






4.0 PERFORMANCE ASSESSMENT

Identification of goals and objectives for a transit agency is a fundamental and critical step in the preparation of a TDP. It is necessary for establishing the framework within which the agency will pursue its established TDP-inspired vision over time. In the 2014 TDP Major Update, the Department of Transportation and Public Works (DTPW) developed specific goals, objectives and measures consistent with the Agency's Mission and Vision. The goals and objectives provide a benchmark for assessment of various projects and initiatives that are proposed, planned and implemented throughout the DTPW transit system.

The goals, objectives, targets, and strategies adopted in the 2014 Major Update were developed within the framework of the definitions described below:

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

This annual update analyzes DTPW's progress in achieving the goals set forth in the 2014 TDP Major Update. Each goal's status is assessed on a three point scale. This assessment is described below.

| Key | Definition |
|---|-------------------------------|
|  | Goal Exceeded/Ahead of Target |
|  | Goal Met/On Target |
|  | Goal Not Met/Behind Target |

4.1 Goal 1 – Improve Convenience, Reliability, and Customer Service of Transit Services

| Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services | | | | |
|---|---|---|-----------------|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 1.1 Improve accessibility to major employment, recreation, educational, healthcare, retail centers, and cultural attractions | Percent coverage of the urbanized area | Provide a minimum of 60% transit coverage of the urbanized area | 72.80% | ↑ |
| | Amount of transit service route miles within ¼ mile of major health facilities, recreation, education, employment, cultural and social service facilities | Healthcare: 50 route miles | 52.9 | ↑ |
| | | Tourist Attractions and Special attractors: 300 route miles | 310.5 | ↑ |
| | | Educational: 100 route miles | 100.0 | → |
| | | Major Employment Areas and Employers: 40 route miles | 45.8 | ↑ |
| | | Retail Centers: 90 route miles | 92.4 | ↑ |

The DTPW service area serves the majority of the County's urbanized area, with most areas situated within a quarter-mile of DTPW service. DTPW planners develop routes in a manner which provides optimal connectivity to healthcare centers, tourist attractions, educational facilities, major employment areas and retail centers. Maps of the DTPW bus network that illustrate connectivity to these various activity centers and attractions are provided in Appendix A.5.

| Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services | | | | |
|---|---|--|-----------------|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 1.2 Improve service for transit dependent population | Service coverage of transit supportive areas (TSA) include: | Transit service coverage in route miles within TSAs. | | ↑ |
| | % of Population Age 65 & Up | | 2.7% increase | |
| | % Low income Households | | 2.6% increase | |
| | % Zero Car Households | | 4% increase | |
| | % Minority | | 5.8% increase | |
| | % Pop Density | | 2.7% increase | |
| | % Population Age 18 & Under | | 3.2% increase | |

4.1.1 Transit Signal Priority (TSP)

Through integration with the County's Advanced Traffic Management System (ATMS), major corridors and vehicles will be equipped with Transit Signal Prioritization (TSP) technology which enables communication with each of the traffic signal controllers along major corridors. TSP facilitates improved on-time performance in bus services. Kendall Drive/SW 88th Street is the first major corridor to feature TSP technology. Implementation along SR 94/Kendall Drive/SW 88th Street was completed in April 2015.

| Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services | | | | |
|---|---|--------------------------|-----------------|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 1.3 Improve transit service reliability | On-time performance of transit vehicles per mode | Metrorail – 95% | 96% | ↑ |
| | | Metrobus – 78% | 67% | ↓* |
| | | STS – 80% | 87% | ↑ |
| | Percentage of missed pullouts | Agency target – 0% | 0.7% | ↓*** |
| | Achievement of mean distance between service failures | Metrorail – 39,000 miles | 41,832 | ↑ |
| | | Metrobus – 4,000 miles | 3,330 | ↓**** |
| | | Mover – 6,000 miles | 5,973 | ↓**** |

*Changes to Metrobus Schedules needed in order to improve on-time performance. Planning & Scheduling Division continue to evaluate historical running time data and update schedules accordingly. Schedules will continue to be revised and additional available buses will continue to be assigned to routes as necessary. It is likely that not all routes with on-time performance deficiencies will be addressed within the course of one line-up due to fiscal and equipment constraints.

**Spare ratio of the Metrobus fleet would need to increase from 20% to 30% in order for this target to be achieved.

***Approximately 70% of DTPW's Metrobus fleet has reached its useful life expectancy as defined in the Federal Transit Administration (FTA) Circular 5010.D, page IV-17 (12 years and/or 500,000 miles of service). These buses include 1999-2006 NABI model series (648), 2009 NABI model series buses (13, 2006 MCI 06700 Over the Road Coaches (12), and 2010-2014 Gilig model series buses (40). The older model buses (Model Year 2006 and earlier) currently average less than 3,500 miles between failures as compared to the average distance between failures (over 6,000 miles) on remaining newer buses (Model Year 2009 and later). This decreased distance between failures results in a 41% higher than average maintenance cost. In 2016, DTPW anticipates delivery of 43 articulated 60' buses which will lower the average age of the Metrobus fleet and facilitate progress towards achievement of the mean distance between service failure targets for Metrobus.

****The 2015 calendar year average for the Metromover Mean Distance between Failures statistic is 5973; slightly shy of the established goal of 6000. This was primarily attributed to an increase in vehicle incidents that were a result of wayside malfunctions in last quarter of the 2015 calendar year. This significantly impacted Mover's performance in the last quarter of 2015 which resulted in this deficit.

Performance Assessment

| Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services | | | | |
|---|---|--|---|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 1.4 Match transit service coverage with passenger demand | Number of average daily boardings per mode | Metrorail - 67,000 | 74,600 | ↑ |
| | | Metrobus – 241,000 | 225,700 | ↓ * |
| | | Mover – 30,000 | 32,500 | ↑ |
| | Hours of transit service/service population | Provide a minimum of 1.5 hours of transit service/service population | 1.6 | ↑ |
| 1.5 Improve transportation facilities' and services' regional connectivity | Number of transit service route miles in corridors of regional significance | Provide a minimum of 90% bus route miles in corridors of regional significance | 76% | → ** |
| | Percent coverage of Strategic Intermodal System (SIS) roadway facilities with transit service | Introduce four (4) new express bus routes along SIS roadway facilities by 2024 | * I-95 Express: 2 new routes were launched in 2015 * SR 836 Express: 3 new routes on track for implementation (2019) | ↑ |
| | Percent of SIS facilities (airport/port/etc.) served by transit | 100% of Miami-Dade County SIS facilities served by transit | 100% | ↑ |
| | Percent of Miami-Dade County Tri-Rail stations served by MDT | 100% of Tri-Rail Stations serviced by transit | 100% | ↑ |

*Transit ridership numbers declined nationwide in 2015. Reasons for this include low gas prices and a strengthening economy, which combined have resulted in increased car sales and driving.

**DTPW will conduct a Transit Market Analysis for the East-West/SR 836 Express Bus Corridor to identify high potential transit corridors that will utilize SR 836 to connect neighboring communities, major origins/destinations, and hubs with the MIC, Brickell, Downtown Miami. The study will focus on potential transit corridors to and from the SR 836 Corridor from NW 41st/36th Street to the north, 147th Avenue to the west, Biscayne Boulevard/US 1 to the east and SW 24th Street/Coral Way to the south.

The study objective is to identify potential transit corridors including express lanes and complimentary parallel arterial roadways, for a cost feasible and implementable transit solution that would have a strong positive impact on mobility in Miami-Dade County and result in additional bus route miles along corridors of regional significance. For the purpose of this study, SR 836 will serve as the trunk of the system and the other major corridors will serve as branches. This project is scheduled for completion by June 2016.

4.1.2 Pedestrian Overpass at University Metrorail Station

This project encompasses the construction of a Pedestrian Overpass over US-1/South Dixie Highway to serve the University Metrorail Station. This overpass is a low-profile pedestrian bridge structure comprised of two vertical circulation towers providing access/egress to the pedestrian bridge that spans across US-1/South Dixie Highway. The project is located at the intersection of Mariposa Court and SR 5/US-1/South Dixie Highway. This project is scheduled for completion by November 2016.



Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services

| Objective | Measure | Target | Accomplishments | Status |
|--|---|--|----------------------|--------|
| 1.6 Improve service accessibility for non-motorized modes (e.g., bicycle, pedestrian connections) | Identification of non-motorized access deficiencies at transit hubs | Complete prioritized list of non-motorized access deficiencies at transit hubs by 2016 | 100% | ↑ |
| | Enhancement of non-motorized trails within transit facilities | Coordination with the Underline Project | Ongoing Coordination | ↑ |
| 1.7 Improve customer satisfaction | Number of customer complaints per 100,000 boardings by mode | Metrorail – 1.5 complaints | 3.4 | ↓ ✱ |
| | | Metrobus -15 complaints | 25.46 | ↓ ✱ |
| | | Metromover - 0.5 complaints | 0.88 | ↓ ✱ |
| | Number of formal complaints as a percent of total trips per month | STS – 0.5% complaints | 0.25 | ↑ |

*Survey respondents for this year's annual update indicated that on-time performance should be DTPW's top priority over the next ten years. Planning and Scheduling Division will evaluate historical running time data and update schedules accordingly.

