



4 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 (Previous Year)	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% (73%)	▲
	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	49* (59.5)	▼
		Tourist Attractions and Special attractors: 300 route miles	251* (333)	▼
		Educational: 100 route miles	88* (105.8)	▼
		Major Employment Areas and Employers: 40 route miles	49 (60.7)	▲
		Retail Centers: 90 route miles	83* (102.7)	▼

*Service mile reductions are a result of the elimination of DTPW routes. In instances where municipalities have implemented transit service that is duplicative, DTPW has ended routes to maximize transit investments and reduce service redundancy.

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	Target	Measure	Accomplishments (Previous Year)	Status
1.2 - Improve service for transit dependent population	Transit service coverage within TSAs.	Service coverage of transit supportive areas (TSA) include:		▲
		% of Population Age 65 & Up	+27% (-0.60%)	
		% Low income Households	+4% (-1.03%)	
		% Zero Car Households	+1% (-0.59%)	
		% Minority	+8% (-0.96%)	
		% Pop Density	+4% (-0.47%)	
		% Population Age 18 & Under	+6% (0.27%)	

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments (Previous Year)	Status
1.3 - Improve transit service reliability	On-time performance of transit vehicles per mode	Metrorail – 95%	87.6% (91.9%)	▼ *
		Metrobus – 78%	69.2% (69.8%)	▼ **
		STS – 80%	91% (90.5%)	▲
	Percentage of missed pullouts	Agency target – 0%	1% (1.75%)	▼ ***
	Achievement of mean distance between service failures	Metrorail – 39,000 miles	26,774 (40,856)	▼ *
		Metrobus – 4,000 miles	2,977 (3,074)	▼ **
		Mover – 6,000 miles	6,562 (6,594)	▲

*Reduction in on-time performance and service failures is due to aging vehicle fleet. New rail vehicles began to enter service in 2018 and will continue being added to the fleet throughout the coming years.

**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. Additionally, the aging bus fleet contributes to decreased on-time performance, DTPW has started to add new Compressed Natural Gas (CNG) buses to the fleet. 381 new vehicles will be entering service between 2018 and 2020..

***Missed pullouts are attributed mainly to DTPW's aging fleet, which will soon be upgraded with the addition of 381 new CNG vehicles between 2018 and 2020.

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments (Previous Year)	Status
1.4 - Match transit service coverage with passenger demand	Number of average daily boardings per mode	Metrorail - 67,000	65,174 (71,400)	▼ *
		Metrobus – 241,000	177,658 (204,300)	▼ *
		Mover – 30,000	28,630 (33,000)	▼ *
	Hours of transit service/service population	Provide a minimum of 1.5 hours of transit service/service population	1.6 (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	81% (81%)	▼ **
	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: Two new routes were launched in 2015. SR 836 Express: Three new routes on track for implementation (One in 2018, two in 2021). BERT: Two 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% (100%)	▶
	Percent of Miami-Dade County Tri-Rail stations served by MDT	100% of Tri-Rail Stations serviced by transit	100% (100%)	▶

*Nationwide, transit ridership numbers continued to decline in 2017. Reasons for this reduction include low gas prices, a strengthening economy, increased use of local municipal trolleys, and increased use of ride share services such as Uber and Lyft.

**DTPW, along with its transportation partners is working diligently towards implementation of the Strategic Miami Area Rapid Transit (SMART) Plan which was endorsed by the TPO (FKA: MPO) Governing Board in April 2016. The SMART Plan will ultimately introduce rapid transit service along the following corridors of regional significance: South Dixie Highway / US-1 (SR 5) – South Corridor; Biscayne Boulevard / US-1 (SR 5) – Northeast Corridor; NW 27th Avenue (SR 9 & SR 817) – North Corridor; Kendall Drive / SW 88th Street (SR 94) – Kendall Corridor; Florida's Turnpike (HEFT) (SR 821) and Dolphin Expressway (SR 836) – East-West Corridor; MacArthur Causeway / Interstate-395 – Beach Corridor.

4.1.1 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 was opened in August 2017.



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

Objective	Measure	Target	Accomplishments (Previous Year)	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% (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	11.25 (5.24)	▼*
		Metrobus -15 complaints	19.89 (25.82)	▼*
		Metromover - 0.5 complaints	1.06 (0.77)	▼*
	Number of formal complaints as a percent of total trips per month	STS – 0.5% complaints	0.16% (0.20)	▲

* 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.

4.1.2 The Underline

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. In 2015, Friends of The Underline, selected a design consultant to develop the Vision and Master Plan for this project. Currently the project is structured in nine phases for development as funding becomes available.

4.1.2.1 - Phase I - Brickell Backyard Project

The Underline Phase 1 is known as the Brickell Backyard and extends from the Miami River to SW 13th Street. The off-road dedicated bicycle path is located along the west side of the Metrorail structure from the Miami River to SW 8th Street and between the Metrorail Station and SW 13th Street. In response to the large pedestrian volume along both sidewalks between SW 8th Street and SW 13th Street, the bicycle path is realigned to be centered between the Metrorail Columns, creating a dedicated cycle track that minimizes conflicts between bus and trolley waiting areas, pedestrians and cyclists.

The pedestrian path in this area varies in its location. Between the Miami River and SW 7th Street, the design preserves the existing curved path connecting to the Miami River Greenway as the pedestrian path. Between SW 7th Street and the Brickell Metrorail Station, the path is integrated with an expanded sidewalk along the west side of SW 1st Avenue, offering a significant width in order to accommodate perpendicular pedestrian flow from adjacent bus and trolley stops along SW 1st Avenue. Between the Brickell Metrorail and Metromover Stations, the path is reoriented, running parallel to the bicycle path from SW 11th Street south to SW 13th Street. This phase is currently under permitting and it is expected to go out to bid sometime in mid 2018. Construction is expected to begin late 2018 or early 2019.

