | To be Determined |
| 38 | Capital | SR 860 / NW 183 Street | I-75 to US 1 | Future Multimodal Corridor | | III | $156.00 |
| 39 | Capital | SR 9 / NW / SW 27 Avenue | US 1 to Brownsville Metrorail Station | Future Multimodal Corridor | | IV | $185.20 |
| 40 | Capital | SR 934 / NE/NW 79 Street | Tri-Rail/Metrorail Transfer Station to A1A (Collins Avenue) | Future Multimodal Corridor | | III | $325.00 |

*Source: 2050 Long Range Transportation Plan (September 2024) and Miami-Dade County Countywide Transportation Master Plan Draft (October 2025)*

## Figure 8-6: Beyond Ten Years (Projects 21-40)



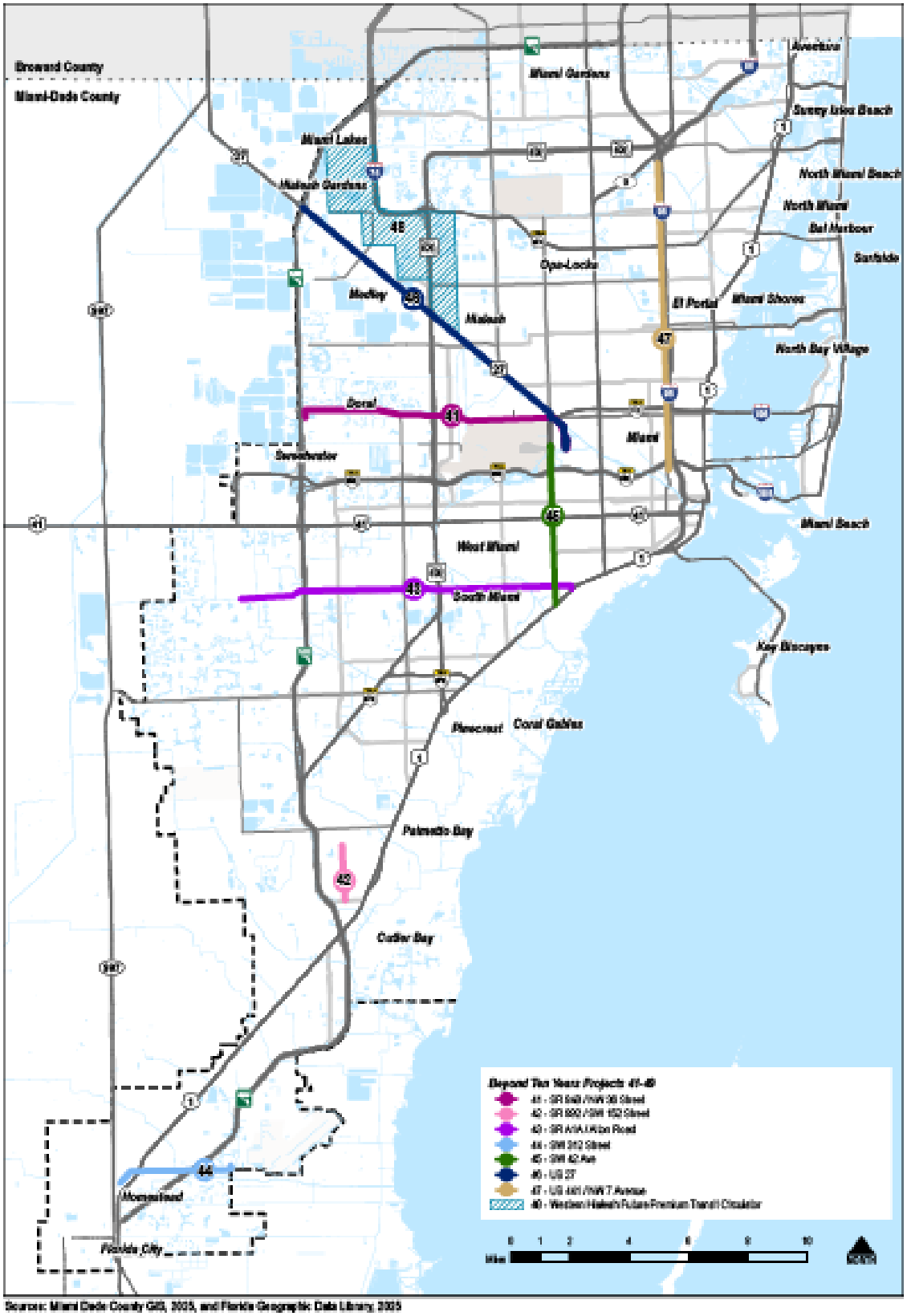

Sources: Miami Dade County GIS, 2025, and Florida Geographic Data Library, 2025

**Table 8-5(Continued): Beyond Ten Years**

| Map ID | Project Type | Project Name | Location | Description | CTMP | 2050 LRTP | Project Cost (2024 millions $) |
|---|---|---|---|---|---|---|---|
| 41 | Capital | SR 948 / NW 36 Street | Miami Intermodal Center to Florida's Turnpike | Future Multimodal Corridor | | III | $314.00 |
| 42 | Capital | SR 992 / SW 152 Street | SR 825 / SW 137 Avenue (Lindgren Road) to US 1 South Corridor Busway at SW 152 Street | Future Multimodal Corridor | | III | $158.00 |
| 43 | Capital | SR A1A / Alton Road | A1A (Alton Road) to Miami Beach Convention Center | Future Multimodal Corridor | | III | $1.00 |
| 44 | Operating | SW 312 Street | US 1 South Corridor Busway at SW 312 Street to SR 825 / SW 137 Avenue | Metrobus High Capacity Corridor - Implement intersection and corridor TSM&O improvements to improve the speed and reliability along corridors with 15 minutes or better transit service. | | III | $142.00 |
| 45 | Capital | SW 42 Ave | MIC to US 1 | Potential multimodal Corridor with Bike Lanes from the North Suburbs and Airport to Coral Gables | | Unfunded | To Be Determined |
| 46 | Capital | US 27 | Krome Avenue to County Line | Future Regional Corridor Planning | | Unfunded | To Be Determined |
| 46 | Capital | US 27 / Okeechobee Road | Miami Intermodal Center to Florida's Turnpike | Future Multimodal Corridor | | III | $368.00 |
| 47 | Capital | US 441 / NW 7 Avenue | Golden Glades Park-and-Ride to Culmer Metrorail Station | Future Multimodal Corridor | | III | $196.00 |
| 48 | Operating | Western Hialeah Future Premium Transit Circulator | Okeechobee Metrorail Station to Westland Mall | Future Premium Transit Circulator | | Unfunded | $877.00 |

*Source: 2050 Long Range Transportation Plan (September 2024) and Miami-Dade County Countywide Transportation Master Plan Draft (October 2025)*

**Figure 8-7: Beyond Ten Years (Projects 41-49)**



### 8.1.4 LOOKING AHEAD

This section consists of a look at what DTPW is doing to benchmark the implementation plan tables in 8.1.3. It consists of two sections - Key Performance Indicators (KPIs) and the Comprehensive Operations Analysis (COA).

#### *Key Performance Indicators*

Key performance indicators (KPIs) have been identified for this TDP Major Update to help guide long-term investment decisions identified in the 10-Year Operating and Capital Program. The identification of KPIs is not a requirement under the TDP Rule (FAC 14-73.001). However, DTPW has gone above and beyond the rule requirements to evaluate and monitor implementation progress for the 10-Year Operating and Capital Program. The identified KPIs are consistent with federal and state funding compliance requirements and align with Miami-Dade County strategic goals and initiatives from the following agency plans and programs:

- Department of Transportation and Public Works (DTPW) Budget and Multi-Year Capital Plan
- DTPW Transit Asset Management (TAM) Plan
- DTPW Annual National Transit Database (NTD) Reporting

The KPIs provide metrics and serve as benchmarks to monitor progress toward transit service and operational goals in alignment with local and regional priorities over the course of the TDP 10-Year Operating and Capital Program. The KPIs also align with information and data DTPW already collects and reports to streamline the evaluation of KPIs for future TDP Annual Progress Reports (APR) and Major Updates. The DTPW TDP Major Update KPIs focus on four (4) categories:

- Service Performance
- Capital Investment
- Asset Management
- Safety and Security

The KPIs for each category are described in the following sections and include specific performance indicators and performance metrics. Performance indicators are specific, measurable elements for each KPI used to track progress toward organizational goals. Performance metrics are the quantitative measures used to assess the progress of specific KPI performance indicators. In essence, performance indicators identify what should be measured for each KPI and performance metrics define units of measure and a threshold for which to evaluate KPIs for each category. **Table 8-10** at the end of the section, provides a summary of all KPIs and their respective performance indicators and performance metrics.

### *Service Performance*

Service Performance KPIs measure and monitor how effectively DTPW's transit system serves its users and meets operational goals. This KPI category is central to understanding the quality, reliability, and efficiency of transit services over time. These measures align with broader agency strategic objectives, such as increasing ridership, improving service reliability, and ensuring cost-effective operations. Service performance indicators include the following:

- Ridership Trend (Annual and cumulative passenger trips)
- On-Time Performance (OTP)
- Service Efficiency
- Service Coverage
- Revenue Miles Between Major Failures

See **Table 8-6** for Service performance metrics.

**Table 8-6: Service Performance KPIs**

| KPI Category | Performance Indicator | Performance Metric |
|---|---|---|
| **Service Performance** | Ridership Trend | Passenger Trips by Mode |
| | | Passenger Mileage |
| | On-Time Performance (OTP) | OTP Percentage by Mode |
| | Service Efficiency | Operating Expense per Passenger Trip |
| | | Operating Expense per Passenger Mile |
| | | Farebox Recovery Ratio |
| | Service Coverage | Percentage of County population within ¼ mile of transit routes service |
| | Revenue Miles Between Major Failures | Service miles reported compared to previous year |

### *Capital Investment*

Capital investment KPIs measure and monitor the effectiveness of transit infrastructure and related project investments. These KPIs help ensure that capital resources are being allocated efficiently and that project advancement aligns with strategic agency goals, funding requirements, and community needs. Performance indicators for capital investments include the following:

- Capital Investment Funded
- Multimodal Infrastructure Investment (i.e., mobility hubs, transit stations, etc.)

See **Table 8-7** for Capital Investment performance metrics.

**Table 8-7: Capital Investment KPIs**

| KPI Category | Performance Indicator | Performance Metric |
|---|---|---|
| **Capital Investment** | Capital Investment Funded | Amount funded and compared to previous year |
| | Multimodal Infrastructure Investment | Amount of programmed multimodal infrastructure funded compared to previous year |

### *Asset Management*

Asset management KPIs measure and monitor DTPW's progress in maintaining, renewing, and optimizing its physical assets (e.g., vehicles, infrastructure, and facilities). These KPIs ensure that the agency's investments align with State of Good Repair (SGR) requirements and the TAM Plan. Performance indicators for asset management include the following:

- Rolling Stock
- Facilities

See **Table 8-8** for Asset Management performance metrics.

**Table 8-8: Asset Management KPIs**

| KPI Category | Performance Indicator | Performance Metric |
|---|---|---|
| **Asset Management** | Rolling Stock | Percentage of revenue vehicles have not met or exceeded useful life benchmark |
| | Facilities | Percentage of facilities inspected during the fiscal year meeting state of good repair |

### *Safety and Security*

Safety and security KPIs measure and monitor the effectiveness of a transit agency's efforts to protect passengers, employees, and assets. These KPIs help ensure that safety and security investments and initiatives are aligned with regulatory requirements, agency goals, and community expectations. Safety and security performance indicators include the following:

- Vision Zero Initiative Investments
- Incidents Reported

See **Table 8-9** for Safety and Security performance metrics.