Performance Assessment

| Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services | | | | |
|---|--|---|---|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 1.8 Implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system | Number of transportation improvements projects that result in the deployment and operation of new technologies (i.e., GPS) | Implementation of CAD/AVL project by 2015 | Implementation of CAD/AVL at Coral Way Garage was complete in December 2015. Concurrent installations at Northeast and Central Garages as well as completion of First Article Installation of a Mover vehicle to begin in 2016. | → |
| | | Installation of real-time signs at high ridership locations by 2015 | Project completion date is to be determined | ↓ ✱ |
| 1.9 Increase bicycle parking/storage at DTPW facilities and vehicles | Number and type (including covered) of bicycle parking spaces at DTPW facilities | Increase bicycle parking by one percent (1%) per year | Inventory increased by 6.7% in 2015 | ↑ |
| | Number of three-position bicycle racks on DTPW buses | Install three-position bicycle racks on 200 DTPW buses by 2015 | 304; target exceeded by 104 | ↑ |

*DTPW is evaluating alternate designs with added features and functionality. The selected vendor is currently preparing a revised design and installation plan, to be submitted to DTPW for review. A new completion date will be provided once all options are evaluated.

4.1.3 CAD/AVL System Replacement

DTPW plans full implementation of the Bus Tracker System / Computer Aided Dispatch/Automated Vehicle Locator (CAD/AVL) technology project by replacing the infrastructure, on-board equipment, back-office and communications hardware and software – the systems currently used to manage and monitor the transit fleet. The project will facilitate delivery of real time bus predictive arrival/departure via the Internet, to mobile devices and electronic signs, using the County's satellite/radio technologies.

Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time bus bunching, service performance, vehicle diagnosis, on demand or subscription alerts; enabling remote video look in and on-board PA announcements; and centralized incident management. Full implementation is targeted to be completed by July 2016.

4.1.4 Real-Time Analytics and Reporting for Operational Efficiencies

DTPW is actively seeking funding for projects that will enhance operational efficiencies by developing public/private partnerships to interface with external data sources such as traffic management data, video feeds, and major detours/incidents affecting transit service delivery.

4.1.5 Real-Time Signs

This Project is being implemented as part of the CAD/AVL project. DTPW is evaluating alternative designs with added features and functionality.

The selected vendor is currently preparing a revised design and implementation plan, to be submitted to DTPW for review. A new completion date will be provided once all options are evaluated.

4.2 Goal 2 – Improve Operational Safety and Security

| Goal 2: Improve Operational Safety and Security | | | | |
|---|---|--|-----------------|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 2.1 Reduce accidents on transit vehicles | Bus accident rate per 100,000 miles | 3.77 per 100,000 miles | 3.69 | ↑ |
| | Bus preventable accident rate per 100,000 miles | 1.50 accidents per 100,000 miles | 1.48 | ↑ |
| 2.2 Make transit vehicles and facilities a secure environment for customers | Total number of functioning video camera surveillance systemwide: | Installation and maintenance of a total of 13,153 video cameras systemwide by 2019 | 6471 | ↑ |
| | Number of transit facilities with camera surveillance | 54 transit facilities with camera surveillance | 51 | ↑ |
| | Number of transit vehicles with camera surveillance | 1,025 transit vehicles with camera surveillance | 880 | ↑ |
| | Number of security post inspections | Provide a minimum of 750 post inspections per month | 883 | ↑ |
| | Number of systemwide NTD Reportable Part One (1) Crimes (Serious) per 100,000 riders (monthly moving average) | Part 1 Crimes (Serious) - 0.30 per 100,000 riders | 0.30 | → |
| | Number of systemwide NTD Reportable Part Two (2) Crimes (Petty) per 100,000 riders (monthly moving average) | Part 2 Crimes (Petty) - 1.62 per 100,000 riders | 0.26 | ↑ |

4.2.1 Systemwide Safety and Security Upgrades

DTPW's commitment to the safety and security of the DTPW system, patrons, and employees is a high priority. In an effort to further complement its existing security infrastructure, DTPW continues to aggressively add state-of-the art technology to both reduce crime and to aid law enforcement in proactively securing and safeguarding the transit system. To that effect, DTPW will purchase security equipment to upgrade their closed circuit camera television (CCTV) and continue the replacement of its fire detection and reporting systems.

4.3 Goal 3 – Improve Coordination and Outreach

| Goal 3: Improve Coordination and Outreach | | | | |
|---|---|--|---|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 3.1 Enhance outreach opportunities to educate the community on transportation issues and highlight transit service benefits such as service reliability, passenger cost savings, and environmental benefits | Number of community/stakeholder outreach events per measure | Conduct a minimum of two (2) public outreach events for community/stakeholder per month | 203 outreach events in 2015 | ↑ |
| | Number of social media endorsements | Monitor number of social media endorsements | Facebook: 9 page likes per day 1,400 new likes 345 average engagements per day 13,300 total daily reach 2,562 total likes Twitter: New Followers: 1,786 Impressions: 1.9 million Mentions: 7,000 | ↑ |
| | Number of transit dependent outreach events per year | Conduct a minimum of six (6) public outreach events for transit dependent population per year | More than 80 events were held for transit dependent groups 2015 | ↑ |
| 3.2 Increase coordination between regional and local transportation providers to provide better multimodal connections | Number of coordination events with municipal providers | Conduct semi-annual coordination meetings with local transit service providers | 17 meetings | ↑ |
| | Number of coordination events with regional service providers (BCT, Tri-Rail, PalmTran) | 90% attendance rate by DTPW at regional transportation service providers coordination meetings | 23/24 meetings attended for a 96% attendance rate | ↑ |
| 3.3 Coordinate municipal transit service options that complement each other to avoid duplication of services | Execution and monitoring of the number of current Interlocal Agreements as required by Code | 100% of executed Interlocal Agreements required. | 6 interlocal agreements were executed for 6 amended municipal routes for 100% rate. | ↑ |

4.3.1 Collaboration of Regional Transportation Initiatives

4.3.1.1 Bus-on-Shoulder program

In addition to Bus Rapid Transit (BRT) in dedicated lanes and Arterial BRT, rapid transit can be implemented along expressway corridors. For instance, buses can use shoulder lanes to by-pass slow traffic, thus reducing their travel time and staying on schedule.



Operation of express transit routes on expressway shoulders is one of the most affordable options for implementing rapid bus service along expressways because it is less expensive to modify existing shoulders than it is to construct new roadways. DTPW in partnership with the Miami-Dade Expressway Authority (MDX), Florida Department of Transportation (FDOT), and the Florida Turnpike

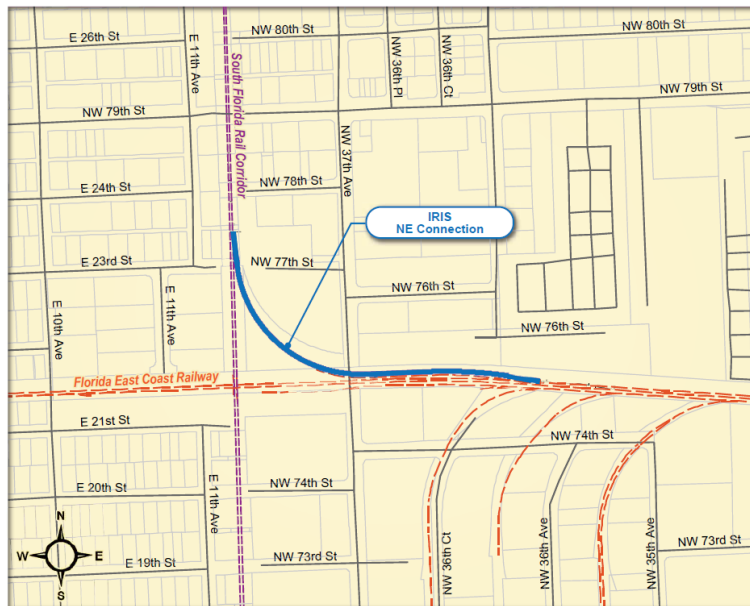
Enterprise, is planning on expanding the Bus-on-Shoulder program to include all expressways in the County. Express bus service on bus-only shoulders increases the reliability and attractiveness of public transportation. With this in mind, shoulders are designed adequately and a commitment must be made to maintain them free of debris.

As the South Florida Express Lanes Network is further developed, DTPW recommends that funding be allocated in all future expressway projects to fortify existing expressway shoulders to ensure all shoulders are able to accommodate buses (shoulders should be clearly marked and feature adequate width and length) in order to facilitate implementation of a complementary express bus network.



4.3.1.2 North Corridor Commuter Rail Opportunities

The IRIS NE Connection (Phase 1B) involves the construction of a single track connection within the existing FDOT right-of-way connecting the FEC Railway to the SFRC. Implementation of the IRIS Northeast Connection by 2017 will provide a direct rail connection between the FEC Little River Connection and the South Florida Rail Corridor (SFRC). The existing IRIS junction is located in the City of Hialeah, Miami-Dade County, just south of the existing Tri-Rail/CSX Transportation (CSXT) Hialeah maintenance facility (adjacent to the SFRC) and approximately 4.5 miles west of the FEC along the existing Little River Connection.



