

5.0 FY 2015 TRANSIT IMPLEMENTATION PLAN

For FY 2015 MDT is committed to implementing various transit improvement projects throughout its transit system. These committed transit initiatives include capital projects, new Metrobus service routes, existing service improvements, and infrastructure renewal projects that are all intended to further expand, improve and maintain MDT services.

5.1 Committed Capital Improvement Plan

On an annual basis MDT prepares the Adopted Budget and Multi-Year Capital Plan that outlays specific projects related to the expansion and improvement of MDT's existing services. Table 5-1 presents the adopted capital budget for the next fiscal year.

5.2 New Metrobus Service Routes

Route 82 Westchester Circulator (formerly referred to as Route 97 in the 2014 MDT10Ahead Major Update): This route will provide circulator transit service within the Westchester area connecting Tropical Park located along SW 40th Street and SR 826 (Palmetto Expressway) and MDT's Florida International University Bus Terminal located along SW 107th Avenue at SW 17th Street at FIU's Modesto A. Maidique Campus (MMC). Major destinations served by this route include the West Dade Regional Library, Westchester Shopping Center, Christopher Columbus High School, St. Brendan Church and St. Brendan High School. The route will operate on weekdays from 8:00am to 5:30pm and will feature 60 minute headways. Revenue service is anticipated to begin in mid-2015 using one (1) existing 40 foot fleet bus.

195-BC Express - Broward Boulevard to Civic Center: This route will provide express commuter transit service between the Fort Lauderdale Tri-Rail Station located at Broward Boulevard in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in mid-2015 using four (4) 40 foot fleet buses.

195-SC Express - Sheridan Street to Civic Center: This route will provide express commuter transit service between the Sheridan Street Tri-Rail Station in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in mid-2015 using three (3) 40 foot fleet buses.

Table 5-1: MDT FY 2015 – 2016 Adopted Capital Budget (\$000's)

Project	FY 15-16
	Total
Transit Operations SYSTEM (TOS) Replacement Project	\$205
Bus and Bus Facilities	\$2,460
Park and Ride Quail Roost	\$60
Dadeland North Metrorail - Elevators	\$120
Busway ADA Improvements	\$1,120
State of Good Repair Projects	\$1,000
High-Cycle Switch Logic Control Cabinets	\$2,750
Bus Replacement	\$30,000
Metromover Improvements	\$14,000
Pedestrian Overpass - University Metrorail Station	\$2,468
Metrorail Maintenance Vehicle Lifts	\$2,700
Kendall EBS	\$1,020
Mover Fiber Replacement	\$77
Traction Power Rectifier Transformer Replacement for Rail	\$2,500
Metrorail LED Lighting	\$942
Infrastructure Renewal Plan	\$12,500
Metrorail and Metromover Traction Power Cable and Transformer Replacement	\$2,129
State Road 836 Express Bus Service	\$1,932
Northeast Transit Hub Enhancements	\$660
NW 27 th Avenue Enhanced Bus Service	\$5,662
Track and Guideway Rehabilitation	\$6,922
Associated Transportation Improvements	\$489
Transportation Security Projects	\$600
Park and Ride Lot Kendall Drive and SW 127 th Avenue	\$914
Rail Vehicle Replacement	\$63,265
TOTAL	\$156,495

5.3 New Multimodal Transit Hubs

Miami-Dade Transit is considering a 266-space parking lot with bus bays and shelters, to be located west of the southern end of the Busway between NW 2nd Avenue and NW 3rd Avenue at SW 344th Street (Palm Drive) in Florida City. Construction is currently underway and project completion is anticipated in March 2015.

5.4 New Joint Development and Transit Oriented Development Projects

This MDT joint development project will provide an enhanced transit facility within the context of an active, mixed-use development including space for housing, community-serving activities and functions in addition to retail use. This project is scheduled for completion in September 2015.

