

8.0 Ten-Year Implementation Plan

This section presents the various transit improvement projects that are proposed for the MDT transit system over the planning horizon of the FY 2015- 2024 TDP Major Update. The Ten-Year Implementation Plan has been developed through an assessment of the existing operating environment coupled with the input received from the public involvement process, survey results, peer and trend analysis and the outcome of the situation appraisal as collaborated with MDT staff.

This process informed the Ten-Year Implementation Plan which includes committed transit improvement initiatives that consist of capital projects, service adjustments, and infrastructure renewal program (IRP) projects. This is then followed by the 2024 Recommended Service Plan which provides the proposed transit system improvements, modification and new services as well as additional capital needs projects that are partially funded or unfunded altogether over the 10-year planning horizon of the TDP.

MDT's strategy for this implementation plan is to improve existing Metrobus routes, implement new Metrobus routes, advance premium transit corridors identified throughout Miami-Dade County and discontinue unproductive routes. MDT will continue to focus on improving on-time performance, providing a clean and attractive system for passenger use, improve customer convenience through the latest available technology and assess system expansion opportunities.

8.1 Assessment of Implemented Service Improvements and Adjustments (2013)

For the FY 2014 – 2023 TDP Annual Update, a listing of committed bus service improvements and adjustments planned for 2013 were included. A consistency analysis of these committed improvements is being performed for this TDP to assess and measure MDT's adherence for implementation.

The results of the consistency analysis for improvements implemented between January and December 2013 is presented in Table 8-1. Each of the service changes are identified according to whether it was a programmed commitment of the FY 2014 – 2023 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 2013, a total of 34 bus service improvements and adjustments were implemented by MDT. This includes the implementation of 16 additional improvements not planned in last year's TDP Annual Update. The FY 2014 – 2023 TDP Annual Update planned 19 committed bus service improvements and adjustments with 18 being implemented in 2013 resulting in a 95 percent level of consistency.

Table 8-1: 2013 TDP Consistency Analysis Summary

2013 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2013				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2013 TDP CONSISTENCY
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
2	Mall at 163rd Street, Jackson North, Miami Avenue, Horace Mann Middle School, NW 2 Avenue, Historic Overtown/Lyric Theatre Metrorail station, MDC Wolfson Campus, Downtown Bus Terminal, Government Center Metrorail station, Main Library, Historical Museum.	Minor weekday running time adjustment between 163rd Street Mall and 79th Street.	June 23, 2013	√
3	Aventura Mall, The Mall at 163rd Street, Biscayne Boulevard, Omni Metromover Station/Bus Terminal, Government Center Metrorail station, Stephen P. Clark Center, Downtown Bus Terminal, Main Library, Miami Art Museum, Historical Museum.	Minor weekday northbound schedule adjustments between NE 36th Street and 167th Street.	November 24, 2013	*
6	Bird Road, Coconut Grove Metrorail station, Douglas Road (37th Avenue), NW 14th Street, Little Havana, Brickell Metrorail/Metromover Station, Downtown Miami, Miami Avenue Metromover Station, NW 29th Street.	Minor weekday running time adjustments in both directions throughout the day.	June 23, 2013	√
7	MIA Metrorail station, City of Sweetwater, Dolphin Mall, Miami International Mall, Fontainebleau Blvd., Mall of the Americas, Downtown Bus Terminal, Main Library, Historical Museum of South Florida, Miami Art Museum, MDC Wolfson Campus, Historic Overtown/Lyric Theatre Metrorail station.	Minor weekday running time adjustments in both directions throughout the day.	June 23, 2013	√
16	City of North Miami Beach, The Mall at 163rd Street, NE 6th Avenue, City of North Miami, City of Biscayne Park, City of Miami Shores, City of El Portal, Biscayne Boulevard, Omni Bus Terminal.	Minor weekday schedule adjustments between NE 36 Street and 167th Street Terminal.	November 24, 2013	*
19	Weekday service only. Southbound: MDC North. Northbound: 163rd Street Mall/Wal-Mart.	Added a weekday south bound trip from NE 165th Street and NE 15th Avenue.	January 30, 2013	*
22	North Miami Beach, The Mall at 163rd Street, Golden Glades Park & Ride, NW 22nd Avenue, Earlington Heights Metrorail station, Clinics, Coconut Grove Metrorail station.	Add timepoint for Sunshine Industrial Park.	June 23, 2013	√
24	SW 152 Avenue during Rush Hour, SW 137 Court/Coral Way, Florida International University Park Campus, FIU Bus Terminal, West Dade Regional Library, Westchester Shopping Center, City of Coral Gables, Vizcaya Metrorail station, Brickell Metrorail station. Coral Way Limited: Limited stop service from Ponce de Leon to Brickell Metrorail Station, Monday through Saturday.	Route 24 end at Brickell Metrorail Station instead of Downtown Miami. Route 24 - Coral Way Limited only serves busiest stops between Le Juene Road and Brickell Station from Monday to Saturday all other traffic is served by Coral Gables trolley.	November 24, 2013	*
32	Landmark Learning Center, Carol City, St. Thomas University, Florida Memorial College, City of Opa-locka, Opa-locka Tri-Rail station, NW 32nd Avenue, Miami Dade College North Campus (weekdays/Saturdays), Northside Metrorail station, Northside Shopping Center, Santa Clara Metrorail Station, Omni Bus Terminal, N. Bayshore Drive.	On Sundays route will not serve inside MDC North Campus.	November 24, 2013	*
33	NW 106th Street/South River Drive, Lehigh Industrial Park, City of Hialeah Gardens City Hall, City of Hialeah, Westland Mall, West/East 49th Street (NW 103rd Street), NW/NE 95th Street, North Shore Hospital, Miami Shores Village.	5 minute departure delayed at NE 5 Avenue and 80th Street for the weekday trips in westbound direction. (New Departures: 2:00 pm and 2:25 pm, Previous Departures: 1:55 pm and 2:20 pm).	November 24, 2013	*

Table 8-1: 2013 TDP Consistency Analysis Summary (continued)

2013 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2013				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2013 TDP CONSISTENCY
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
34 Busway Flyer	Weekday rush-hour service only. Florida City, Homestead, MDC Homestead Campus, US 1, SW 244th Street Park & Ride, Southland Mall, SW 168 Street and 152th Street. Park & Ride lots, Dadeland South Metrorail station.	Minor running time adjustments to the northbound trips that serve during AM hours.	November 24, 2013	*
35	MDC Kendall Campus, Kendall, Perrine, Southland Mall, Goulds, Naranja, Homestead, Florida City.	Minor running time adjustments to the southbound first trip on weekend at MDC Kendall Campus.	November 24, 2013	*
37	Hialeah, Hialeah Metrorail station, Tri-Rail Airport station, MIA Metrorail station, Douglas Road (SW 37th Avenue), Douglas Road Metrorail station, South Miami, Cocoplum Circle, South Miami Metrorail station.	Minor weekday running time adjustments in both directions throughout the day.	June 23, 2013	√
38 Busway Max	Dadeland South Metrorail station to Homestead, Florida City via the South Miami-Dade Busway.	Minor northbound running time adjustments during weekday and Sunday morning	November 24, 2013	*
42	Opa-locka, Hialeah, Tri-Rail Metrorail station, MIA Metrorail station, Coral Gables, Douglas Road Metrorail station.	Minor weekday running time adjustments in both directions throughout the day.	June 23, 2013	√
56	Weekday service only. Curry Middle School, John A. Ferguson High School, Town & Country Mall, MDC Kendall Campus, University Metrorail Station, Coral Gables, Univ. of Miami, Doctors Hospital, Miami Children's Hospital.	Discontinue route segment to MDC Kendall campus and modify peak headway from 30 to 40 minutes for the branch to SW 162nd Avenue; midday headway will remain as 60 minutes to SW 162nd Avenue. The route will no longer have an "A" branch designation.	June 23, 2013	√
57	Weekday service only. Tri-Rail Airport Station, MIA Metrorail station, South Miami Metrorail Station, Red Road, Busway at SW 152nd, Jackson South Hospital.	Minor southbound running time adjustments throughout the day.	June 23, 2013	√
70	South Miami-Dade Government Center, Southland Mall, Community Health Center, Goulds, Princeton, Homestead Air Reserve Base, Naranja, Homestead, Florida City.	Weekdays only, discontinue service to Saga Bay.	June 23, 2013	√
73	Miami Lakes, Hialeah, Palmetto Metrorail Station, Milam Dairy Road, US Postal Annex, Dadeland Mall, Dadeland South Metrorail Station.	Relocate northern layover to the park and ride at NW 186th Street/73rd Avenue.	November 24, 2013	*
75	Miami Lakes Technical Education Center, Miami Lakes, NW 175th Street, North Miami Beach, The Mall at 163rd Street, F.I.U. North.	Increase deadhead time from NE Division to FIU Biscayne campus.	June 23, 2013	√
77	NW 199 Street/NW 2 Avenue (SR 441), Golden Glades Park & Ride Lot, NW 7 Avenue, Liberty City, Culmer Metrorail station, Government Center Metrorail station, Main Library, Historical Museum of South Florida, Miami Art Museum, Downtown (Miami) Bus Terminal.	Improve weekday midday headway from 15 to 12 minutes.	June 23, 2013	√
87	Palmetto Metrorail Station, NW 74th Street Connector, SW 87th Avenue, Dadeland North Metrorail Station.	Minor schedule adjustment in the northbound direction to improve reliability.	June 23, 2013	√
88	Dadeland North Metrorail station, Dadeland Mall, Kendall Drive/SW 150th Ave Park & Ride Lot, West Kendall Transit Terminal/Park & Ride Lot.	Discontinue northern variant to Kendall Lakes. Run frequent service to SW 88th Street/162nd Avenue. Remove weekday midday interlining with route 104.	November 24, 2013	*

Table 8-1: 2013 TDP Consistency Analysis Summary (continued)

2013 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2013				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2013 TDP CONSISTENCY
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
93 Biscayne Max	Weekday service only. Downtown (Miami) Bus Terminal, Main Library, Historical Museum, Miami Art Museum, Government Center Metrorail station, Biscayne Boulevard, Omni Bus Terminal, El Portal Village, City of North Miami, City of North Miami Beach, City of Aventura, Aventura Mall.	Improve peak service from 18 minutes to 15 minutes.	November 24, 2013	*
95 Golden Glades Express	Golden Glades Park & Ride Lot, Civic Center, Veterans Hospital, Jackson Memorial Hospital, Norwood, Earlington Heights Metrorail station, Downtown Miami, Brickell.	- On the five holidays (Columbus Day, Veterans Day, Friday after Thanksgiving, MLK Day, President's Day) the Golden Glades to CBD/Biscayne Blvd service will be reduced from 5-10 minute headway to approximately 15 minute headway. - The following legs will keep the scheduled service since they operate less frequently: Civic Center, Miami Gardens/Carol City, Aventura, Doral/Earlington and Brickell.	June 23, 2013	√
95 Golden Glades Express	Golden Glades Park & Ride Lot, Civic Center, Veterans Hospital, Jackson Memorial Hospital, Norwood, Earlington Heights Metrorail station, Downtown Miami, Brickell.	- On the five minor holidays (Columbus Day, Veterans Day, Friday after Thanksgiving, MLK Day, President's Day) the Golden Glades to CBD/Biscayne Blvd service will be discontinued.	November 24, 2013	*
103 C	Downtown (Miami) Bus Terminal, Main Library, Historical Museum of South Florida, Miami Art Museum, Government Center Metrorail station, Omni Metromover Station/Bus Terminal, City of Miami Beach via MacArthur Causeway, South Beach, Washington Avenue., Lincoln Road, Collins Avenue, 41 Street, Alton Road, Mt. Sinai Hospital.	Minor early AM running time adjustments in both directions.	November 24, 2013	*
104	West Kendall Transit Terminal, Hammocks Town Center, MDC Kendall Campus, Dadeland Mall and Dadeland North Metrorail Station.	Remove weekday midday interlining with Route 88. Improve weekday midday service from 60 minutes to 45 minutes.	November 24, 2013	*
107 (G)	NW 27th Avenue/163rd Street, Bunche Park, Opa-locka, NW/NE 125 Street, Broad Causeway, Bal Harbour, Collins Avenue, Miami Beach, North Dade Health Center weekdays only.	Modify weekday recovery time on Miami Beach so most trips have eight (8) to 10 minutes or more when possible. Shift departure time of both westbound and eastbound trips.	June 23, 2013	√
115 / 117 Mid-North Beach Connection	Harding/88th Street, Alton Road, Sheridan Avenue, Lincoln/Washington, Mt. Sinai Medical Center, 17th Street/Washington Ave.	Minor weekday running time adjustments on both routes (loops) throughout the day.	June 23, 2013	√
120 Beach MAX	Downtown Bus Terminal, Main Library, Historical Museum, Miami Art Museum, Govt. Center Metrorail station, Miami Dade College Wolfson Campus, Omni Bus Terminal, MacArthur Causeway, City of Miami Beach, Collins Avenue, Town of Surfside, City of Bal Harbour, Haulover Park Marina, Aventura Mall.	Additional bus stop will be added to this limited stop route and the stop will be at the existing local bus stop on Collins Ave and at approximately at 16900 Block. Weekday runs will be modified - currently runs either do SB/NB Haulover or SB/NB Aventura; majority of new weekday runs Southbound Haulover Northbound Aventura and Southbound Aventura Northbound Haulover - will provide little more recovery time at Aventura.	June 23,2013	√