Golden Glades Station and the existing Tri-Rail Hollywood Station. Implementation of one of these two candidate station locations in conjunction with the opening of the IRIS NE Connection would provide residents in the northern portion of Miami-Dade County with a one-seat rail connection into Downtown Miami.

DTPW seeks to collaborate with the South Florida Regional Transportation Authority (SFRTA) and FDOT and recommends funding be allocated for a feasibility study to examine implementation of one of two proposed new Tri-Rail Station locations in order to provide direct rail commuter service connecting northern Miami-Dade County to Downtown Miami. One of the proposed stations could be integrated into the western portion of the Miami-Dade College North Campus at the terminus of one of the existing rail spurs. The second proposed station could be located near the vicinity of Miami Gardens Drive (NW 183rd Street) between the existing Tri-Rail

4.4 Goal 4 – Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment

| Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment | | | | |
|---|--|---|---|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 4.1 Apply transportation and land use planning techniques, such as transit-oriented development (TOD), best practices in architecture and landscape architecture that support intermodal connections and coordination and promote placemaking strategies | Identify TOD opportunities at Metrorail Stations | Complete study of TOD feasibility at Metrorail Stations by 2017 | Study not yet started | → |
| | Identify TOD opportunities at Miami-Dade Busway Stations | Complete study of TOD feasibility at South Miami-Dade Busway Stations by 2019 | Study not yet started | → |
| | Encourage opportunities for access to healthy food options near transit stations including farmers markets | Number of farmers markets events held at transit facilities | 150 Farmer's Markets hosted at Metrorail Stations | ↑ |
| 4.2 Promote transit service projects that support urban infill and densification | Number of transit service route miles within the Urban Infill Area (UIA) | Provide a minimum of 1,400 transit service route miles within the UIA | 1,481 | ↑ |

4.4.1 Current Joint Development and Transit Oriented Development Projects

Brownsville Metrorail Station: On June 23, 2010, DTPW broke ground for the construction of the Brownsville Transit Village, a 5.8-acre, joint-development project next to the Brownsville Metrorail station. The project is being built in five phases, each geared toward providing housing for workforce families, the elderly and the entire Brownsville community. The project will include approximately 466 workforce housing units, with five (5) mid-rise apartment buildings, townhomes and a 706-space parking garage with 100 spaces reserved for transit patrons and the balance reserved for residents and retail customers. Ground-floor commercial space and Metrorail station improvements, such as an additional passenger drop-off lane and attractive landscaping are also planned.



Brownsville Transit Village residents will benefit from immediate access to Metrorail and amenities such as a community center, a computer lab and an exercise room. In addition, onsite community programs will offer literacy training, health and nutrition classes, and first-time homebuyer seminars. The first four phases of this project were completed in 2012. Phase five has not yet commenced, however DTPW will be working closely with the developer to expedite completion of the final phase of this project.

NW 7th Avenue Transit Village (NW 7th Avenue and NW 62nd Street): This DTPW 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 includes 25 park-and-ride spaces. Phase I consists of 76 units, a Black Box Theater, and a Transit Hub. Phase I was completed in December 2015. Phase II is currently under construction, consisting of 100 units and includes a 1st floor commercial space with expected completion in August 2017.



Performance Assessment



Brickell City Centre: Brickell City Centre is a 5.4 million square foot, 9.1 acre, \$1.1 billion commercial mixed-use project being developed by Swire Properties in the Brickell area along South Miami Avenue between SE 6th Street and SE 8th Street. As a result of the agreements awarded to the developer, a portion of a multi-level condominium parking garage will be constructed on a small vacant parcel of transit property and the development will be integrated into the Eighth Street Metromover Station.

The developer is planning to provide direct access to the station at the ground level and to construct a third level “sky lobby” over the station which will also provide direct access from the development into the station. The developer will also construct additional elevator and escalator access into the station and provide enhanced landscaping on Metromover property within the development. All of these improvements will also be maintained by the developer. All Metromover station construction activities were completed in October 2015.

Palmer Lake: On June 2, 2009 the BCC passed Resolution 728-09 requesting a charrette area plan study for the area bounded by the Miami River on the north and east, NW 37th Avenue on the west and the Tamiami Canal on the south. The area is immediately east of the new MIC and in close proximity to MIA. As a result of the charrette process a plan containing recommendations for the future development of this area has been developed. The BCC adopted these recommendations on May 1, 2012 which will form the basis of future land use policy development for the area. In 2013, the area known as Palmer Lake was rezoned to the Palmer Lake Metropolitan Urban Center District.

DTPW acquired approximately three (3) acres of property within the study area for the construction of the AirportLink, the extension of Metrorail connecting the Earlington Heights Station to the MIC. Only a small portion of the property was needed for the placement of Metrorail columns. Recommended uses for the remaining DTPW property include a water taxi terminal, police station, a cargo shipping facility and/or use as public waterfront access and park area.

Northside Metrorail Station: DTPW property adjacent to the Northside Metrorail Station containing approximately 3.3 acres was also transferred to the PHCD. A developer has been selected for a joint development project as a result of an Invitation to Negotiate process. The proposed development will be carried out in four phases with two family and two senior developments consisting of approximately 438 total units of one bedroom up to four bedroom units and approximately 20,000 square feet of retail/commercial space with a total estimated development cost of \$88.1



Performance Assessment

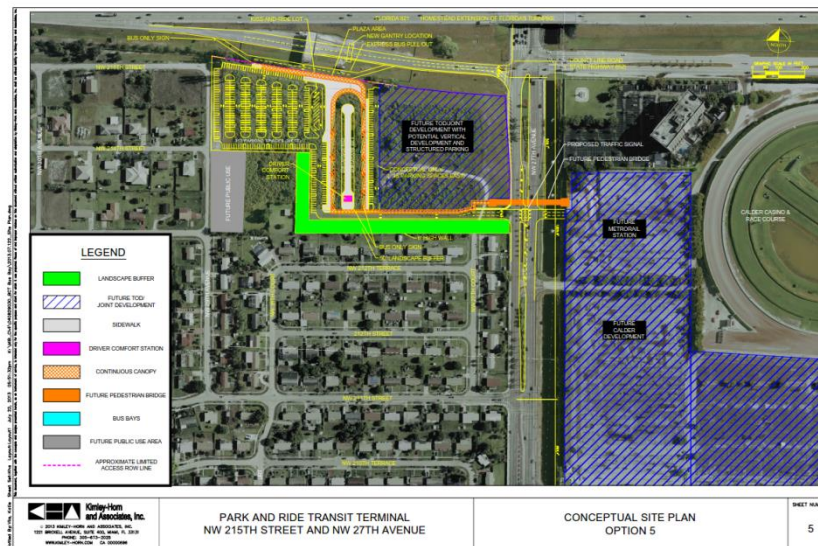
million. The development will contain a total of 598 parking spaces of which 250 will be dedicated for the exclusive use of transit patrons. Phase I consists of 100 apartments and 100 dedicated parking spaces for transit patrons, and was completed in 2015. The three remaining phases are pending construction initiation.

Senator Villas: This County-owned site is located on SW 40th Street between SW 89th Avenue and SW 89th Court, and will be developed by the County as a 23-unit affordable senior housing apartment building with a small transit park-and-ride lot reserved for transit patrons. An RFP will be prepared for future advertisement.

NW 27th Avenue and NW 215th Street (Unity Station): A 14-acre parcel of land located at the southwest quadrant of the intersection of NW 27th Avenue and NW 215th Street was purchased by Miami-Dade County. The County has completed a study

to cultivate recommendations for the development of this property. The recommendations include development of a transit terminal adjacent to NW 27th Avenue. Premium transit service along the NW 27th Avenue corridor is planned to be implemented in conjunction with the construction of the terminal which will include bus bays with passenger shelters and a park-and-ride lot.

The study recommends that the remaining property be designated as a Community Urban Center (CUC) which calls for moderate to high-intensity, mixed use development. Such development may contain institutional, office and retail in an environment that encourages pedestrian activity with a defined, transit oriented center. This transit terminal is anticipated to open in 2019.



Caribbean Boulevard: DTPW property located on Caribbean Boulevard and US-1 adjacent to the Busway was transferred to the Public Housing and Community Development Department. As a result of an Invitation to Negotiate process a developer has been selected for this property. The developer has proposed a multi-phase, mixed-use high-rise and mid-rise development of approximately 170 affordable housing units with approximately 5,000 square feet of retail/commercial space.

The development will also include a parking garage with 150 spaces dedicated to the Busway patrons. The total estimated development cost is \$46.1 million. This project is anticipated to be complete in December 2020.

Douglas Road Metrorail Station: The County issued an RFP in 2014 for a long-term lease for the joint development of this site which will produce a significant long-term source of revenue for DTPW which would help to offset expenses, focus density around the station and promote increased patronage of the Metrorail System. This project is anticipated to be complete in October 2020.

South Miami Metrorail Station: In 2004, the selected developer implemented certain infrastructure improvements on the site; however no significant construction was ever completed. In December 2006, the developer was placed into default and the County filed a lawsuit against the developer. The developer countersued. A settlement agreement was reached in April 2015 and was subsequently approved by the Board of County Commissioners in October 2015. In 2016, it is anticipated that the developer will proceed with submittal of plans for a mixed-use transit oriented development project that features office, retail and student housing apartment units.