4.1.2.2 - Phase II - Hammock Trail

Phase II is approximately 2.14 miles in length and will extend the pedestrian and bicycle paths further south from SW 13th Street to SW 19th Avenue. DTPW is currently drafting a project schedule. At this time, the design criteria guidelines are being finalized as well as all cost estimates. DTPW's intent is to procure a Design-Build firm to design and construct this segment. Procurement is expected to begin in mid 2018.

4.1.2.3 - Phases III - IX

Phases III - IX extend approximately 7.5 miles from SW 19th Avenue to Dadeland Boulevard and will extend the pedestrian and bicycle path further south. DTPW has funding for the development of the Design-Build Criteria Package, which will provide for all surveys, reports, geotechnical, full path alignment, 24 intersection designs, and costs associated with the remaining phases. This Design-Build Criteria



Package will be used to seek grant opportunities, provide design information to FDOT for the improvements to some of the intersections under their work program, and procure each of the remaining phases as funding becomes available.

4.1.4 CAD/AVL System Replacement

DTPW implemented the Bus Tracker System/Computer Aided Dispatch/Automatic Vehicle Location (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. The system acceptance certificate was executed in December 2017 with minor fine tuning to be completed in early 2018.

4.1.5 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.

Goal 1: Improve Convenience, Reliability and Customer Service of Transit Services				
Objective	Measure	Target	Accomplishments (Previous Year)	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	Installation complete and project accepted by DTPW in Dec. 2017.	▼
		Installation of real-time signs at high ridership locations by 2015	Project completion date is December 2020	▼*
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	405 total bike racks, a 6.3% increase (381)	▲
	Number of three-position bicycle racks on DTPW buses	Install three-position bicycle racks on 200 DTPW buses by 2015	656 (546 installed)	▲

* 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.

4.1.6 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.

This contract is in procurement and is expected to be awarded in the summer of 2018. The completion date is anticipated to be December 2020.



4.2 Goal 2 - Improve Operational Safety and Security

Goal 2: Improve Operational Safety and Security				
Objective	Measure	Target	Accomplishments (Previous Year)	Status
2.1 - Reduce accidents on transit vehicles	Bus accident rate per 100,000 miles	3.77 per 100,000 miles	4.37 (4.17)	▼ *
	Bus preventable accident rate per 100,000 miles	1.50 accidents per 100,000 miles	1.72 (1.61)	▼ *
2.2 - Make transit vehicles and facilities a secure environment for customers	Total number of functioning video camera surveillance system-wide	Installation and maintenance of a total of 13,153 video cameras system-wide by 2019	7,111 (7,155)	▼
	Number of transit facilities with camera surveillance	54 transit facilities with camera surveillance	52 (unchanged)	▶
	Number of transit vehicles with camera surveillance	1,025 transit vehicles with camera surveillance	794 (761 bus; 29 mover; 4 rail) (880)	▼
	Number of security post inspections	Provide a minimum of 750 post inspections per month	950 (837)	▲
	Number of system-wide NTD Reportable Part One (1) Crimes (Serious) per 100,000 riders (monthly moving average)	Part 1 Crimes (Serious) - 0.30 per 100,000 riders	0.15 (0.21)	▲
	Number of system-wide NTD Reportable Part Two (2) Crimes (Petty) per 100,000 riders (monthly moving average)	Part 2 Crimes (Petty) - 1.62 per 100,000 riders	0.64 (0.64)	▲

* DTPW hired 542 operators between 2014 – 2016. This has lowered the average experience level of our operators. DTPW continues to retrain operators and provide guidance to ensure they improve their defensive driving skills.

4.2.1 System-wide 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 (Previous Year)	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	70 outreach events (104)	▲
	Number of social media endorsements	Monitor number of social media endorsements	Facebook: 50.9 likes/day, 2,402 new likes 18,593 total likes 239.5 engagements per day 6,227 daily total reach (11.3 page likes/day, 4,145 new likes, 673.4 average engagements/day, 17,749 daily total reach, 16,176 total likes) Twitter: 9,264 New followers 42,664 Engagements 9.1 million Impressions (4,334 new followers, 43,076 engagements)	▲
	Number of transit dependent outreach events per year	Conduct a minimum of six (6) public outreach events for transit dependent population per year	64 (72 outreach events)	▲
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	28 meetings (27)	▲
	Number of coordination events with regional service providers (BCT, Tri-Rail, PalmTran)	90% attendance rate by DTPW at regional transportation service providers coordination meetings	22/24 meetings for 92% attendance rate (17/21 meetings for 81% 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	3 interlocal agreements were approved in 2017, with Key Biscayne, North Miami Beach, and South Miami, for 100% rate (Key Biscayne, Doral, and South Miami)	▶

* DTPW Staff attendance at meetings is impacted by recurring scheduling conflicts; which ultimately impacts attendance rates.

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 South Florida Rail Corridor (SFRC). The IRIS Northeast Connection was completed in the summer of 2017, providing a direct rail connection between the FEC Little River Connection and the 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.

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 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.



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 (Previous Year)	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 (Study not yet started)	▼
	Identify TOD opportunities at Miami-Dade Transitway Stations	Complete study of TOD feasibility at South Miami-Dade Transitway Stations by 2019	The Miami-Dade Transportation Planning Organization (TPO), in coordination with DTPW, began the South-Dade Transitway TOD/Land Use Study in May 2018 and is estimated for completion in December 2018 (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	104 Farmer's Markets hosted at Metrorail Stations (156 Farmer's Markets)	▲
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	1,427 (1,500)	▲

4.4.1 Current Joint Development and Transit Oriented Development Projects

4.4.1.1 - 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, town homes 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.