5.5 Committed Bus Service Adjustments

In an effort to continually match service capacity with ridership demand MDT routinely revises the existing bus route network to better meet the transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. A listing of the committed bus service improvements and adjustments planned to occur between January and December 2015 is presented in Table 5-2. Route improvements are assigned letters in the last column to describe the type of improvement made: Adjustments (A), Improvements (I), and Reductions (R).

Table 5-2: 2015 Committed Bus Service Adjustments

ROUTE	IMPROVEMENT / ADJUSTMENT	TYPE
NEW SW 344 th St Park & Ride Lot and Bus Terminal	Routes 34, 35 and 70 will serve inside the bus terminal. Route 38 will remain on the busway serving at the SW 344 th Street station. Routes 301, 302, and 344 will serve bus stop(s) on West Palm Drive near the busway.	I
1	Weekday running time adjustments	A
	Discontinue the first NB (5:50 am) and SB (6:30 am) weekday trips.	A/R
	Adjust weekday peak headway from 30 to 40 minutes	
3	Weekday running time adjustments	A
7	WB trips will no longer loop through the International Mall parking lot and will not serve the bus stop on NW 107 th Avenue at 14 th Street (northbound far side)	R
11	Weekday running time adjustments	A
16	Weekday running time adjustments	A
17	Saturday and Sunday running time adjustments	A
24	Running time adjustments seven days a week	A
	Discontinue the last SB (10:36 pm) and NB (11:07 pm) weekday trips.	R
32	Adjust peak Headway from 24-30 minutes (5:00-9:30 am, 3:30-8:00 pm)	A
	Weekday and Saturday running time adjustments	A
33	Realign route from NW 22 nd Avenue to NW 17 th Avenue between NW 103 rd and NW 95 th Street	A
	Weekday and Saturday running time adjustments	A
34 Busway Flyer	The route will end in the south at the new Park & Ride lot located at SW 344 th Street (W Palm Drive) / Busway.	A/I
35	Weekday and Saturday running time adjustments	A
	The route will end in the south at the new Park & Ride lot located at SW 344 th Street (W Palm Drive) / Busway.	A/I
	The two weekday southbound Homestead HS trips will continue to serve the school and then end inside the Bus Terminal.	A
36	Weekday running time adjustments	A
37	Running time adjustments seven days a week	A
	Discontinue the first weekday NB trip (4:35 am)	A
	Adjust weekday NB trip leaving Douglas Rd. Station at 12:59 pm to coordinate transfers with Rt. 40 arrival at 1:00 pm.	A
	On last weekday NB trip, delay departure from MIA by 15 minutes (11:10 pm).	A
	On last weekday SB trip coordinate transfer with WB RT. 10	A
	The portion of the route along South River Road will be discontinued; northbound trips will remain on Le Jeune Road to NW 36 th Street	A

Table 5-2: 2015 Committed Bus Service Adjustments (continued)

ROUTE	IMPROVEMENT / ADJUSTMENT	TYPE
38 Busway Max	Saturday and Sunday running time adjustments	A
42	Adjust weekday headway from 20 to 30 minutes all day	R
51 Flagler MAX	Weekday running time adjustments	A
54	Running time adjustments seven days a week	A
	Discontinue the weekday loop serving NW 37 th Avenue (Old HRS building)	R
	Discontinue the last Sunday EB trip (12:25 am)	R
56	Discontinue the first weekday EB trip/WB loop (5:17 am)	R
70	The route will end in the south at the new Park & Ride lot located at SW 344 th Street (W Palm Drive) / Busway. The two weekday southbound Homestead HS trips will continue to serve the school and then end inside the Bus Terminal.	A/I
	Discontinue the Saturday trips to Saga Bay. The north end-of-line on Saturday, like weekdays, will be across from the South Dade Government Center.	R
75	Saturday running time adjustments	A
	Adjust Saturday headway from 45 to 60 minutes all day	A
	Saturday service evening eastbound trips ending at SW 167 th Street terminal will be extended later (approximately 9:00 pm) to FIU	I
87	Saturday running time adjustments	A
	Realign the route to remain on NW 84 th Avenue between NW 58 th and 56 th Streets; the portion along NW 58 th Street and NW 82 nd Avenue will be discontinue.	A/R
88	Running time adjustments seven days a week	A
	Adjust Sunday headway from 30 to 35 minutes all day	A
93 Biscayne MAX	Weekday running time adjustments	A
99	Weekdays, up to 3 minutes additional running time will be added between NW 67 th Avenue and NW 47 th Avenue for the first two eastbound trips.	A
132 Tri-Rail Doral Shuttle	Adjust schedule to coordinate with new train times when Tri-Rail implements service to the MIC (April)	A