Coconut Grove Metrorail Station: The Coconut Grove Metrorail Station lease agreement was awarded to a developer however construction never commenced and the county subsequently terminated the lease agreement. The developer contested the County's lease termination. Litigation ensued. A settlement agreement was approved by the Board of County Commissioners in December 2015.



4.4.2 Future Joint Development and Transit Oriented Development Projects

Miami-Dade County will pursue joint development opportunities at Palmetto, Okeechobee, Coconut Grove South Miami Metrorail Stations and the park-and-rides located along the Busway at Quail Roost Drive and SW 152nd Street, as well as at other locations in the future.

South Miami-Dade Busway and SW 296th Street: The County will issue an RFP for a long-term lease for development of this site as a TOD. The northernmost portion of the site is improved with an existing park-and-ride facility that contains 140 parking spaces to serve Busway patrons.

The proposed development of this site will not affect the existing park-and-ride use already established on the property. Rather, the proposed joint development project is expected to enhance the Busway and existing park-and-ride facility by introducing a parking garage and a commercial component to this site which will provide amenities for transit patrons and focus density around the station.

Omni Bus Terminal: In 2015, the Omni Bus Terminal RFP was advertised and one proposal was received. This project is currently under negotiation.

Performance Assessment

| Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment | | | | |
|---|---|---|---|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 4.3 Reduce fossil fuels consumption through the consideration of alternative fuel vehicle technology | Number of hybrid technology buses in DTPW fleet | Procure an additional 39 diesel/electric hybrid articulated buses by 2019 | Deployment of 43 electric hybrid buses is scheduled for 2016 | ↑ |
| | Increase number of alternative fuel vehicles | Advertise a Request for Proposals (RFP) for alternative fuel vehicles by 2015 | RFP to purchase/lease 300 CNG buses was issued. Procurement is ongoing. | ↑ |

4.4.3 Compressed Natural Gas Bus Retrofit Public-Private Partnership

After evaluating various alternative fuels, DTPW has decided to transition its bus fleet to clean-burning, compressed natural gas (CNG). DTPW issued a Request for Proposal for a Public Private Partnership (P3) to transition the fleet to CNG. The procurement process is currently ongoing.

DTPW will select an experienced CNG developer that will oversee the conversion of DTPW heavy fleet vehicles to CNG. Specifically, through the Master Developer Agreements, DTPW intends to form a public-private partnership with the selected Proposer(s) that allows the DTPW to take advantage of the savings associated with the use of CNG for its fleet. The Program objectives to be achieved by the selected Proposer(s) include the following:

1. Design, build, finance, operate and maintain CNG fuel service stations;
2. Upgrade existing County infrastructure including upgrading and/or converting DTPW maintenance facilities and existing fuel stations to provide CNG;
3. Purchase and/or lease CNG powered buses;
4. Supply CNG; and
5. Generate revenues for the County through the sale of CNG to third parties

4.4.4 Metrobus New Vehicle Replacement

DTPW continues to implement its bus replacement program. Funding for this program was provided through various sources including the PTP, FDOT and Federal funding sources. DTPW's bus fleet is continuously aging; therefore an aggressive bus replacement plan is in place to ensure compliance with the FTA's bus retirement criteria (500,000 miles/12 years of service life).

Table 4-1 provides DTPW's diesel/electric hybrid bus procurement scheduled for 2016.



Table 4-1: DTPW Diesel/Electric Hybrid Bus Procurement Schedule

| Project | Bus Type | Bus Size | Number of buses to be procured | Scheduled Completion |
|-------------------------------------|----------------------|----------|--------------------------------|----------------------|
| South Miami-Dade Busway | Low floor Hybrid BRT | 60 ft | 2 | January 2016 |
| Biscayne Enhanced Bus Service (EBS) | Low floor Hybrid BRT | 60 ft | 18 | January 2016 |
| South Miami-Dade Busway | Low floor Hybrid BRT | 60 ft | 12 | January 2016 |
| NW 27 th Ave EBS | Low floor Hybrid BRT | 60 ft | 11 | January 2016 |

Source: Miami-Dade Transit, 2015.

Table 4-2 provides the Bus Replacement/Enhancement Schedule in accordance with the FTA bus retirement criteria.

Table 4-2: DTPW Bus Replacement/Enhancement Schedule

| Year | Total Replacement/Enhancements | | |
|-------------|--------------------------------|-------|-------|
| | 30 ft | 40 ft | 60 ft |
| 2017 | 0 | 104 | 12 |
| 2018 | 0 | 110 | 0 |
| 2019 | 0 | 185 | 0 |
| 2020 | 0 | 13 | 0 |
| 2021 | 75 | 0 | 0 |

Source: DTPW Metrobus Fleet Management Plan, 2015.

4.4.5 Metrorail New Vehicle Replacement



The Miami-Dade BCC and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the \$401 million procurement of 136 new rail vehicles for replacing the existing fleet.

The new vehicles will feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. Delivery of the new vehicles is currently projected to commence in late 2016.

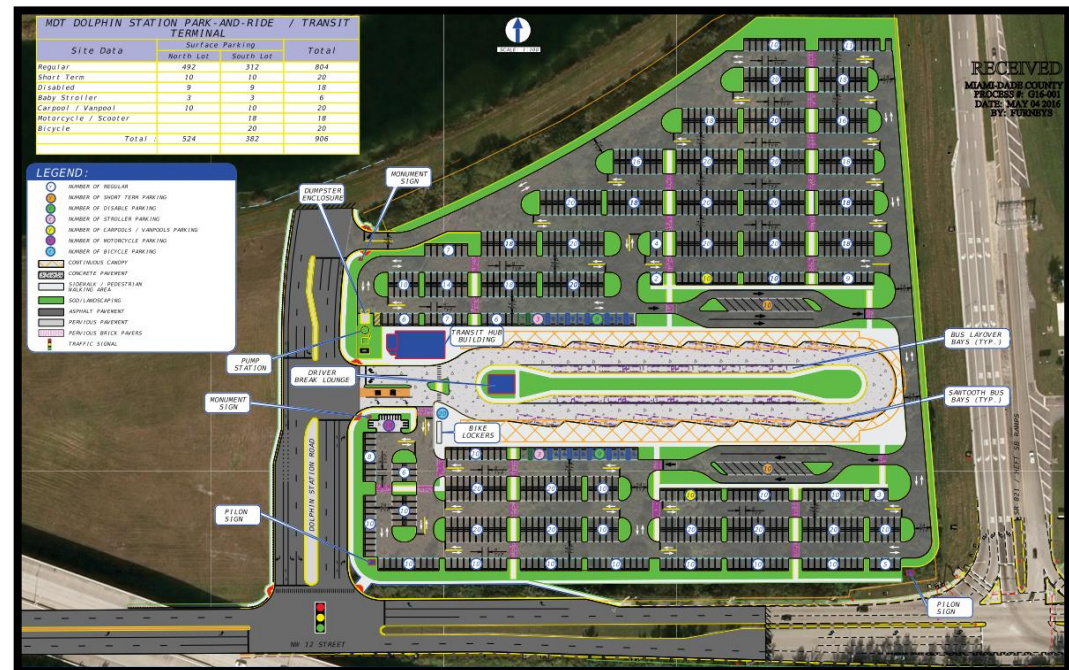
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| Goal 4: Enhance the Integration of Transit Services to Support the Economy and Preserve the Environment | | | | |
|--|---|--|---|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 4.4 Facilitate connections between transportation modes | Number of multimodal transit hubs | Complete construction of a minimum of 3 multimodal transit hubs by 2019 | Busway & SW 344 St Park-and-ride facility opened in June 2015 Two additional facilities are scheduled for completion by 2019: * NETHE at NE 163 St * Dolphin Station | ↑ |
| | Coordinate with Broward County Transit (BCT) and Palm Beach County Transit (PalmTran) in the regional smart card program. | Integration with BCT and PalmTran in the regional smart card program by 2015 | Implementation planned by Summer 2016 | → |
| 4.5 Continue to examine the provision and utilization of special-use lanes (Express lanes) on the existing system for transit use | Increase number of routes operating on express lanes | Introduction of three (3) new express bus routes on express lanes by 2019 | Two routes serving the Health District began revenue service in November 2015 (95 Express BC and SC). Additional express routes are currently being planned along SR 836 and the HEFT - see table 6-4 | ↑ |

4.4.6 Multimodal Transit Hubs

Golden Glades Intermodal Terminal: The center will feature a multi-story parking garage with 920 spaces, a surface parking north lot with 223 spaces, and a surface parking south lot with 545 spaces, equaling to a total of 1,688 parking spaces. The complex will also feature 4,500 square feet (sqft) transit hub, 10,450 sqft retail space, 945 sqft break lounge for bus operators. Project will also include improved bicycle and pedestrian amenities.

Busway and SW 344th Street (Florida City): DTPW constructed a 266-space parking lot with bus bays and shelters, 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. The project was completed in June 2015.








Dolphin Station (HEFT and NW 12th Street): Property owned by FDOT located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12th Street has been identified as a strategic location for a Transit Hub with a park-and-ride facility. This transit hub will support the SR 836 Express Bus Service project and provide a potential terminus or stop for several local bus routes serving the Dolphin Mall and nearby cities of Sweetwater and Doral.