**Table 8-9: Safety and Security KPIs**

| KPI Category | Performance Indicator | Performance Metric |
|---|---|---|
| **Safety and Security** | Vision Zero Initiative Investments | Annual investments for safety improvements |
| | Incidents Reported | Number of incidents reported compared to previous year |

### *Summary and Next Steps*

The KPIs developed for the TDP Major Update are intended to help guide long-term investment decisions identified in the 10-year Operating and Capital Program. The KPIs are consistent with federal and state funding compliance requirements and are aligned with Miami-Dade County strategic goals and initiatives. The KPIs provide metrics and serve as benchmarks to monitor progress toward transit service and operation goals in alignment with local and regional priorities over the course of the TDP 10-year Operating and Capital Program. **Table 8-10** below provides a summary of all KPIs and their respective performance indicators and performance metrics.

The KPIs will be tracked and updated on an annual basis concurrent with the development of TDP APRs. The first annual update will be used to establish a baseline for the KPIs to be compared against in subsequent APRs. The baseline process also includes the identification of DTPW contacts, as well as a coordination and data collection that aligns with the TDP APR deadline. This will ensure timely coordination and data collection activities are completed to appropriately inform and monitor KPI performance indicators and metrics on an annual basis.

**Table 8-10: Key Performance Indicator Summary**

| KPI Category | Performance Indicator | Performance Metric |
|---|---|---|
| **Service Performance** | Ridership Trend | Passenger Trips by Mode |
| | | Passenger Mileage |
| | On-Time Performance (OTP) | OTP Percentage by Mode |
| | Service Efficiency | Operating Expense per Passenger Trip |
| | | Operating Expense per Passenger Mile |
| | | Farebox Recovery Ratio |
| | Service Coverage | Percentage of County population within ¼ mile of transit routes service |
| | Revenue Miles Between Major Failures | Service miles reported compared to previous year |
| **Capital Investment** | Capital Investment Funded | Amount funded and compared to previous year |
| | Multimodal Infrastructure Investment | Amount of programmed multimodal infrastructure funded compared to previous year |
| **Asset Management** | Rolling Stock | Percentage of revenue vehicles have not met or exceeded useful life benchmark |
| | Facilities | Percentage of facilities inspected during the fiscal year meeting state of good repair |
| **Safety** | Vision Zero Initiative Investments | Annual investments for safety improvements |
| | Incidents Reported | Number of incidents reported compared to previous year |

## *Comprehensive Operations Analysis*

Parallel to the TDP Major Update, the DTPW initiated a data-driven Comprehensive Operational Analysis (COA) effort to analyze the transit system's productivity and efficiency following the implementation of the Better Bus Network in November 2023. The COA analyses the effectiveness of the transit system by examining routes, performance, and other characteristics of services provided. The analysis includes reviewing on-time performance, passenger loads, and demand data to optimize resources and services provided. In addition to data collection and analysis, interviews were conducted with bus drivers and municipal partners to better understand needs and operating conditions. Together, data and insights from our stakeholders and partners are synthesized into findings used to develop recommendations which may include the realignment and expansion of routes, addition or removal of bus stops, and the reallocation of service, which will be evaluated against MDT goals and directives. Ultimately, the objective of the effort is to provide improved access and frequency of transit service to jobs, schools, healthcare, and recreation balanced against funding constraints.

The COA will provide recommendations based on a comprehensive analysis as shown in **Table 8-11**:

**Table 8-11: COA Analysis Components**

| Analysis Topic | Details |
|---|---|
| 1) Operations | Adjust bus schedules to meet current demand – trim or add service hours, days. Eliminate missed trips. Streamline route alignments. Expand service coverage. |
| 2) Performance | Improve on-time performance. Ensure real-time performance data dashboards are available to management to support rapid-response service adjustments |
| 3) Origin-Destination Survey | Match bus service to big-data informed travel demand between major origin-destination pairs. |
| 4) Passenger and Driver Feedback | Utilize survey input from passengers and drivers to optimize service. |
| 5) Fleet Analysis | Identify routes where current passenger loads justify 60-foot buses. Enhance MetroConnect and other on-demand services. Evaluate other vehicle/fleet opportunities. |
| 6) Passenger Amenities | Continue bus stop evaluations to ensure shelters are installed where justified and facilities are maintained in a state of good repair. Improve quality of customer route and schedule information. Standardize service spans and consolidate bus stops where possible. |
| 7) Safety and Accessibility | Implement safety and accessibility improvements to address locations identified from driver surveys including sidewalks, ramps, vegetation, visibility lighting, lane-width constraints. |
| 8) Technology and Infrastructure | Implement fare payment technology enhancements. Invest in transit signal priority to improve speeds on routes with high levels of delay. |

## 8.2 TRANSIT FINANCIAL PLAN

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

### 8.2.1 OPERATING EXPENSES AND REVENUES

DTPW's direct operating budget is projected at approximately $538 million in FY 2025-2026. The primary components of the direct operating expenses are shown in **Table 8-12**.

Wages and benefits make up 60% of DTPW's total operating expenses. This includes salaries and overtime, benefits, health and dental, retirement, and worker's compensation. Contractual services comprise another 6% of the operating budget.

In addition to these direct expenses, DTPW will support approximately $84 million of other operating expenses and debt service payments in FY 2025-2026. These other expenses are detailed in the subsequent tables of this chapter.

In total, DTPW will spend $538 million in FY 2025-2026 for the ongoing operation of the transit system and the support of DTPW's other local and regional responsibilities.

**Table 8-12: DTPW Projected Transit FY 2025-2026 Direct Operating Expenses**

| Projected Amount FY 2025-2026 (000s) | |
|---|---|
| **Transit Operating Expenses** | |
| Salary | $239,460 |
| Overtime | $57,020 |
| Fringe Benefits | $33,618 |
| Group Health & Dental Plan | $59,640 |
| Retirement | $43,444 |
| Workers Compensation | $1,101 |
| Court Costs | $8 |
| Security Contracts | $35,335 |
| Contracted Routes & Underline Maintenance | $18,633 |
| Contractual Services | $43,663 |
| STS Services | $55,000 |
| MetroConnect | $5,500 |
| Charges for County Services | $17,976 |
| Inventory | $23,131 |
| Other Operating Expenses | $84,311 |
| Capital | $4,725 |
| **Subtotal** | **$722,565** |
| **Transit Reimbursements** | |
| Federal Reimbursements | -$136,875 |
| State Grant Reimbursements | -$24,905 |
| Capital Fund Reimbursements | -$4,938 |
| CILOGIT Reimbursements | -$19,050 |
| Other Reimbursements | -$389 |
| STS/JARC Reimbursements | -$2,992 |
| **Subtotal** | **-$189,149** |
| **Payments to other agencies** | |
| Payment to SFRTA | $4,235 |
| **Transfers for Debt Service Payments** | |
| Transfer for Non-PTP Debt Service Expenses | $821 |
| **Subtotal** | **$5,056** |
| **Total** | **$538,472** |

*Source: Combined PTP and Transit Pro Forma FY 2025 – 2026 (11/18/2025)*

DTPW's transit operations are supported by a range of directly generated, state, and local revenue sources. **Table 8-13** shows the projected operating revenues for FY 2025-2026 by major category.

The transit operating budget for the current fiscal year is $543 million. In the current fiscal year, DTPW carried over $38.3 million from the previous year. A total of $98.9 million of revenue comes from proprietary funds, the bulk of which consists of transit fares. State grant revenues make up $6.3 million, while local revenues, including the County's General Fund contribution, make up the largest portion of the budget at $399.4 million.

**Table 8-13: DTPW Projected FY 2025-2026 Transit Operating Revenues**

| Operating Revenue Source | FY 2025-2026 (000s) |
|---|---|
| **Beginning Fund Balance (Carryover in Operating Fund)** | **$38,300** |
| **Transit Proprietary Fund** | |
| Transit Fares (Bus, Rail & STS Farebox) | $84,089 |
| Other Revenues | $12,902 |
| Joint Development Revenue Reserved for SMART Plan | $2,000 |
| **Total Transit Funds** | **$98,991** |
| **State Grant Revenue** | |
| State Operating Assistance Grant | $666 |
| Transportation Disadvantage Program | $5,715 |
| **Total State Grant Revenue** | **$6,381** |
| **Local Revenue & Interfund Transfers** | |
| Miami Dade General Fund MOE (3.5%) | $270,505 |
| PTP Surtax | $124,400 |
| TIID Trust Fund Support | $4,500 |
| **Total Local Revenue** | **$399,405** |
| **Total Transit Operating Revenues** | **$543,077** |

*Source: Combined PTP and Transit Pro Forma FY 2025 – 2026 (11/18/2025)*

### *Projected Operating Revenues*

The critical funding growth assumptions that drive the Pro Forma financial projections are outlined below in **Table 8-14.** The County assumes an annual growth rate of 2% for the PTP surtax, and 3.5% for the General Funds Maintenance of Effort (MOE). The General Fund support is, by the terms of the People's Transportation Plan, required to increase annually to support transit services.

**Table 8-14: DTPW Operating Transit Revenue Growth Assumptions**

| | Revenue Item | Annual Growth Rate |
|---|---|---|
| **Operating Revenue Growth Assumptions** | PTP Surtax | 2.00% |
| | General Funds (MOE) | 3.50% |
| | Fare Revenue (Trip Growth) | 0.50% |
| | State Block Grants | 1.00% |
| | Transportation Disadvantaged Funds | 0.00% |
| | Local Option Gas Tax | 1.50% |

*Source: Combined PTP and Transit Pro Forma FY 2025 – 2026 (11/18/2025)*

### *Summary of the Operating Budget*

The operating budget, as presented in the FY 2025-2026 Pro Forma for the ten-year period from FY 2026-2027 to FY 2035-2036, is balanced. This operating budget is based upon the budgetary assumptions that were applied within the FY 2025-2026 Pro Forma. It should be noted that these budgetary assumptions are subject to change due to several factors including fluctuations in gas prices, and the availability of federal and state grants.

| *Stakeholders* | *Analysis* | *Recommendations* |
|---|---|---|
| • Passengers<br>• Bus Operators<br>• Municipal Partners<br>• DTPW Staff | • Operations<br>• Performance<br>• Origin-Destination Survey<br>• Passenger and Driver Feedback<br>• Fleet Analysis<br>• Passenger Amenities<br>• Safety and Accessibility<br>• Technology and Infrastructure | • Short-term<br>• Mid-term<br>• Long-term |

## 8.3 FY 2026-2035 TEN-YEAR PROGRAM

### 8.3.1 PROJECTED TEN-YEAR OPERATING REVENUES AND EXPENSES

Overall, operating DTPW revenues increase consistently over the ten-year planning horizon, from $590.9 million in FY 2026-2027 to $824.2 million by FY 2035-2036. This increase is driven primarily by projected General Fund contributions. **Table 8-15** provides projected operating revenue from various sources for DTPW's transit system over a 10-year planning horizon.

DTPW expenses are shown in **Table 8-16**. The table depicts the financial demands expected for DTPW's planned transit operations over the next decade. Direct operating expenses are expected to rise each year, rising from $738.8 million in 2026-2027 to $965.1 million in FY 2035-2036. Transit reimbursements are also anticipated to increase, going from -$159.2 million to -$196.7 million over the same timeframe. Total operating fund expenses will grow from $585.3 million to $777.4 million.