Residents will benefit from immediate access to Metrorail and amenities such as a community center, a computer lab and an exercise room. In addition, on-site community programs will offer literacy training, health and nutrition classes, and first-time home buyer seminars. The first four phases of this project were completed in 2012. Phase five has not yet commenced; however, DTPW anticipates the final phase will be completed by 2022.



4.4.1.2 - 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, split into two phases, 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, consists of 100 units and first floor commercial space was completed in August 2017.



4.4.1.3 - Brickell City Centre

Brickell City Centre is a 9.1 acre, \$1.05 billion mixed-use development along South Miami Ave. Between SE 8th Street and SE 6th Street containing 5.4 million square feet of office, residential, hotel, retail and entertainment space.

A 99 year lease was given to the developer on an 11,249 square foot parcel of County-owned vacant property for construction of a portion of a multi-level condominium parking garage.

A Development, Maintenance and Easement Agreement allowed the developer to completely integrate the Brickell City Centre Metromover Station (f.k.a Eighth Street Metromover Station) into the development. Direct access is provided at ground level and at the third level through a sky lobby which connects directly to the retail portion of the development. Overall the developer has provided over \$5 million in station improvements including an additional escalator and a new, enlarged elevator. Additionally, the developer provided additional landscaping, hardscaping, and is responsible for maintaining the elevator, escalators, and three small parcels of property encumbered by the Metromover guideway.



4.4.1.4 - 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 Miami Intermodal Center (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.



4.4.1.5 - Northside Metrorail Station

3.3 acres of DTPW property adjacent to the Northside Metrorail Station was transferred to the Miami-Dade Public Housing and Community Development (PHCD) Department. A developer was selected for a joint development project from 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 ranging from one bedroom to four bedroom units and approximately 20,000 square feet of retail/commercial space. Total estimated development cost is \$88.1 million. The development will include 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. Phase II is anticipated to begin in late 2018. All remaining phases are estimated for completion by 2022.



4.4.1.6 - 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 an on-site enhanced bus stop. Construction is currently underway with completion expected in December 2018.



4.4.1.7 - 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 that resulted in a recommendation to develop a transit terminal. 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.



4.4.1.8 - SW 200th Street/Caribbean Boulevard (Transitway)

DTPW property located on Caribbean Boulevard and US-1 adjacent to the Transitway 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 Transitway patrons. The estimated development cost is \$46.1 million. This project will begin construction in summer 2018, and is anticipated to be completed by December 2020.



4.4.1.9 - 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 to offset expenses, focus density around the station and promote increased patronage of the Metrorail System. Phase I of this project is anticipated to be complete in October 2020, and will include 312 residential units and 6,100 square feet of retail. Phase II of this project will include 280,000 square feet of office, and 2,000 square feet of retail. Phase III will include 330 residential units and 2,000 square feet of ground floor retail. Phase IV will include 359 residential units.

4.4.1.10 - South Miami Metrorail Station

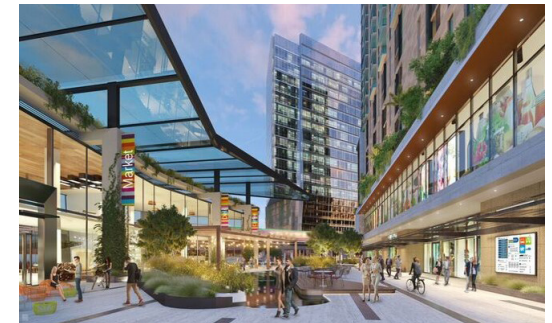
In 2004, the selected developer implemented certain infrastructure improvements on the site; however, no significant construction was completed. In December 2006, the developer was placed into default and the County filed a lawsuit against the developer. The developer counterclaimed. A settlement agreement was reached in April 2015 and was subsequently approved by the Board of County Commissioners in October 2015. In 2016, the developer submitted plans for a mixed-use transit oriented development project that features 194,000 square feet of office space, and 22,600 square feet of retail, and 99 student housing apartment units. This project is anticipated to be substantially completed by Fall 2022.

4.4.1.11 - 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. Currently, DTPW is negotiating an amendment to the lease. Construction is estimated to begin in 2021.

4.4.1.12 - Miami Intermodal Center (MIC)

The Miami Intermodal Center is located between NW 37th Avenue and NW 39th Court, and between NW 21st Street and NW 25th Street. The MIC occupies 10 acres or 435,600 SF. The project was initiated with a 21.97 acre land transfer from FDOT to Miami-Dade County (Parcel C - 5.06 acres, Parcel F - 9.67 acres, Parcel G - 7.24 acres). Beginning in the summer of 2018, the County operates and maintains all common areas, while tenants operate their own systems and maintain their own areas. The County is to initiate an RFP offering development rights for the 10 currently undeveloped acres to private developers (e.g. hotel, office building, restaurants, etc.). The County will also offer, as separate opportunities, the right to operate concessions and to advertise, as well as naming rights.





4.4.1.13 - Okeechobee Metrorail Station

In 2007 and 2008, DTPW and the PHCD issued an Interdepartmental Memorandum of Agreement to initiate an affordable housing project near the Okeechobee Metrorail Station, on a 12 acre site located between West Okeechobee Road/U.S. 27 and West 19th Street (theoretical NW 74th Street). PHCD advertised an RFP for a developer to take on the project in 2016, and selected the developer in 2017. A lease for the land is currently being negotiated.