This transit hub also provides potential for a future commuter rail station serving future passenger rail service along the CSX line. DTPW has partnered with the Miami-Dade Expressway Authority (MDX) to advance the completion date of this project. This project is estimated to be complete late 2017.

Northeast Transit Hub – 163rd Street Mall: The proposed project would enhance/supplement the existing DTPW bus terminals located at the two malls. The enhanced bus hub would connect DTPW circulator, regional, and premium bus routes within the project area. Other design amenities that will be considered are ADA, landscaping, lighting, street furniture, bicycle facility, bus recovery areas and bus staging areas. This project is estimated to be complete in February 2016.

4.5 Goal 5 – Maximize the Use of All Funding Sources

| Goal 5: Maximize Use of All Funding Sources | | | | |
|---|---|---|--|--|
| Objective | Measure | Target | Accomplishments | Status |
| 5.1 | Achieve a sustainable transit financial plan that maximizes existing and pursues innovative and new funding sources | Implement a sustainable transit financial path | Complete two (2) additional corridor financing studies by 2019 | North Corridor (NW 27th Ave) and Beach Corridor Transit Financing Studies are scheduled for completion in March 2016  |
| 5.2 | Optimize operations and maintenance expenses | Decrease systemwide cost per revenue mile | Maximum cost per revenue mile not to exceed \$9.00 | \$9.96  * |
| | | Decrease systemwide cost per revenue hour | Maximum cost per revenue hour not to exceed \$120.00 | \$130.76  * |
| 5.3 | Identify alternative project delivery methods | The number of projects that are built through alternative delivery methods (i.e., Public- Private Partnerships (PPP), Transportation Infrastructure Finance and Innovation Act (TIFIA), State Infrastructure Bank Loans, Design, Build, Operate and Maintain, and Concession agreements etc.) | Completion of two (2) PPP development projects by 2024 | NW 7 Ave Transit Village was completed in December 2015; Unity Station TOD is on track for completion in 2019  |
| 5.4 | Increase passenger fare revenue | Annual Farebox recovery ratio for Metrorail, Metrobus and STS | Maintain a systemwide minimum farebox recovery ratio of 25% | 23%  *** |

* Increases in systemwide cost per revenue mile and cost per revenue hour may be attributed to the continued aging of MDT's Metrobus and Metrorail fleets which result in higher maintenance costs. Approximately 70% of DTPW's Metrobus fleet have reached their useful life expectancy as defined in the Federal Transit Administration (FTA) Circular 5010.D, page IV-17 (12 years and/or 500,000 miles of service). DTPW has a bus replacement/enhancement plan in place (please refer to Table 4-2) which will significantly lower the average age of the Metrobus fleet. As of December 2015, DTPW's Metrorail fleet has an average age of 32 years and is in need of replacement. Delivery of the first pilot rail vehicles is scheduled to begin in late 2016.

**Farebox recovery ratio is the percentage of the agency's total operating cost recuperated by fares. The decrease in systemwide farebox recovery ratio may be attributed to increased operational costs due to DTPW's aging Metrobus and Metrorail fleets. As previously mentioned, DTPW has a bus replacement/enhancement plan in place (please refer to Table 4-2) which will significantly lower the average age of the Metrobus fleet and is also anticipating delivery of the first pilot Metrorail vehicles beginning in late 2016.

4.6 Goal 6 – Maximize and Expand Transit Services

| Goal 6: Maximize and Expand Transit Services | | | | |
|---|--|--|--|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 6.1 Upgrade and maintain existing transit infrastructure and facilities in a state of good repair | Increase capital expenditure on Infrastructure Renewal Program (IRP) | 10% of deferred maintenance of funded IRP projects/unfunded IRP projects | For the period FY 2016 to FY 2021, DTPW's IRP is funded at or above the 10% established target | ↑ |

4.6.1 Lehman Yard Rehabilitation – Expansion Phase I

DTPW is constructing five (5) storage tracks and two (2) Maintenance of Way (MOW) tracks at the existing Metrorail Lehman Center Facility. This expansion is necessary to provide the required storage and transition facility in support of the new 136 Metrorail vehicles scheduled to begin delivery in late 2016. This project is scheduled for completion in April 2016.

4.6.2 Lehman Center Test Track

DTPW is constructing a new test track (2,500 feet) at the existing Metrorail Lehman Center Facility. The test track will provide the necessary infrastructure to support the existing Metrorail fleet as well as the 136 new Metrorail vehicles to be delivered beginning in late 2016. This project is scheduled for completion in April 2016.

4.6.3 Metrorail Central Control Upgrade

This project will update the existing Metrorail portion of the DTPW Control Center replacing the existing 25-year-old system and expanding it to handle the new Orange Line Metrorail Extension. This upgrade and expansion will ensure that switches and communications are automatically executed by the train control system for safe and reliable service operations for the Metrorail system. This project was completed in November 2015.

4.6.4 Infrastructure Renewal Projects (IRP)

Metrorail Bike Path Improvements (M-Path): The Metrorail bike path consists of approximately eight miles of asphalt and concrete surfaces running under or adjacent to the Metrorail guideway. The project consists of repairs to the asphalt and concrete surfaces, installation of traffic and way finding signs, installation of crosswalk pavement markings, pedestrian signals and other safety improvements in accordance with the M-Path Master Plan. The Path is within DTPW's right-of-way under the existing elevated Metrorail Guideway. The project will be completed in April 2016.



Dadeland South Intermodal Station: The Dadeland South Intermodal Station project includes facility improvements to the parking garage, roadways, signage, fencing, painting, landscaping, canopy, escalators, and lighting up-grades. There is a new request to add a new articulated bus parking area and a turnaround area. The project is in final design. The estimated completion date is to be determined

Electric Engine Cooling Fan System: Existing conventional hydraulic cooling system will be retrofitted with an electric engine cooling fan system on an estimated 100 DTPW buses. This project was completed in May 2015.

Metrorail Acoustical Barrier Replacement: The Metrorail guideway has approximately 12,000 feet of metal acoustical barrier panels. Rusting of the metal connections escalated safety concerns and DTPW decided to replace these panels and purchased acoustical barriers and hardware for an additional 8,000 feet; in-house forces will install the replacement barriers as well as the additional 8,000 feet in specific areas identified by the Project Development and Environment (PD&E) noise study. This project is scheduled to be completed in December 2017.

Coverboard Replacement for Metrorail: This project includes the procurement and installation of 53.3 miles of coverboard and brackets, 28,150 insulators and 800 hurricane anchors, Installation will be completed by an in-house crew. The project is anticipated to be completed in December 2017.

Rail Fastener Replacement: DTPW will replace 50,000 rail fasteners and shims in mainline curves. The scope of work includes core drilling and replacing anchor bolt inserts. This replacement project is critical in order to ensure the rail system is in compliance with mandated track standards issued by FTA and DTPW. This project is scheduled for completion in December 2016.

Metrorail and Metromover Girder and Pier Coating: This project will protect the girders and piers from weathering and improve the aesthetic appeal of these systems by concealing all the construction joints and repairs that have been done over

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past 25 years. Also included is the clearing of drains that are causing stains on piers. This project is scheduled to be completed in December 2019.

Roof Repair for Bus Garages: DTPW plans to install new roofing at the Central Bus Garages and Offices. The scope of work is in the process of being revised to match allocated funds. The project is scheduled for completion in June 2017.

Bus Garage Plumbing Improvements: The original scope of work for the project includes renovation of existing bathrooms at the Central Bus Facility, Procurement Office, Materials Management, Fuel Island and Warranty Administration. The project scope is being revised to match available funding. Currently, the focus of this project is the renovation of the existing bathrooms at the Central Bus Facility OEI Building 2nd Floor. The project is scheduled for completion in July 2016.

4.6.5 ARRA Funded Projects

Transit Operations System Replacement Project: The Transit Operations System (TOS) is over 20 years old and at the end of its life cycle with numerous software limitations. This project replaces the current manual processes of Miami-Dade Transit's mission-critical Operator Workforce Management System, with state-of-the-art technology, automating critical operational functions: operator bidding, dispatching, work assignment, bus availability, time keeping and operator performance management.

The new system will interface with other DTPW systems including: fixed-route scheduling system, Automated Fare Collection-Smart card system, Miami-Dade County Payroll System, Computer-Aided Dispatch/Automated Vehicle Location System (CAD/AVL), Enterprise Asset Management System (EAMS), Random Drug and Alcohol Substance Abuse System, Disciplinary Action Reporting System and the Automatic Passenger Counter (APC) system.

This new system will greatly improve line-up timing and process as well as significantly improve bus and rail operational effectiveness and efficiencies by reducing labor costs and increasing data accuracy. The Notice to Proceed was issued on March 25, 2013, with anticipated completion in May 2016.

Metromover Closed Circuit Television Camera Replacement and Installation: DTPW has set forth the installation of new digital cameras at all Metromover Station platforms with Network Video Recorders (NVR) for independent 24/7 recording. The new recorders will be networked into the DTPW Video System and new digital displays will be installed at the Mover Central Control. The project is scheduled for completion in January 2016.