Table 8-1: 2013 TDP Consistency Analysis Summary (continued)

2013 TDP CONSISTENCY ANALYSIS SUMMARY				
JANUARY TO DECEMBER 2013				
ROUTE	DESCRIPTION	IMPROVEMENT / ADJUSTMENT	START DATE	2013 TDP CONSISTENCY
√	Implemented service change committed to in previous TDP			
*	Implemented service change not included in previous TDP			
133 Tri-Rail Airport Shuttle	This route runs between the Hialeah Market Tri-Rail station and Miami International Airport, with selected weekday trips also serving the Tri-Rail Metrorail station. This route will be in effect until the new airport Tri-Rail station opens in 2014, adjacent to the MIA Metrorail station.	Weekend service increased to match the new Tri-Rail weekend (hourly) service.	March 2, 2013	√
135	Hialeah Metrorail station, Miami Lakes (weekdays only), Opa Locka Tri-Rail, F.I.U. Biscayne Bay.	Increase deadhead time from NE Division to FIU Biscayne campus.	Note: Service change not implemented. Committed in 2013	-
288 (Kendall Cruiser)	West Kendall Transit Terminal/Park & Ride Lot, SW 150th Avenue Park & Ride Lot, Kendall Drive and Dadeland North Metrorail Station.	Minor weekday running time adjustments made on westbound afternoon trips.	November 24, 2013	*
297 27th Avenue Orange MAX	NW 27th Avenue, MIA Metrorail station, Martin Luther King Jr. Metrorail Station, MDC North, Opa-locka, Miami Gardens, Dolphin Stadium.	Another bus stop added to this limited stop route. The stop at the existing local bus stop on NW 27th Avenue at NW 54th Street.	June 23, 2013	√

Source: Miami-Dade Transit, 2013.

8.2 FY 2014 Committed Transit Improvements

This section presents transit improvement projects that are committed for the MDT transit system for the next year or FY 2014. The committed transit improvement initiatives consist of capital projects, service adjustments, and infrastructure renewal program (IRP) projects that serve to further expand, improve, and maintain MDT services.

8.2.1 Committed Capital Improvement Plan

On an annual basis MDT prepares a proposed capital budget and multi-year Capital Plan that outlays specific projects related to the expansion and improvement of MDT's existing services. Table 8-2 presents the proposed capital budget for the next fiscal year. Please note that the following capital improvement table will be updated once MDT finalizes the proposed capital budget for FY 2014 – 2015.

Table 8-2: MDT FY 2014 – 2015 Proposed Capital Budget (\$000's)

Project Name	FY 2014 - 2015
Bus and Bus Facilities	\$ 109
Park and Ride lot SW 344th Street	\$ 954
Park and Ride lot Quail Roost Drive	\$ 1,030
High Cycle Switch Logic Control Cabinets (Mover)	\$ 1,660
Bus Replacement	\$ 20,000
Pedestrian Overpass at University	\$ 1,218
Kendall Enhanced Bus Service	\$ 942
Infrastructure Renewal Plan (IRP)	\$ 12,500
East/West Corridor (SR 836 Express Enhanced Bus)	\$ 7,626
Northeast Transit Hub Enhancements	\$ 996
North Corridor Enhanced Bus (NW 27 Ave-NW 215 St to MIC)	\$ 6,462
Bike Locker Replacement at all Rail Stations	\$ 26
Track and Guideway Rehabilitation	\$ 13,412
Passenger Amenities and Transit Enhancements	\$ 484
Security and Safety Equipment	\$ 600
Park and Ride lot Kendall Drive	\$ 270
Rail Vehicle Replacement	\$ 31,180
Central Control Overhaul	\$ 1,443
NW 7th Ave and NW 62nd St Passenger Activity Center	\$ 300
Total	\$ 101,212

Source: FY 2013-2014 Adopted Budget and Multi-Year Capital Plan, 2013.

8.2.2 Committed Bus Service Adjustments

In an effort to continually match service capacity with ridership demand MDT routinely revises the existing bus route network to better meet the transportation needs of Miami-Dade County. These revisions seek to improve the operational efficiency of the overall transit system. A listing of the committed bus service improvements and adjustments planned to occur between January and December 2014 is presented in Table 8-3. Route improvements are assigned letters in the last column to describe the type of improvement made: Adjustments (A), Improvements (I), Reductions (R), and No Change (N.C).

Table 8-3: 2014 Committed Bus Service Adjustments

ROUTE	IMPROVEMENT / ADJUSTMENT	TYPE
3	Running time adjustments 7 days a week	A
7	Weekday running time adjustments to improve on-time performance	A
7	Move to Coral Way Division	A
8	Weekday running time adjustments to improve on-time performance	A
16	Running time adjustments 7 days a week	A
27	Weekday running time adjustments to improve on-time performance	A
35	Interline weekends with Route 70 as a result of running time changes made to route 70.	A
38	Improve Headway from 12 to 10 min in the peak hour	I
46	Service along NW 54 St, NW 37 Ave, NW 46 St west of NW 27 Ave will be removed due to low ridership. Service will be added to NW 27 Ave between NW 54 St and NW 46 St. Service frequency reduced from 45 minutes to 60 Minutes	R
52	The north end-of-line will be moved from the Dadeland North Metrorail Station to the Dadeland South Metrorail Station to improve route efficiency. on-time performance	A
52	Running time adjustments seven days a week to improve on-time performance	A
54	Minor wesbound running time adjustment between W 49 St/17 Ct and W 60 St/24 Ave	A
57	Discontinue the segment of the route on NW 42 Ct to Airport Villas.	R
57	Weekday running time adjustments.	A
70	Running time adjustments seven days a week.	R
71	On northbound trips, the loop through International Mall parking lot will be discontinued and will not serve the bus stop on NW 107 Ave/NW 14 St (northbound farside).	A
71	Running time adjustments seven days a week to improve on-time performance	A
72	Weekend running time adjustments.	A
88	Saturday running time adjustments. Change Saturday headway to accommodate additional running time (24-30min).	A
95	Add 5 min northbound PM running time between SE 8 St/Brickell Ave and Dade County Courthouse (W Flagler St/1 Ave) and start trips earlier	I/A
99	Reroute alignment in 2 areas: 1) Discontinue service on NE 10 Ave and California Dr; the route will remain on NE 205 Ter. 2) Discontinue service on NW/NE 204 St, NE 2 Ave and NW/NE 215 St; the route will remain on NW 2 Ave between NW 204 St and NW 215 St.	A/R
102 (B)	Realign service leaving Brickell Metrorail Station: southbound trips will use SW 1 Ave and SW/SE 13 St to Brickell Ave. Southbound trips will no longer serve SW/SE 8 St or Brickell Ave between SE 8th St and SE 13th St. Running time adjustments seven days a week.	A
105/E	Eliminate yacht club trips	R
115/117	Remove deviation along Meridian Ave and W 47 St. Adjust running times 7 days a week	A/R
120 Beach MAX	Add an additional weekday NB trip to Aventura Mall departing from the Omni Terminal at approximately 7:30 am.	A/I
133	Discontinue when MIC opens/Tri-Rail service begins (September 2014)	R
137	Realign the route to remain on SW 180 St between SW 142 Ave and SW 139 Ave; service in Serena Lakes along SW 142 Ave, SW 172 St and SW 139 Ave will be discontinued.	A
137	Running time adjustments seven days a week. Saturday headways will be changed from 40 to 45 min to accommodate additional running time.	A
150	Improve headway from 30 to 20 min 7 days a week (\$1.6M 2 years)	I
195 (Civic)	Begin new Civic Center service (April 2015)	N
200	Move end-of-line from SW 112 Ave/SW 211 St to Old Cutler Rd near Franjo Rd (Municipality Request).	A
238	Running time adjustments	A
243	Discontinue route.	R

Source: Miami-Dade Transit, 2014.

Notes: Abbreviations for Type column: A=Adjustment, I=Improvement, R=Reduction, N/C=No Change, N=New Service

8.2.3 Committed Infrastructure Renewal Program Projects

The following section lists those committed projects that are proposed to be implemented during the FY 2014 – 2015 timeframe. These project commitments are based on an Infrastructure Renewal Program (IRP) evaluation and prioritization process as performed by MDT. The IRP process results in the identification, evaluation, prioritization, and programming of capital improvement projects. Project commitments are based on the IRP evaluation and prioritization process.

Table 8-4 presents a listing of the committed projects that are proposed for implementation during the FY 2014-2015 time period as provided by MDT. Please note that at the time the TDP Major Update was being prepared MDT had not finalized the IRP evaluation and prioritization process results for FY 2014 – 2015. Once these results are final the following table will be updated.

Table 8-4: Proposed FY 2014 – 2015 IRP Projects for Budget Approval

Classification	Project Name	FY 14 - 15
Treasury Services	Armored Trucks (4)	\$ 640,000
FESM	Uninterrupted Power Supplies - Mover	\$ 1,000,000
FESM	Traction Power Rectifier Transformer	\$ 380,000
FESM	Traction Power Switchgear Upgrade	\$ 1,500,000
FESM	Fare Collection Emerging Technology Enhancements and Regional Expansion	\$ 500,000
FESM	Replace Metromover Platform LCD Signs and SCU	\$ 710,243
FESM	Replace Dadeland North Parking Garage Space Count Sign	\$ 500,000
Information Technology	Metrorail Electronic Real-time Signage	\$ 644,407
Maintenance Facilities	Garage Fire Suppression	\$ 1,935,000
Rail Maintenance	Overhaul Metrorail Wheel turning Machine @ WLC	\$ 600,000
Rail Maintenance	Traction Power Crane Truck	\$ 100,000
Rail Maintenance	WLF Railcar Office Space Renovation	\$ 94,125
Rail Maintenance	Traction Power Three Reel Trailer	\$ 50,000
Rail Maintenance	Metrorail Maintenance Vehicles Lifts	\$ 2,700,000
ROW	Park and Ride at SW 168th Street and Busway	\$ 142,000
Systems	Rebuild Switch Machines (M-3) - Mainline	\$ 380,000
Track and Guideway	Inspection Vehicles for the MIC Extension	\$ 400,000
	Total	\$ 12,275,775

Source: Miami-Dade Transit, 2013.

8.3 Multi-Year Capital Improvement Plan (FY 2015 – FY 2024)

Annually, MDT prepares a proposed capital budget and a multi-year Capital Plan. Funded Metrorail and Metrobus projects identified within the Capital Plan are expected to be implemented within the ten year planning period. The Capital Improvement Plan for FY 2015-2024 is presented in Table 8-5. The escalation applied is specific to each project as related to project conditions and contractual agreements. Each selected project corresponds to a committed funding source and is consistent with the Miami-Dade MPO's FY 2014/15 – 2018/19 Transportation Improvement Program (TIP).

Funded projects are expected to be implemented within the next ten years for the Metrorail and Metrobus system. There are no planned service extensions or expansion of the existing Metromover system under consideration by MDT at this time or within the planning horizon of this TDP Major Update.