4.4.1.14 - Dadeland North Metrorail Station (Phase III)

Located on South Dixie Highway/US 1 at theoretical SW. 84th Street, the Dadeland North Metrorail Station completed Phase I of its development in 1996. Phase II was occupied in 2005, and Phase III began construction in August 2016. Phase III includes the construction of 272 market rate rental apartments in a 25 story building with garage, as well as 8,346 square feet of ground floor retail. This project is estimated for completion by January 2019.

4.4.1.15 - Adrienne Arsht Metromover Station - Omni Bus Terminal

An RFP was issued in January 2015 for the reconstruction, upgrade and expansion of the Omni Bus Terminal and Metromover station located at North Bayshore Drive and Biscayne Boulevard/ U.S. 1 between NE 14th Terrace and NE 15th Street (0.987 acres or 43,000 SF). Resorts World Miami LLC intends to build a transit-oriented revenue-generating mixed-use development including 300-key hotel and ground floor retail. This will promote maximum use of the transit system and provides functional and aesthetic integration of the people mover station and bus terminal into the overall project. At an estimated cost of \$16.4 million to the tenant, the following upgrades are planned: additional bus bays, enclosed air-conditioned waiting areas, upgraded operator restrooms and lounges, platform tile replacement, improved station lighting, replacement of existing escalator and elevator, and renovation of the pedestrian bridge spanning NE 15th Street. The project is scheduled to commence in Fall 2018, and is expected to be completed by Fall 2021.



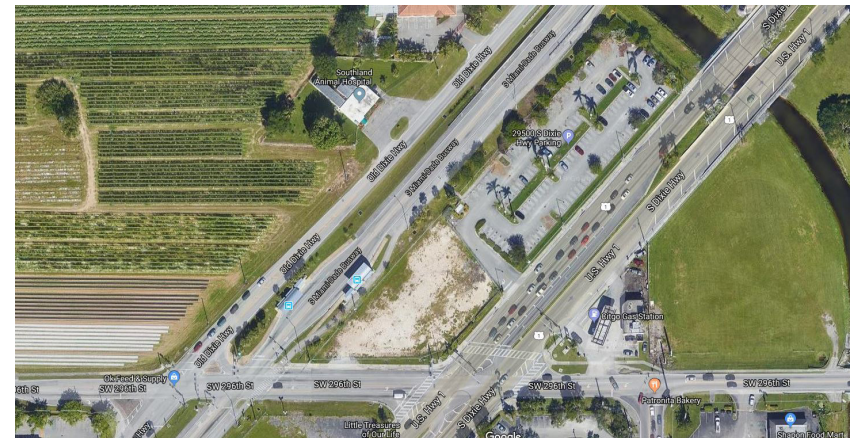
4.4.1.16 - Quail Roost Park-and-Ride (Transitway)

In 2017, the Department of Public Housing and Community Development (PHCD) in partnership with the DTPW released a Request for Proposals (RFP) seeking for experienced developers to design and construct a mixed-income housing development with commercial uses adjacent to the existing Transitway station between SW 184th Street (Eureka Drive) and SW 186th Street (Quail Roost Drive). A proposal was selected that includes 500 mixed-income housing units, approximately 32,000 sq.ft. of commercial and retail space, and a 355-space parking garage (of which 267 parking spaces are reserved for transit patrons) with a kiss-and-ride plaza and is currently under negotiation with the County. DTPW received NEPA clearance in 2017 for the park-and-ride site.



4.4.1.17 - SW 296th Street Park-and-Ride (Transitway)

The County issued an RFP in 2017 for a long-term lease for development of this site as a mixed-use TOD. The northernmost portion of the site is improved with an existing park-and-ride facility that contains 140 parking spaces to serve Transitway patrons. No proposals were received, however, DTPW plans to re-advertise the RFP in 2019 with the expectation that proposals will be received due to the improving housing market in the area. 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 Transitway 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 on density around the station.



4.4.2 Future Joint Development and Transit Oriented Development Projects

Miami-Dade County will pursue joint development opportunities at the Palmetto Metrorail Station, the Transitway Park-and-Ride at SW 112th Avenue/Allapattah Road (Target Lot), and other locations in the future.

Transitway Park-and-Ride at SW 112th Avenue/Allapattah Road: DTPW plans to issue an RFP for a TOD that would include a mixed-used development with affordable housing, commercial uses, and a bus terminal and other passenger amenities.

Palmetto Intermodal Station: After purchasing the land adjacent to the existing Palmetto Metrorail Station, DTPW plans to issue an RFP for the development of a TOD which will include an enhanced bus terminal, structured parking, housing and commercial uses.

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). On May 6, 2014 the Board issued a Request for Proposal for a Public Private Partnership (P3) to transition the fleet to CNG. On January 24th, 2017 the Board approved the award of a master development agreement to Trillium Transportation Fuels, LLC.

This Master Developer Agreement includes:

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. Lease County property for public access CNG fueling stations that generate revenues for the County through the sale of CNG to third parties.

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

Objective	Measure	Target	Accomplishments (Previous Year)	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	21 electric hybrid buses procured in 2017, totaling 64 (43 electric hybrid buses deployed)	▲
	Increase number of alternative fuel vehicles	Advertise a Request for Proposals (RFP) for alternative fuel vehicles by 2015	In May 2014, the RFP was advertised. On January 24th, 2017 the Board approved the award of a master development agreement to trillium Transportation Fuels, LLC.	▲

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 the Bus Replacement/Enhancement Schedule in accordance with the FTA bus retirement criteria.