Table 5-2: 2015 Committed Bus Service Adjustments (continued)

ROUTE	IMPROVEMENT / ADJUSTMENT	TYPE
135	Weekday running time adjustments	A
136	The first two morning eastbound trips will start 10 minutes earlier	A
137 West Dade Connection	NB trips will no longer loop through the International Mall parking lot and will not serve the bus stop on NW 107 th Avenue at 14 th Street (northbound far side)	R
150 Miami Beach Airport Flyer	Improve headway from 30 to 20 minutes seven days a week	I
252 Coral Reef MAX	Saturday running time adjustments	A
272 Sunset KAT	Adjust weekday peak headway from 15 to 20 minutes	R
277 NW 7 th Ave MAX	Adjust weekday peak headway from 20 to 24 minutes	R
E	Running time adjustments seven days a week	A
	Adjust Saturday and Sunday headway from 50 to 60 minutes	A
H	Adjust weekday headway from 24 to 30 minutes before 8 pm	A
	Discontinue the last NB (12:00 am) and SB (11:00 pm) weekday trips.	R
L	Running time adjustments seven days a week	A
	Begin five weekday am trips at Hialeah Station as opposed to Northside Station.	A

5.6 Committed Infrastructure Renewal Program (IRP) Projects

The following section lists those committed projects proposed to be implemented during the FY 2015 – 2016 timeframe. These commitments are based on an Infrastructure Renewal Program (IRP) evaluation and prioritization process as performed annually by MDT. The purpose of the IRP process is to identify, evaluate, prioritize, and program capital improvement projects that are necessary in order to maintain the existing transit system in a state of good repair. Project commitments are based on the IRP evaluation and prioritization process.

Table 5-3 presents committed IRP projects for implementation during FY 2015-2016.

Table 5-3: FY 2015 – 2016 IRP Projects

Classification	Project Name	Scope	FY 2015 - 2016
Field Engineering and Systems Maintenance	Metromover Bicentennial Park Station Rehabilitation	Extensive rehabilitation of the Metromover station	\$ 26,250
Field Engineering and Systems Maintenance	Uninterrupted Power Supplies - Mover and Rail	Replace the Mover Systems Uninterruptible Power Supplies at all the equipment rooms on the OMNI, Brickell, Inner, and Outer Loop.	\$ 1,592,000
Maintenance Facilities	Garage Fire Suppression	Replace and upgrade the fire suppression system at 4 parking garages built with the original Metrorail system: Okeechobee, Dadeland South, Earlington and Dadeland North.	\$ 495,000
Design and Engineering	Bus Garage Plumbing	Overhaul existing bathrooms at the Central Bus Facilities.	\$ 105,030
Field Engineering and Systems Maintenance	Traction Power Switchgear Upgrade	This project is to remove the old obsolete Traction Power Switchgear equipment and replace it with new updated Seimans Switchgear.	\$ 500,000
Track and Guideway	Inspection Vehicles for the MIC Extension	Purchase two inspection vehicles for monitory vehicle inspections of the Mainline.	\$ 40,000