Existing Metrorail Stations (Part 2B) Graphics and Signage Retrofit: The project requires the selected contractor to furnish, install signage and graphics system for twenty (20) Metrorail Stations in accordance with the Contract Documents and industry

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standards. The project includes supplementing the completed way finding signage and graphics system created to provide information about the location of Metrorail stations, parking garages and parking surface lots serving Metrorail Stations.

The work includes permitting, installation, changing refurbishments and removal of signage in twenty (20) stations. Also included are all required materials to furnish signage, all equipment, labor, services and incidental items required to complete the work as per the contract documents. This project was completed in February 2015.

DTPW additional elevators at Dadeland North Metrorail Station: Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically through the years. Because of increasing ridership at the Dadeland North Metrorail Station, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is December 2019.

| Goal 6: Maximize and Expand Transit Services | | | | |
|--|--|--|--|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 6.2 Implement new expanded transit service in areas that exhibit growing passenger demand and land use densities | Proposed plans for transit service expansion | Implement six (6) new transit service expansion routes by 2024 | 836 Express project is fully funded. Lines A and B are on target to begin revenue service in 2019. Line C is on target to begin revenue service in 2017. | ↑ |

4.7 Goal 7 – Transit System Shall Fully Meet the Requirements of the Americans with Disabilities Act (ADA)

| Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA). | | | | |
|--|---|---|---|--------|
| Objective | Measure | Target | Accomplishments | Status |
| 7.1 Maintain a transit fleet that is 100% wheelchair accessible with working lifts and/or level boarding and working securement devices | Complete daily pre-trip inspections (including wheelchair/ramp/tie down inspection) | 100% adherence | 100% | ↑ |
| | Adherence to preventative maintenance program (including wheelchair/ramp/tie down inspection) | 90% adherence | 98.52% | ↑ |
| 7.2 Upgrade areas within quarter mile of the South Miami Dade Busway (from Dadeland South station to SW 200th Street) to ensure that these areas are 100% wheelchair accessible | Completion of ADA Pedestrian Improvement project by target date | Completion of project by 2016 | Project is on target for November 2016 completion | ↑ |
| 7.3 Implement travel training program to teach passengers with disabilities how to use fixed route service | Get contractor in place to provide training program | Implement travel training program by 2019 | Funding to implement training program has not yet been identified | → |

4.7.1 ADA Pedestrian Improvements along the Busway

DTPW plans to implement ADA pedestrian improvements within a quarter (1/4) mile radius of bus stations along the South Miami-Dade Busway Phase I alignment from Dadeland South Metrorail Station to SW 200th Street Station to provide better accessibility. Infrastructure improvements include the construction of sidewalks, ramps and crosswalks. The ADA Pedestrian Improvement project along the Busway is scheduled for completion in November 2016.

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Goal 7: Transit System Shall Fully Meet Requirements of the Americans with Disabilities Act (ADA).

| Objective | Measure | Target | Accomplishments | Status |
|---|--|--------|--|--------|
| 7.4 Future design of Enhanced Bus service (EBS) projects will include pedestrian access within ¼ mile of proposed transit stations | Percent of EBS projects entering final design starting in 2015 | 100% | Miami-Dade MPO Resolution 31-14, amended the FY 2016 Transportation Improvement Program (TIP) to delete selected Enhanced Bus Service projects and reallocate said funds to three new PD&E projects "Implementation of Bus Rapid Transit along NW 27th Avenue, Flagler Street, and Kendall Drive Transit Corridors." The PD&E Study for Implementation along NW 27th Avenue is scheduled to begin in April 2016. | → |
| 7.5 Future design of Park-and-ride projects will include pedestrian access within ¼ mile of the site | Percent of Park-and-Ride projects entering final design starting in 2015 | 100% | The construction contract for the Kendall and SW 127th Ave park-and-ride project was advertised in December 2015. The project is scheduled for completion in April 2017. | ↑ |

4.7.2 Park-and-Ride Facilities

Parking Space Counters and Real-Time Dynamic Message signs at Metrorail Station Park-and-Ride Facilities: DTPW proposes to provide real-time parking space counters and dynamic message signs at all Metrorail Station Park-and-Ride Facilities. DTPW will implement this project incrementally starting with the larger and higher demand Metrorail parking facilities. Once implemented, Metrorail customers will be able to check real-time parking availability along with the estimated time of arrival of the next train approaching a particular station via the Internet, smart phones, tablets, and electronic signs. The following park-and-ride facilities have been selected for phase I implementation:

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- Dadeland South;
- Dadeland North;
- South Miami;
- Earlington Heights; and
- Okeechobee.

The completion date for phase I implementation is December 2016.

Unity Station (NW 27th Avenue and NW 215th Street): A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27th Avenue has been identified as a strategic park-and-ride location for the NW 27th Avenue Enhanced Bus Service project. Up to 350 parking spaces are proposed for this facility which would serve the northern most station for BRT service in the corridor. This park-and-ride lot also provides strategic transit oriented development (TOD) opportunities. This facility is anticipated to open in 2019.

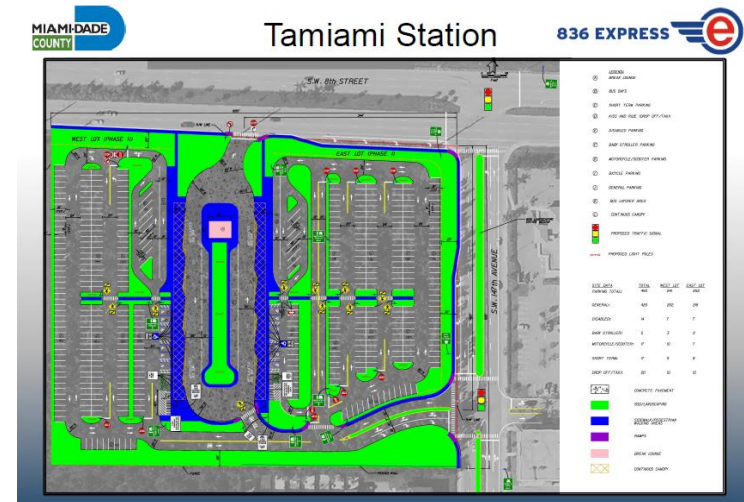


SW 127th Avenue/SW 88th Street/Kendall Drive: DTPW is planning to construct a 183-space park-and-ride lot on approximately 2.8 acres at the southeast corner of SW 88th Street and SW 127th Avenue. This park-and-ride facility will serve the Kendall Cruiser which began service in June 2010. The County has issued a Notice to Proceed (NTP) to a design consultant to develop construction plans. The completion date for this facility is estimated for April 2017.



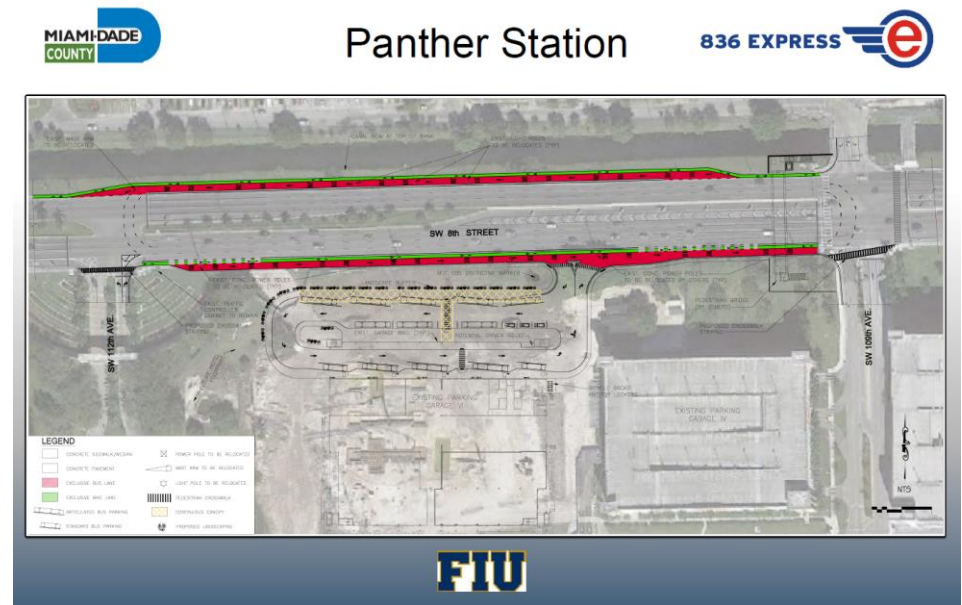
Busway and Quail Roost Drive/ (Busway and SW 184th Street): DTPW acquired approximately three (3) acres of vacant property located adjacent to the Busway (between SW 184th Street and SW 186th Street) on which a park-and-ride facility is planned to be constructed. The proposed park-and-ride facility will accommodate approximately 279 parking spaces and six (6) kiss-and-ride spaces. The facility will also include fencing, landscaping and lighting improvements. A determination has been made that this project requires additional funding. DTPW is currently seeking additional funding for this project. It is anticipated that this facility will be completed in July 2018. A determination has been made that this project requires additional funding. DTPW is currently seeking additional funding for this project.