Table 4-1: DTPW Bus Procurement/Replacement Schedule

Year	30 ft	40 ft	60 ft
2018	0	100 (CNG)	0
2019	2	150 (CNG) 33 (Electric)	0
2020	0	231 (CNG)	0
2021	0	93 (CNG)	25 (Diesel/ Electric Hybrid)
2022	0	5 (CNG)	0
2023	0	0	0
2024	3	0	0
2025	0	0	0
2026	0	35 (CNG)	0
2027	0	15 (CNG)	43 (Diesel/ Electric Hybrid)

4.4.5 Metrorail New Vehicle Replacement



The Miami-Dade BCC and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the \$380 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 and the efficiency of maintenance and operations. The first new four car train entered service in November 2017 with additional vehicles being delivered between 2018 and 2020.

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	Transitway & SW 344 St Park-and-ride facility opened in June 2015 Northeast Transit Hub Enhancements (NETHE) at NE 163 St Mall and Aventura Mall opened in March 2016 Dolphin Station is scheduled for completion in Fall 2018	▶
	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	Partners mutually agreed to not proceed with current Interoperability Agreement because technology was obsolete and needed updates with new capabilities. Financial services will be creating new agreement.	▼
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). SR 836 Express Bus Line C will begin service to coincide with the opening of the Dolphin Station. Additional express routes are being planned as part of the BERT network. See table 6-2 for more details.	▶

4.4.6 Multimodal Transit Hubs

4.4.6.1 - Transitway 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 Transitway between NW 2nd Avenue and NW 3rd Avenue at SW 344th Street (Palm Drive) in Florida City. The project was completed in June 2015.

4.4.6.2 - 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 by Fall 2018.

4.4.6.3 - Northeast Transit Hubs - 163rd Street Mall and Aventura Mall:

The project supplements and enhances the existing DTPW bus terminals located at the two nearby malls. The enhanced bus hub connects DTPW circulator, regional, and premium bus routes within the project area. Other design amenities include landscaping, lighting, street furniture, bicycle facility, full ADA accessibility, bus recovery and staging areas. The Aventura Mall Transit Hub was opened in March 2016 and the 163rd Street Mall Transit Hub was opened in May 2016.

4.4.6.4 - Golden Glades Multimodal Transit Facility:

This transit facility will feature a multi-story parking garage along with multiple surface parking lots that total at least 1,675 parking spaces. The complex will feature a transit hub with enhanced passenger amenities, a retail space, break lounge and operator building, and improved bicycle and pedestrian amenities.



4.5 Goal 5 - Maximize the Use of All Funding Sources

Goal 5: Maximize Use of All Funding Sources				
Objective	Measure	Target	Accomplishments (Previous Year)	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	Beach Corridor Transit Financing Study was completed in March 2016. Financing Studies for East-West, Metromover, Kendall, Northeast and South Corridors were completed in April 2016.	▲
5.2 - Optimize operations and maintenance expenses	Decrease system-wide cost per revenue mile	Maximum cost per revenue mile not to exceed \$9.00	\$10.76 (\$10.22)	▼ *
	Decrease system-wide cost per revenue hour	Maximum cost per revenue hour not to exceed \$120.00	\$135.20 (\$130.86)	▼ *
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 Design Build Finance Operate and Maintain.)	Completion of two projects delivered by alternative methods by 2024	NW 7 Ave Transit Village was completed in August 2017; CNG Fueling Facility is currently under construction	▲
5.4 - Increase passenger fare revenue	Annual Farebox recovery ratio for Metrorail, Metrobus and STS	Maintain a system-wide minimum farebox recovery ratio of 25%	16.8% (21%)	▼ **

* Increases in system-wide 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 (12 years and/or 500,000 miles of service). DTPW has a bus replacement/enhancement plan in place (please refer to Table 4-1) which will significantly lower the average age of the Metrobus fleet. As of December 2015, DTPW's Metrorail fleet had an average age of 32 years and is in need of replacement. Delivery of the first pilot rail vehicles took place in November 2017.

**Farebox recovery ratio is the percentage of the agency's total operating cost recuperated by fares. The decrease in system-wide 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 procurement/replacement plan in place (please refer to Table 4-1) which will significantly lower the average age of the Metrobus fleet and is also anticipating ongoing delivery of Metrorail vehicles between 2018 and 2020.

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 2017 to FY 2022, DTPW's IRP is funded above the 10% established target.	▲
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 2021. Line C is on target to begin revenue service in 2018. The following BERT routes are anticipated to be implemented by 2019: South Miami-Dade Express, and Northwest Miami-Dade Express. An additional five BERT routes will be implemented by 2023.	▲

4.6.1 Lehman Yard Rehabilitation - Expansion Phase I

DTPW constructed five (5) storage tracks and two (2) Maintenance of Way (MOW) tracks at the existing Metrorail Lehman Center Facility. This expansion was necessary to provide the required storage and transition facility to support the 136 new Metrorail vehicles that began delivery in late 2017. Substantial completion of the Phase I rehabilitation was reached in July 2017.

4.6.2 Lehman Center Test Track

DTPW constructed a new test track (2,500 feet) at the existing Metrorail Lehman Center Facility. The test track provides the necessary infrastructure to support the existing Metrorail fleet as well as the 136 new Metrorail vehicles that began delivery in 2017 and will continue through 2020. Substantial completion of the test track was reached in July 2017.

4.6.3 Infrastructure Renewal Projects (IRP)

4.6.3.1 - 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 final design of the project is on hold pending the recommendations from the on-going South Corridor Project Development and Environment (PD&E) Study. The estimated completion date is to be determined.

4.4.6.2 - 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. The estimated completion date is to be determined.

4.6.3.3 - 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 2021.

4.6.3.4 - 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 2021.

4.6.3.5 - 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 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.

4.6.3.6 - 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 2018.

4.6.4 ARRA Funded Projects

4.6.4.1 - 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, and automates critical operational functions such as 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, and was completed in March 2017.

4.6.4.2 - 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 May 2021.