8.4 2024 Recommended Service Plan

The MDT Recommended Service Plan (RSP) serves as the needs plan for the MDT system. The 2024 RSP has been developed for the FY 2015-2024 TDP Major Update. Any future project recommended in this section for implementation is contingent upon Miami-Dade County receiving the appropriate federal, state and local funding for its implementation.

Some of the improvements and adjustments reflected in the 2024 RSP are identified under the PTP one-half percent sales surtax approved by voters on November 5, 2002. Most of the improvements listed in the RSP beyond 2014 were not included in the original PTP improvements list, but may be funded with future PTP surtax funds. These improvements were deemed to be the most pressing or requested by the community after the original PTP list was completed. This section addresses the four modes of transit as operated by MDT to include Metrobus, Metrorail, Metromover and Special Transportation Services.

Table 8-5: MDT FY 2013-14 Adopted Budget and Multi-Year Capital Plan (\$000's)

Project Name	FY 2014 - 2015	FY 2015 - 2016	FY 2016 - 2017	FY 2017 - 2018	FY 2018 - 2019	FY 2019 - 2020	FY 2020 - 2021	FY 2021 - 2022	FY 2022 - 2023	FY 2023 - 2024	TOTAL
Bus and Bus Facilities	\$ 109	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 109
Park and Ride lot SW 344th Street	\$ 954	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 954
Park and Ride lot Quail Roost Drive	\$ 1,030	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,040
High Cycle Switch Logic Control Cabinets (Mover)	\$ 1,660	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,660
Bus Replacement	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Pedestrian Overpass at University	\$ 1,218	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,218
Kendall Enhanced Bus Service	\$ 942	\$ 922	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,864
Infrastructure Renewal Plan (IRP)	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500
East/West Corridor (SR 836 Express Enhanced Bus)	\$ 7,626	\$ 14,398	\$ 2,472	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,496
Northeast Transit Hub Enhancements	\$ 996	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 996
North Corridor Enhanced Bus (NW 27 Ave - NW 215 St to MIC)	\$ 6,462	\$ 40	\$ 8,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,602
Bike Locker Replacement at all Rail Stations	\$ 26	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26
Track and Guideway Rehabilitation	\$ 13,412	\$ 10,372	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ 51,784
Passenger Amenities and Transit Enhancements	\$ 484	\$ 489	\$ 494	\$ 499	\$ 504	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,470
Security and Safety Equipment	\$ 600	\$ 630	\$ 661	\$ 661	\$ 661	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,213
Park and Ride lot Kendall Drive	\$ 270	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 270
Rail Vehicle Replacement	\$ 31,180	\$ 75,922	\$ 107,209	\$ 65,022	\$ 12,689	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 292,022
Central Control Overhaul	\$ 1,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,443
NW 7th Ave and NW 62nd St Passenger Activity Center	\$ 300	\$ 145	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 445
Total	\$ 101,212	\$ 135,428	\$ 158,436	\$ 105,682	\$ 53,354	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ 561,112

Source: FY 2013-2014 Adopted Budget and Multi-Year Capital Plan, 2013.

8.4.1 Recommended Service Plan – Existing Metrobus Routes

MDT is committed to provide a level of transit service that will provide efficient services to passengers throughout the Miami-Dade County service area. The provision of service is continuously considered while MDT seeks to properly address critical issues such as of generating revenue, managing operational budgets, and prioritizing capital expansion programs.

Since the TDP comprises part of MDT’s operational foundation for the future, the importance of “rightsizing” the RSP cannot be over emphasized. Therefore, the following details both improvements and adjustments to achieve MDT’s long term objectives.

Service route improvement and adjustment needs outlined in the RSP are proposed for implementation throughout the TDP ten year planning horizon of FY 2015-FY 2024. Table 8-6 provides a summary description of all bus service improvements, impact of additional buses on the peak vehicle requirements (PVR), annual operating need per improvement, and programming of transit improvements by fiscal years; and corresponding funding needs by fiscal year. The estimated total need for improvements to existing transit routes over this ten year planning horizon is approximately \$129 million (Table 8-6).

It should be noted that the service route improvements and adjustment needs outlined in the 2024 RSP are anticipated to change once the results of the Transit Service Evaluation Study – Phase 2 are finalized. This study results will identify a service plan that maximizes the efficiency and effectiveness of the Metrobus system. The final product will be a schedule-ready detailed plan which includes estimated impact on ridership, resources, and operating cost.

8.4.1.1 Transit Center and Feeder Routes for Existing Routes

The 2024 RSP improvements to the existing transit routes also include the development of a regional transit center system. The current bus system generally operates on a modified grid pattern to provide feeder services to Metrorail and Metromover stations. Under the modified grid, bus routes serve their respective corridors and Metrorail stations, but also provide connections to various routes within the general service area at a single location or transit center.

Fourteen (14) transit centers are proposed throughout Miami-Dade County. Passenger amenities are planned for these locations to provide transit riders the ability to purchase transit passes, obtain transit schedule information, shelters with weather protection and benches, etc. Some of these proposed transit centers already serve these functions (i.e., Dadeland station) while other centers continue to remain in the conceptual planning phase. Overall, the Downtown Intermodal Terminal and the Northeast Transit Hub Enhancements (NETHE) have the highest number of proposed routes, with twenty-four and twelve routes planned respectively.

Table 8-7 provides a list of the transit centers and planned route connections. These centers are also illustrated in Figure 8-1. In addition to those listed many other areas serve as transit centers such as Metrorail stations as well as the Metromover Omni Station.

Table 8-6: 2015 – 2024 Recommended Service Plan Summary for Existing Routes (2024)

Route	Change Description	2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
A (101)	No planned improvements.																				
B (102)	No planned improvements.																				
C (103)	No planned improvements.																				
E (105)	No planned improvements.																				
G (107)	No planned improvements.																				
H (108)	No planned improvements.																				
J (110)	Improve peak headway from 20 to 10 minutes. Improve weekend headway from 30 to 15 minutes											\$2,360,000	5	\$2,360,000		\$2,360,000		\$2,360,000		\$2,360,000	
L (112)	No planned improvements.																				
M (113)	No planned improvements.																				
S (119)	No planned improvements.																				
1	Extend Route to Dadeland South Metrorail Station during weekday peak periods											\$880,000	3	\$880,000		\$880,000		\$880,000		\$880,000	
2	No planned improvements.																				
3	No planned improvements. Replace 8 of the 13 vehicles with new articulated vehicles				\$0 (8)											\$0 (5) A		\$0 5			
6	No planned improvements.																				
7	No planned improvements.																				
8	No planned improvements.																				
9	No planned improvements.																				
10	Extend Route to Aventura Mall													\$1,400,000	1	\$1,400,000		\$1,400,000		\$1,400,000	
11	No planned improvements.																				
12	Improve peak headway 30 to 15 minutes/weekend from 40 to 20 minutes											\$3,000,000	5	\$3,000,000		\$3,000,000		\$3,000,000		\$3,000,000	
16	No planned improvements.																				
17	Extend to Golden Glades Multimodal Terminal											\$1,250,000	1	\$1,250,000		\$1,250,000		\$1,250,000		\$1,250,000	
19	No planned improvements.																				
21	No planned improvements.																				
22	No planned improvements.																				

Table 8-6: 2014 – 2023 Recommended Service Plan Summary for Existing Routes (2024) (continued)

Route	Change Description	2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
24	No planned improvements.																				
27	Extend route to new Park & Ride at NW 215 th Street									\$0	0										
29	No planned improvements.																				
31 (Busway Local)	No planned improvements.																				
32	No planned improvements.																				
33	Extend route to Flagler Station									\$300,000	1	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
34 (Busway Flyer)	No planned improvements.																				
35	No planned improvements.																				
36	No planned improvements.																				
37	No planned improvements.																				
38 (Busway MAX)	Improve peak headway from 12 to 10 minutes.	\$500,000	1	\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000		\$500,000	
	Replace 12 fleet vehicles with 14 new articulated vehicles.						14A (12)														
40	No planned improvements.																				
42	No planned improvements.																				
46 (Liberty City)	No planned improvements.																				
48	No planned improvements.																				
51 (Flagler)	Route to be transformed to													(\$2,975,000)							
52	No planned improvements.																				
54	No planned improvements.																				
56	No planned improvements.																				
57	No planned improvements.																				
62	No planned improvements.																				
70	No planned improvements.																				
71	No planned improvements.																				
72	No planned improvements.																				
73	No planned improvements.																				
75	No planned improvements.																				

Table 8-6: 2014 – 2023 Recommended Service Plan Summary for Existing Routes (2024) (continued)

Route	Change Description	2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
77	No planned improvements.																				
79 (79 Street MAX)	Extend Route to South Beach. Headways improve 24 to 10 minutes. Introduce weekend service with 15 minute headways											\$5,800,000	8	\$5,800,000		\$5,800,000		\$5,800,000		\$5,800,000	
87	Extend route to Flagler Station									\$400,000	1	\$400,000		\$400,000		\$400,000		\$400,000		\$400,000	
88	No planned improvements.																				
93 (Biscayne MAX)	Route to be transformed to Biscayne Enhanced Bus. (See New Routes Table)				(10)										(\$2,800,000)	(10) A					
	Replace 10 fleet vehicles with 10 new articulated vehicles			\$0	10A																
95X	No planned improvements.																				
99	No planned improvements.																				
104	No planned improvements.																				
115 (Mid-Beach Local)	No planned improvements.																				
117 (North-Beach Local)	No planned improvements.																				
120 (Beach MAX)	Improve Peak hadways from 12 to 7 minutes											\$8,070,000	12	\$8,070,000		\$8,070,000		\$8,070,000		\$8,070,000	
123 (South Beach Local)	No planned improvements.																				
132 (Tri-Rail Doral Shuttle)	No planned improvements.																				
135	No planned improvements.																				
136	No planned improvements.																				
137 (West Dade Connection)	No planned improvements.																				
150 (Miami Beach Airport Flyer)	Improve peak headway from 30 to 20 minutes	\$1,695,000	2	\$1,695,000		\$1,695,000		\$1,695,000		\$1,695,000		\$1,695,000		\$1,695,000		\$1,695,000		\$1,695,000		\$1,695,000	
183 Local	No planned improvements.																				
195 (I-95 Dade Broward Express)	No planned improvements.																				
200 Cutler Bay Local	Add Saturday service. Improvement cost to paid for by the Town of Cutler Bay-(\$60,000)	\$0	0																		

Table 8-6: 2015 – 2024 Recommended Service Plan Summary for Existing Routes (2024) (continued)

Route	Change Description	2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR												
202 (Little Haiti Connection)	No planned improvements.																				
204 (Killian KAT)	No planned improvements.																				
207 (Little Havana Circulator)	No planned improvements.																				
208	No planned improvements.																				
211 (Overtown Circulator)	No planned improvements.																				
212	No planned improvements.																				
238 (East-West Connection)	No planned improvements.																				
246 (Night Owl)	No planned improvements.																				
249 (Coconut Grove Circulator)	No planned improvements.																				
252 (Coral Reef MAX)	Operate later evening service into the Zoo Miami Entertainment complex.															\$80,000	0		\$80,000		\$80,000
254 (Brownsville Circulator)	No planned improvements.																				
267 (Ludlam Limited)	No planned improvements.																				
272 (Sunset KAT)	No planned improvements.																				
277 (7th Avenue MAX)	No planned improvements.																				
286 North Pointe Circulator	No planned improvements.																				
287 (Saga Bay MAX)	No planned improvements.																				
288 (Kendall Cruiser)	Convert to Kendall EBS																				(\$1,500,000) (9) A
297 (Orange MAX)	Route to be transformed to 27 th Avenue Enhanced Bus.																				(\$2,400,000) (9)

Table 8-6: 2015 – 2024 Recommended Service Plan Summary for Existing Routes (2024) (continued)

Route	Change Description	2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
		Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR								
301	No planned improvements.																				
302	No planned improvements.																				
344	No planned improvements.																				
500 (Midnight Owl)	No planned improvements.																				
INCREMENTAL TOTALS		\$2,195,000	3	\$2,195,000	2	\$2,195,000	0	\$2,195,000	0	\$495,000	(7)	\$24,255,000	34	\$19,880,000	(19)	\$25,735,000	0	\$24,235,000	(9)	\$25,735,000	0
(ARTICULATED)			0		32		0		0		0		0		(15)		0		(9)		0
(FULL SIZE BUSES)			3		(30)		0		0		(7)		34		(4)		0		0		0
CUMULATIVE TOTALS		\$2,195,000	3	\$4,390,000	5	\$6,585,000	5	\$8,780,000	5	\$9,275,000	(2)	\$33,530,000	32	\$53,410,000	13	\$79,145,000	13	\$103,380,000	4	\$129,115,000	4
(ARTICULATED)			0		32		32		32		32		32		17		17		8		8
(FULL SIZE BUSES)			3		(27)		(27)		(27)		(34)		0		(4)		(4)		(4)		(4)

Source: Miami-Dade Transit, 2013.