Tamiami Station (SW 8th Street and SW 147th Avenue): An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8th Street and SW 147th Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Bus Service project. The proposed park-and-ride facility will accommodate approximately 500 parking spaces, which would serve as the western most station for the new premium bus service in the corridor. The estimated completion date is September 2019.



Palmetto Intermodal Terminal (Palmetto Expressway at NW 74th Street): DTPW recommends that the FDOT SR 826/Palmetto Expressway Express Lanes PD&E Study address the feasibility of acquiring an 11.88-acre semi-vacant parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Station Intermodal Terminal that will include but not be limited to: long-term parking, short-term parking, kiss-and-ride, pool-and-ride and a minimum of 6 bus bays and 2 layover bays. This park-and-ride lot also provides strategic TOD opportunities.

Panther Station at FIU (SW 8th Street at SW 109th Avenue) Florida International University (FIU) is constructing a parking garage along SW 8th Street with ground floor space reserved for a future transit center. The location of the new parking garage, between SW 112th Avenue and SW 109th Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit center will provide 10 bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107th Avenue/SW 17th Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street premium routes and express routes operating on the Homestead Extension of the Florida Turnpike (HEFT). Completion of the transit center should coincide with the beginning of the SR-836 Express Bus in 2019.



Park-and-Ride Lot at South Miami-Dade Busway and SW 112th Avenue: DTPW is currently leasing approximately 454 parking spaces on the existing surface lot and is in the process of examining the feasibility of acquiring the site and improving the existing surface parking to better serve transit patrons and improve access to the Busway

4.8 2015 Consistency Analysis

For the FY 2016 – 2025 TDP Annual Update, a listing of committed bus service improvements and adjustments planned for 2015 were included. A consistency analysis of these committed improvements is being performed for this TDP to assess and measure DTPW's adherence to implementation plans presented in the 2015 Annual Update.

The results of the consistency analysis for improvements implemented between January and December 2015 is presented in Table 4-3: 2015 TDP Consistency Analysis. Each of the service changes are identified according to whether it was a programmed commitment of the FY 2015 – 2026 TDP Annual Update as indicated with a check mark or an additional change not included in the TDP Annual Update as marked by an asterisk.

Between January and December of 2015 DTPW made a total of 89 bus and rail service improvements and adjustments. Among these adjustments were 33 improvements that were not part of the TDP Annual Update. The 2015 TDP Annual Update anticipated 56 bus service improvements and adjustments. Of these, 52 were implemented as expected in 2015, resulting in a 93 percent level of consistency.

Table 4-3: 2015 TDP Consistency Analysis

| 2015 TDP CONSISTENCY ANALYSIS SUMMARY | | | | |
|---------------------------------------|---|----------------------------|------------|----------------------|
| JANUARY TO DECEMBER 2015 | | | | |
| √ | Implemented service change committed to in previous TDP | | | |
| * | Implemented service change not included in previous TDP | | | |
| ROUTE | DESCRIPTION | IMPROVEMENT / ADJUSTMENT | START DATE | 2015 TDP CONSISTENCY |
| 1 | Discontinue first weekday run, increase headways from 30 to 40 minutes | Run time adjustments | 6/21/15 | √ |
| 1 | Minor schedule adjustments | Minor run time adjustments | 6/21/15 | √ |
| 3 | Weekday running time adjustments | Minor run time adjustments | 6/21/15 | √ |
| 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) | Route realignment | 6/21/15 | √ |
| 7 | Major weekday schedule adjustments will be made in both directions to improve service reliability. | Run time adjustments | 12/20/15 | * |
| 8 | End Route at Brickell Metrorail instead of MDC Wolfson Campus | Route realignment | 12/20/15 | * |
| 8 | Schedule adjustments will be made in both directions seven days a week to improve schedule reliability | Run time adjustments | 12/20/15 | * |
| 9 | Weekday schedule adjustments will be made in both directions to improve schedule reliability. | Run time adjustments | 12/20/15 | * |
| 11 | Weekday running time adjustments | Run time adjustments | 6/21/15 | √ |
| 11 | The east end of the Route looping through downtown Miami will be shortened. The Route will use SE/NE 1 st Avenue and will not operate to Biscayne Blvd. | Route realignment | 12/20/15 | * |

| 2015 TDP CONSISTENCY ANALYSIS SUMMARY | | | | |
|---------------------------------------|---|----------------------------|------------|----------------------|
| JANUARY TO DECEMBER 2015 | | | | |
| √ | Implemented service change committed to in previous TDP | | | |
| * | Implemented service change not included in previous TDP | | | |
| ROUTE | DESCRIPTION | IMPROVEMENT / ADJUSTMENT | START DATE | 2015 TDP CONSISTENCY |
| 12 | Minor schedule adjustments will be made in both directions seven days a week to improve service reliability. | Minor run time adjustments | 12/20/15 | * |
| 16 | Minor weekday schedule adjustments will be made in both directions to improve schedule reliability. | Run time adjustments | 6/21/15 | √ |
| 17 | Saturday and Sunday running time adjustments | Run time adjustments | 6/21/15 | √ |
| 17 | Weekday schedule adjustments will be made in both directions to improve schedule reliability. | Run time adjustments | 12/20/15 | * |
| 21 | Minor schedule adjustments will be made in both directions seven days a week to improve service reliability. | Minor run time adjustments | 12/20/15 | * |
| 22 | Weekday schedule adjustments will be made in both directions to improve schedule reliability. | Run time adjustments | 12/20/15 | * |
| 24 | Running time adjustments seven days a week | Run time adjustments | 6/21/15 | √ |
| 24 | The weekday 10:11 p.m. westbound trip ending at FIU at 10:50 p.m. will be extended to SW 137 th Avenue and will return eastbound at 11:01 p.m. | Minor run time adjustments | 12/20/15 | * |
| 27 | Weekday running time adjustments | Minor adjustments | 6/21/15 | * |
| 27 | Schedule adjustments will be made in both directions seven days a week to improve service reliability. | Run time adjustments | 12/20/15 | * |
| 32 | Discontinue the last SB (10:36 pm) and NB (11:07 pm) weekday trips. | Run time adjustments | 6/21/15 | √ |
| 32 | A minor realignment for SB trips leaving the Opa-locka Tri-Rail Station | Route realignment | 12/20/15 | * |

| 2015 TDP CONSISTENCY ANALYSIS SUMMARY | | | | |
|---------------------------------------|---|--------------------------|------------|----------------------|
| JANUARY TO DECEMBER 2015 | | | | |
| √ | Implemented service change committed to in previous TDP | | | |
| * | Implemented service change not included in previous TDP | | | |
| ROUTE | DESCRIPTION | IMPROVEMENT / ADJUSTMENT | START DATE | 2015 TDP CONSISTENCY |
| 33 | Realign route from NW 22 nd Avenue to NW 17 th Avenue between NW 103 rd and NW 95 th Street | Route realignment | 6/21/15 | √ |
| 33 | Weekday running time adjustments; Saturday schedule adjustments will be made in both directions to improve schedule reliability | Run time adjustments | 6/21/15 | √ |
| 34 | The route will end in the south at the new Park & Ride lot located at SW 344 th Street (W Palm Drive) / Busway. | Route realignment | 6/21/15 | √ |
| 35 | Weekday and Saturday running time adjustments | Run time adjustments | 6/21/15 | √ |
| 35 | The route will end in the south at the new Park & Ride lot located at SW 344 th Street (W Palm Drive) / Busway. | Route realignment | 6/21/15 | √ |
| 35 | The two weekday southbound Homestead HS trips will continue to serve the school and then end inside the Bus Terminal. | Route realignment | 6/21/15 | √ |
| 36 | Weekday schedule adjustments will be made in both directions to improve schedule reliability. | Run time adjustments | 6/21/15 | √ |
| 37 | Weekday schedule adjustments will be made in both directions to improve schedule reliability | Run time adjustments | 6/21/15 | √ |
| 37 | Discontinue the first weekday NB trip (4:35 am) | Run time adjustments | 6/21/15 | √ |
| 37 | 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 | Route realignment | 6/21/15 | √ |
| 37 | Weekend schedule adjustments will be made in both directions to improve schedule reliability | Run time adjustments | 12/20/15 | √ |

| 2015 TDP CONSISTENCY ANALYSIS SUMMARY | | | | |
|---------------------------------------|--|--------------------------|------------|----------------------|
| JANUARY TO DECEMBER 2015 | | | | |
| √ | Implemented service change committed to in previous TDP | | | |
| * | Implemented service change not included in previous TDP | | | |
| ROUTE | DESCRIPTION | IMPROVEMENT / ADJUSTMENT | START DATE | 2015 TDP CONSISTENCY |
| 38 | Improve weekday peak headway from 12 to 10 minutes | Run time improvement | 6/21/15 | * |
| 38 | Saturday and Sunday running time adjustments | Run time adjustments | 6/21/15 | √ |
| 40 | The weekday branch to SW 132 nd Ave & SW 8 th St will be realigned and extended on the eastbound trip to Gran Villa located at SW 8 th Street & 127 th Avenue. | Route realignment | 12/20/15 | * |
| 42 | Adjust weekday headway from 20 to 30 minutes all day | Run time adjustments | 6/21/15 | √ |
| 42 | The portion of the weekday 42A to Miami Springs along South River Road will be discontinued. Northbound trips will remain on Le Jeune Rd and make a left onto NW 36 th Street. | Route realignment | 12/20/15 | * |
| 46 | The Route will be realigned on the east to end inside the new bus terminal located at the new 7 th Avenue Transit Village near NW 7 th Avenue & NW 61 st Street. | Route realignment | 12/20/15 | * |
| 51 | Schedule adjustments of up to 10 minutes will be made in both directions to improve schedule reliability. | Run time adjustments | 6/21/15 | √ |
| 52 | The Route will be realigned from SW 148 th St (Graham Dr) to SW 142 nd Ln and Boggs Dr in Richmond Heights to serve a new senior facility located at SW 142 nd Ln and SW 110 th Ave. | Route realignment | 12/20/15 | * |