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 (Previous Year)	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% (100%)	▶
	Adherence to preventative maintenance program (including wheelchair/ramp/tie down inspection)	90% adherence	Cannot be accurately determined due to inaccuracies with EJ Ward. (99.57%)	▲
7.2 - Upgrade areas within quarter mile of the South Miami Dade Transitway (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	This project was completed in August 2016.	▶
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 Transitway

DTPW implemented ADA pedestrian improvements within a quarter (1/4) mile radius of bus stations along the South Miami-Dade Transitway 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 Transitway was completed in December 2016.

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

Objective	Measure	Target	Accomplishments (Previous Year)	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 TPO 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." Public kick-off meetings for Flagler Corridor, Kendall Corridor and NW 27th Avenue Corridor were held in September, November, and December 2016, respectively.	▶
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 Kendall and SW 127th Ave Park-and-Ride facility opened in June 2017. Design work for both the Tamiami Station and the Panther Station is nearly complete. Both stations are scheduled for completion in 2021.	▲

4.7.2 Park-and-Ride Facilities

4.7.2.1 - 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. As part of the first phase of this project, DTPW successfully installed these parking systems at the following Metrorail Station's parking garages:

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



4.7.2.2. - 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, but is currently under negotiation and is under the cone of silence.

4.7.2.3 - SW 127th Avenue/SW 88th Street/Kendall Drive:

DTPW constructed 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. This facility was opened in June 2017.



4.7.2.4 - Transitway and Quail Roost Drive (SW 184th Street):

The proposed Quail Roost Park-and-Ride Facility is located at SW 184 Street and the South Miami-Dade Transitway. In January 2011, Miami-Dade County submitted a Categorical Exclusion to comply with the National Environmental Policy Act (NEPA) requirement. Originally, this project was proposed to include a surface parking lot located on a 3.2 acre tract owned by Miami-Dade County. However, in February 2017, the Department of Public Housing and Community Development in partnership with DTPW, released a Request for Proposals seeking an experienced developer to design and construct a mixed-income housing project with commercial uses as well as structured parking with spaces reserved for transit patrons. The proposed transit oriented development component to the project increased the site footprint from 3.2 acres to a total of 8.5 acres. The project completion date will be determined once the RFP selection process is complete.



4.7.2.5 - 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 493 parking spaces, which would serve as the western most station for the new premium bus service and existing local bus service. The estimated completion date is June 2020.



4.7.2.6 - Palmetto Intermodal Terminal (Palmetto Expressway at NW 74th Street):

DTPW, in collaboration with the TPO, completed the Palmetto Intermodal Terminal Feasibility Study in 2014. The study developed a set of recommendations and steps needed for the continued planning of the proposed intermodal facility, as well as the associated roadway and other potential off-site improvements based on the preferred Final Site Development Configuration. These recommended phases are currently unfunded and would be subsequent to the necessary property acquisition. The location of this proposed future terminal is immediately south of the Palmetto Metrorail Station and consists of approximately 11.9 acres of semi-vacant land.

The first phase of this project is property acquisition. Subsequent unfunded phases include, but are not limited to, a minimum 1,000 space parking garage which includes long-term parking, short-term parking, kiss-and-ride, pool-and-ride, and a minimum of 12 bus bays. This intermodal terminal will provide strategic transit oriented development opportunities. The project completion date is to be determined.



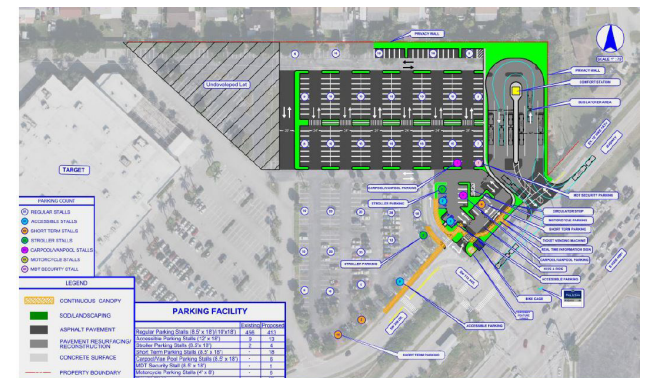
4.7.2.7 - Panther Station at FIU (SW 8th Street at SW 109th Avenue):

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 is anticipated in 2020.



4.7.2.8 - Park-and-Ride Lot at South Miami-Dade Transitway 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 Transitway.



4.8 DTPW Project Accomplishment Summary

DTPW has recently completed construction on numerous major projects which were featured in previous years TDP documents. These improvements represent DTPW's continued commitment to improving transit service in Miami-Dade County. A demonstrative sample of these projects are included in Table 4-3.

Table 4-2: DTPW Project Accomplishment Summary

Project	Description	Completion Year
Kendall Park-and-Ride Facility	DTPW constructed a 183-space park-and-ride facility on approximately 2.8 acres located at the southeast corner of SW 88th Street (Kendall Drive) and SW 127th Avenue. This facility serves the Kendall Cruiser (Route 288) which began service in June 2010. DTPW leases this site from Florida Power and Light (FPL).	2017
University Metrorail Station Pedestrian Overpass	DTPW constructed a new pedestrian overpass adjacent to the University Metrorail station at the intersection of US 1 and Mariposa Avenue. This facility provides an important link for passengers traveling from Metrorail to points east of US 1.	2017
Northeast Transit Hub Enhancements	DTPW constructed improvements/enhancements to the Transit Hubs in the vicinity of the 163rd Street Mall and Aventura Mall. This project enhances/supplements the existing DTPW bus terminals located at the two malls. The enhanced bus hub connects transit circulator, regional, and premium bus routes within the project area. Other design amenities that were considered include ADA, landscaping, lighting, street furniture, bicycle facility, bus recovery areas and bus staging areas. A new DTPW Bus facility will be built by Aventura Mall, as part of their Mall Master Plan Expansion project.	2016

4.9 2017 Consistency Analysis for the FY 2018-2027

For the FY 2017 – 2026 TDP Annual Update, a listing of committed bus service improvements and adjustments planned for 2016 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 2017 Annual Update.