Note: Improvement cost estimates are based on 2013 cost factors and do not account for inflation.

Green shading indicates buses are funded.

Table 8-7: Future Transit Center Locations and Feeder Routes for Existing Bus Routes

TRANSIT CENTERS	ROUTES																		
	A	B	C	E	G	H	J	L	M	S	1	2	3	6	7	8	9	10	
Downtown Intermodal Terminal																			
Dadeland South Intermodal Station																			
Northeast Transit Hub Enhancements (NETHE) Aventura Mall																			
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd St																			
Miami Intermodal Center (MIC)																			
Dolphin Station (HEFT at NW 12th Street)																			
South Miami-Dade Busway at SW 344th Street																			
Unity Station (NW 27th Avenue and NW 215th Street)																			
Tamiami Station (SW 147th Avenue and SW 8th Street)																			
NW 7th Ave Transit Village (NW 7th Ave and NW 62nd St)																			
Golden Glades Multimodal Terminal																			
Palmetto Intermodal Terminal																			
Biscayne Landings (NE 151st Street and Biscayne Blvd.)																			
Mount Sinai Intermodal Terminal																			
Panther Station FIU Modesto A. Maidique Campus																			
Sharks North Station at MDC																			
Sharks South Station at MDC																			
Civic Center Station (NW 15th Street and NW 12 Avenue)																			
Brickell Station (SW 11th Street and SW 1st Avenue)																			
Americas Station (W Flagler Street and NW 77th Avenue)																			
Southland Mall (SW 205th Street and South Dixie Highway)																			

TRANSIT CENTERS	ROUTES																		
	11	12	16	17	19	21	22	24	27	29	31*	32	33	34*	35	36	37	38*	
Downtown Intermodal Terminal																			
Dadeland South Intermodal Station																			
Northeast Transit Hub Enhancements (NETHE) Aventura Mall																			
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd St																			
Miami Intermodal Center (MIC)																			
Dolphin Station (HEFT at NW 12th Street)																			
South Miami-Dade Busway at SW 344th Street																			
Unity Station (NW 27th Avenue and NW 215th Street)																			
Tamiami Station (SW 147th Avenue and SW 8th Street)																			
NW 7th Ave Transit Village (NW 7th Ave and NW 62nd St)																			
Golden Glades Multimodal Terminal																			
Palmetto Intermodal Terminal																			
Biscayne Landings (NE 151st Street and Biscayne Blvd.)																			
Mount Sinai Intermodal Terminal																			
Panther Station (FIU-MMC)																			
Sharks North Station at MDC																			
Sharks South Station at MDC																			
Civic Center Station (NW 15th Street and NW 12 Avenue)																			
Brickell Station (SW 11th Street and SW 1st Avenue)																			
Americas Station (W Flagler Street and NW 77th Avenue)																			
Southland Mall (SW 205th Street and South Dixie Highway)																			

Table 8-7 Future Transit Center Locations and Feeder Routes for Existing Bus Routes (continued)

TRANSIT CENTERS	ROUTES																
	40	42	46*	48	51*	52	54	56	57	62	70	71	72	73	75	77	79*
Downtown Intermodal Terminal																	
Dadeland South Intermodal Station																	
Northeast Transit Hub Enhancements (NETHE) Aventura Mall																	
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd St																	
Miami Intermodal Center (MIC)																	
Dolphin Station (HEFT at NW 12th Street)																	
South Miami-Dade Busway at SW 344th Street																	
Unity Station (NW 27th Avenue and NW 215th Street)																	
Tamiami Station (SW 147th Avenue and SW 8th Street)																	
NW 7th Ave Transit Village (NW 7th Ave and NW 62nd St)																	
Golden Glades Multimodal Terminal																	
Palmetto Intermodal Terminal																	
Biscayne Landings (NE 151st Street and Biscayne Blvd.)																	
Mount Sinai Intermodal Terminal																	
Panther Station (FIU-MMC)																	
Sharks North Station at MDC																	
Sharks South Station at MDC																	
Civic Center Station (NW 15th Street and NW 12 Avenue)																	
Brickell Station (SW 11th Street and SW 1st Avenue)																	
Americas Station (W Flagler Street and NW 77th Avenue)																	
Southland Mall (SW 205th Street and South Dixie Highway)																	

TRANSIT CENTERS	ROUTES																		
	87	88	93*	95*	99	104	115*	117*	120*	123*	132*	133*	135	136	137*	150*	183*	195*	
Downtown Intermodal Terminal																			
Dadeland South Intermodal Station																			
Northeast Transit Hub Enhancements (NETHE) Aventura Mall																			
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd St																			
Miami Intermodal Center (MIC)																			
Dolphin Station (HEFT at NW 12th Street)																			
South Miami-Dade Busway at SW 344th Street																			
Unity Station (NW 27th Avenue and NW 215th Street)																			
Tamiami Station (SW 147th Avenue and SW 8th Street)																			
NW 7th Ave Transit Village (NW 7th Ave and NW 62nd St)																			
Golden Glades Multimodal Terminal																			
Palmetto Intermodal Terminal																			
Biscayne Landings (NE 151st Street and Biscayne Blvd.)																			
Mount Sinai Intermodal Terminal																			
Panther Station (FIU-MMC)																			
Sharks North Station at MDC																			
Sharks South Station at MDC																			
Civic Center Station (NW 15th Street and NW 12 Avenue)																			
Brickell Station (SW 11th Street and SW 1st Avenue)																			
Americas Station (W Flagler Street and NW 77th Avenue)																			
Southland Mall (SW 205th Street and South Dixie Highway)																			

Table 8-7 Future Transit Center Locations and Feeder Routes for Existing Bus Routes (continued)

TRANSIT CENTERS	ROUTES																		
	200*	202*	204*	207*	208*	211*	212*	238*	243*	246*	249*	252*	254*	267*	272*	277*	286*	287*	
Downtown Intermodal Terminal																			
Dadeland South Intermodal Station																			
Northeast Transit Hub Enhancements (NETHE) Aventura Mall																			
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd St																			
Miami Intermodal Center (MIC)																			
Dolphin Station (HEFT at NW 12th Street)																			
South Miami-Dade Busway at SW 344th Street																			
Unity Station (NW 27th Avenue and NW 215th Street)																			
Tamiami Station (SW 147th Avenue and SW 8th Street)																			
NW 7th Ave Transit Village (NW 7th Ave and NW 62nd St)																			
Golden Glades Multimodal Terminal																			
Palmetto Intermodal Terminal																			
Biscayne Landings (NE 151st Street and Biscayne Blvd.)																			
Mount Sinai Intermodal Terminal																			
Panther Station (FIU-MMC)																			
Sharks North Station at MDC																			
Sharks South Station at MDC																			
Civic Center Station (NW 15th Street and NW 12 Avenue)																			
Brickell Station (SW 11th Street and SW 1st Avenue)																			
Americas Station (W Flagler Street and NW 77th Avenue)																			
Southland Mall (SW 205th Street and South Dixie Highway)																			

TRANSIT CENTERS	ROUTES					
	288*	297*	301*	302*	344	500*
Downtown Intermodal Terminal						
Dadeland South Intermodal Station						
Northeast Transit Hub Enhancements (NETHE) Aventura Mall						
Northeast Transit Hub Enhancements (NETHE) Mall at NE 163rd St						
Miami Intermodal Center (MIC)						
Dolphin Station (HEFT at NW 12th Street)						
South Miami-Dade Busway at SW 344th Street						
Unity Station (NW 27th Avenue and NW 215th Street)						
Tamiami Station (SW 147th Avenue and SW 8th Street)						
NW 7th Ave Transit Village (NW 7th Ave and NW 62nd St)						
Golden Glades Multimodal Terminal						
Palmetto Intermodal Terminal						
Biscayne Landings (NE 151st Street and Biscayne Blvd.)						
Mount Sinai Intermodal Terminal						
Panther Station (FIU-MMC)						
Sharks North Station at MDC						
Sharks South Station at MDC						
Civic Center Station (NW 15th Street and NW 12 Avenue)						
Brickell Station (SW 11th Street and SW 1st Avenue)						
Americas Station (W Flagler Street and NW 77th Avenue)						
Southland Mall (SW 205th Street and South Dixie Highway)						

Source: Miami-Dade Transit, 2013.

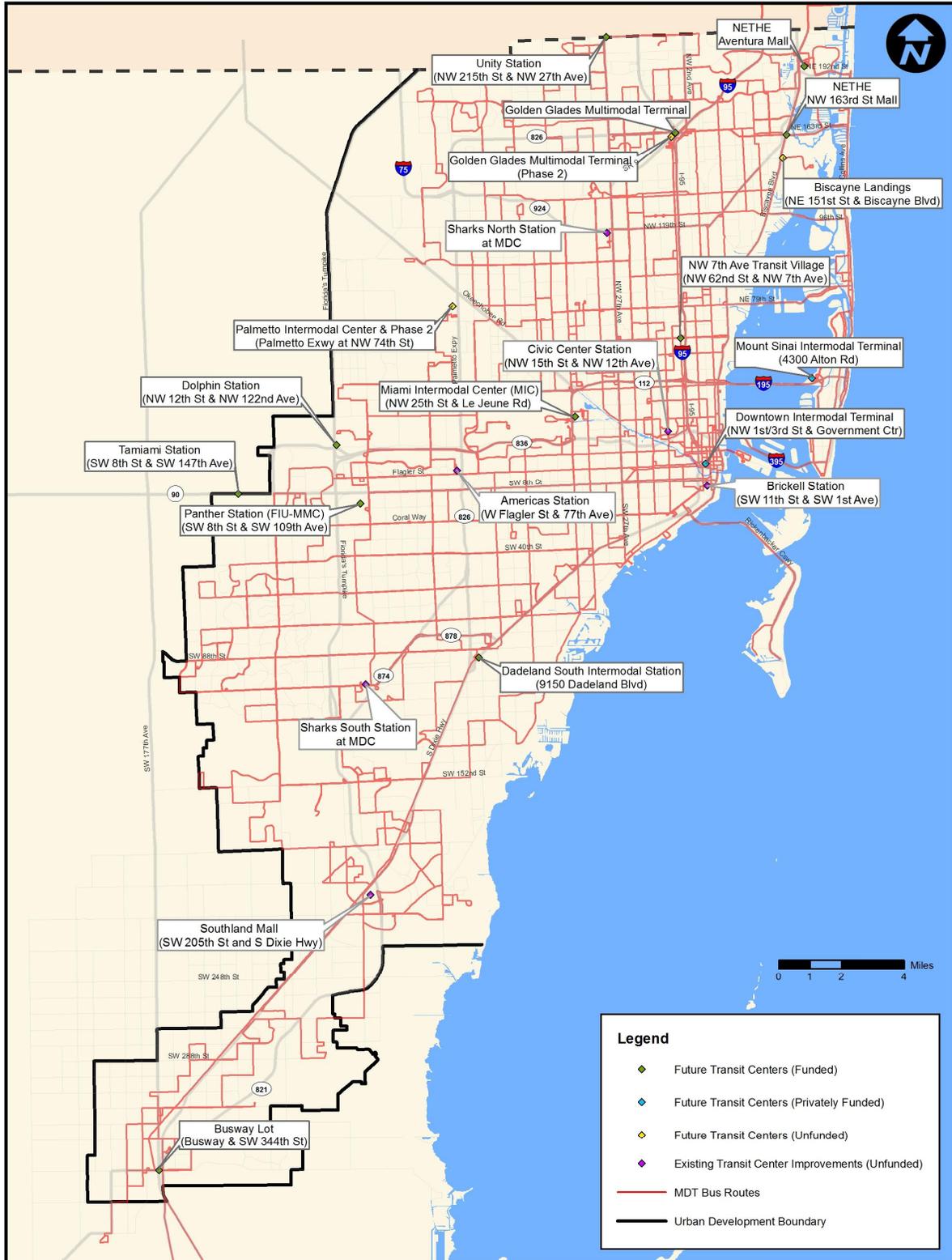
***ROUTE DESCRIPTIONS**

Route 31: Busway Local
 Route 34: Busway Flyer
 Route 38: Busway Max
 Route 46: Liberty City Connection
 Route 51: Flagler MAX
 Route 79: 79 Street MAX
 Route 93: Biscayne MAX
 Route 95: Golden Glades Express
 Route 115: Mid-North Beach Connection (CW)
 Route 117: Mid-North Beach Connection (CCW)
 Route 120: Beach MAX
 Route 123: South Beach Local
 Route 132: Doral/Tri-Rail Shuttle
 Route 133: Airport/Tri-Rail Shuttle