| 2015 TDP CONSISTENCY ANALYSIS SUMMARY | | | | |
|---------------------------------------|--|--------------------------|------------|----------------------|
| JANUARY TO DECEMBER 2015 | | | | |
| √ | Implemented service change committed to in previous TDP | | | |
| * | Implemented service change not included in previous TDP | | | |
| ROUTE | DESCRIPTION | IMPROVEMENT / ADJUSTMENT | START DATE | 2015 TDP CONSISTENCY |
| 54 | Running time adjustments seven days a week | Run time adjustments | 6/21/15 | √ |
| 54 | Discontinue the weekday loop serving NW 37 th Avenue (Old HRS building) | Route realignment | 6/21/15 | √ |
| 54 | Discontinue the last Sunday EB trip (12:25 am) | Run time adjustments | 6/21/15 | √ |
| 56 | Discontinue the first weekday EB trip/WB loop (5:17 am) | Run time adjustments | 6/21/15 | √ |
| 62 | The Route will be extended in both directions to serve the new bus terminal located at the 7 th Avenue Transit Village at NW 7 th Ave/61 st St. | Route realignment | 12/20/15 | * |
| 62 | Schedule adjustments will be made in both directions seven days a week to improve schedule reliability | Run time adjustments | 12/20/15 | * |
| 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. | Route realignment | 6/21/15 | √ |
| 70 | 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. | Route realignment | 6/21/15 | √ |
| 75 | Saturday running time adjustments | Run time adjustments | 6/21/15 | √ |
| 75 | Adjust Saturday headway from 45 to 60 minutes all day | Run time adjustments | 6/21/15 | √ |

| 2015 TDP CONSISTENCY ANALYSIS SUMMARY | | | | |
|---------------------------------------|--|--------------------------|------------|----------------------|
| JANUARY TO DECEMBER 2015 | | | | |
| √ | Implemented service change committed to in previous TDP | | | |
| * | Implemented service change not included in previous TDP | | | |
| ROUTE | DESCRIPTION | IMPROVEMENT / ADJUSTMENT | START DATE | 2015 TDP CONSISTENCY |
| 75 | Saturday service evening eastbound trips ending at SW 167 th Street terminal will be extended later (approximately 9:00 pm) to FIU | Route realignment | 6/21/15 | √ |
| 77 | The south end of the Route looping through downtown Miami will be shortened. The Route will use SE/NE 1 st Avenue and will not operate to Biscayne Blvd. The Route will be extended in both directions to serve the new bus terminal located at the 7 th Avenue Transit Village at NW 7 th Ave/61 st St. | Route realignment | 12/20/15 | * |
| 87 | Saturday running time adjustments | Run time adjustments | 6/21/15 | √ |
| 87 | 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 discontinued. | Route realignment | 6/21/15 | √ |
| 88 | Running time adjustments seven days a week | Run time adjustments | 6/21/15 | √ |
| 88 | Adjust Sunday headway from 30 to 35 minutes all day | Run time adjustments | 6/21/15 | √ |
| 93 | Biscayne MAX Schedule adjustments will be made in both directions to improve schedule reliability. | Run time adjustments | 6/21/15 | √ |
| 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. | Run time adjustments | 6/21/15 | √ |
| 120 | Beach MAX The last southbound bus stop will be moved from inside the downtown bus terminal to Flagler Street in front of the Courthouse. | Route realignment | 12/20/15 | * |

| 2015 TDP CONSISTENCY ANALYSIS SUMMARY | | | | |
|---------------------------------------|---|--------------------------|------------|----------------------|
| JANUARY TO DECEMBER 2015 | | | | |
| √ | Implemented service change committed to in previous TDP | | | |
| * | Implemented service change not included in previous TDP | | | |
| ROUTE | DESCRIPTION | IMPROVEMENT / ADJUSTMENT | START DATE | 2015 TDP CONSISTENCY |
| 120 | Schedule adjustments will be made in both directions seven days a week to improve schedule reliability. | Run time adjustments | 12/20/15 | * |
| 135 | Weekday running time adjustments | Run time adjustments | 6/21/15 | √ |
| 135 | There will be a minor realignment for eastbound trips leaving the Opa-locka Tri-Rail Station. | Route realignment | 12/20/15 | * |
| 136 | The first two morning eastbound trips will start 10 minutes earlier | Run time adjustments | 6/21/15 | √ |
| 137 | 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) | Route realignment | 6/21/15 | √ |
| 150 | Improve headway from 30 to 20 minutes seven days a week | Run time improvement | 6/21/15 | √ |
| 183 | Weekday schedule adjustments will be made in both directions to improve schedule reliability. | Run time adjustments | 12/20/15 | * |
| 252 | Saturday running time adjustments | Run time adjustments | 6/21/15 | √ |
| 272 | Adjust weekday peak headway from 15 to 20 minutes | Run time adjustments | 6/21/15 | √ |
| 277 | Adjust weekday peak headway from 20 to 24 minutes | Run time adjustments | 6/21/15 | √ |
| 277 | The route will be extended in both directions to serve the new bus terminal located at the 7 th Avenue Transit Village at NW 7 th Avenue and NW 61 st Street | Route realignment | 12/20/15 | * |
| 301 | The Route will be rerouted to serve the new SW 344 th St Park and ride lot | Route realignment | 6/21/15 | * |

| 2015 TDP CONSISTENCY ANALYSIS SUMMARY | | | | |
|---------------------------------------|---|--------------------------|------------|----------------------|
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| √ | Implemented service change committed to in previous TDP | | | |
| * | Implemented service change not included in previous TDP | | | |
| ROUTE | DESCRIPTION | IMPROVEMENT / ADJUSTMENT | START DATE | 2015 TDP CONSISTENCY |
| 95 Express | The 95 Dade-Broward Express from Broward County now provides direct express service to the Civic Center area. Rush-hour service is provided every 30 minutes from Broward Blvd and from Sheridan St. Morning southbound service is from approximately 5:30 a.m. to 9 a.m. and afternoon northbound service is from approximately 3 p.m. to 8 p.m. | New route | 12/20/15 | * |
| E | Schedule adjustments will be made in both directions seven days a week to improve schedule reliability. | Run time adjustments | 6/21/15 | √ |
| E | The weekend trip frequency will be changed from 50 minutes to every 60 minutes | Run time adjustments | 6/21/15 | √ |
| H | Adjust weekday headway from 24 to 30 minutes before 8 pm | Run time adjustments | 6/21/15 | √ |
| H | Discontinued the last NB (12:00 AM) and SB (11:00 PM) | Run time adjustments | 6/21/15 | √ |
| L | Schedule adjustments will be made seven days a week in both directions to improve schedule reliability. | Run time adjustments | 6/21/15 | √ |
| L | Five weekday morning eastbound trips will start at Hialeah Metrorail Station instead of Northside Metrorail Station. | Run time adjustments | 6/21/15 | √ |
| L | Saturday early morning schedule adjustments will be made to provide additional service. | Run time adjustments | 12/20/15 | √ |

| 2015 TDP CONSISTENCY ANALYSIS SUMMARY | | | | |
|--|---|--|------------|----------------------|
| JANUARY TO DECEMBER 2015 | | | | |
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| * | Implemented service change not included in previous TDP | | | |
| ROUTE | DESCRIPTION | IMPROVEMENT / ADJUSTMENT | START DATE | 2015 TDP CONSISTENCY |
| Metrorail Downtown Express | DADELAND SOUTH STATION TO AND FROM DOWNTOWN Northbound Mornings The express train departs from Dadeland South at 7:03 a.m. and 8:03 a.m., Monday – Friday. The train makes a stop at Dadeland North and continues as an express train until it reaches Brickell Station | New express service | 12/7/15 | * |
| Metrorail Downtown Express | PALMETTO STATION TO AND FROM DOWNTOWN Southbound Mornings The express train departs from Palmetto at 7:01 a.m. and 8:01 a.m., Monday – Friday. The express train continues non-stop until it reaches Civic Center. | New express service | 12/7/15 | * |
| 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. | New Park-and-ride lot and terminal; route realignments to facility | 6/21/15 | √ |
| S | Schedule adjustments will be made in both directions seven days a week to improve schedule reliability. | Run time adjustments | 12/20/15 | * |
| S | The last southbound bus stop will be moved from inside the downtown bus terminal to Flagler Street in front of the Courthouse. | Route realignment | 12/20/15 | * |
| Westchester Circulator | Connection between FIU's Modesto Maidique Campus with Tropical Park | New route | 6/21/15 | * |

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