**Table 8-15: DTPW Operating Transit Revenues FY 2026-2027 - FY 2035-2036**

| Operating Revenue Source | 10-Year TDP Planning Horizon | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | FY 2026-2027 | FY 2027-2028 | FY 2028-2029 | FY 2029-2030 | FY 2030-2031 | FY 2031-2032 | FY 2032-2033 | FY 2033-2034 | FY 2034-2035 | FY 2035-2036 |
| **Beginning Fund Balance (Carryover in Operating Fund)** | $4,605 | $5,667 | $9,824 | $9,691 | $7,847 | $4,380 | $7,421 | $13,859 | $20,830 | $35,472 |
| **Transit Proprietary Fund** | | | | | | | | | | |
| **Transit Fares (Bus, Rail & STS Farebox)** | $84,510 | $84,933 | $85,358 | $85,785 | $86,214 | $86,645 | $93,879 | $97,121 | $97,364 | $104,625 |
| **Planned Bus and Rail Fare and Fee Increase** | $0 | $0 | $0 | $0 | $0 | $7,000 | $3,000 | $0 | $7,000 | $0 |
| **Other Revenues** | $12,902 | $12,902 | $12,902 | $12,902 | $12,902 | $12,902 | $12,902 | $12,902 | $12,902 | $12,902 |
| **Joint Development Revenue Reserved for SMART Plan** | $721 | $904 | $904 | $11,418 | $2,024 | $2,246 | $2,309 | $2,370 | $2,411 | $2,475 |
| **Total Transit Funds** | $98,133 | $98,739 | $99,164 | $110,105 | $101,140 | $108,793 | $112,090 | $112,393 | $119,677 | $120,002 |
| **State Grant Revenue** | | | | | | | | | | |
| **State Operating Assistance Grant** | $666 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| **Transportation Disadvantage Program** | $5,715 | $5,715 | $5,715 | $5,715 | $5,715 | $5,715 | $5,715 | $5,715 | $5,715 | $5,715 |
| **Total State Grant Revenue** | $6,381 | $5,715 | $5,715 | $5,715 | $5,715 | $5,715 | $5,715 | $5,715 | $5,715 | $5,715 |
| **Local Revenue & Interfund Transfers** | | | | | | | | | | |
| **Miami Dade General Fund MOE (3.5%)** | $279,973 | $289,772 | $299,914 | $310,411 | $321,275 | $332,520 | $344,158 | $356,204 | $368,671 | $381,574 |
| **PTP Surtax** | $126,888 | $129,426 | $132,015 | $134,655 | $137,348 | $140,095 | $142,897 | $145,755 | $148,670 | $151,643 |
| **Adjustment to Countywide General Fund Support** | $75,000 | $77,625 | $80,342 | $83,154 | $86,064 | $89,076 | $92,194 | $95,421 | $98,761 | $102,218 |
| **TIID Trust Fund Support** | $0 | $0 | $0 | $0 | $0 | $0 | $24,891 | $25,762 | $26,664 | $27,597 |
| **Total Local Revenue** | $481,861 | $496,823 | $512,271 | $528,220 | $544,687 | $561,691 | $604,140 | $623,142 | $642,766 | $663,032 |
| **Total Transit Operating Revenues** | $590,980 | $606,944 | $626,974 | $653,731 | $659,389 | $680,579 | $729,366 | $755,109 | $788,988 | $824,221 |
| **Total Operating Fund Expenses** | $585,313 | $597,120 | $617,283 | $645,884 | $655,009 | $673,158 | $715,507 | $734,279 | $753,516 | $777,415 |
| **Operational Funding Surplus (Deficit)** | **$5,667** | **$9,824** | **$9,691** | **$7,847** | **$4,380** | **$7,421** | **$13,859** | **$20,830** | **$35,472** | **$46,806** |

*Source: Combined PTP and Transit Pro Forma FY 2025 – 2026 (11/18/2025)*

**Table 8-16: DTPW Operating Transit Expenses FY 2026-2027 - FY 2035-2036**

| Transit Operating Expenses | 10-Year TDP Planning Horizon | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | FY 2026-2027 | FY 2027-2028 | FY 2028-2029 | FY 2029-2030 | FY 2030-2031 | FY 2031-2032 | FY 2032-2033 | FY 2033-2034 | FY 2034-2035 | FY 2035-2036 |
| **Direct Operating Expenses** | | | | | | | | | | |
| **Total Transit Operating and Maintenance Expenses** | **$738,865** | **$761,243** | **$783,487** | **$804,796** | **$826,696** | **$846,811** | **$892,318** | **$914,322** | **$936,884** | **$965,123** |
| **Transit Operating Adjustments** | | | | | | | | | | |
| **SFRTA Contribution** | $4,235 | $4,235 | $4,235 | $4,235 | $4,235 | $4,235 | $4,235 | $4,235 | $4,235 | $4,235 |
| **Transfer for Non-PTP Debt Service Expenses** | $784 | $784 | $784 | $784 | $1,324 | $2,290 | $2,291 | $2,291 | $2,291 | $2,290 |
| **Transfer to SMART Plan Reserve** | $721 | $904 | $904 | $11,418 | $2,024 | $2,246 | $2,309 | $2,370 | $2,411 | $2,475 |
| **Total Transit Operating Adjustments** | **$5,740** | **$5,923** | **$5,923** | **$16,437** | **$7,583** | **$8,771** | **$8,835** | **$8,896** | **$8,937** | **$9,000** |
| **Transit Reimbursement** | | | | | | | | | | |
| **Federal Reimbursements** | -$106,769 | -$117,271 | -$119,098 | -$122,063 | -$125,725 | -$128,617 | -$131,575 | -$134,601 | -$137,697 | -$141,828 |
| **Additional Federal Reimbursement - CARES Act** | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| **State Grant Reimbursements** | -$25,154 | -$25,406 | -$25,660 | -$25,917 | -$26,176 | -$26,438 | -$26,702 | -$26,969 | -$27,239 | -$27,511 |
| **Capital Fund Reimbursements** | -$4,938 | -$4,938 | -$4,938 | -$4,938 | -$4,938 | -$4,938 | -$4,938 | -$4,938 | -$4,938 | -$4,938 |
| **CILOGIT Reimbursements** | -$19,050 | -$19,050 | -$19,050 | -$19,050 | -$19,050 | -$19,050 | -$19,050 | -$19,050 | -$19,050 | -$19,050 |
| **Other Reimbursement** | -$389 | -$389 | -$389 | -$389 | -$389 | -$389 | -$389 | -$389 | -$389 | -$389 |
| **STS/JARC Reimbursements** | -$2,992 | -$2,992 | -$2,992 | -$2,992 | -$2,992 | -$2,992 | -$2,992 | -$2,992 | -$2,992 | -$2,992 |
| **Total Reimbursements** | **-$159,292** | **-$170,046** | **-$172,127** | **-$175,349** | **-$179,270** | **-$182,424** | **-$185,646** | **-$188,939** | **-$192,305** | **-$196,708** |
| **Total Operating Fund Expenses** | **$585,313** | **$597,120** | **$617,283** | **$645,884** | **$655,009** | **$673,158** | **$715,507** | **$734,279** | **$753,516** | **$777,415** |

*Source: Combined PTP and Transit Pro Forma FY 2025 – 2026 (11/18/2025)*

### 8.3.2 PROJECTED TEN-YEAR CAPITAL PROGRAM

This section provides an overview of expenditures and funding sources for DTPW's Capital Project initiatives. The tables in this section provide a ten-year outlook, with a horizon year of Fiscal 2034-2035.

#### *Planned Capital Expenditures*

DTPW's planned transit capital budget for the period between FY 2026 and FY 2035 is summarized in **Table 8-17**. Large capital projects or ongoing projects during this period (SMART Program projects including the Beach and North Corridors, as well as Bus Related projects, for example), may be funded by a combination of debt proceeds and cash. The projects in the Capital Transit Budget table will improve the quality of service and longevity of the existing DTPW system.

**Table 8-17: DTPW Capital Transit Budget FY 2025-2026 - FY 2034-35 (000s)**

| Program | Prior | | FY 2026-2027 | | FY 2027-2028 | | FY 2028-2029 | | FY 2029-2030 | | FY 2030-2031 | | Future | | Total | | Totals | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PTP | Other | PTP | Other | PTP | Other | PTP | Other | PTP | Other | PTP | Other | PTP | Other | PTP | Other | PTP | Other | Overall Total |
| Aventura Station | $76,600 | $4,000 | $100 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $76,700 | $4,000 | **$76,700** | **$4,000** | **$80,700** |
| Beach Corridor (SMART Plan) | $18,255 | $11,869 | $4,000 | $0 | $2,000 | $0 | $2,000 | $0 | $3,500 | $0 | 721,376 | $250,000 | $0 | $0 | $751,131 | $261,869 | **$751,131** | **$261,869** | **$1,013,000** |
| Beach Express South | $889 | $73 | $684 | $0 | $1,878 | $0 | $6,068 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $9,519 | $73 | **$9,519** | **$73** | **$9,592** |
| Bus - Enhancements | $13,122 | $31,027 | $2,010 | $681 | $3,123 | $2,719 | $2,481 | $0 | $500 | $0 | $0 | $0 | $0 | $0 | $21,236 | $34,427 | **$21,236** | **$34,427** | **$55,663** |
| Bus - New South Dade Maintenance Facility | $314,619 | $0 | $9,763 | $0 | $218 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $324,600 | $0 | **$324,600** | **$0** | **$324,600** |
| Bus - Related Projects | $85,888 | $352,366 | $2,118 | $0 | $2,117 | $0 | $2,114 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $92,237 | $352,366 | **$92,237** | **$352,366** | **$444,603** |
| Bus And Bus Facilities | $55,331 | $0 | $11,289 | $0 | $5,445 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $72,065 | $0 | **$72,065** | **$0** | **$72,065** |
| Dadeland South Intermodal Station | $79,591 | $346 | $1,374 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $80,965 | $346 | **$80,965** | **$346** | **$81,311** |
| East-West Corridor (SMART Plan) | $14,284 | $1,025 | $3,600 | $0 | $3,100 | $0 | $13,675 | $0 | $38,164 | $0 | $0 | $0 | $0 | $0 | $72,823 | $1,025 | **$72,823** | **$1,025** | **$73,848** |
| Emergency Backup Generators | $0 | $600 | $1,040 | $400 | $400 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $1,440 | $1,000 | **$1,440** | **$1,000** | **$2,440** |
| Federally Funded Projects | $432 | $287,094 | $430 | $148,211 | $0 | $147,362 | $0 | $149,731 | $0 | $146,654 | $0 | $148,827 | $0 | $0 | $862 | $1,027,879 | **$862** | **$1,027,879** | **$1,028,741** |
| Infrastructure Renewal Plan (IRP) | $31,355 | $55 | $12,500 | $0 | $12,500 | $0 | $12,500 | $0 | $12,500 | $0 | $12,500 | $0 | $12,500 | $0 | $106,355 | $55 | **$106,355** | **$55** | **$106,410** |
| Lehman Yard - Miscellaneous Improvements | $36,136 | $3,321 | $11,096 | $0 | $3,000 | $0 | $4,927 | $0 | $497 | $0 | $0 | $0 | $0 | $0 | $55,656 | $3,321 | **$55,656** | **$3,321** | **$58,977** |
| Metromover - Improvement Projects | $110,677 | $50,694 | $18,125 | $29,590 | $65,028 | $350 | $7,406 | $0 | $3,551 | $0 | $0 | $0 | $0 | $0 | $204,787 | $80,634 | **$204,787** | **$80,634** | **$285,421** |
| Metrorail - Stations and Systems Improvements | $53,964 | $3,598 | $34,780 | $80 | $49,986 | $0 | $43,720 | $0 | $26,890 | $0 | $0 | $0 | $0 | $0 | $209,340 | $3,678 | **$209,340** | **$3,678** | **$213,018** |
| Metrorail - Track and Guideway Projects | $91,533 | $0 | $14,239 | $0 | $1,614 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $107,386 | $0 | **$107,386** | **$0** | **$107,386** |
| Metrorail - Vehicle Replacement | $381,699 | $1,036 | $3,621 | $0 | $12,993 | $0 | $1,472 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $399,785 | $1,036 | **$399,785** | **$1,036** | **$400,821** |
| Metrorail And Metromover Projects | $12,873 | $0 | $2,127 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $15,000 | $0 | **$15,000** | **$0** | **$15,000** |