Route 137: West Dade Connection
 Route 150: Miami Beach Airport Flyer
 Route 183: 183 Street Local
 Route 195: Dade-Broward Express
 Route 200: Cutler Bay Local
 Route 202: Little Haiti Connection
 Route 204: Killian KAT
 Route 207: Little Havana Connection (CW)
 Route 208: Little Havana Connection (CCW)
 Route 211: Overtown Circulator
 Route 212: Sweetwater Circulator
 Route 238: East-West Connection/Weekend Express
 Route 243: Seaport Connection
 Route 246: Night Owl

Route 249: Coconut Grove Circulator
 Route 252: Coral Reef MAX
 Route 254: Brownsville Circulator
 Route 267: Ludlam Limited
 Route 272: Sunset KAT
 Route 277: 7 Avenue MAX
 Route 286: North Pointe Circulator
 Route 287: Saga Bay MAX
 Route 288: Kendall Cruiser
 Route 297: 27 Avenue Orange MAX
 Route 301: Dade Monroe Express
 Route 302: Card Sound Express
 Route 500: Midnight Owl

Figure 8-1: Transit Center Locations and Feeder Routes for Existing Bus Routes



Transit Center Locations and Feeder Routes. Source: Miami-Dade Transit, December 2013

8.4.2 Recommended Service Plan – New Metrobus Routes

Eleven (11) new transit routes have been proposed under the 2024 RSP to replace old existing routes or add new service (Table 8-8). The table presents the proposed new transit routes with associated service levels, peak vehicle requirements for buses, annual operating funding needs, and proposed implementation schedule. The preliminary programming of these routes was conducted in a systematic and regional approach based on coordination with major transit capital projects. These new routes represent MDT's response to citizens' request for additional enhanced bus service throughout Miami-Dade County. These new transit routes are also illustrated in Figure 8-2.

- **195-BC Express Broward Boulevard to Civic Center:** This route would provide express commuter transit service between the Fort Lauderdale Tri-Rail Station located at Broward Boulevard in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2015 using four (4) new commuter coach buses.
- **195-SC Express Sheridan Street to Civic Center:** This route would provide express commuter transit service between the Sheridan Street Tri-Rail Station in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2015 using three (3) new commuter coach buses.
- **Palmetto Express Bus (Palmetto Corridor):** This route would provide express commuter transit service between the MDT's existing park-and-ride lot at Miami Gardens Drive and NW 73rd Avenue to the Palmetto Metrorail Station via SR 826. Service headways will be 15 minutes during the AM/PM peak-hour. Implementation of this new route will coincide with the opening of the I-75 Express Lanes which are scheduled to open in late 2017. Revenue service is anticipated to begin in 2018 using five (5) new commuter coach buses.
- **295 Express Bus:** This route would provide express commuter transit service between the Miami-Dade/Broward County Line (NW 215th Street and NW 27th Avenue) and Downtown Miami via the Turnpike and I-95. Service headways will be 15 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2019 using six (6) new commuter coach buses.
- **NW 27th Avenue Enhanced Bus Service (North Corridor):** This route would provide premium limited-stop transit service along the NW 27th Avenue corridor from the Miami-Dade/Broward County Line (NW 215th Street and NW 27th Avenue) to the MIC. A park-and-ride/transit center station is proposed at the northern terminus of the route at NW 215th Street. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. Revenue service is anticipated to begin in 2019 using 11 new 60-foot alternative fuel buses.
- **SR 836 Express Bus (East-West Corridor):** This route would provide premium express transit service along SR 836 from west Miami-Dade County (SW 8th Street and SW 147th Avenue) to the Miami Intermodal Center (MIC) via SW 137th Avenue/SR 836 Extension as well as via the Homestead Extension of the Florida Turnpike (HEFT). This route will feature two legs. The first leg will serve the proposed Tamiami Station (park-and-ride/transit center station located at SW 8th Street and SW 147th Avenue), the proposed Dolphin Station (NW 12th Street and

HEFT) and the MIC via the SW 137th Avenue/SR 836 Extension. The second leg will serve the proposed Tamiami Station, the proposed Panther Station (Florida International University's Modesto A. Maidique Campus (MMC), the proposed Dolphin Station, and the MIC via the HEFT. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will be completed by 2019 using 11 new 60-foot alternative fuel buses.

- **Flagler Enhanced Bus Service (East-West Corridor):** This route will provide premium limited-stop transit service along Flagler Street from Downtown Miami to the proposed Panther Station (Florida International University's Modesto A. Maidique Campus – MMC). This service will connect the new Marlins Ballpark along NW 7th Street as well as serve the Government Center Metrorail Station, Miami-Dade College Wolfson Campus, American Airlines Arena, the Metropolitan Hospital, the Magic City Casino and Mall of the Americas. In addition, this route will serve Florida International University's Engineering Campus (EC). Service headways will be 10 minutes during the AM/PM peak hour and 20 minutes during the mid-day. Revenue service is anticipated to begin in 2021 using 10 new 60-foot alternative fuel buses.
- **Biscayne Enhanced Bus Service (Northeast Corridor):** This route will provide premium limited-stop transit service along Biscayne Boulevard/US-1 from Downtown Miami to Aventura Mall. This route provides service to the Adrienne Arsht Performing Arts Center, and a direct connection to Little Haiti, Miami Shores, North Miami and North Miami Beach. Service headways will be 15 minutes during the AM/PM peak-hour and 30 minutes during the mid-day. Revenue service is anticipated to begin in 2016 using 10 new 60-foot alternative fuel buses. The bus purchase component is considered Phase I for this corridor.

The Miami-Dade MPO in cooperation with MDT developed a detailed plan for the staged implementation of Bus Rapid Transit (BRT) along Biscayne Boulevard. This EBS route will feature robust stations, WiFi, real-time "Where is the Bus?" arrival times via the internet or on web-enabled mobile devices, real-time "Next Bus" arrival information via electronic signs, Transit Signal Priority (TSP), and Park-and-Rides. Phase II for the Biscayne Enhanced Bus Service project will feature 10 minute service headways during the AM/PM peak-hour and 20 minutes during the mid-day using an additional five (5) new 60-foot alternative fuel buses. Phase II is expected to be completed by 2021.

- **Kendall Enhanced Bus Service (Kendall Corridor):** Miami-Dade Transit is pursuing incremental improvements along Kendall Drive (SW 88th Street) from the West Kendall Transit Center at Kendall Town Center (Kendall Drive and SW 162nd Avenue) to the Dadeland North Metrorail Station. Phase I was completed in 2010 with the implementation of Route 288 (Kendall Cruiser) which features 12 minute peak-hour headways using 60-foot diesel/electric hybrid buses, WiFi, and real-time "Where is the Bus?" information. Phase II is expected to be complete in 2023. Phase II service headways will be 10 minutes during the AM/PM peak-hour using nine (9) 60-foot alternative fuel buses. This phase consists of robust stations, queue jump and by-pass lanes, transit signal priority, and real-time "Next Bus" arrival information via electronic signs at the stations.

- **SW 137th Avenue Enhanced Bus Service:** This route will provide premium limited-stop transit service along SW 137th Avenue from MDT's proposed Tamiami Station (park-and-ride/transit center station located at SW 8th Street and SW 147th Avenue) to MDT's proposed park-and-ride lot located at SW 200 Street (Caribbean Blvd.) and the Busway. This enhanced bus project will feature strategic park-and-ride locations. In addition, this route provides a premium north-south transit connection for the West Kendall area connecting several residential areas with large shopping centers, which include Kendale Lakes Mall, Miller Square and London Square. In 2007, the Miami-Dade Metropolitan Planning Organization conducted a study of potential transit service improvements in the Kendall area. Bus rapid transit (BRT) service on SW 137th Avenue was one of the recommendations made in that study. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. Revenue service is anticipated to begin in 2023 using nine (9) new standard 40-foot buses.
- **Route 97:** This route will connect major retail centers in Westchester and the Cities of Sweetwater and Doral. This route will provide local transit service along NW/SW 97th Avenue from the Walmart located at the intersection of SW 24th Street (Coral Way) and SW 87th Avenue to International Mall (City of Doral) and Dolphin Mall (City of Sweetwater). Service headways will be 45 minutes during weekdays only, for eight hours daily. Revenue service is anticipated to begin in 2016 using 2 existing fleet buses.

Table 8-8: 2015 – 2024 Recommended Service Plan New Routes Description

New Route	Description	Headways			2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
		Peak	Mid Day	Week End	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
295 Express Bus	This route would provide express commuter transit service between the Miami-Dade/Broward County Line (NW 215 th Street and NW 27 th Avenue) and Downtown Miami via the Turnpike and I-95.	15	N/S	N/S									\$1,184,000	6C	\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000		\$1,184,000	
Palmetto Express Bus	This route would provide express commuter transit service between MDT's existing park-and-ride lot at Miami Gardens Drive and NW 73 rd Avenue to the Palmetto Metrorail Station via SR 826.	15	N/S	N/S						\$987,000	5C	\$987,000		\$987,000		\$987,000		\$987,000		\$987,000		\$987,000		\$987,000
195-BC - Broward Blvd. to Civic Center	This route would provide express commuter transit service between the Ft. Lauderdale Tri-Rail Station located at Broward Boulevard in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95.	30	N/S	N/S	\$781,440	4C	\$781,440		\$781,440		\$781,440		\$781,440		\$781,440		\$781,440		\$781,440		\$781,440		\$781,440	
195- SC- Sheridan Street to Civic Center	This route would provide express commuter transit service between the Sheridan Street Tri-Rail Station in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95.	30	N/S	N/S	\$592,000	3C	\$592,000		\$592,000		\$592,000		\$592,000		\$592,000		\$592,000		\$592,000		\$592,000		\$592,000	
Kendall Enhanced Bus Service	Phase 2 service improvements will consist of robust stations, queue jump lanes and bypass lanes, transit signal priority and real-time "Where is the Bus?" arrival information via electronic signs at the stations.	10	N/S	N/S																	\$2,000,000	9A	\$2,000,000	
Route 97	This route will provide local transit service along NW/SW 97 th Avenue from SW 24 th Street and SW 87 th Avenue to International Mall and Dolphin Mall.	45	45	N/S			\$400,000	2	\$400,000		\$400,000		\$400,000		\$400,000		\$400,000		\$400,000		\$400,000		\$400,000	
SW 137 th Avenue Enhanced Bus Service	This route will provide premium limited-stop transit service along SW 137 th Avenue from MDT's proposed Tamiami Station (park-and-ride/transit terminal station located at SW 8 th Street and SW 147 th Avenue) to MDT's proposed park-and-ride lot located at SW 200 th Street (Caribbean Blvd.) and the Busway.	10	20	N/S																	\$2,763,000	9	\$2,763,000	

Table 8-8: 2015 – 2024 Recommended Service Plan New Routes Description (continued)