The results of the consistency analysis for improvements implemented between January and December 2017 is presented in Table 4-4: 2017 TDP Consistency Analysis. Each of the service changes are identified according to whether it was a programmed commitment of the FY 2018– 2027 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 2017, DTPW made a total of 96 bus and rail service improvements and adjustments. Among these adjustments were 10 improvements that were not part of the TDP Annual Update. The 2017 TDP Annual Update anticipated 91 bus service improvements and adjustments. Of these, 86 were implemented as expected in 2017, resulting in a 95% level of consistency.

Table 4-3: 2017 TDP Consistency Analysis Summary

ROUTE	Service Change	Type: A (Adjustment) I (Improvement) R (Reduction)	Start Date	2017 TDP Consistency
✓	Implemented service change committed to in previous TDP			
✗	Implemented service change not included in previous TDP			
1	Reroute to use transitway between 112 Ave and Caribbean Blvd	A	6/18/2017	✓
	Contract out the service	A	8/27/2017	✓
6	Discontinue service	R	8/27/2017	✓
7	Add new regular service to Dolphin Station	I	TBD	✗
8	Reduce weekday frequency up to 5 min peak and off-peak	R	6/18/2017	✓
	Reduce Saturday frequency up to 10 min	R	6/18/2017	✓
	Reduce Sunday frequency up to 10 min	R	6/18/2017	✓
10	Weekday running time adjustments	A	6/18/2017	✓
11	Reduce weekday frequency up to 4 min peak and 5 min off-peak	R	6/18/2017	✓
	Reduce Saturday frequency up to 10 min	R	6/18/2017	✓
	Reduce Sunday frequency up to 5 min	R	6/18/2017	✓
12	Weekday running time adjustments	A	6/18/2017	✓



ROUTE	Service Change	Type: A (Adjustment) I (Improvement) R (Reduction)	Start Date	2017 TDP Consistency
✓	Implemented service change committed to in previous TDP			
✗	Implemented service change not included in previous TDP			
16	Reduce weekday peak frequency from 18 to 28 min	R	6/18/2017	✓
19	Reduce night frequency from 40 to 60 min	R	None	✗
21	Weekday running time adjustments	A	6/18/2017	✓
27	Weekday running time adjustments	A	6/18/2017	✓
29	Contract out the service	A	8/27/2017	✓
32	Running time adjustments 7 days a week	A	6/18/2017	✓
34 A	Discontinue service to transitway stops north of 112 Ave	R	6/18/2017	✓
34 B	Reroute to enter transitway at SW 211 St and serve 112 Ave transitway stop	A	6/18/2017	✓
35	Reduce weekday frequency from 30 to 40 min	R	6/18/2017	✓
36	Extend all EB last trips to Allapattah Station weekdays and Sundays	I	6/18/2017	✓
	Extend route to Dolphin Station M-F	I	6/18/2017	✓
37	Reroute on north end due to road construction	A	6/18/2017	✓
46	Contract out the service	A	8/27/2017	✓
48	Discontinue the service	R	8/27/2017	✓
52	Reroute to use transitway between 112 Ave and Caribbean Blvd	A	6/18/2017	✓
	Weekday running time adjustments	A	6/18/2017	✓
56	Peak frequency reduced from 40 to 60 minutes	R	8/27/2017	✓
	Span shortened to 6:00 a.m. - 6:00 p.m.	R	8/27/2017	✓
57	Relocate southern layover	A	8/27/2017	✓
62	Truncate route at Biscayne Blvd	R	8/27/2017	✓
	Continue servicing MLK Station and extend all trips to Hialeah	I	8/27/2017	✓
	Peak frequency reduced from 12 to 30 minutes	R	8/27/2017	✓
	Base frequency reduced from 20 to 30 minutes	R	8/27/2017	✓
	Night frequency reduced from 30 to 60 minutes. Span shortened to 5:00 a.m. - 11:30 p.m.	R	8/27/2017	✓
	Span shortened to 5:00 a.m. - 11:30 p.m.	R	8/27/2017	✓

ROUTE	Service Change	Type: A (Adjustment) I (Improvement) R (Reduction)	Start Date	2017 TDP Consistency
✓	Implemented service change committed to in previous TDP			
✗	Implemented service change not included in previous TDP			
62	Saturday night frequency reduced from 30 to 40 minutes	R	8/27/2017	✓
	Sunday night frequency reduced from 30 to 60 minutes. Span shortened to 6:30 a.m. - 11:30 p.m.	R	8/27/2017	✓
71	Weekday running time adjustments	A	6/18/2017	✓
	Extend route to Dolphin Station M-F	I	TBD	✗
73	Weekday running time adjustments and adjust PM northbound headway from 30 to 35 min	A	6/18/2017	✓
82	Contract out the service	A	8/27/2017	✓
87	Relocate weekend short-turn layover location	A	6/18/2017	✓
99	Weekday running time adjustments	A	6/18/2017	✗
101/A	Contract out the service	A	8/27/2017	✓
103/C	Truncate the route to only serve Miami Beach. Peak and base frequency reduced from 20 to 30 minutes, night frequency from 30 to 45 minutes. Span shortened 6:00 a.m. - 10:00 p.m.	R	8/27/2017	✓
	Saturday frequency is 35 minutes. Span shortened to 6:00 a.m. - 6:00 p.m.	R	8/27/2017	✓
	Sunday frequency 45 min. Span shortened to 6:00 a.m. - 10:00 p.m.	R	8/27/2017	✓
107/G	Truncate at MDC North Campus with northern leg discontinued. Night frequency reduced from 40 to 60 minutes. Span shortened to 5:30 a.m. - 1:00 a.m.	R	8/27/2017	✓
	Saturday night frequency reduced from 50 to 60 minutes. Span is shortened to 6:00 a.m. to 12:00 a.m.	R	8/27/2017	✓
	Sunday span shortened to 6:00 a.m. - 12:00 a.m.	R	8/27/2017	✓
108/H	Truncate route to serve between 163rd Street Mall and Haulover Beach. The frequency is 30 minutes. The span is shortened to 5:00 a.m. - 12:00 a.m.	R	8/27/2017	✓
	Saturday span is from 5:00 a.m. - 12:00 a.m.	A	8/27/2017	✓
	Sunday night frequency increase from 45 to 30 min. Span is from 5:00 a.m. - 12:00 a.m.	I	8/27/2017	✓
112/L	Reduce weekday frequency up to 5 min off-peak	R	6/18/2017	✓