**Table 8-17 (Continued): DTPW Capital Transit Budget FY 2025-2026 - FY 2034-35 (000s)**

| Program | Prior | | FY 2026-2027 | | FY 2027-2028 | | FY 2028-2029 | | FY 2029-2030 | | FY 2030-2031 | | Future | | Total | | Totals | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PTP | Other | PTP | Other | PTP | Other | PTP | Other | PTP | Other | PTP | Other | PTP | Other | PTP | Other | PTP | Other | Overall Total |
| New Fare Collection System | $40,724 | $3,000 | $24,358 | $7,000 | $3,300 | $0 | $300 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $68,682 | $10,000 | **$68,682** | **$10,000** | **$78,682** |
| North Corridor (SMART Plan) | $33,420 | $16,000 | $250,500 | $0 | $50,500 | $0 | $36,100 | $0 | $200 | $0 | $138,641 | $1,674,639 | $0 | $0 | $509,361 | $1,690,639 | **$509,361** | **$1,690,639** | **$2,200,000** |
| Northeast Corridor (SMART Plan) | $49,244 | $151,259 | $31,799 | $173,240 | $31,800 | $183,495 | $41,475 | $92,256 | $18,538 | $108,278 | $5,785 | $40,151 | $0 | $0 | $178,641 | $748,679 | **$178,641** | **$748,679** | **$927,320** |
| Park And Ride - Transit Projects | $29,966 | $14,382 | $6,059 | $2,129 | $6,745 | $3,326 | $5,487 | $1,142 | $700 | $0 | $0 | $0 | $0 | $0 | $48,957 | $20,979 | **$48,957** | **$20,979** | **$69,936** |
| Park And Ride - TransitWay at SW 168th Street | $51,958 | $9,500 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $51,958 | $9,500 | **$51,958** | **$9,500** | **$61,458** |
| Powertrain Replacement Project for CNG Bus Fleet | $6,800 | $0 | $1,800 | $5,000 | $1,800 | $5,000 | $1,800 | $5,000 | $1,800 | $5,000 | $0 | $0 | $0 | $0 | $14,000 | $20,000 | **$14,000** | **$20,000** | **$34,000** |
| Safety Improvements - FDOT Projects | $7 | $996 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $7 | $996 | **$7** | **$996** | **$1,003** |
| Signage And Communication Projects | $10,520 | $2,235 | $3,175 | $5,302 | $1,860 | $503 | $540 | $0 | $350 | $0 | $0 | $0 | $0 | $0 | $16,445 | $8,040 | **$16,445** | **$8,040** | **$24,485** |
| South Corridor Bus Rapid Transit (BRT) – Mast Arm Improvements | $50 | $61,498 | $980 | $0 | $1,030 | $0 | $0 | $0 | $9,940 | $0 | $8,000 | $0 | $0 | $0 | $20,000 | $61,498 | **$20,000** | **$61,498** | **$81,498** |
| South Dade Trail Shared-Use Path Enhancements | $7,133 | $7,133 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $7,133 | $7,133 | **$7,133** | **$7,133** | **$14,266** |
| South Dade TransitWay Corridor | $97,382 | $223,844 | $0 | $500 | $0 | $500 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $97,382 | $224,844 | **$97,382** | **$224,844** | **$322,226** |
| South Dade TransitWay Stations Drop-Off and Pick-Up Areas | $1,208 | $1,332 | $2,569 | $2,513 | $686 | $618 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $4,463 | $4,463 | **$4,463** | **$4,463** | **$8,926** |
| Strategic Miami Area Rapid Transit Plan (SMART) Phase 1 | $1,218 | $1,930 | $34,697 | $1,650 | $0 | $1,425 | $11,000 | $1,000 | $0 | $1,048 | $0 | $0 | $0 | $0 | $46,915 | $7,053 | **$46,915** | **$7,053** | **$53,968** |
| Sunshine Station - Golden Glades Bike/Pedestrian Connector | $5,073 | $5,073 | $133 | $398 | $132 | $397 | $846 | $846 | $4,012 | $9,710 | $2,248 | $4,420 | $0 | $0 | $12,444 | $20,844 | **$12,444** | **$20,844** | **$33,288** |
| The Underline | $0 | $118,812 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $118,812 | **$0** | **$118,812** | **$118,812** |
| Third Rail Isolation Disconnect Switches | $5,400 | $0 | $600 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $6,000 | $0 | **$6,000** | **$0** | **$6,000** |
| Track And Guideway Work Facility Building | $1,435 | $0 | $12,608 | $0 | $3,302 | $0 | $351 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $17,696 | $0 | **$17,696** | **$0** | **$17,696** |
| Track Inspection Vehicle / Train | $1,050 | $0 | $9,950 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $11,000 | $0 | **$11,000** | **$0** | **$11,000** |
| Vision Zero | $9,590 | $500 | $3,654 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $13,244 | $500 | **$13,244** | **$500** | **$13,744** |
| **Subtotal** | $1,729,426 | $1,364,598 | $515,778 | $376,694 | $264,557 | $345,695 | $194,262 | $249,975 | $121,142 | $270,690 | $888,550 | $2,118,037 | $12,500 | $0 | $3,726,215 | $4,725,689 | $3,726,215 | $9,451,378 | $13,177,593 |
| **Total** | **$3,094,024** | | **$892,472** | | **$610,252** | | **$444,237** | | **$391,832** | | **$3,006,587** | | **$12,500** | | **$8,451,904** | | | | |

*Source: Miami-Dade County DTPW Capital Budget FY 2025-2026 (October 2025)*

### *Summary of Capital Plan*

The DTPW capital plan revenue sources are depicted in **Table 8-18**. The table covers a ten-year period. Revenue sources in the first five years are forecast by fiscal year, while the second five years are aggregated into a Future category. All projected capital expenditures may be funded with either PTP surtax debt proceeds, or on a pay-as-you-go basis, depending on the availability of funds. This capital budget is achieved by borrowing against the PTP surtax (requiring the inclusion of additional LOGT and general funds in DTPW's budget, to guarantee debt coverage).

**Table 8-18: Projected "Cash" Revenue Sources for Transit Capital Projects FY 2025-2026 - FY 2034-2035 (000s)**

| Revenue Source | Prior* | FY2026-2027 | FY2027-2028 | FY2028-2029 | FY2029-2030 | FY2030-2031 | Future | Total |
|---|---|---|---|---|---|---|---|---|
| American Rescue Plan Act (ARPA) | $367 | $0 | $0 | $0 | $0 | $0 | $0 | $367 |
| BBC GOB Financing | $96,202 | $0 | $0 | $0 | $0 | $0 | $0 | $96,202 |
| Capital Asset Series 2010 Bonds | $2,234 | $0 | $0 | $0 | $0 | $0 | $0 | $2,234 |
| Capital Improvement Local Option Gas Tax | $29,254 | $19,336 | $19,626 | $19,920 | $20,219 | $20,522 | $0 | $128,877 |
| Causeway Toll Revenue | $74,550 | $13,790 | $7,483 | $8,290 | $2,250 | $6,114 | $0 | $112,477 |
| Charter County Transit System Surtax | $91,861 | $0 | $0 | $0 | $0 | $0 | $0 | $91,861 |
| City of Aventura Contribution | $4,000 | $0 | $0 | $0 | $0 | $0 | $0 | $4,000 |
| City of Coral Gables Park & Mobility Impact Fees | $7,380 | $0 | $0 | $0 | $0 | $0 | $0 | $7,380 |
| City of Miami Park Impact Fees | $7,585 | $0 | $0 | $0 | $0 | $0 | $0 | $7,585 |
| Developer Contributions | $2,108 | $0 | $0 | $0 | $0 | $0 | $0 | $2,108 |
| Developer Fees/Donations | $600 | $0 | $0 | $0 | $0 | $0 | $0 | $600 |
| FDOT Funds | $157,535 | $66,096 | $54,472 | $61,794 | $56,111 | $697,201 | $0 | $1,093,209 |
| FDOT Reimbursement | $28,560 | $4,527 | $4,663 | $0 | $0 | $0 | $0 | $37,750 |
| FDOT-County Incentive Grant Program | $21,000 | $0 | $0 | $0 | $0 | $0 | $0 | $21,000 |
| FTA 20005(b) - Pilot Program for TOD Planning Discretionary Grant | $1,505 | $1,330 | $560 | $0 | $0 | $0 | $0 | $3,395 |
| FTA 5307 - Flex-Coronavirus Response & Relief Appropriations Act (CRRSAA) | $15,241 | $0 | $0 | $0 | $0 | $0 | $0 | $15,241 |
| FTA 5307 - Transfer | $400 | $200 | $800 | $1,000 | $1,048 | $0 | $0 | $3,448 |
| FTA 5307 - Urbanized Area Formula Grant | $307,358 | $260,661 | $228,838 | $125,208 | $155,727 | $1,357,803 | $0 | $2,435,595 |
| FTA 5309 - Discretionary Grant | $215,155 | $500 | $500 | $0 | $0 | $0 | $0 | $216,155 |
| FTA 5309 - Formula Grant | $1,036 | $0 | $0 | $0 | $0 | $0 | $0 | $1,036 |
| FTA 5324 - Public Transportation Emergency Relief | $600 | $400 | $0 | $0 | $0 | $0 | $0 | $1,000 |
| FTA 5337 - State of Good Repair Formula Grant | $91,702 | $47,578 | $48,767 | $49,986 | $50,736 | $51,497 | $0 | $340,266 |
| FTA 5339 - Bus & Bus Facility Formula Grant | $43,514 | $10,398 | $10,398 | $10,398 | $5,180 | $180 | $0 | $80,068 |
| FTA 5339(b) - Bus & Bus Facilities Discretionary Grant | $11,000 | $0 | $0 | $0 | $0 | $0 | $0 | $11,000 |
| Florida City Contribution | $4,383 | $0 | $0 | $0 | $0 | $0 | $0 | $4,383 |
| Florida Department of Environmental Protection | $32,200 | $0 | $0 | $0 | $0 | $0 | $0 | $32,200 |
| Future Financing | $3,633 | $13,747 | $9,166 | $9,166 | $9,166 | $949 | $0 | $45,827 |
| General Fund | $10,173 | $0 | $0 | $0 | $0 | $0 | $0 | $10,173 |
| General Government Improvement Fund (GGIF) | $500 | $0 | $0 | $0 | $0 | $0 | $0 | $500 |

**Table 8-18 (Continued): Projected "Cash" Revenue Sources for Transit Capital Projects FY 2025-2026 - FY 2034-2035 (000s)**

| Revenue Source | Prior* | FY2026-2027 | FY2027-2028 | FY2028-2029 | FY2029-2030 | FY2030-2031 | Future | Total |
|---|---|---|---|---|---|---|---|---|
| Knight Foundation Grant | $593 | $0 | $0 | $0 | $0 | $0 | $0 | $593 |
| Lease Financing - County Bonds/Debt | $266,923 | $0 | $0 | $0 | $0 | $0 | $0 | $266,923 |
| Mobility Impact Fees | $1,064,770 | $85,754 | $86,588 | $96,910 | $62,251 | $4,584 | $0 | $1,400,857 |
| People's Transportation Plan Bond Program | $1,604,629 | $476,246 | $228,905 | $151,941 | $98,592 | $880,517 | $12,500 | $3,453,330 |
| Peoples Transportation Plan Capital Expansion Reserve Fund | $246,821 | $39,532 | $35,652 | $42,321 | $22,550 | $8,033 | $0 | $394,909 |
| Resilient Florida Grant Program | $22,189 | $1,515 | $0 | $0 | $0 | $0 | $0 | $23,704 |
| Road Impact Fees | $273,786 | $0 | $0 | $0 | $0 | $0 | $0 | $273,786 |
| Secondary Gas Tax | $105,277 | $17,502 | $17,502 | $0 | $0 | $0 | $0 | $140,281 |
| Stormwater Utility | $92,645 | $11,852 | $15,807 | $14,546 | $4,000 | $4,000 | $0 | $142,850 |
| Transit Operating Revenues | $1,639 | $0 | $0 | $0 | $0 | $0 | $0 | $1,639 |
| USDOT Build Program | $34,500 | $0 | $0 | $0 | $0 | $0 | $0 | $34,500 |
| WASD Project Fund | $19,403 | $0 | $0 | $0 | $0 | $0 | $0 | $19,403 |
| **Total** | **$4,994,811** | **$1,070,964** | **$769,727** | **$591,480** | **$487,830** | **$3,031,400** | **$12,500** | **$10,958,712** |

*Source: DTPW FY 2025-2026 Proposed Budget and Multi-Year Capital Plan, Transportation and Public Works, Page 129 and 130: https://www.miamidade.gov/resources/budget/proposed/fy2025-26/volume-2.pdf .*

## 8.4 FUNDING AND FINANCING SOURCES

The objective of identifying funding and financing sources is to provide the Department of Transportation and Public Works (DTPW) with a menu of options to consider as part of its discussions of financial strategies for the improvement and maintenance of the County's transit system. Funding options include potential revenue sources (e.g., taxes, fees, passenger revenue, grants) that can be used to pay for capital or operation and maintenance (O&M) costs. Financing options, in contrast, allow DTPW to borrow funds required to pay for specific projects, by leveraging revenue sources available to a project through the issuance of debt. Financing allows project sponsors to address near-term project funding needs by borrowing against revenue anticipated to be collected in the future.