New Route	Description	Headways			2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
		Peak	Mid Day	Week End	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR	Cost	PVR
Biscayne Enhanced Bus Service	Phase 2 service to be implemented which will feature robust stations, WiFi, real-time "Where is the Bus?" arrival times via the internet or on web-enabled mobile devices, real-time "Next Bus" arrival information via electronic signs, Transit Signal Priority (TSP), and park-and-rides.	10	20	N/S													\$3,900,000	15A	\$3,900,000		\$3,900,000		\$3,900,000	
NW 27 th Avenue Enhanced Bus Service	This route will provide premium limited-stop transit service along the NW 27 th Avenue corridor from the Miami-Dade/Broward County Line (NW 215 th Street and NW 27 th Avenue) to the MIC. (Phase 2)	10	20	N/S									\$3,200,000	11A	\$3,200,000		\$3,200,000		\$3,200,000		\$3,200,000		\$3,200,000	
SR 836 Express Bus	This route will provide premium express transit service along SR 836 and SW 8 th Street East-West corridor from Tamiami Station (park-and-ride/transit terminal station located at SW 8 th Street and SW 147 th Avenue) to the MIC via HEFT and SR 836/SW 137 th Avenue (Two legs).	10	N/S	N/S									\$2,400,000	11A	\$2,400,000		\$2,400,000		\$2,400,000		\$2,400,000		\$2,400,000	
Flagler Enhanced Bus Service	This route will provide premium limited-stop transit service along Flagler Street from Downtown Miami to Panther Station (Florida International University Modesto A. Maidique Campus (MMC)).	10	20	N/S													\$3,600,000	10A	\$3,600,000		\$3,600,000		\$3,600,000	
INCREMENTAL TOTALS					\$1,373,440	7	\$1,773,440	2	\$1,773,440	0	\$2,760,440	5	\$9,544,440	28	\$9,544,440	0	\$17,044,440	25	\$17,044,440	0	\$21,807,440	18	\$21,807,440	0
(ARTICS)						0		0		0		0	22		0		25		0		9		0	
(COMMUTER COACH BUSES)						7		0		0		5		6		0		0		0		0		0
(FULL SIZE BUSES)						0		2		0		0		0		0		0		0		9		0
CUMULATIVE TOTALS					\$1,373,440	7	\$3,146,880	9	\$4,920,320	9	\$7,680,760	14	\$17,225,200	42	\$26,769,640	42	\$43,814,080	67	\$60,858,520	67	\$82,665,960	85	\$104,473,400	85
(ARTICS)						0		0		0		0		22		22		47		47		56		56
(COMMUTER COACH BUSES)						7		7		7		12		18		18		18		18		18		18
(FULL SIZE BUSES)						0		2		2		2		2		2		2		2		11		11

Source: Miami-Dade Transit, 2013.

Note: Improvement cost estimates are based on 2013 cost factors and do not account for inflation.

Green shading indicates buses are funded.

8.4.2.1 Transit Centers and Feeder Routes for New Metrobus Routes

The 2024 RSP provided that 14 transit centers were proposed for implementation in locations throughout Miami-Dade County. As a result, these new bus routes would serve local corridors and stations, while also providing connecting service to transit centers. provides a summary overview of the new routes that have been added to provide additional service to identified transit center locations.

Table 8-9: Future Transit Center Locations and Feeder Routes for New Metrobus Routes

TRANSIT CENTERS	ROUTES					
	195- BC - Broward Blvd. to Civic Center	195- SC - Sheridan Street to Civic Center	Palmetto Express Bus	295 Express Bus	NW 27th Avenue Enhanced Bus Service	SR 836 Express Bus
Downtown Intermodal Terminal						
Dadeland South Intermodal Station						
Northeast Transit Hub Enhancements (NETHE) Mall at 163rd St						
Miami Intermodal Center (MIC)						
Dolphin Station (HEFT at NW 12th Street)						
South Miami-Dade Busway at SW 344th Street						
Unity Station (NW 27th Avenue and NW 215th Street)						
Tamiami Station (SW 147th Avenue and SW 8th Street)						
NW 7th Ave Transit Village (NW 7th Ave and NW 62nd St)						
Golden Glades Multimodal Terminal						
Palmetto Intermodal Terminal						
Biscayne Landings (NE 151st Street and Biscayne Blvd.)						
Mount Sinai Intermodal Terminal						
Panther Station (FIU-MMC)						
Sharks North Station at MDC						
Sharks South Station at MDC						
Civic Center Station (NW 15th Street and NW 12 Avenue)						
Brickell Station (SW 11th Street and SW 1st Avenue)						
Americas Station (W Flagler Street and NW 77th Avenue)						
Southland Mall (SW 205th Street and South Dixie Highway)						

TRANSIT CENTERS	ROUTES				
	Flagler Enhanced Bus Service	Biscayne Enhanced Bus Service	Kendall Enhanced Bus Service	SW 137th Avenue Enhanced Bus Service	Route 97
Downtown Intermodal Terminal					
Dadeland South Intermodal Station					
Northeast Transit Hub Enhancements (NETHE) Mall at 163rd St					
Miami Intermodal Center (MIC)					
Dolphin Station (HEFT at NW 12th Street)					
South Miami-Dade Busway at SW 344th Street					
Unity Station (NW 27th Avenue and NW 215th Street)					
Tamiami Station (SW 147th Avenue and SW 8th Street)					
NW 7th Ave Transit Village (NW 7th Ave and NW 62nd St)					
Golden Glades Multimodal Terminal					
Palmetto Intermodal Terminal					
Biscayne Landings (NE 151st Street and Biscayne Blvd.)					
Mount Sinai Intermodal Terminal					
Panther Station (FIU-MMC)					
Sharks North Station at MDC					
Sharks South Station at MDC					
Civic Center Station (NW 15th Street and NW 12 Avenue)					
Brickell Station (SW 11th Street and SW 1st Avenue)					
Americas Station (W Flagler Street and NW 77th Avenue)					
Southland Mall (SW 205th Street and South Dixie Highway)					

Source: Miami-Dade Transit, 2013.

8.5 2025 and Beyond Recommended Service Plan

8.5.1 2025 and Beyond Recommended Service Plan- Metrobus

- **NW 27th Avenue Enhanced Bus Service (South Extension):** This project will extend the NW 27th Avenue Enhanced Bus Service from Dr. Martin Luther King, Jr. Metrorail Station to the Coconut Grove Metrorail Station. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.
- **NW 27th Avenue Bus Rapid Transit (BRT) (North Corridor):** This project will build upon the incremental improvements achieved in the NW 27th Avenue Enhanced Bus project by providing dedicated “bus only” lanes along the NW 27th Avenue corridor from the Miami-Dade/Broward County Line (NW 215th Street and NW 27th Avenue) to Dr Martin Luther King, Jr. Metrorail Station.
- **NW 27th Avenue Bus Rapid Transit (BRT) (North Corridor – South Extension):** This project will provide dedicated “bus only” lanes along the NW/SW 27th Avenue corridor from the Dr Martin Luther King, Jr. Metrorail Station to the Coconut Grove Metrorail Station.
- **NW 7th Avenue Enhanced Bus Service:** This route would provide premium limited-stop transit service along NW 7th Avenue between Downtown Miami and the park-and-ride lot located at the Golden Glades Interchange. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. This route will provide a premium transit connection to the NW 7th Avenue Transit Village located at NW 7th Avenue and NW 62nd Street.
- **Coral Reef Enhanced Bus Service:** This route would provide premium limited-stop transit service along SW 152nd Street from SW 152nd Avenue to Dadeland North Metrorail Station. This enhanced bus route would provide a premium transit connection to the future regional entertainment complex near Zoo Miami and Metrorail. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.
- **HEFT Express Bus South:** This route would provide premium express transit service along the HEFT Express Lanes from the proposed park-and-ride/transit center station at SW 344th Street and the South Miami-Dade Busway to the proposed park-and-ride/transit center station at Dolphin Station (HEFT at NW 12th Street). This express route will exit the HEFT Express Lanes to serve the following two major stops: Kendall Drive/SW 88th Street and FIU’s Panther Station. Service headways will be 10 minutes during the AM/PM peak-hour.
- **HEFT Express Bus North:** This route would provide premium express transit service along the HEFT Express Lanes from Broward County to the proposed park-and-ride/transit center station at Dolphin Station (HEFT at NW 12th Street). This express route will exit the HEFT Express Lanes to serve the following two stops: the proposed Okeechobee park-and-ride/transit center and MDT’s existing park-and-ride lot at Miami Gardens Drive and NW 73rd Avenue. Service headways will be 10 minutes during the AM/PM peak-hour.
- **NW 7th Street Enhanced Bus Service:** This route would provide premium limited-stop transit service along NW 7th Street from the proposed park-and-ride/transit center station at Dolphin Station (HEFT at NW 12th Street) to Downtown Miami. This

enhanced bus route would provide an additional east-west premium transit connection between west Miami-Dade County and Downtown Miami. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.

- **NW 79th Street Enhanced Bus Service:** This new enhanced transit service will build upon high ridership on MDT's existing Route 79 Street MAX by converting the existing route to enhanced bus service. This route will provide premium limited-stop transit service along NW 79th Street from the Northside Metrorail Station to the Miami Beach Convention Center. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.
- **I-195 Express Bus (South):** This route would provide premium express transit service along the I-195 from Miami-Beach Convention Center to Downtown Miami. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.
- **Douglas Road Enhanced Bus Service (Douglas Corridor):** This route would provide premium limited-stop transit service along NW/SW 37th Avenue connecting the MIC on the north and the Douglas Road Metrorail Station on the south. The Douglas Road corridor is the only People's Transportation Plan (PTP) transit corridor that has not been studied for rapid transit improvements and represents an important connection to high employment centers of MIA and the Coral Gables Central Business District along a densely populated area. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.
- **SW 8th Street Enhanced Bus Service:** This route will provide premium limited-stop transit service along SW 8th Street from Downtown Miami to the proposed Panther Station (Florida International University's Modesto A. Maidique Campus - MMC). Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day.

8.5.2 2025 and Beyond Recommended Service Plan – Light Rail

- **Beach Connection (f.k.a. Baylink):** In 2013, the Miami-Dade Metropolitan Planning Organization began a study to update past studies that examined a premium transit connection between Miami Beach and the City of Miami using current and future conditions. Light rail transit connecting the proposed Downtown Intermodal Terminal and the Miami Beach Convention Center is being analyzed. The study is currently ongoing and will evaluate a way to best advance rapid transit through the project development process.

8.5.3 2025 and Beyond Recommended Service Plan – Transit Centers

- **Americas Station:** This project includes improvements to the existing terminal located within the mall property.
- **Golden Glades Multimodal Terminal (Phase 2):** This project includes construction of an additional 1,800 parking spaces housed within 2 parking garages with ground floor retail.
- **Busway Park-and-Ride Lot at SW 152nd Street:** This project includes construction of an additional 500 parking spaces within a parking garage.

- **Dadeland South Intermodal Station Expansion:** This project includes construction of a new parking garage with ground floor retail and office space as well as layover bus bays.
- **Palmetto Intermodal Center (Phase 2):** This project includes construction of direct access ramps from the Palmetto Express Lanes to the Palmetto Metrorail Station.
- **Dolphin Station (NW 12th Street and NW 122nd Avenue):** This project includes construction of direct access ramps from the SR 836 Express Lanes to the Dolphin Station.
- **Okeechobee Terminal:** This project includes construction of a new park-and-ride/transit center station in the vicinity of US 27/Okeechobee Road and HEFT.

8.5.4 2025 and Beyond Recommended Service Plan – Direct Access Ramps

Palmetto SR 826 and Busway: This project includes construction of direct access ramps connecting the Busway to the Palmetto Expressway.

8.5.5 2025 and Beyond Recommended Service Plan – Bus Lanes

SR 90 (SW 7th Street and SW 8th Street): MDT is collaborating with the Florida Department of Transportation to examine the feasibility of implementing dedicated bus lanes along SR 90 (SW 7th Street and SW 8th Street) from SW 27th Avenue to Brickell Avenue.

8.5.6 Recommended Service Plan - Metromover

In 2013, the Miami-Dade Metropolitan Planning Organization (MPO) began a study to assess the feasibility of expanding the Metromover System to connect the underserved markets while maintaining an efficient operation. As part of this study, viable options for system expansion will be conceptualized and evaluated to provide greater system accessibility to Metromover users and improve system efficiency within Downtown Miami, Brickell, and the Arts/Entertainment areas.