ROUTE	Service Change	Type: A (Adjustment) I (Improvement) R (Reduction)	Start Date	2017 TDP Consistency
✓	Implemented service change committed to in previous TDP			
✗	Implemented service change not included in previous TDP			
113/M	Realign West end of route with trips beginning and ending at NW 21 Ave / NW 22 St	A	6/18/2017	✗
	Move layover (Safety concern)	A	6/18/2017	✓
115	Reroute to serve Alton Road Bi-directionally and reduce frequency from 45 to 60 minutes. Span 6:30 a.m. - 9:00 p.m.	R	8/27/2017	✓
	Saturday frequency 60 min. Span is 7:00 a.m. - 9:00 p.m.	I	8/27/2017	✓
	Sunday frequency 60 min. Span is 7:00 a.m. - 9:00 p.m.	I	8/27/2017	✓
	Route to be combined with 117 or discontinued in coordination with new City of Miami Beach trolley	R	8/27/2017	✓
117	Discontinue service	R	8/27/2017	✓
119/S	Reduce weekday frequency up to 3 min peak and off-peak	R	6/18/2017	✓
	Reduce Saturday frequency up to 5 min	R	6/18/2017	✓
120	Reduce weekday trunk frequency up to 3 min peak and 10 min off-peak	R	6/18/2017	✓
	Reduce Saturday trunk frequency up to 5 min	R	6/18/2017	✓
123	Route to be discontinued once the City of Miami Beach south trolley becomes operational	R	11/19/2017	✓
136	Truncate at The Falls Shopping Center and Douglas Rd Station. Three southbound trips (7:00 a.m., 7:40 a.m., 8:20 a.m.) and three northbound trips only (3:00 p.m., 3:40 p.m., 4:20 p.m.)	R	8/27/2017	✓
137	Extend route to Dolphin Station M-F	I	TBD	✗
183	Truncate route at Miami Gardens Park-and-Ride (NW 186th Street). Peak frequency reduced from 12 to 15 minutes. Base frequency improved from 20 to 15 minutes. Night frequency improved from 40 to 30 minutes. Span is 5:00 a.m. - 11:00 p.m.	A	8/27/2017	✓
	Saturday base frequency 20 min and night frequency 30 min. Span 5:00 a.m. - 10:00 p.m.	I	8/27/2017	✓
	Sunday base frequency 30 min and night frequency 30 min. Span 5:00 a.m. - 10:30 p.m.	I	8/27/2017	✓
202	Contract out service	R	8/27/2017	✓

ROUTE	Service Change	Type: A (Adjustment) I (Improvement) R (Reduction)	Start Date	2017 TDP Consistency
✓	Implemented service change committed to in previous TDP			
✗	Implemented service change not included in previous TDP			
208	Reroute to 6th St	A	6/18/2017	✓
210/Sky Lake	New Contract service to cover route H truncation	I	9/4/2017	✓
211	Discontinue first and last round trip of the day	R	6/18/2017	✗
	Contract out the service	R	8/27/2017	✓
212	Contract out the service	A	8/27/2017	✓
217	New Contract service to cover route G truncation	I	10/5/2017	✗
238	Extend route to Dolphin Station M-F	I	TBD	✗
246	Contract out the service	A	8/27/2017	✓
249	Weekday service adjusted to 30 minute Headways	A	6/18/2017	✗
	Reduce weekday frequency from 20 to 30 min	R	6/18/2017	✓
252	Restructure western end of route through County Walk subdivision. Peak frequency reduced from 15 to 20 minutes, night to remain at 50 minutes	A	8/27/2017	✓
254	Reduce service span to 9:20 a.m. to 2:54 p.m. (June 2017)	R	6/18/2017	✓
	Trips will leave the Caleb Center every 30 minutes from 9:20 a.m. - 11:20 a.m. and from 12:00 p.m. - 2:30 p.m. (June 2017)	A	6/18/2017	✓
	Contract out service (August 2017)	A	8/27/2017	✓
267	Contract out service	A	8/27/2017	✓
272	Contract out service	A	8/27/2017	✓
277	Reroute downtown using NW 2 St to access Govt Ctr	I	6/18/2017	✓
286	Contract out service	A	8/27/2017	✓
287	Weekday running time adjustments	A	6/18/2017	✓
288	Add new service to Park-and-Ride lot on 127 Ave (288A) and adjust frequency on existing alignment for a 7.5 min effective headway east of 127 Ave	I	6/18/2017	✓
344	Contract out the service	A	8/27/2017	✓
500	Increase service to cover rail reduction	R	8/27/2017	✓