This section provides an evaluation of existing and potential financial resources available to DTPW to support transit capital improvements and O&M needs. It first outlines funding sources, followed by financing tools, and concludes with a summary of public and private project delivery approaches that may enhance project implementation efficiency.

### 8.4.1 FUNDING SOURCES

While maintaining the existing funding sources for transit services is critical, the ability to both improve existing services and expand bus and rail service coverage relies heavily on additional funding. Agencies must carefully review funding options at the federal, state, and local level and anticipate funding limitations and matching requirements. One of the challenges in leveraging additional federal and state funding to implement new routes or expand existing services is to secure local matching funds. The following discusses the potential funding sources available to DTPW at the federal, state, and local level, eligibility requirements, and limitations.

#### *Federal Funding Sources*

This section outlines existing federal formula and discretionary funding sources available to cover certain costs for DTPW's existing and planned new services. Most federal funding sources identified below are used to cover capital costs. Although O&M represents an essential part of transit operations due to its recurring and growing costs, federal funding for O&M is unavailable, and therefore not included.

##### *Infrastructure Investment and Jobs Act (IIJA)*

The Infrastructure Investment and Jobs Act (IIJA) is a five-year, approximately $1.2 trillion bipartisan infrastructure law enacted in November 2021, including $550 billion in new federal spending. It reauthorizes and expands federal surface transportation programs through FY 2026, providing long-term certainty for states and transit agencies. Like the FAST Act, annual funding levels remain subject to appropriations, but IIJA introduces advanced appropriations for key programs to ensure stability.

The Act represents the largest federal investment in public transit and surface transportation in U.S. history. It allocates:

- $110 billion for roads, bridges, and major projects, including a new Bridge Investment Program.
- $89.9 billion for public transit modernization, accessibility improvements, and zero-emission fleet transitions.

- $66 billion for passenger and freight rail, including Amtrak and intercity service expansion.
- $17 billion for ports and waterways and $25 billion for airports.
- $65 billion for broadband deployment and affordability.
- $73 billion for electric grid upgrades and clean energy transmission.
- $7.5 billion for a national EV charging network.

Key provisions include new competitive grant programs such as PROTECT (resilience against extreme weather), expanded Capital Investment Grants (CIG) for high-capacity transit projects, and funding for climate resilience, environmental remediation, and equity-focused initiatives. The law also streamlines project delivery through the One Federal Decision process and supports modernization of permitting systems.

### *Federal Formula Grants*

FTA formula funds are distributed by formula to states and metropolitan areas to fund transit investments. In urbanized areas, transit formula funds can cover capital costs, but cannot be used to cover O&M costs, except for preventive maintenance costs. FTA formula funds are distributed to designated recipients in urbanized areas based on route miles, revenue vehicle miles, and population. These include the following programs and funding sources:

- **Section 5307 Urbanized Area Formula Program:** This program makes federal resources available to urbanized areas for transit capital assistance and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Census Bureau.
- **Section 5337 State of Good Repair (SGR) Program:** This program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.
- **Section 5339 Bus & Bus Facilities Program:** This program provides funding to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: the Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program. Funding is provided through formula allocations and competitive grants. A sub-program, the Low- or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. The allocation of such funds is based on asset age and condition. Funds support capital costs but cannot be used to cover O&M costs.
- **Surface Transportation Program Funds (STP):** funds are apportioned by the Federal Highway Administration (FHWA) but are referred to as “flexible” because they may be used for an array of eligible projects, including transit. Aside from its highway uses, the STP program can be applied to the capital cost of any public transportation project to preserve and improve the conditions and performance of surface transportation. STP funds are distributed directly to states, which may request those funds be transferred to FTA for an eligible public transportation project.

- **Congestion Mitigation and Air Quality Improvement (CMAQ):** funds are formula-funded program administered by the Federal Highway Administration (FHWA) that provides annual apportionments to states to support transportation projects that reduce traffic congestion and improve air quality. Funds are distributed based on a statutory formula that considers population and the severity of a state's air-quality challenges, particularly in areas designated as nonattainment or maintenance for National Ambient Air Quality Standards. Although CMAQ is federally a formula program, states and MPOs may allocate the funds through their own competitive or prioritization processes. Eligible uses include transit improvements, traffic flow enhancements, transportation demand management strategies, and other projects that achieve measurable reductions in emissions from transportation sources.

### *Federal Discretionary Grants*

The federal government awards discretionary grants to states and other eligible recipients through competitive application processes. Unlike formula grants, there is no set allotment for a given geographic area, and individual projects compete against other projects nationwide.

The Capital Investment Grant (CIG) Program (Section 5309) is administered by the FTA to fund major transit capital investments and may be applicable to DTPW. These grants are the FTA's primary grant program for funding major transit capital projects. There are three categories of eligible projects: New Starts, Small Starts, and Core Capacity. These programs typically allow for a federal share of up to 80% of the project capital cost and require a local match for the remaining 20% and are described below.

- **FTA New Starts:** The New Starts category of funding is one of FTA's primary capital funding programs for new or extended fixed guideway and corridor-based bus systems across the country, including rapid rail, light rail, commuter rail, bus rapid transit (BRT), and ferries. Eligible New Starts projects request funding greater than $100 million and/or have a total project cost greater than or equal to $300 million. Eligible expenses include capital costs but not O&M costs. The maximum federal share under the New Starts Program is 60%. This source can be used to fund a new fixed guideway minimum operable segment or extension to existing fixed guideway system that qualifies according to the program's rigorous financial and project justification criteria.
- **FTA Core Capacity:** The Core Capacity funding category was created by Congress in 2012 as a new type of eligible funding within the FTA's CIG program. These funds support substantial corridor-based investments in an existing fixed-guideway system. However, the system must be in a corridor where transit service is at or over capacity or will be over capacity in five years. The project must also lead to an increase in the capacity by 10%. Like the New Starts funding category, eligible uses of Core Capacity funds are capital costs but not O&M costs.
- **FTA Small Starts:** Small Starts is a category of funding within FTA's CIG program. To be eligible for Small Starts projects must have a total capital cost of less than $300 million and request less than $100 million in Small Starts funding. This funding option can be used for new fixed guideway systems and extensions and BRT. The Small Starts funding option can also cover capital costs but cannot be used to cover O&M costs. Corridor-based BRT systems that represent a substantial investment in a defined corridor, including the following features, may qualify for Small Starts funding**:** defined stations, traffic signal priority for transit, or short headway bi-directional services for a substantial part of weekdays and weekend days.

The Infrastructure Investment and Jobs Act (IIJA), enacted in November 2021, is a five-year, $1.2 trillion bipartisan infrastructure law that includes $550 billion in new federal spending. It reauthorizes and expands federal surface transportation programs through FY 2026 and introduces advance appropriations to provide funding stability. Under IIJA, the Federal Transit Administration's CIG program—which encompasses New Starts, Core Capacity, and Small Starts—receives a substantial increase, with approximately $4.6 billion annually, totaling $23 billion over five years. IIJA authorizes new competitive programs for buses, low- or no-emission vehicles, and accessibility improvements, while continuing formula programs for urbanized areas.

### *Other Discretionary Programs*

- **BUILD Grants:** For 2026, the administration will release a Notice of Funding Opportunity (NOFO) for the Better Utilizing Investments to Leverage Development (BUILD) grant program (formerly TIGER). The BUILD program is a highly competitive USDOT grant program which supports the capital costs of road, rail, transit, and port projects that have a significant impact on the nation, a region, or a metropolitan area. Nationwide, $1.5 billion is available for funding in 2026. $5 million is available for urban capital projects, and no state may receive more than 15% of available funds (i.e. $225 million).
- **INFRA Grants:** The Infrastructure for Rebuilding America (INFRA) grant program (previously referred to as FASTLANE) was authorized as the Nationally Significant Freight and Highway Projects program by the USDOT's Build America Bureau. This program provides funding for freight and highway projects that have a significant impact on the national or region. A total of $1.54 billion is appropriated for FY 2025 and FY 2026.
- **SS4A Grants:** The Safe Streets and Roads for All (SS4A) program, administered by the U.S. Department of Transportation (USDOT), funds comprehensive safety planning and implementation projects aimed at reducing traffic fatalities and serious injuries on roads and streets. It supports local, regional, Tribal, and state entities to develop and carry out data-driven safety action plans, implement safety infrastructure improvements, and conduct safety education and outreach. SS4A is part of the Bipartisan Infrastructure Law and has over $3 billion available for the 2024–2026 funding rounds to support planning and implementation grants.
- **PROTECT:** The PROTECT program, under USDOT's Federal Highway Administration, funds projects that enhance the resilience of surface transportation systems against natural hazards and climate change. It includes competitive discretionary grants for resilience planning, improvements to critical infrastructure, strengthening evacuation routes, and protecting at-risk coastal transportation assets. The Bipartisan Infrastructure Law authorized approximately $1.4 billion in discretionary funding through fiscal year 2026 (with additional formula funding beyond this total) for resilience projects.
- **SMART:** The Strengthening Mobility and Revolutionizing Transportation (SMART) grants created by the Bipartisan Infrastructure Law, aim to fund demonstration projects that deploy advanced smart community technologies and smart mobility systems to improve transportation safety, efficiency, and innovation. The law provides about $100 million annually from FY2022–2026, equating to $500 million total in appropriated funding for the program's duration.
- **RCP:** The Reconnecting Communities Pilot (RCP) program provides competitive grants to improve access to jobs, schools, services, and other opportunities. This includes planning and capital construction to remove, retrofit, or mitigate barriers created by past infrastructure investments. The program has $607

million in funding available under the Bipartisan Infrastructure Law for eligible community reconnection projects.

- **Fed-State Partnership:** The Federal-State Partnership Rail Grant Program funds capital projects that reduce the state of good repair backlog, expand service, and improve performance on intercity passenger rail corridors. Eligible applicants include states, Amtrak, and public agencies. Under the Infrastructure Investment and Jobs Act, the program has over $36 billion available for award under the FY2024–2025 notice of funding opportunity.
- **CRISI:** The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, overseen by the Federal Railroad Administration (FRA), funds projects to enhance the safety, efficiency, and reliability of both freight and intercity passenger rail systems. Eligible activities include safety technology deployments, track and bridge improvements, congestion mitigation, and workforce development. Authorized funding under the Bipartisan Infrastructure Law and related appropriations totals about $10 billion for CRISI grants.
- **ATTAIN:** The Advanced Transportation Technology and Innovation (ATTAIN), managed by USDOT/FHWA, provides competitive grants to deploy advanced transportation technologies that improve safety, mobility, efficiency, infrastructure performance, and multimodal connectivity. It is funded through set-asides under federal transportation research and innovation accounts. The statute authorizes about $60 million per year (FY2022–2026), meaning $300 million total in funding over the five-year period for projects deploying intelligent and advanced transportation systems.
- **DOE Infrastructure Grants:** The Department of Energy (DOE) administers multiple infrastructure-focused grant opportunities through the Bipartisan Infrastructure Law and other appropriations to support grid modernization, energy resilience, and clean energy deployment. These include competitive solicitations for grid enhancement, weatherization, transmission improvements, and energy infrastructure technologies. Funding levels vary by specific notice, but DOE infrastructure-related competitive grant opportunities often range in the tens of millions of dollars per solicitation; some specific solicitations (e.g., weatherization or other energy infrastructure FOAs) cite around $36 million in available funding in each round.