However, expansion of the Metromover System would entail additional operations and maintenance costs which is a topic of concern given MDT's approved 10-year operating budget and existing revenue sources. As such, there are no planned service extensions or expansion of the existing Metromover System under consideration by MDT at this time or within the planning horizon of this TDP Major Update.

8.5.7 Recommended Service Plan – Metrorail

The completion of the Orange Line to MIA in 2012 represents a milestone achievement for MDT and the PTP. However, feasibility of future Metrorail extensions has been a topic of concern given MDT's approved 10-year operating budget and existing revenue sources. Therefore, MDT is considering an expansion plan that involves the development of less costly modal approaches to the expansion program such as Bus Rapid Transit and Express Bus service.

8.5.8 Recommended Service Plan – Special Transportation Services

Miami-Dade Transit has modified its Special Transportation Service area to complement fixed route service in the City of Homestead. The City of Homestead inaugurated seasonal service to Everglades and Biscayne National Parks in April 2014. Miami-Dade Transit will

provide complementary STS Service that will be funded by the City of Homestead. The service will operate weekends from April to November.

8.6 Capital Needs

8.6.1 Transit Centers

As identified in the 2024 RSP, the modified grid system requires the development of transit centers throughout the region of service. All the projects listed are under different stages of project development. Table 8-10 lists the capital needs identified for transit center locations along with their respective status and whether improvements are funded or unfunded for the 2024 RSP. This is followed by a list of proposed park-and-ride needs as presented in Table 8-11 and illustrated in Figure 8-3.

Table 8-10: 2024 Recommended Service Plan Transit Center Needs

Transit Centers	Status	Funding
Downtown Intermodal Terminal	A Downtown Miami Intermodal Terminal east of the Government Center Metrorail Station between NW 1 st Street and NW 3 rd Street would accommodate various transportation modes. This site is currently under private ownership and has been identified as a potential station location within the context of two parallel and on-going studies: The Tri-Rail Coastal Link Study and Florida East Coast Industries (FECI)'s All Aboard Florida. The existing Downtown Miami transit center site would be consolidated with this new intermodal facility which would feature bus bays, layover bays, internal bus circulation areas, kiss –and-ride, bus stops, and boarding areas.	Privately Funded
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.	Funded
Northeast Transit Hub Enhancements (NETHE)¹	Since determining that the Northeast Passenger Activity Center (NEPAC) project was no longer feasible, MDT identified a feasible project alternative and has proposed transit center improvements at two existing transit centers – NW 163 rd Street Mall and Aventura Mall. Currently both of these transit centers which serve the northeast portion of the County and are major destinations with important bus connections have multiple deficiencies (e.g., capacity, drainage, pavement, shelters, lighting, access, signage etc.). Therefore, MDT has created a new project which is referred to as the Northeast Transit Hub Enhancements (NETHE). This new project will upgrade both transit center sites to improve bus and passenger access as well as upgrade area drainage, lighting, signage, shelters and other station area amenities. The Aventura Mall project has been cancelled as an MDT project and will be included as part of the Aventura Mall Master Plan expansion project. The NETHE 163 rd Street Mall project features six articulated bus bays along NE 167 th Street and four bus bays along NE 15 th Avenue.	Funded

Table 8-10: 2024 Recommended Service Plan Transit Center Needs (continued)

Transit Centers	Status	Funding
Miami Intermodal Center (MIC)	FDOT is managing this project. FDOT has over \$400 million programmed for the MIC distributed among 17 projects. These include the rental car HUB, the MIC Core Roadway and intersection improvements, transit connections to the terminal building, utilities relocation, etc. Phase I (MIC Core) includes the transit center facilities and infrastructure to coordinate with other modes. Both the MDT Transit Center Facility and the Airport Metrorail Station opened for service in July 2012. The Tri-Rail component of this facility is currently under construction and is scheduled to open in 2014. The MDT Transit Center Facility features a total of 13 bus bays (6 of the 13 bays are used for layover).	Funded
Dolphin Station (NW 12th Street and NW 122nd Avenue)	Property owned by the FDOT located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12 th Street has been identified as a strategic location for a Transit Center with a park-and-ride facility. This transit center would support the SR 836 Express Bus 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 site will be further evaluated for its potential to support a Transit Oriented Development (TOD).	Funded
South Miami-Dade Busway at SW 344th Street	Miami-Dade Transit is planning to build a 266 space parking lot with bus bays and shelters, located west of the southern end of the Busway between NW 2 nd Avenue and NW 3 rd Avenue at SW 344 th Street (Palm Drive), in Florida City. This project features 10 bus bays and a layover area. Currently MDT is in the process of completing the dry-run permit process.	Funded
Unity Station (NW 27th Avenue and NW 215th Street)	A 14-acre vacant parcel adjacent to the intersection of the Turnpike (HEFT) and NW 27 th Avenue has been identified as a strategic park-and-ride location for the NW 27 th Avenue Enhanced Bus Service project. Up to 350 parking spaces are proposed for this facility which would serve as the northern most station for the new enhanced bus or BRT service in the corridor. This park-and-ride also provides strategic transit oriented development (TOD) opportunities. This project features 6 bus bays and 2 layover bays.	Funded
Tamiami Station (SW 8th Street and SW 147th Avenue)	An 8-acre vacant parcel on the SW corner of the intersection at SW 8 th Street and SW 147 th Avenue has been identified as a strategic park-and-ride location for the SR-836 Express Bus project. Up to 500 parking spaces are proposed for this facility which would serve as the western most station for the new enhanced bus or BRT service in the corridor. This park-and-ride lot also provides strategic transit-oriented development (TOD) opportunities. This project features 8 bus bays that can accommodate articulated buses and a layover area.	Funded

Table 8-10: 2024 Recommended Service Plan Transit Center Needs (continued)

Transit Centers	Status	Funding
NW 7th Avenue Transit Village (NW 7 th Avenue and NW 62 nd Street)	This proposed MDT joint development project is expected to provide space for an enhanced transit facility within an active, mixed-use development including space for housing, community serving activities and functions in addition to retail use. The project includes 25 park-and-ride spaces and 4 bus bays.	Funded
Golden Glades Multimodal Terminal	MDT recommends that the FDOT Golden Glades Interchange System Improvements – Ultimate Plan consider improvements to the existing park-and-ride lots located at the Golden Glades Interchange. The Golden Glades Multi-Modal Terminal was studied under a separate PD&E study (FM#251684-1-22-01) that contemplates the following improvements as part of Phase 1: new transit platforms with canopy, new intercity bus platform with canopy, “Hub” facility containing stairs, elevators, enclosed waiting area, restrooms, and enclosed operational spaces with canopies, new pedestrian bridge leading to existing pedestrian bridge serving Tri-Rail and roadway improvements. Phase 2 includes construction of a parking garage to accommodate 1,700 vehicles. This project features a total of 20 bus bays for MDT and BCT buses.	Funded
Palmetto Intermodal Terminal (Palmetto Expressway at NW 74 th Street)	MDT 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.	Unfunded
Biscayne Landings (NE 151 st Street and Biscayne Boulevard)	Property owned by the City of North Miami located on the southeast corner of NE 151 st Street and Biscayne Boulevard was identified in an MPO Study titled “Improving Access in Florida International University Biscayne Bay Campus Area” as a strategic location for a Transit Center Facility. MDT is pursuing incremental improvements along the Biscayne Boulevard Corridor and an implementation plan for the Biscayne Enhanced Bus are currently being drafted through the MPO. This site will be further evaluated as a strategic Park-and-Ride/Transit Center Facility as part of the implementation plan for the Biscayne Enhanced Bus. This project features 6 bus bays and 2 layover bays.	Unfunded
Mount Sinai Intermodal Terminal (4300 Alton Rd)	Mount Sinai Medical Center is a hospital located at 4300 Alton Road in Miami Beach and is the largest independent non-profit teaching hospital in South Florida. Miami-Dade Transit is coordinating with the Hospital and the City of Miami Beach to incorporate a Transit Center at this location. The Hospital is already well served by seven existing MDT Metrobus Routes and will be served by additional routes in the future. The proposed Mount Sinai Intermodal Center features a total of 12 bus bays (8 for existing service and 4 for future routes) and 75 park-and-ride spaces.	Privately Funded.

Table 8-10: 2024 Recommended Service Plan Transit Center Needs (continued)

<p>Panther Station (Florida International University's (FIU) Modesto A. Maidique Campus – MMC)</p>	<p>Florida International University (FIU) is constructing a parking garage along SW 8 Street with ground floor space reserved for a future transit center. The location of the new parking garage, between SW 112 Avenue and SW 109 Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new terminal would provide 10 bus bays to accommodate the relocation of the existing MDT 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 Enhanced Bus Service (EBS) 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.</p>	<p>Funded</p>
<p>Southland Mall (SW 205th Street and South Dixie Highway)</p>	<p>This new project will upgrade the transit center site to improve bus and passenger access as well as upgrade area drainage, lighting, signage, shelters and other station area amenities.</p>	<p>Unfunded</p>
<p>Sharks South Station at MDC</p>	<p>This new project will upgrade the transit center site to improve bus and passenger access as well as upgrade area drainage, lighting, signage, shelters and other station area amenities.</p>	<p>Unfunded</p>
<p>Americas Station (W Flagler Street and NW 77th Avenue)</p>	<p>This new project will upgrade the transit center site to improve bus and passenger access as well as upgrade area drainage, lighting, signage, shelters and other station area amenities.</p>	<p>Unfunded</p>
<p>Brickell Station (SW 11th Street and SW 1st Avenue)</p>	<p>This new project will upgrade the transit center site to improve bus and passenger access as well as upgrade area drainage, lighting, signage, shelters and other station area amenities.</p>	<p>Unfunded</p>
<p>Civic Center Station (NW 15th Street and NW 12th Avenue)</p>	<p>This new project will upgrade the transit center site to improve bus and passenger access as well as upgrade area drainage, lighting, signage, shelters and other station area amenities.</p>	<p>Unfunded</p>
<p>Sharks North Station at MDC</p>	<p>This new project will upgrade the transit center site to improve bus and passenger access as well as upgrade area drainage, lighting, signage, shelters and other station area amenities.</p>	<p>Unfunded</p>

¹Miami-Dade Transit worked with the City of North Miami Beach and other stakeholders for the last several years to develop a transit center near the Mall at NE 163rd Street. However, after numerous meetings and several attempts to reach an agreement with the City of North Miami Beach on the project scale, scope and capital cost of the preferred site, MDT has determined that this project is no longer feasible and will not be implemented. Subsequently, the NETHE is being studied.