Table 5-3: FY 2015 – 2016 IRP Projects (Continued)

Classification	Project Name	Scope	FY 2015 - 2016
Field Engineering and Systems Maintenance	Replace Dadeland North Parking Garage Space Count Sign	The replacement of the LED Available Parking Spaces signs for the upper and lower levels at the Dadeland North Parking Facility, Computer hardware, Software and parking space occupied detectors for ADA designated parking spaces.	\$ 600,000
Rail Maintenance	Metrorail Maintenance Vehicles Lifts Rev. 1	The Metrorail lifting equipment at the Lehman Center is over 30 years olds and has extensive wear and tear.	\$ 2,700,000
Rail Maintenance	Metrorail Floor and Component Replacement	The project consist of installing Nora Flooring in sixty (60) railcars. The railcars to be replaced have deteriorated sub-flooring, which is evidence as "soft floors".	\$ 605,540
Field Engineering and Systems Maintenance	Mover Video Project (CCTV)	This is an existing ARRA funded project which has been expanded to (1) Install Avigilon Software as the CCTV application, and (2) Upgrade the CCTV monitors in CCF.	\$ 45,510
Field Engineering and Systems Maintenance	Metromover Traction Power Cables Replacement	Remove/replace the Eighth Street Substation to Brickell Station T2 transformer 13200 volts three phase cables.	\$ 180,272
Rail Maintenance	Railcar Cleaner Platform Replacement Project	This project is to upgrade the existing Cleaning Platform located at the William Lehman Center.	\$ 500,000
Bus Maintenance	Hydraulic Mobile Bus Lifts	The purchase of (48) individual hydraulic column lifts for the MDT Bus Mobile column lifting units for Metrobus Garages.	\$ 386,820
Field Engineering and Systems Maintenance	Metromover Public Address System Replacement	Replacement of the Public Address System will improve compliance with Safety and Security requirements.	\$ 78,660
Passenger Facilities	Transit System Signage Replacement	New sign structures and graphics to replace damaged, unsightly and outdated signs throughout the Miami-Dade Transit system. Also includes the replacement of missing Braille signage at passenger stations' elevators and entrances as required by the American with Disabilities Act (ADA).	\$ 50,000

Table 5-3: FY 2015 – 2016 IRP Projects (Continued)

Classification	Project Name	Scope	FY 2015 - 2016
Maintenance Facilities	Currency Counters @ Govt Center Station - Money Room	Purchase and install 4 new high-speed jet sorter coin currency counters with software and 7 validating currency counters.	\$ 230,000
Passenger Amenities	Metromover Station Ceiling Signage Cabinet Replacement	Replace the broken and outdated sign cabinets and/or acrylic faces at some Metrorail stations.	\$ 270,000
Passenger Amenities	Metrorail Parking Fare Payment Signage	Installation of vinyl skins to resurface approx 600 existing aluminum signs posted at Metrorail Stations with parking facilities. The cost includes the installation at 15 stations.	\$ 20,000
Passenger Amenities	Metrorail & Metromover Regulatory Signage Replacement	Design, produce and install new permanent signs to replace a portion of the damaged, outdated or missing This project includes signage and high performance decals installed inside and outside cars.	\$ 500,000
Passenger Amenities	Metrorail Station Identifier Sign Panel Replacement	Design, produce install new permanent signs to replace damaged, outdated or missing signs panels of monumental signs at Metrorail property entrance.	\$ 84,000
Passenger Amenities	Metrorail/Metromover Vehicle Signage Replacement	Design, produce and install new Metrorail Metromover vehicle signage to replace damaged and outdated customer information materials.	\$ 140,000
Design and Engineering	Metrorail-M-Path Implementation of MPO Master Plan	To provide the total cost of implementing the Metrorail Bike Path Upgrades as per the Metropolitan Planning Organization (MPO) M-Path Master Plan.	\$ 2,860,000
TOTAL			\$ 12,009,082



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