**Table 8-19** summarizes the federal funding sources currently available for capital expenses which DTPW may pursue as a way of leveraging the state and local sources being considered.

**Table 8-19: Federal Funding Sources**

| Funding Option | Funding Source | Funding Availability | Eligibility Requirements |
|---|---|---|---|
| State of Good Repair Grants (Section 5337) | FTA | $5 billion apportioned in FY 2026 | Capital projects that maintain existing high intensity fixed guideway (97% of funding) and high intensity motorbus (3% of funding). |
| Urbanized Area Formula Grants (Section 5307) | FTA | $6.9 billion apportioned in FY 2026 | Capital funding for new projects; operating (preventive maintenance and ADA) and maintenance expenses for existing services. |
| Bus & Bus Facilities Program (Section 5339) | FTA[1] | $1 billion apportioned in FY 2026 | Capital funding for new projects to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. |

**Table 8-19(Continued): Federal Funding Sources**

| Funding Option | Funding Source | Funding Availability | Eligibility Requirements |
|---|---|---|---|
| Surface Transportation Block Grants | FTA/ FHWA[2] | $14.9 billion apportioned for FY 2026 | Capital projects including highways, bridges, tunnels, and transit; maintenance expenses for existing services. |
| Capital Investment Grant Program (Section 5309) (New Starts, Small Starts, and Core Capacity) | FTA | $1.6 billion apportioned in FY 2026 | Capital projects for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcar, bus rapid transit, and ferry. |
| Congestion Mitigation and Air Quality Improvement Program | FTA/ FHWA | $2.7 billion apportioned for FY 2026, $15 million to Florida | Projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards, and in reducing air pollution including projects that address highway congestion or provide new transit alternatives to congested highways. |
| Better Utilizing Investments to Leverage Development (BUILD) Grant Program | USDOT | $1.5 billion approved (FY 2026) | Capital projects that have a significant impact on the nation, a region, or a metropolitan area including road, rail, transit, port, and intermodal improvements. |
| Infrastructure for Rebuilding America (INFRA) Grant Program | USDOT | $500 million apportioned for FY 2026 | Provides funding for freight and highway capital projects that have a significant impact on the national or region. |
| **Potential grants to add as a component of a larger project and with joint applicants** | | | |
| SS4A | USDOT | $3 billion available for the 2024–2026 funding rounds | Transit-access safety, complete streets: Bus stop safety, station access, complete streets around major transit corridors, first/last-mile improvements |
| PROTECT | USDOT | $1.4 billion in discretionary funding through fiscal year 2026 | Transit facility hardening: Floodproofing transit depots, elevating transitways, hardened power systems |
| Fed-State Partnership | FRA | $36 billion available for award under the FY2024–2025 | Rail corridors and stations: Tri-Rail Downtown Link expansions, track capacity, station modernization. |
| SMART | USDOT | $100 million annually from FY2022–2026 | Smart transit and Intelligent Transportation Systems (ITS): TSP deployment, data integration, smart corridor pilots, connected intersections |
| RCP | USDOT | $607 million from 2022-2026 | Transit corridor redesigns, removal of barriers, multimodal access to stations |
| ATTAIN | USDOT | $60 million per year from 2022–2026 | Smart corridors, Transit Signal Priority (TSP) |
| DOE Infrastructure | DOE | Average of $36 million annually | Charging for bus and fleets |
| CRISI | FRA | $1 billion per year from 2022-2026. | Rail safety and crossings |

## State Funding Sources

There are several well-established and stable state revenue sources currently used by not only DTPW, but other transit providers in Florida including Palm Tran, Broward County Transit (BCT), and the South Florida Regional Transportation Authority (SFRTA). The following state funding sources are currently or can potentially be used by DTPW and are funded through FDOT.

### Public Transit Service Development Program

This program is designed to provide initial funding for innovative and special projects, such as new technologies, new transit services, routes, increased frequencies, marketing, the purchase of special transportation services and other methods for improving operations and maintenance. Both capital and operating expenses are eligible under this program. However, funding for these projects is limited to no more than three years and varies based on the type of project, with projects focused on marketing or technology limited to two years. Projects seeking this funding must be identified in a Transit Development Plan.

This program may fund up to 50% of the net project cost but will not exceed the funding committed by the local project sponsor. Projects that are deemed (by Central Office) to be of statewide significance may be eligible for more than 50% of net project costs through this program. Facility projects that provide new connections, opportunities for transferring to enhanced or new services, or that improve the safety for the rider, may be eligible, and justification would need to clearly outline the new or enhanced services, or how safety is improved.

### Public Transit Block Grant Program

This Program provides funding that may be used by public transit providers for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects. This program can cover capital costs and can be used to cover O&M costs. These grants may be used to fund up to 50% of the non-federal share of transit project capital costs and up to 50% of eligible operating costs (net costs). Eligible recipients must have an FDOT approved TDP by the end of December prior to the Fiscal Year in which funds are sought.

Revenue received by DTPW under the Public Transit Block Grant program is issued under a Joint-Participation Agreement (JPA) with FDOT. DTPW receives approximately $20 million annually from the FDOT Transit Block grant program.

### Transportation Disadvantaged Trust Fund

In 1989, the Florida State Legislature established the Commission for the Transportation Disadvantaged (CTD) to fund and oversee the expansion of transportation services for the Transportation Disadvantaged (TD). The legislation also established a Transportation Disadvantaged Trust Fund (TDTF), funded from vehicle registration fees and gasoline sales taxes. Per the Florida Statutes (F.S.), Chapter 427:

> *"Transportation disadvantaged' means those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education,*

**Table 8-19(Continued): Federal Funding Sources**

*shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in s. 411.202."*

The CTD administers and distributes these funds to each county throughout the state through Community Transportation Coordinators (CTC) according to an established formula, requiring a 10% local match. The CTD is responsible for establishing the distribution formula, which is based on several criteria: total service area population, total system vehicle miles, total system passenger trips, and total service area square miles. Funds have been distributed to every county's CTC each year since 1990.

Funds that are deposited may be used to subsidize a portion of a TD person's transportation costs that are not sponsored by an agency.

The Miami-Dade County Board of County Commissioners (BCC) has been designated as the CTC for the Miami-Dade County service area by the Miami-Dade TPO since 1990. The coordinated area for transportation services includes all urbanized Miami-Dade County, a narrow transit corridor in south Broward County, and from Key Largo to Marathon (Mile Marker 50) in Monroe County. Miami-Dade County has many sponsored programs that are currently in place to assist portions of the state recognized TD populations. Thus, the following TD populations are not sponsored by any other funding source, and are therefore eligible to be assisted by the CTD's TD Trust Fund:

- Up to 150% above the Poverty Level
- Under 65 years old
- Cannot receive SSI benefits
- Children at Risk population(s)

To assist these specific TD populations, the TD Trust Fund dollars are utilized as follows:

- **TD EASY Ticket Program** – the distribution of EASY Tickets to eligible TD individuals through applicable 501(c)(3) organizations. Recipients receive pre-loaded EASY Tickets, which provide the equivalent of one of the following: one trip, daily, weekly, and/or a monthly pass, based on the need.
- **TD Transit Mobility Easy Card Program** – the distribution of annual EASY Cards to those individuals who are TD eligible.

### *Florida New Starts Transit Program (NSTP)*

The Florida New Starts Transit Program provides transit agencies with a dollar-for-dollar match of the local (non-federal) share of project costs for transit fixed-guideway projects and facilities that qualify under the FTA New Starts Program. These State grants are for new investments in rail transit and BRT projects. They aim to help leverage local funds to secure FTA New Starts grants and can provide up to 50% of the non-federal share in state funding. This program covers capital costs but cannot be used to cover O&M costs. Costs that are eligible to be covered by these grants include final design, right-of-way, construction, and equipment.

### *Transit Corridor Program*

The Transit Corridor Program supports new transit services to alleviate congestion or other mobility issues within an identified corridor. It may fund up to 50% of the non-federal share of costs of projects that are local in scope and up to 100% of transit corridor projects that are statewide in scope. Projects that are locally or regionally significant may be funded and supplemented for an unspecified time. The agency must demonstrate that the project will relieve congestion and improve capacity of a corridor by increasing people carrying capacity using high occupancy conveyances. This program can cover capital costs as well as O&M costs.

### *Commuter Assistance Program*

The Commuter Assistance Program is an employer-based transportation demand strategy that encourages and promotes public-private partnerships through brokerage services to employers and individuals for:

- Carpools/vanpools/bus pools
- Express bus service
- Subscription transit service
- Group taxi services
- Heavy and light rail
- Other systems designed to increase vehicle occupancy

The program may fund up to 50% of non-federal share of costs of projects that are local in scope and up to 100% of transit capital, intercity bus service, or commuter assistance projects. The program covers both capital and O&M costs. The South Florida Commuter Services is an existing active program that can assist with the planning, management, and implementation of commuter routes and other services.

### *Intermodal Development Program*

Per Florida Statutes, § 341.053, “Projects that are eligible for funding under this program include major capital investments in public rail and fixed-guideway transportation facilities and systems which provide intermodal access; road, rail, intercity bus service, or fixed-guideway access to, from, or between seaports, airports, and other transportation terminals; construction of intermodal or multimodal terminals; development and construction of dedicated bus lanes; and projects which otherwise facilitate the intermodal or multimodal movement of people and goods.” These grants are primarily awarded to local governments and are typically for up to 50% of the project cost but can be 100% if the project is of statewide or regional significance. The program covers capital costs but cannot be used to cover O&M costs. Seventy-five percent (75%) of these funds are required to be expended on the Strategic Intermodal System (SIS).

### *County Incentive Grant Program*

The County Incentive Grant Program (CIGP) provides grants to counties to fund improvements to transportation facilities, including transit, which are located on the State Highway System, or that relieve traffic congestion on the State Highway System. By statute, the program covers 50% of project capital costs but cannot be used to cover O&M costs. It is distributed on a formula-basis and, at a minimum, projects eligible for CIGP funding should create or enhance economic benefits, can be advanced in time because of receiving CIGP funds, foster public-private partnerships or otherwise attract private investment, employ innovative technologies to enhance efficiencies, maintain or protect the environment, and improve intermodal connections and safety.

Each eligible project must be consistent to the maximum extent feasible with the Florida Transportation Plan, Metropolitan Planning Organization Plan where applicable, and any appropriate local government comprehensive plan. Counties may submit projects that are not in the Metropolitan Planning Organization Long Range Transportation Plan or local government comprehensive plan; however, if selected, the projects must be amended into these plans within six months and supporting documentation should be provided to the FDOT.

**Table 8-20** lists the various state funding sources and indicates whether they are current or potential funding sources for DTPW.

**Table 8-20: Current and Potential State Funding Sources**

| Funding Option | Funding Source | Funding Status |
|---|---|---|
| Public Transit Service Development Program | FDOT | Current funding source |
| Public Transit Block Grant Program | FDOT | Current funding source |
| Transportation Disadvantaged Trust Fund | FDOT | Current funding source |
| Florida New Starts Transit Program | FDOT | Potential funding source |
| Transit Corridor Program | FDOT | Potential funding source |
| Commuter Assistance Program | FDOT | Potential funding source |
| Intermodal Development Program | FDOT | Potential funding source |
| County Incentive Grant Program (CIGP) | FDOT | Potential funding source |

## *Local Funding Sources*

This section reviews various local funding sources available to DTPW. Much of the information for local funding sources was obtained from the 2009 TCRP Report 129: Local and Regional Funding Mechanisms for Public Transportation, published by the Transportation Research Board (TRB).

### *Miami-Dade County General Fund*

A general fund revenue from a county is often critical to expanding local transit services; however, this local revenue source is often difficult to obtain as many local jurisdictions, services and projects compete for these limited funds. Currently, the Miami-Dade County General Fund provides a substantial funding source for transit services.

### *People's Transportation Plan Sales Tax Revenue*

On November 5, 2002, a half-penny sales tax was approved by Miami-Dade County voters for the purpose of implementing the People's Transportation Plan (PTP). The PTP sales tax proceeds are designated for the implementation of transit, roadway, and neighborhood improvement projects.