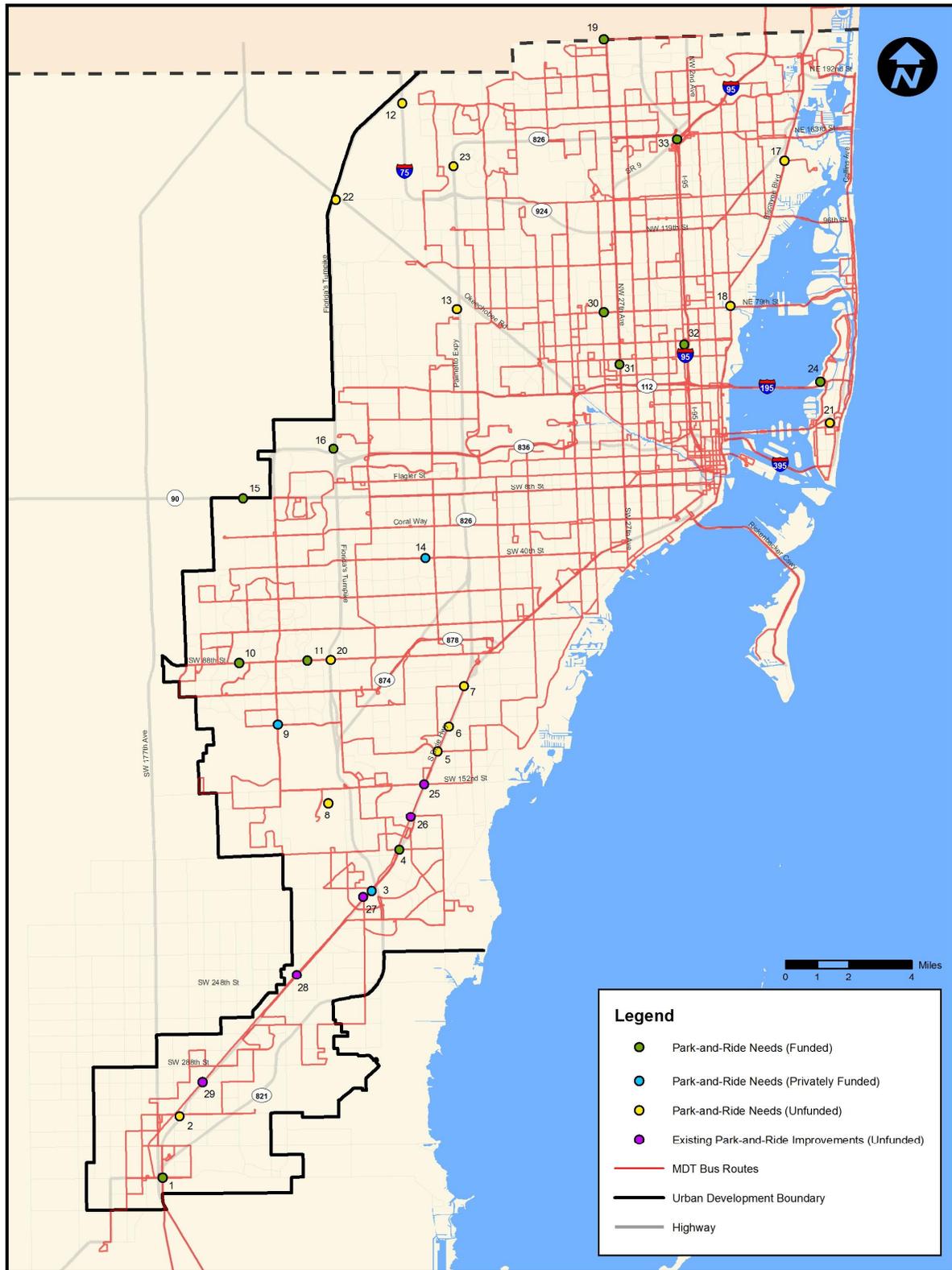
²A funded improvement is defined as a project for which funds have been programmed in either a local, state or federal plan.

Table 8-11: Park-and-Ride Needs

MAP ID	NAME	LOCATION	Status
1	Busway Lot	Busway and SW 344th St	Funded
2	Busway Lot	Busway and SW 312th St	Unfunded
3	Busway Lot	Busway and SW 200th St	Privately Funded
4	Busway Lot (Quail Roost Dr)	Busway and SW 184th St	Funded
5	Busway Lot	Busway and SW 136th St	Unfunded
6	Busway Lot (Killian Pkwy)	Busway and SW 112th St	Unfunded
7	Busway Lot	Busway and SW 104th St	Unfunded
8	Zoo Miami	12400 SW 152nd St	Unfunded
9	Kendall-Tamiami Executive Airport Park-and-Ride	SW 120th St and SW 137th Ave	Privately Funded
10	Kendall Dr and SW 149th Ave	SW 88th St and SW 149th Ave	Funded
11	FPL Lot	SW 88th St and SW 127th Ave	Funded
12	I-75 Park-and-Ride Lot (FDOT Study)	I-75 and Miami Gardens Dr Interchange	Unfunded
13	Palmetto Intermodal Center	Palmetto Exwy at NW 74th St	Unfunded
14	Senator Villas	SW 40th St between SW 89th Ave and SW 89th Ct	Privately Funded
15	Tamiami Station	SW 8th St and SW 147th Ave	Funded
16	Park and Ride Facility at Dolphin Station	NW 12th St and NW 122nd Ave	Funded
17	Biscayne Landings	NE 151st St and Biscayne Blvd	Unfunded
18	Little River Park and Ride	NE 79th St and Biscayne Blvd	Unfunded
19	Unity Station	NW 215th St and NW 27th Ave	Funded
20	Intermodal Terminal at SW 88th St and HEFT	SW 88th St and HEFT	Unfunded
21	Miami Beach Convention Center Intermodal Terminal	Convention Center Dr and 19th St	Unfunded
22	Okeechobee Terminal	HEFT and US 27/Okeechobee Rd	Unfunded
23	Miami Lakes Terminal	Palmetto Exwy (SR 826) at NW 154th St	Unfunded
24	Mount Sinai Intermodal Center	4300 Alton Road	Funded
25	Busway Lot	Busway and SW 152nd St	Unfunded
26	Busway Lot	Busway and SW 168th St	Unfunded
27	Busway Lot	Busway and SW 112th Ave	Unfunded
28	Busway Lot	Busway and SW 244th St	Unfunded
29	Busway Lot	Busway and SW 296th St	Unfunded
30	Northside Metrorail Station	3150 NW 79th St	Funded
31	Brownsville Metrorail Station	5200 NW 27th Ave	Funded
32	NW 7th Ave Transit Village	NW 62nd St and NW 7th Ave	Funded
33	Golden Glades Multimodal Terminal	Golden Glades Multimodal Terminal	Funded

Source: Miami-Dade Transit, 2013.

Figure 8-3: Park-and-Ride Needs



Park-and-Ride Needs. Source: Miami Dade Transit, 2013

8.6.2 Bus Fleet Expansion

The 2024 RSP service improvements identify the peak vehicle requirements (PVR) for designated bus routes. A determination of bus fleet needs based on the 2024 RSP, which accounts for a 20 percent (20%) vehicle spare ratio results in a total requirement of 108 buses.

Table 8-12 shows how many buses are needed to include 40-foot and 60-foot as well as 40-foot commuter coach diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel vehicles. This fleet need also includes new service routes. Based on the RSP, there will be no additional purchase needs of minibuses.

Table 8-12: Bus Fleet Vehicle Needs

Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Sub-Total Needs	Additional Spare Buses Needed	Total Buses Needed
Existing Routes													
Full size	3	(30)	0	0	(7)	34	(4)	0	0	0	(4)	(1)	(5)
Articulated	0	32	0	0	0	0	(15)	0	(9)	0	8	2	10
Commuter Coach	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	3	2	0	0	(7)	34	(19)	0	(9)	0	4	1	5
New Routes													
Full size	0	0	0	0	0	0	0	9	0	0	9	2	11
Articulated	0	0	0	0	22	0	25	0	9	0	56	12	68
Commuter Coach	7	2	0	5	6	0	0	0	0	0	20	4	24
Sub-Total	7	2	0	5	28	0	25	0	18	0	85	18	103
GRAND TOTAL	10	4	0	5	21	34	6	0	9	0	89	19	108

Source: Miami-Dade Transit 2013.

8.6.3 Alternative Fuels

After examining various alternative fuels, Miami Dade Transit decided to migrate its bus fleet to clean-burning, compressed natural gas (CNG). A Request for Proposal for a Public Private Partnership (P3) was released. MDT expects to select an experienced CNG developer to enter into a Master Developer Agreement which will be dedicated to the conversion of Miami-Dade Transit heavy fleet vehicles to CNG.

Specifically, through the Master Developer Agreements, MDT intends to form a public partnership with the selected Proposer(s) that allows the MDT 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 MDT 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.

8.7 Infrastructure Renewal Program Needs

The following table presents a number of proposed projects that have been identified by MDT as necessary for the upkeep and maintenance of existing infrastructure to ensure the MDT transit system operates in a state of good repair. The infrastructure renewal program (IRP) includes planned investments in the following program areas:

- Information technology, including data center modernization, network upgrades, and improved accident/incident reporting;
- Passenger amenities, including escalator covers and improved signage;
- Passenger facilities, including escalator and elevator replacements, Busway improvements, and platform refurbishments;
- Rolling stock, including bus maintenance component replacements;
- Systems, including wayside overhauls, uninterrupted power supplies, AC unit substations, train control system replacement, traction power substations, and traction power cabling;
- Maintenance facilities, including bus garage lot resurfacing, emergency backup generators, and A/C replacement;
- Safety and security, including fire alarm replacement, railing replacements, and pedestrian safety improvements;
- Track and guideway, including guideway painting, frog replacement, and work vehicles;
- Field engineering and systems maintenance; and
- Design and engineering.

The proposed year of implementation is also presented in the following tables for the FY 2015-2024 planning horizon according to funded IRP (Table 8-13) project and unfunded IRP needs (Table 8-14).

Table 8-13: Infrastructure Renewal Program Funded Need (2024)

Classification	Project Name	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
Treasury Services	Armored Trucks (4)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FESM	Uninterrupted Power Supplies - Mover	\$ 1,040,000	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,890,000
FESM	Traction Power Rectifier Transformer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FESM	Traction Power Switchgear Upgrade	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FESM	Fare Collection Emerging Technology Enhancements and Regional Expansion	\$ 1,000,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
FESM	Replace Metromover Platform LCD Signs and SCU	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FESM	Replace Dadeland North Parking Garage Space Count Sign	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000
Information Technology	Metrorail Electronic Real-time Signage	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance Facilities	Garage Fire Suppression	\$ 495,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 495,000
Rail Maintenance	Overhaul Metrorail Wheel turning Machine @ WLC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rail Maintenance	Traction Power Crane Truck	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rail Maintenance	WLF Railcar Office Space Renovation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rail Maintenance	Traction Power Three Reel Trailer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rail Maintenance	Metrorail Maintenance Vehicles Lifts	\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,700,000
ROW	Park and Ride at SW 168th Street and Busway	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Systems	Rebuild Switch Machines (M-3) - Mainline	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Track and Guideway	Inspection Vehicles for the MIC Extension	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 5,885,000	\$ 1,350,000	\$ -	\$ 7,235,000							

Source: Miami-Dade Transit, Infrastructure Renewal Program Existing System FY 2014-15.

Table 8-14: Proposed Infrastructure Renewal Program Unfunded Need (2024)

Classification	Project Name	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
Passenger Facilities	Metrorail Station Refurbishment / Door Replacement at Metromover	\$ 2,320,000	\$ -	\$ 2,470,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,790,000
Passenger Facilities	Escalators Replacement / Elevators Refurbishment	\$ 3,860,000	\$ 3,990,000	\$ 4,120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,970,000
Passenger Facilities	Parking Garages Overhaul	\$ 1,160,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,360,000
Rolling Stock	Bus Replacement Plan	\$ 52,000,000	\$ 57,000,000	\$ 107,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 216,000,000
Rolling Stock	Bus Maintenance Component Replacement Plan	\$ 4,070,000	\$ 6,080,000	\$ 6,220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,370,000
Systems	Traction Power Gap Ties	\$ 1,830,000	\$ 1,900,000	\$ 1,950,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,680,000
Systems	Train Control Systems Replacement	\$ 1,050,000	\$ 32,100,000	\$ 34,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,950,000
Systems	Traction Power Substations	\$ 17,680,000	\$ 18,260,000	\$ 18,860,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,800,000
Systems	Wayside Overhaul	\$ -	\$ -	\$ 32,980,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,980,000
Systems	AC Unit Substations	\$ -	\$ 8,650,000	\$ 8,940,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,590,000
Systems	Switch Machine Cable - Yard	\$ -	\$ 1,040,000	\$ 1,080,000	\$ 1,110,000	\$ 1,110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,340,000
Systems	AC Unit Substations - Palmetto Yard	\$ -	\$ 4,230,000	\$ 4,360,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,590,000
Systems	Switch Machine Cable- Mainline	\$ 1,270,000	\$ 1,380,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,650,000
Systems	Replace Switch Machines - Yard	\$ 950,000	\$ 980,000	\$ 1,010,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,940,000
Systems	Traction Power Cabling	\$ 5,060,000	\$ 5,080,000	\$ 5,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,190,000
Track & Guideway	Metromover Omni Extension Guideway Painting	\$ 380,000	\$ 8,820,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,200,000
Track & Guideway	Metrorail Steel Box Girder Guideway Painting	\$ 520,000	\$ 9,550,000	\$ 6,490,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,560,000
Track & Guideway	Fastener Replacement Station Areas	\$ 1,420,000	\$ 1,400,000	\$ 1,360,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,180,000
Total		\$ 93,570,000	\$161,660,000	\$ 236,690,000	\$ 1,110,000	\$ 1,110,000	\$ -	\$ 494,140,000				

Source: Miami-Dade Transit, Infrastructure Renewal Program Existing System FY 2014-15.

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