Twenty percent (20%) of surtax revenue is dedicated to municipal transportation enhancement projects such as localized community circulator services.

### *Local Option Gas Tax*

The Local Option Gas Tax (LOGT) is authorized by Section 336.025 (1)(B), Florida Statutes allowing Miami-Dade County to levy a tax on the purchase of gas and diesel fuel. State law requires funds from the LOGT be programmed for transportation purposes. Specifically, for both public works and transit needs.

### *Farebox Revenue*

Passenger fares are collected on Metrobus, Metrorail and STS services. These revenues assist to offset system wide operating expenses.

### *Advertising*

A transit agency can receive income from advertisements on vehicles, station and shelter facilities, tickets, schedules, and maps, for example. This also provides the opportunity to establish community partnerships. Advertising can be done through print and electronic media and might serve as "sponsorship" programs that fund vehicles, services, or events. Advertising revenue can be generated from both short- and long-term contracts.

### *Interest Earnings Income*

Interest income includes interest from overnight bank investments, investments in the Local Government Surplus Fund Trust Fund and other investments as allowed under Florida Statute 218.415.

### *Stormwater Utility Fees*

Utility fees encompass taxes on a wide range of public services and utility businesses. Revenues are typically allocated to the jurisdiction's general fund or public works facilities.

### *Impact Fees*

New development brings higher demand for additional public facilities and services, including transit services. Impact fees are common financial tools used by local governments to fund transportation capacity improvements necessitated by new development. Although the use of impact fee revenue to support public transportation is not yet widespread, impact fees to fund transit capital needs are becoming more common.

### *Joint Development*

Joint developments provide opportunities for new funding streams for public transportation. These revenues are generated from the value transit brings to businesses, developers, and property owners, and vice versa. This revenue may come in the form of Transit Improvement Districts, lease payments, revenue sharing, and cost-sharing for providing services to the developments. The revenue generated can be used in part or in entirety to support DTPW transit services and facilities.

### *Property Taxes*

One of the main revenue sources for local governments is property (ad valorem) taxes on land and building values. Property tax revenue is often used by local governments, special districts, and authorities including transit authorities, for local and regional public services, like public safety and sanitation.

### *Contract or Purchase-of-Service Revenues*

Contract or purchase-of-service revenues are based on rates established by a transit agency. Transit systems that provide contract services in addition to their regularly scheduled services, like paratransit or STS services, typically receive the funds directly. Municipal government, individual businesses, special event organizers, health and social service agencies, and educational institutions may purchase transit services.

### *Lease Revenues*

Lease revenues are generated through the leasing of transit agency facilities, including a rail or bus terminal, a station, transfer, or parking facilities. In addition, transit agencies with fixed rights-of-way, like rail or bus rapid transit, can also lease sections of the right-of-way to private companies, like telecommunications companies. Lease terms, rates, and length are negotiated by the parties involved.

### *Concessions*

Like leasing, transit agencies with available space in terminals and station facilities may enter concession agreements with commercial and retail businesses. Concessions might include food stands, sales shops, vending machines, ATMs, etc. Revenues can be received directly or as contributions to capital improvement projects.

### *Vehicle Fees*

Vehicle fees charged to vehicle owners and operators vary by state. The fees are based on the value, weight, or age of the vehicle and include fees for the issuance of titles, licenses, registration, or inspection fees. Local governments, through a local option, might have the authority to collect vehicle fees. The revenues generated from vehicle fees are typically dedicated to cover the administration and enforcement of the program, as well as general transportation needs. In rare instances revenues from this program are dedicated directly to fund public transportation.

### *Rental Car Surcharge*

A rental car surcharge is an existing funding option that is applied as a per-day, per-use, or percent of rental charge or lease basis on. These can fluctuate with economic conditions; however, they can provide reliable revenue streams if the economy remains strong. Revenue can be used to cover capital and O&M costs.

Florida imposes a rental car surcharge of $2.00 per day on car rentals or leases for first 30 days of term and $1.00 per use on car-sharing services for less than 24 hours. This surcharge is primarily deposited in the State Transportation Trust Fund to implement the FDOT annual work program.

### *Vehicle Lease Taxes and Fees*

Vehicle lease taxes and fees are charged when vehicles are purchased or leased. The number of fees collected can differ depending on the program and can be collected by the dealer, leasing company, or state where the transaction takes place.

### *Parking Fees*

Transit agencies have the option of receiving parking revenue collected from parking facilities owned by the agency. In addition, fees collected at public parking facilities have been used as a source of revenue for public transportation.

### *Realty Transfer Taxes/Mortgage Recording Fees*

A “real estate transfer tax” is a tax imposed on the sales of certain classes of residential, commercial, or industrial properties. Revenue generated by these fees increase with the sale amount of the property being sold or transferred. The tax might be paid by either the buyer or seller depending on the state. Rates also vary by state, with some states directing the revenues to the state’s general fund, while other states give local governments the authority to collect and keep the revenues. Revenues collected under these programs are often used to fund needs such as land conservation, parks and open space and, in some instances, public transportation.

### *Corporate Franchise Taxes*

A corporate franchise tax is a tax collected on the taxable assets of a for-profit business or firm. The tax is typically paid in advance of doing business within the state and is often targeted to specific industries and economic activities. Revenues from the tax may be deposited in various restricted and unrestricted state funds, including those for transit services.

### *Room or Occupancy Taxes*

Room or occupancy taxes are applied to the cost of lodging at hotels, motels, and similar facilities. Rates may vary depending on the facility type, location, or rental period. Revenues can be collected by the state or, where permitted, by local agencies. These tax revenues are often used to promote tourism or construct/operate tourism-related facilities.

### *Donations*

Support for public transportation may be available through private contributions and donations to transit agencies with the expectation that net benefits will accrue over time as the value of the private development appreciates. Donations can be made in the form of land, infrastructure, or monetary contributions.

### *Special Assessment District*

A Special Assessment District is a local funding option that obtains funds through the application of additional tax in specified investment districts. This funding option can cover capital costs and can be used to cover O&M costs. Although this revenue source has the potential to generate significant sums for investment, depending on the rate and district size, it requires the agreement of local property owners to establish the district and contribute to the cost of transportation infrastructure improvements. The property owners benefit through economic development and improved property values. This option could include financing where payments are not due until after the improvement is completed.

### *Sponsorship & Naming Rights*

Sponsorship and naming rights is another local funding option that can cover capital costs and can be used to cover O&M costs. This is a form of advertising where a private entity sponsors a transit service, line, station, or another asset. It is widely implemented with sports stadiums/arenas and can provide a significant revenue source during initial stages of construction and operation. However, this form of funding requires strong public and political project support and is more difficult to secure later in the life of the asset.

### *Air Rights*

Air rights are also a local funding option that can cover capital costs and can be used to cover O&M costs. In such an option, a public transportation provider sells or leases development rights above the project site. The revenue should exceed the cost of developing above the project. Thus, the developer is incentivized to purchase and develop above the transit investment or transit project location.

### *Developer Contributions*

Developers often provide in-kind or monetary contributions to facilitate construction of projects that may result in a positive impact on property values. This is often negotiated to reflect the benefit the developer derives from the project. The project sponsors often request contributions early, allowing sponsors to better leverage other sources. These may be applied to fill the gaps in funding for both capital and operating costs.

**Table 8-21** summarizes the current and potential local funding sources available to DTPW.

**Table 8-21: Current and Potential Local Funding Sources**

| Funding Option | Funding Source | Funding Status |
|---|---|---|
| Miami-Dade County General Fund | County | Current funding source |
| People's Transportation Plan Sales Tax Revenue | County | Current funding source |
| Local Option Gas Tax | County | Current funding source |
| Farebox Revenue | County | Current funding source |
| Advertising | County | Current funding source |
| Interest Income / Other Income | County | Current funding source |
| Storm Water Utility Fees | County | Current funding source |
| Impact Fees | City or County | Current funding source |
| Joint Development | City or County | Current funding source |
| Lease Revenues | City or County | Current funding source |
| Contract or Purchase-of-Service Revenues | City or County | Potential funding source |
| Concessions | City or County | Potential funding source |
| Vehicle Fees | City or County | Potential funding source |
| Rental Car Surcharge | County | Potential Funding source |
| Vehicle Lease Taxes and Fees | City or County | Potential funding source |
| Parking Fees | City or County | Potential funding source |
| Realty Transfer Taxes / Mortgage Recording Fees | City or County | Potential funding source |
| Corporate Franchise Taxes | City or County | Potential funding source |
| Room or Occupancy Taxes | City or County | Potential funding source |
| Donations | City or County | Potential funding source |
| Special Assessment District | City or County | Potential funding source |
| Sponsorship & Naming Rights | City or County | Potential Funding Source |
| Air Rights | City or County | Potential Funding Source |
| Developer Contributions | City or County | Potential Funding Source |

## 8.4.2 FINANCING SOURCES

Financing options can allow transit agencies like DTPW to borrow funds required to pay for certain projects, by leveraging revenue sources available to the project through the issuance of debt. Financing allows project sponsors to address near-term project funding needs by borrowing against funds anticipated to be available in the future. The following financing sources available to DTPW are detailed below.

### *Tax Increment Financing (TIF)*

TIF can cover capital costs, however it generally is not used to cover O&M costs. This form of funding allows the capture of incremental changes in property, sales, or other taxes above a set threshold in a specified investment district. This includes the capture of increased property values and economic growth created by investments over time. The revenue is small initially but grows over time. This method requires bonding to apply toward capital costs and is often applied for 20 to 30 years.

### *Transportation Infrastructure Improvement District (TIID)*

In 2018, the Miami-Dade BCC adopted a resolution establishing a TIF framework for rapid transit corridors in the county. Named the Transportation Infrastructure Improvement District (TIID), the legislation covers the existing Metrorail corridor, and the six proposed SMART Plan corridors. The TIID language is in Chapter 2, Article CLIX of the County's Code of Ordinances. Section 2-2365 outlines the permitted uses of the TIID funds, which may be used to fund the development, construction, maintenance, and/or operation of the SMART Plan projects. Section 2-2368 gives municipalities the option to contribute to the TIID trust funds.

The TIID covers buffers within a half mile of the existing Metrorail corridor and the proposed SMART Plan Corridors, except for the East-West Corridor. The East-West Corridor TIID boundary stretches out to a full mile. If a parcel or property falls partially within the TIID, the entirety of that parcel is deemed to be located within the district.

### *Transportation Infrastructure Finance and Innovation Act (TIFIA)*

The TIFIA program provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA leverages federal funds by attracting private and non-federal investment to projects that critically improve the nation's surface transportation program. The TIFIA program provides flexible repayment terms and potentially more favorable interest rates than can be found in private capital markets with the same revenue stream. TIFIA financing enables the applicant to receive more favorable interest rates for the project's share of non-federal borrowing due to lowered investment risk.

TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Many surface transportation projects (e.g., highway, transit, rail, intermodal freight, and port access) are eligible for assistance. Each dollar of federal funding applied to TIFIA (as the subsidy amount) can provide approximately $10 in credit assistance and leverages approximately $30 in transportation infrastructure investment.

Up to 50% of the capital cost of an eligible project may be financed through TIFIA, although in practice USDOT lends no more than 33% of costs to a single project. The combined share of TIFIA proceeds and other federal funding for a given project may not exceed 80% of the total project cost. To date, TIFIA has financed 16 transit projects. In some cases, projects have combined TIFIA financing and funding from FTA's New Starts program making project financing more manageable by providing up-front grant funding to cover a share of project costs, and low-cost federal loans to leverage each project's local match.

TIFIA extends loan rates effectively equivalent to the prevailing 30-year U.S. Treasury Bond rate at financial close plus one basis point. The program permits repayment over a term of up to 35 years after a project's substantial completion and gives borrowers the flexibility to defer principal and capitalize interest payments for up to 5 years. Principal payments may be structured to ramp up with projected growth in revenues pledged to service TIFIA debt. The state of Florida, if it applies for a TIFIA loan, will pledge revenues to service the debt: a key assumption is that revenues pledged are stable enough to make debt service payments on a full and timely basis. The structure of the debt with pledged revenues must meet a credit-rating threshold of being rated investment (Baa3/BBB-) grade by two rating agencies. Projects must meet all federal funding eligibility requirements, including NEPA, Buy America, Davis-Bacon, and others. Loans may be prepaid in whole or in part at any time without penalty.

TIFIA is flexible and cost-effective. The limited pool of financial capacity and the cap on the percentage of TIFIA financing by project are the program's biggest disadvantages.

### *Taxable Bonds*

Taxable bonds are issued by private entities to finance capital investments. The interest income from private bonds is not eligible for tax exemptions. The private bond issuer is responsible for paying bonds back and assumes all financial risk. Taxable bonds are traditionally a high-cost financing option but provide added flexibility and a broader debt market.

### *Short-Term Financing*

DTPW could use short-term financing options to facilitate the financing of a project, including revenue anticipation notes and commercial paper. These options are summarized below.

- **Revenue Anticipation Notes:** Revenue anticipation notes are a form of short-term borrowing against the expected receipt of near-term proceeds (e.g., taxes, fees, grants, bonds, or TIFIA/RRIF loans). Revenue anticipation notes can be used to fill small gaps between project needs and receipt of dedicated revenues, grants, or long-term financing. Debt typically matures in less than one year. Notes are issued by state governments, local governments, and transit agencies.
- **Commercial Paper:** Commercial paper is an interest-only debt instrument with maturities of 270 days or less. This type of issuance is interest-only until maturity, followed by a balloon payment of the principal. Commercial paper requires a letter of credit and active day-to-day management. Eligible entities for tax-exempt debt may also issue tax-exempt commercial paper with a lower interest rate. Commercial paper can also be backed with a guarantee to reduce rates.

### *Alternative Project Delivery Strategies*

The organizational strategy used to design, implement, and operate or manage elements of a project may have implications for the financing outcome. The wide range of delivery and funding and financing strategies allow for different levels of control, risk, and responsibility allocation between DTPW (or another sponsor/public entity) and private partners. Identifying a procurement strategy from the range of alternatives for a given project requires first a clear identification of policy goals, procurement goals, project risks, sponsor resources and risk preferences, all of which then need to be matched with the specific risk allocation provided under various delivery options. The goal of the delivery strategy is to meet policy and procurement objectives and generate cost and schedule efficiencies by allocating project risks to the parties best able to manage them.

Private sector participation in the physical delivery of a project ranges from a traditional, fully segmented approach such as Design-Bid-Build (DBB), which first requires a procurement for a full design followed by the procurement of construction services, to a fully integrated method requiring a true partnership with the private sector and combining infrastructure and services such as Design-Build-Operate-Maintain (DBOM).

The following provides further information on the range of public and private project delivery methods with varying degrees of integration among design, construction, operation, maintenance, and financing activities.

### *Design-Build*

Design-Build (DB) is a project delivery method that combines two, usually separate services into a single contract. With DB procurements, the owner retains a consultant to develop a conceptual design and then executes a single, fixed-fee contract for both architectural/engineering services and construction based on the conceptual design. The design builder assumes responsibility for most the design work and all construction activities, together with certain risks associated with providing these services (e.g., cost overrun, schedule delay, and liability for incomplete design) for a fixed fee. DB procurement is recognized for delivering cost savings and schedule acceleration when compared with traditional Design-Bid-Build (DBB) procurement, because of the integration of continuous communication between designers and builders and the tailoring of the design to the contractor's means and methods.

### *Design-Build-Operate-Maintain*

The Design-Build-Operate-Maintain (DBOM) model is an integrated delivery method that combines the design and construction responsibilities of DB procurements with performance-based O&M contracting for a specified period (usually 15 to 30 years), thereby transferring risks associated with design, construction and long-term operations and incentivizing the private partner to implement best practices in asset management over the duration of the contract. DBOM provides not only all the advantages of a DB contract but also greater incentives for on-time delivery (as the private partner's payments generally start with revenue operations), life-cycle cost optimization and system and service quality (with performance-based O&M contract requirements and operator input during the design), and improves budget visibility for the public owner.

### *Design-Build-Finance*

A Design-Build-Finance (DBF) arrangement is a DB procurement with short-term gap financing. DBF allows for private capital to kick-start project development and construction in advance of when public funds would be available. In simple terms, the winning contractor agrees to provide all or some of the construction financing and to be paid back either through milestone or completion payments made from public funds. These arrangements are typically short-term, repaid at construction completion or extending only a few years later. DBFs only transfer some of the design and construction risk (like DB) and do not involve any transfer of operating or maintenance risks to the private partner and therefore produce limited efficiencies beyond those that can be achieved in a DB procurement.

### *Design-Build-Finance-Operate-Maintain*

The Design-Build-Finance-Operate-Maintain (DBFOM) model offers an integrated delivery method that combines the design and construction responsibilities of DB procurements with performance-based O&M contracting, and private-sector financing for a fixed and usually long period (usually 25 to 35 years). In exchange the private partner may have the right to collect the revenue from the project and/or is compensated through a payment for services based on performance specifications for the duration of the contract, called an “availability payment.”

The DBOM model as well as DBFOM, which includes financing into the P3 scope, is particularly attractive for transit projects where the concessionaire often includes rolling stock and systems manufacturers as well as an operator, thereby facilitating systems integration.

Compared to DBOM, DBFOM procurement comes with the additional oversight of equity and debt providers who diligently review the project documentation and oversee the delivery of project assets and services to ensure the security of the revenue stream that will be used to repay their funds. In nearly all cases, the public agency sponsoring the project retains full ownership over the project assets throughout the concession period, although tax ownership can be, and usually is, transferred to allow for tax depreciation. Projects delivered through DBFOM (as well as DBOM) need to be sufficiently large (generally greater than $200 million) to attract private capital, justify the transaction costs, and generate competition to attract large contractors with the necessary expertise.

### *Privatization*

Under a privatization scheme (also known as a Build-Own-Operate model), a private company is granted or sold the right to develop, finance, design, build, own, operate, and maintain a transportation project. The private sector partner owns the project outright and retains the operating revenue risk and all the surplus operating revenue in perpetuity, corresponding to a full privatization. While this approach is more common in water and telecommunication sectors, it has also been used historically to develop transportation infrastructure such as freight railroad.

### 8.4.3 FUNDING AND FINANCING STRATEGY

A successful funding and financing strategy for future DTPW capital projects relies on sequencing resources in a way that maximizes certainty, accelerates project readiness, and positions priority investments for major federal awards. The overarching approach begins with leveraging predictable and readily accessible funding sources such as FTA formula programs, FHWA apportioned funds, and FDOT discretionary programs to advance early-phase planning, environmental review, and preliminary engineering. These sources provide the most reliable pathway for preparing projects to a stage where they can compete effectively for larger and more transformative funding opportunities.

Once baseline readiness is established and grant obligation timelines are cross walked with the LRTP project timelines, the projects are positioned to pursue competitive federal discretionary grants as described in the previous section. These programs offer significant funding for multimodal corridors, resilience improvements, transit modernization, rail enhancements, and community connection initiatives. However, they are highly competitive and require strong benefit-cost documentation, compelling narratives, and demonstrated project readiness.

As part of this strategy, every project should be aligned with its most appropriate funding sources through a structured “program match” process. Projects are categorized into tiers based on readiness:

- Tier 1 projects with environmental clearance or near-clearance that are suitable for discretionary grants or financing
- Tier 2 projects in design that rely on formula or smaller discretionary funds
- Tier 3 long-range concepts that will use planning grants and local match to advance toward readiness. In many cases, bundling similar projects—for example, multiple Complete Streets corridors or station-area enhancements—can increase competitiveness in federal programs that favor scale and regional impact.

To further improve competitiveness, projects should be developed and documented with explicit attention to federal scoring criteria. This includes quantifying safety benefits, travel time savings, emissions reductions, resilience outcomes, and economic development impacts. A consistent set of templates and documentation for scope, schedule, cost estimate, environmental status, letters of support, benefit-cost analysis inputs, and risk registers should be developed to allow rapid response to funding opportunities. This “application-ready” approach ensures Miami-Dade can capitalize on short application windows and shifting federal priorities.

For major capital investments including premium transit corridors, rail improvements, and large-scale roadway or resilience infrastructure it is recommended to pair grant funding with long-term financing tools that can stretch local dollars and accelerate delivery. These include USDOT’s TIFIA credit program, the FDOT State Infrastructure Bank (SIB), and municipal bond issuances. These instruments are most effective once environmental milestones and design parameters have been reached, as they require credible repayment sources and detailed project scopes. Early engagement with the USDOT Build America Bureau and FDOT SIB staff will help confirm eligibility and maximize leverage.

Local match generation is another core component of the funding strategy. Miami-Dade County, municipalities, and agency partners can pursue value-capture mechanisms including tax increment financing districts, impact fees, special assessments, and joint development at station areas and along transit corridors. These tools can create predictable revenue streams to support federal match requirements and help repay credit or bond financing. Additional local contributions, including surtax revenues, general funds, developer contributions, and eligible in-kind resources, will be coordinated to meet match and cost-sharing requirements for state and federal funds.

**Figure 8-8: Financing Models**

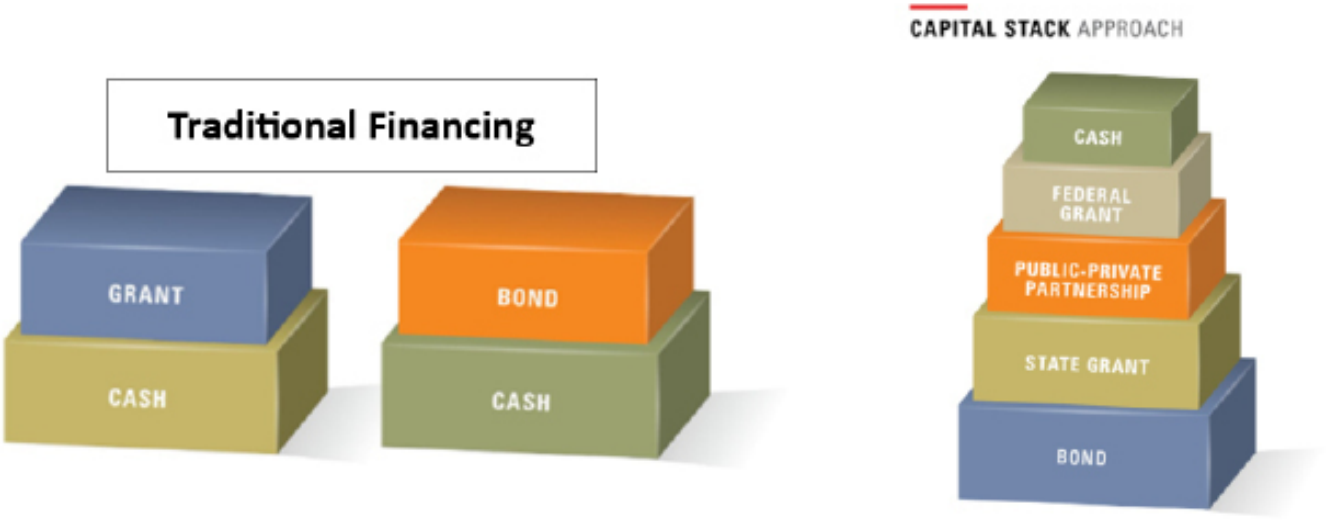



**Figure 8-8** Identifies two potential financing model that DTPW can pursue. Strong coordination among Miami-Dade County, municipalities, FDOT District Six, and regional partners will remain essential for competitive grant applications and shared match commitments. For major capital projects, evaluating alternative delivery methods such as Construction Manager at Risk or Design-Build may further reduce risk and improve implementation timelines while adhering to federal procurement standards. Continued investment in staff capacity, grant management expertise, and financial advisory support are necessary to sustain this multi-layered funding approach.